

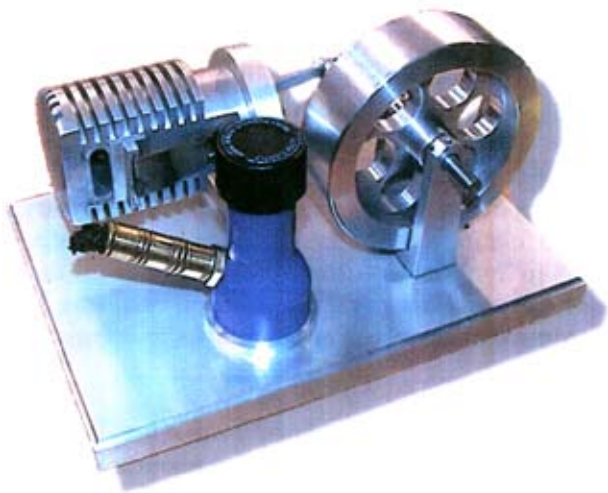
diameter so that when the spring is removed from the mandrel and relaxed, the spring is of the desired diameter. Ask Dwight for more details.

Additional — After the meeting, more discussion took place, and this understanding developed — To raise the speed at which valve float occurs, you have three basic choices: reduce the maximum rate at which the valve is opened and closed by changing the cam profile, reduce the weight of the valve and associated actuating stuff from the cam out or make the spring stiffer. A spring change is obviously the place to start. How do you know if you have valve float? — Valve float is typically evidenced by ratty running above a fairly well defined speed; unfortunately similar to some carburation and ignition problems.

OK, that's your report. In my opinion, and that of several others who commented favorably, we had a very good Tech Topics session. Thanks again, Ken, Dwight and Dick.

Now, our August Tech Topic will be ignition systems for model engines. Ken Hurst will again lead, but this time with the assistance of George Gravatt and again Dick Pretel. Their intention is to cover the various ignition assemblies and parts commercially available to the engine modeler from Floyd Carter, C&H Ignition, Bob Shore and others. Various coils, Hall sensors, breaker point assemblies, distributor assemblies, magnetos, etc. will be discussed. Sounds as if a couple of meetings might be required. — Don't miss this; except for the hot air and steam guys, our engines all need some sparks now and again and come to think of it, those guys probably get their fires lit with sparks on occasion too. Woops, I didn't think about glow plugs and Diesels.

Scott



Bill Nickels's Flame Eater.



Lew Throop's Jemma radial.

Photos by M. Rehmus, K. Hurst and L. Throop.

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