

The Crank Calls



December 2011

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MEMBERSHIP \$25.00 US

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NEXT MEETING

December 10, 2011 at
Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545

Doors open at 10:00 AM
Meeting starts at 11:00 AM

Upcoming Events

BAEM meetings:

December 10, 2011 Pot Luck Luncheon

January 21, 2012

February 18, 2012

2012 DUES ARE NOW DUE

NOTE:

It's that time again. Our annual Pot Luck luncheon on December 10 at 11:00 a.m. (Take note of the later meeting time and the earlier calendar date!)

Bring a dish, engines to show or run, and good cheer!



MEETING NOTES

November 19, 2011

Bob Kradjian, Secretary

Don Jones called the meeting together at 10:00 am.

Visitors: There were two visitors, Mike Phelan and Mort Tyler.

Mike is working on a Red Wing, an Economy, and a Bob Shores Eagle. Mort is working on a 1/3 scale Associated and a Hired Hand. Welcome to both!

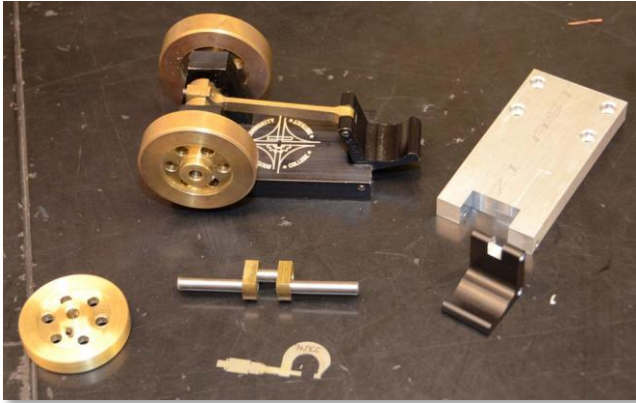
Secretary's report: Our club was featured in a one-page (page 104) article in the Goodguys Good Times Gazette (January 2012). Pictured were photos

of Lou Chenot's Duesenberg, John Palmer's Executive pencil sharpener, Ron Bement's Ardun V-8, Glen Tomlinson's Deltic, several of Paul Knapp's fine engines and this "teaser". They are hinting at a "Full-length feature in an upcoming Gazette." In the same issue is a two-page feature on BAEM member Jay Eitel's 1937 Ford Special. It was chosen as the "West Coast Nationals Gazette Pick". There is a beautiful picture and details of the construction that started in 1941! This is a remarkable and unusual tribute from the knowledgeable Goodguy's judges.

John Palmer says no EDGE & TA shows are scheduled.

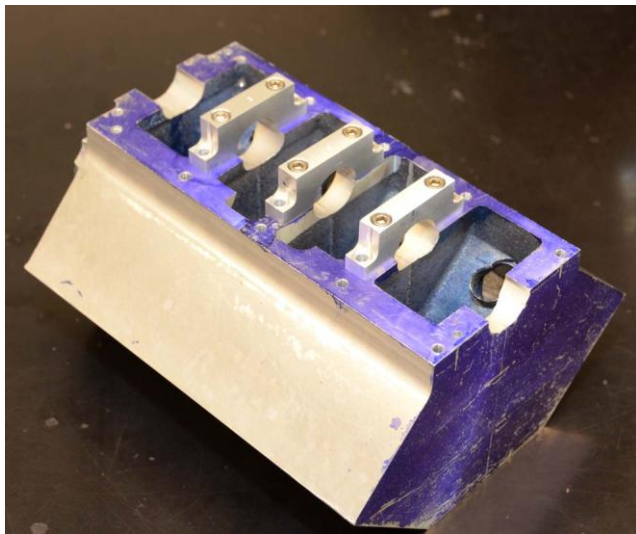
Don Jones gave us a report on the ongoing status of the new Chabot College machine shop. The "HTEC" Regional Conference was held at the school last week. HTEC's aim is to promote more manufacturing and training in California. Other colleges joining the effort are De Anza and Laney, as well as the Livermore High School. The latest gems in the new shop include a five-axis Haas mill, a dual-axis Mitsubishi EDM, and other state of the art

machines. Many are dual mode machines with CNC and manual capabilities. Some of us stayed for a personal tour of the shop, where we saw a fine Bridgeport mill and several other machines donated by member Jay Eitel.



One of the nifty projects for the new facility is a “thumb treadle” to be made on CNC equipment. A pilot model looked and worked well. We use these devices at our shows to explain to kids how reciprocal motion is converted to rotary. An initial run of sixty thumb treadles is planned. Now if they just added a Torrington bearing? At the bottom of the photo is a tiny replica of a micrometer. It is labeled “HTEC” and was made in a stack of forty from 0.040” shim stock on the EDM machine.

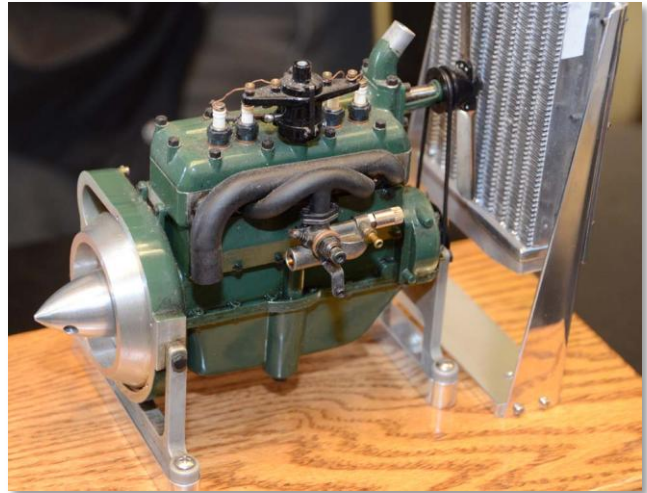
BITS AND PIECES:



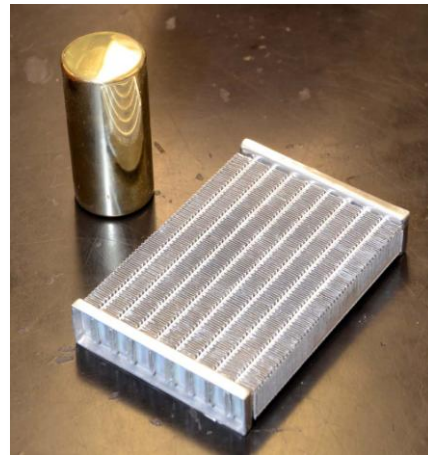
John Gilmore showed us his progress on the block of his new Black Widow V-8. Since there are no flats on the casting, the setting of a starting point was an exercise. See him, Dwight, or Ken before

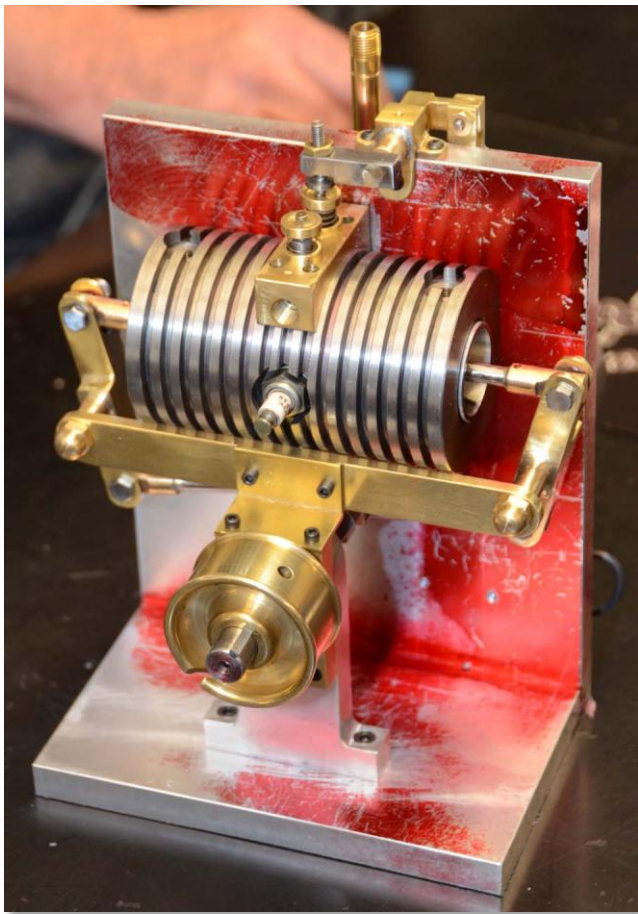
you start yours! This should be a great build and we hope John brings it in so that we see it develop.

Pat O'Connor brought us up to date on the various Yahoo groups devoted to our hobby. Mentioned were Jan Ridder's vapor carbs, and mini-ignition circuits. We also learned that there is a group dedicated to Edgar Westbury's engines. If you go to Yahoo.com and type in his name, there is an amazing amount of material on this amazing man's lifetime of work. It's worth recalling that he was greatly influenced by our Elmer Wall.

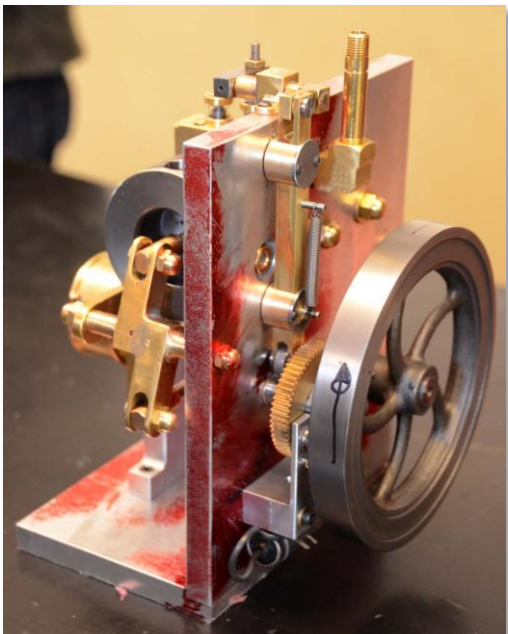


New member John Place brought his one-fifth scale Ford Model “A” engine. Dwight is fitting it with a running stand and an aluminum core radiator. The radiator is constructed with no solder or welds, just the amazing new E-120HP epoxies that work so well. Dwight made all new dies for the tanks. Also pictured is one of Dwight's fuel tanks with nearly invisible seams. The Model A is one of the fine engines made some years ago in the Ukraine. Investment castings used, are particularly fine.





George Gravatt updated us on his original opposed piston engine. The valves are in place, the compression is 110 pounds, and it pulls good vacuum. The bore is an inch and a quarter, the stroke is two inches.



Our sterling newsletter editor, Larry Zurbrick, showed us a new home foundry project. Fashioned from an old helium tank (still labeled "BalloonTime") it will be fired by propane. Larry's mechanical engineer son did the nice welding. He is modifying a regulator from a backyard cooker and is rigging a blower. Other components including insulation and the "pot" are being gathered. Thanks to Larry for a great job on the newsletter and also to Jim Piazza for his faithful website work.

Dwight and Ken are showing their prototype Black Widow V-8 at the NHRA Hot Rod Museum in Southern California. The engine was the centerfold of issue 26, October 2011 of "Model Engine Builder" with six additional photos and the story of the engine's development. This is another reason to subscribe to Mike's fine magazine. Our president, Don Jones, modeled the engine in SolidWorks and complete plans are available with the castings. All this development represents a massive amount of work over many years by the principals. Additional magazine articles on the spark plug boots and the radiator fan construction are in the works.

