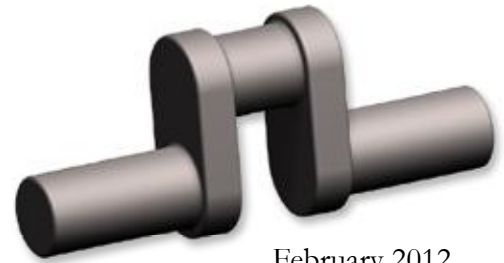


Bay Area Engine Modelers Club, Branch 57 of EDGE&TA

The Crank Calls



February 2012

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MEMBERSHIP \$25.00 US

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NEXT MEETING

February 18, 2012 at
Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545
Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings:
February 18, 2012
March 17, 2012
April 21, 2012

2012 DUES ARE NOW DUE

MEETING NOTES

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January 21, 2011

Bob Kradjian, Secretary

President Don Jones called the meeting to order at 10:00 am.

There were no guests.

First Pops:

Jaime Quevedo had some initial pops from his Hodgson nine-cylinder radial. He said the timing was off a little. He has since had it running, but the piston to cylinder clearance was too snug and it overheated almost immediately. The tedious business of pulling off each cylinder and fitting the piston is nearly finished.

Chapman Thompson finished his vertical, wobblers, steam engine but didn't bring it to the meeting. In what is a first in BAEM's history, we had a first pops by YouTube! Clever Don promptly fished it off the Internet and we were treated to a projected view, complete with sound. Chapman said that as he cranked up the air pressure and the rpm's increased,

the onlookers promptly retreated to what they considered a safe distance. After some final touches, he promises to bring it to a meeting.

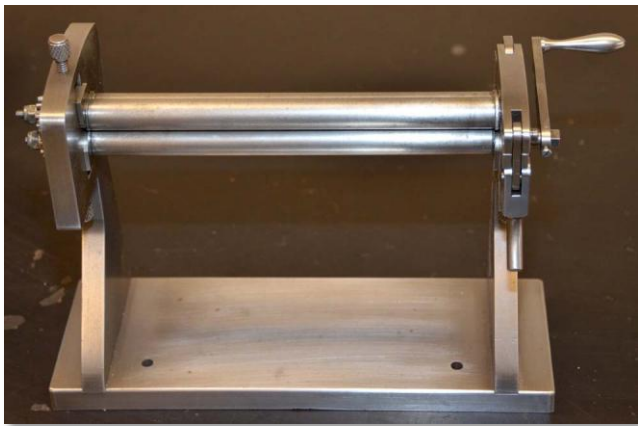
Secretary's Report:

We are still trying to transfer the club web site from Jim Piazza's name to the club name. Jim is also checking out a group that wants to be named in our links.

For those without club name badges, please e-mail Mike Rehmus at; editor@modelenginebuilder.com. Be sure to specify your preferred name spelling.

BITS AND PIECES

Newsletter editor Larry Zurbrick showed us the refractory material he's selected for his home foundry. Perlite was selected as a material with high insulating ability and to decrease the weight of the refractory material. He is using a 2:1 mixture by volume of Perlite and fire clay. Perlite was purchased at Home Depot from the gardening department and the fire clay from a local building supply yard. He is settling for aluminum melting levels, not bronze.



Dwight Giles showed a very nicely done metal roller and bender. They were constructed years ago at Mare Island for the model builders at the facility. He

used it for the Model A muffler seen last month. A bender is also at the facility and Dwight may be able to access that as well. Castings for the one third scale '32 Willys and '32 Ford hot rods are in the works by Chet Barker. Differentials, front axles, flywheel housings, and "in and out" housings, are all in the works.



Dwight described a simple method for determining top dead center on the little Model A without fishing inside with wires. He just blew in some compressed air and found that you can very

accurately find the TDC by slowly rotating the flywheel.

Carl Wilson told us of the import band saws as sold by Harbor Freight and Enco. They have design limitations and Carl has made modifications to allow for reliable and heavy-duty work.

Joel Cohen showed us his fine progress on his 15cc. Seal kit. It is complete except for final fitting, electrical components, and water pump. This is a lovely Edgar Westbury design built by the late Frank Kurz of our club, by the Sherline group, and has been shown at our club outings for about ten years. He described some problems with the plans. I promised to bring a pair of Seals to the next meeting.



A spirited discussion of our building techniques as compared to the British modeling of the 1950's and 1960's followed. It seemed that "match drilling" was common in that era which led to some errors on the plans.

Attention was drawn to the Sherline web site that has a very detailed section on building the Seal. Go to:

<http://www.craftsmanshipmuseum.com/sealeng.htm>

You will learn a good bit about the Seal build, see the amazing cut-a-ways by Tomelsky, and read

about their problem with connecting rod lubrication and how they solved it. It's a very rich web site in general, and features BAEM members Paul Knapp and the late Al Ingersoll.

Steve Jasik built a roller device for maintaining a precise elevation for a pressure washer nozzle.

Ken Hurst announced that he and Dwight have gotten their Black Widow V-8 web site up! The URL is <http://blackwidowv-8.com>. They are planning a visit to the Accu-Burr foundry developing their castings with Mike Rehmus filming the event. They are fine-tuning both the web site and the engine.

A lively discussion concerning fine points of camshaft grinding followed.

Rick Levesque gave us some information on a Chinese company that sells a DRO for \$450.00 will be presented next week. He was very happy with the product and the service. John Gilmore also described a magnetic strip DRO that is made in India, but represented by a company in Vacaville (dropros.com is the URL). They also deal in glass scales.

Pat O'Connor gave a very interesting presentation on a glassed-in combustion chambered engine by the prolific builder in Germany, Jan Ridders (<http://www.youtube.com/watch?v=6vSP7FNWUic&feature=related>). Sorry for the lengthy URL. He has so many engines, it's hard to locate just one. Pat then detailed the history of a very old and unique Rolls-Royce engine developed in the early days of the automobile. A general discussion of engine-related topics finished another entertaining and informative meeting of the Bay Area Engine Modelers.

FOR SALE

7" Southbend shaper on 3-drawer factory cabinet for sale. Asking \$800 – contact Eugene at agapai25346@mypacks.net

