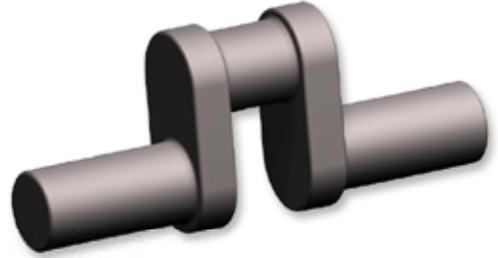


# The Crank Calls



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January 2010

**MEMBERSHIP**

**\$25.00 US**

Contact  
Ken Hurst at  
(707) 257-2481

**NEXT MEETING**

January 16, 2010 at  
Chabot College, building 1400  
25555 Hesperian Blvd, Hayward 94545  
Doors open at 9:00 AM  
Meeting starts at 10:00 AM

**Upcoming Events**

**2010 ANNUAL DUES ARE NOW DUE.**  
Make checks payable to "BAEM" and send to:  
Ken Hurst  
2650 Indiana Street  
Napa, CA 94558

**MEETING NOTES**

Carl Wilson 12-12-09

**In Remembrance**

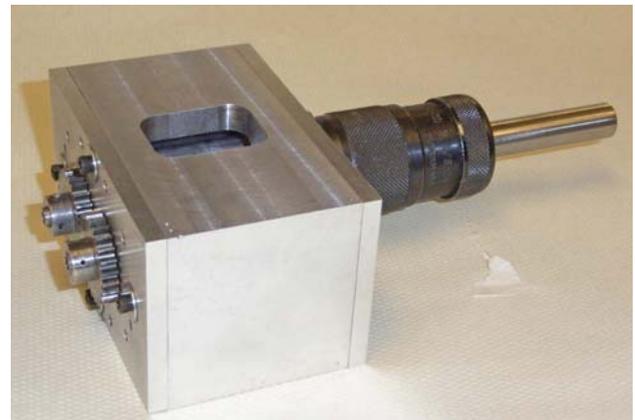
Frank Kurz passed on December 27th after being sick for a short time. He was 84. Frank worked for Ampex in their heyday and was a fine machinist and gentlemen. He enjoyed building different types of engines. He will be missed by all those who had gotten to know him. (Contributed by Dick Pretel)

**Bits and Pieces**



Dennis Mead's G scale locomotive "Ruby" now has a load car which adds some drag to simulate a string of cars and also acts as a governor on a

down-grade. The flywheel is driven from the axle and in turn drives a Watt type governor which actuates a brake. Dennis has also added "chuff boxes" to the exhaust of the engine to get a more realistic sound.



Jim Piazza has mounted the Roots rotors into a casing. They turn freely and deliver a bit of air when rotated by the drill chuck. Jim also recommended MIC-6 cast aluminum jig plate for machinability. It is available from the REM Center in Santa Clara and other wholesale houses.



The ManSon lathe was made in Los Angeles from 1946 to about 1960 and with a 2" swing and roughly 3" centers, it is a wee thing, but it will cut metal. Its appearance owes a lot to the famous Monarch 10EE. More information at:

<http://www.lathes.co.uk/manson/index.html>



Well, the brass plaque says it all, well, most of it. It is not well known, but Elmer Wall did design at least one steam engine: the Black Knight. It features an 11/16" bore and 11/16" stroke and is still listed in Coles' Power Models.



David Palmer machined this three part mold for a rubber bellows from acrylic plastic. The mold proper is the large block in the center of the photo: it is in two parts split along the length of the mold cavity which appears as a corrugated line. The mold top (above the block) bolts to the block and contains the sprue (left) and riser (hole at the left.) The material was a two part urethane rubber, poured into the sprue and assisted through the mould by vacuum applied to the riser. The bellows was used to protect a leadscrew.



Shannon's card also tells it all: a low temperature Stirling hot air engine.



Shannon built this model of the 2 1/2hp Arco 1920 hit-n-miss engine from castings for the similar Economy engine by Joe Tochtrop. The two brands of engine were made in the same factory and shared many details.

## Photos from the December Pot Luck



Some of the goodies on the dessert table. There were some jokes about the "rare pork butt roast" (well it is a rear-end) and suggestions that it should have been placed with the main courses.



John Palmer (l) and Mike Rehmus.



Angela and Dario Mecchi



Toni Rehmus (l) and Cristi Moore (r).



Ann and Lew Throop



Karen and David Palmer



(left to right)  
Nancy and Larry Zurbrick  
Bob and Christine Kradjian



(If to rt foreground): Jaime Quevedo, Shannon Lile and Dick Pretel



Dwight Giles (l) and Ken Hurst (r)

**The Important Stuff:**

Bay Area Engine Modelers does a Christmas party up right nice, but just as there is a power behind the throne, there is someone who made the party happen. Thanks to Irene Lile for the organization and oversight of one of our two premier events.

There was a glitch in the distribution of the laser edge finders and that task has been deferred until the January meeting. Ken Hurst recommended that we toss the names of all the paid-up members of BAEM into a hat and draw from that. The Board of Directors concurred and this will be done at the Jan. 16 meeting.

Sins of omission and commission: Paul Bennett’s wife, Margie, and other members of the family joined us for the holiday party. Unfortunately no photo of them was taken and I apologize for this oversight.

I got Don Isaac’s name wrong in the December Crank Calls. If I had only bothered to look in the roster.....

Now for a brief note about the 2010 WEME show. Mike Rehmus is talking to the owner of the World’s Fastest Indian motorcycle about displaying it at the show. More details as they are available.

The Tech Topic for the January meeting is a “do-it-yourself” exhibition of antique, rare, and unusual precision measuring instruments. Bring your most unique tools and tell us about them.