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The Crank Calls

JULY 2006

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Events Coordinator Report -Dick Pretel

NEXT MEETING
JULY 15 2006 AT
Robert Schutz's Shop,
366 40th St. Oakland, CA
Doors open at 9AM
Meeting starts at 10 AM

Here are show dates that are tentative.
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.TBD

MEETING NOTES

June 14, 2006

Carl Wilson

This meeting was our annual Swap Meet and Engine Run. Several tables were loaded with goodies and a lot of stuff went home with new owners.

I'm not going to spill a lot of words to accompany the photos. Here you go, enjoy looking at the craftsmanship of some of our members.



George Gravatt's Bottle Engine



George again, this time with one of Bob Shores designs



Bill Nickels' Poppin' Fire



Irv Stevenson's Low Delta t Stirling Engine, design by James Senft. Note the displacer piston made from urethane packaging foam injected into a plastic mold.



Al Vassallo's rotary piston engine. This is Al's own design; it is not a Wankel. The chamber was made by boring two holes on the lathe and finishing the shape between them with a shaper. The vane tip seals, not installed, are Teflon.





Dwight Giles' overhead valve conversion for a Wall 4.



Dwight Giles, and George Gravatt's Vaughan hit-n-miss engine.



George Gravatt (right) demonstrates the



John Palmer (right) showing his Rumley Oil Pull tractor.

Errata: Whoops, I've made some mistakes in the last two newsletters. Two months ago, I reported that Scott Overstreet had removed 0.0002" from the crankshafts of the hot air engines using his sheet metal hone technique. The correct amount is 0.0007" while holding a tolerance of 0.0002". CARL WILSON

And, last month, the caption for the second engine down on page 3 is incorrect. This is an Economy engine, design and castings by Jop Tochtop. I do not know the owner of this engine. The photo of the Otter engine by Haydock Model Engineering was not printed. CARL WILSON

Here are some pics of the Corvette engine. For those who haven't seen it, the bore is .600 and the stroke is .487. It is a 1/6 scale of a 1964, 365 horse 327 Corvette engine. it burns gasoline, has spark ignition, a 30-30 Duntov cam and Corvette rams horn manifolds The first pops were in Nov. 05. It sometimes runs lousey, and the next time comes on like Jake the bear. Mostly carb problems, I think, along with way to big of a cam, and way too big ports and valves. There is no coolant in it yet, so can't run it very long . Of course you can see that it isn't finished yet. It needs a finished water pump, a thermostat housing and a fly-wheel housing, and other stuff. Jim Moyer



Here are several notices to be placed in the July issue of, *The Crank Calls*.

July Tech topic is:

Getting Started in 3D CAD

Why this 3D software is easier to use than 2D for Model Engineers

Mike Rehmus will present a beginner's tutorial on Alibre Design Xpress and hand out free copies of the program to everyone at the July meeting.

The tutorial is designed to introduce you to the concepts of 3D CAD and show you how it may be useful even when you are making a single engine. Even if all you want to do is double-check a set of drawings.

In addition, Alibre Design has contributed a commercial license to the BAEM club. The commercial license adds some very nice capabilities to the basic Alibre Design Xpress software. One lucky BAEM member will go home with the transferable license.

Raffle ticket

Alibre Design commercial license Raffle Tickets for sale

\$5 gets you a chance to win this \$995 3D CAD software package.

All proceeds go to the club treasury. Maybe we can afford a video projector this year!

Buy as many as you like. You don't have to be present to win. Send Lew Throop your money and he'll put your tickets in the drawing.

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Badges

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707 643-6396 or michael.rehmus@byvideo.com

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Hi Bill,

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