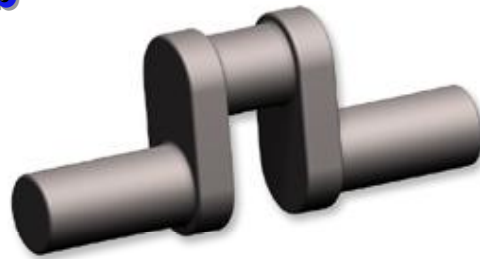


Bay Area Engine Modelers Club

The Crank Calls



July 2016

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MEMBERSHIP \$25.00 US

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NEXT MEETING

**July 16, 2016 at
TechShop Midpeninsula
2415 Bay Rd
Redwood City, CA**

Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings: 3rd Saturday of the month

WEME Show August 26 - 28, 2016 at the Alameda County Fairgrounds. See: wemeshow.com

MEETING PLACE FOR July 16th

We will meet this month (July) at the TechShop Midpeninsula, 2415 Bay Rd, Redwood City, CA. DIRECTIONS: Take the Woodside Rd exit on US 101 heading West, Make your 1st left onto Broadway, 1st Right onto Charter St, 1st left onto Bay Rd and a left into the TechShop parking lot

MEETING NOTES

June 18, 2016
Larry Zurbrick, Editor

President Paul Denham called the BAEM June 2016 meeting to order just after 10:00 AM.

Paul opened the meeting with ringing the GGLS bell in remembrance of our late member John Palmer and reflections on John's life as told in the June 2010 Crank Calls newsletter biographical sketch.

VISITORS: Aaron Keller is a new member who joined at our June meeting. He became "hooked" in home shop machining after having access to a Bridgeport mill at his place of employment and "addicted" after the Craftsmanship museum in San Diego. He is looking into a first engine project.

FIRST POPS:

No first pops this past month but a few "re-pops" including Al Aldrich's V-twin is running after 4 years of silence and Carl Wilson's Mery engine is running again.

We also want to thank Carl Wilson for repairing the club's air compressor's chiller.

EVENTS:

Our annual Western Engine and Model Exhibition (WEME) is only about 60 days away on August 26 through 28 at the Alameda County Fairgrounds in conjunction with the Goodguys 30th West Coast Nationals. See: wemeshow.com

See <http://www.baemclub.com/pages/Events.html> website for more information on events.

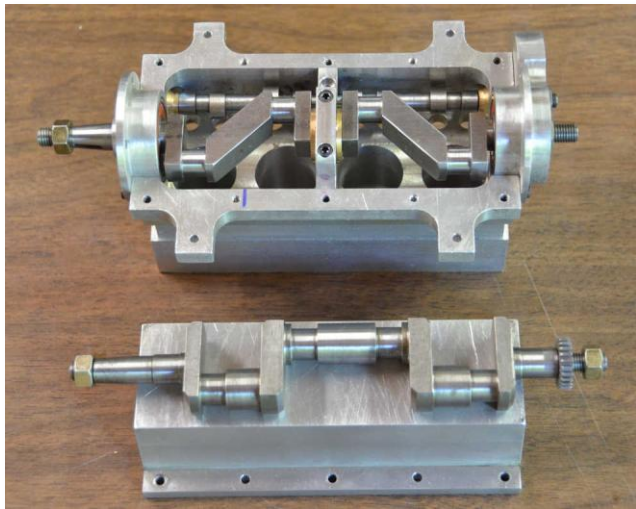
TREASURER'S REPORT: Paul Denham reports that we are solvent.

CLUB BADGES: If you need a badge, contact Mike Rehms (mrehms@byvideo.com) who has offered to produce them.

BITS AND PIECES



In order to answer frequently asked question at model exhibitions, "What does it do?" Paul Denham constructed a water operated Ferris wheel to operate with his Denny improved hot air engine. The 1/8" dowels are held together by brass fittings that Paul made from 2 separate pieces which he soldered together. The "seats" are made from champagne bottle metal tops. The Denny will run a water pump that pumps the water up a brass tube which will flow into the metal caps.



Dwight Giles received an engine block from Al Aldrich that is a Wall 4. Dwight has an early set of plans (so old he noted that there is no Zip Code

listed). The original crankshaft only has two main bearings (pictured at the bottom of the photo) and Dwight modified the block to accept a later design crank with 3 main bearing. He modified the block by bolting in a third main bearing support. Dwight re-bored the cylinders on his lathe using a faceplate and a live center to center the cylinder bores. The block was bolted to the faceplate. The plan calls for a build up cam but Dwight made his from a single piece of chrome moly 4130. The lobes are water hardened to Rockwell 50. He uses a hardness file set to determine hardness. The end of the cams are not hardened to facilitate machining. He notes that the cam lobes are hardened before grinding.



Dwight made a desk sign for a friend whose birthday is approaching. His friend works on houses and is a handyman. The desk sign is decorated with miniature tools. The tools are built to a 0.295 scale. The rip saw has teeth made to scale and tooth shape true to its full size counterpart. The saw teeth are 0.020" deep and 0.025" spacing.





Dwight also made a threading dial for Jerry Franklin's lathe which he presented to Jerry at the meeting. The threading dial was made for a South Bend type lathe where the mounting shank is held in place by a set screw.

Jerry Franklin continues to develop his machining skills. During the past month he purchased a few old lathe tool bits which he used to practice his grinding and sharpening skills.



Anthony Rhodes brought in an unusual spring tool holder. It is unusual in that the front end offsets. Anthony thinks that it for a metal shaper and not for a lathe. The custom made 24dp gears are for his Craftsman 6" lathe. Anthony wanted more feed ratio selections and had these specially made up to overcome several inherent limitations.

In Memoriam: John Palmer

Reprinted from The Crank Calls June 2010 newsletter



Long-time BAEM member, John Palmer, was born just over 90 years ago in Kennett Square, Pennsylvania. His father was a farmer who also worked in a rifle factory during W.W. I. His first memory of a family car as a youngster was his grandfather's Stanley Steamer. As a youngster, John became adept at firing a gasoline burner to heat a flash boiler on the Stanley while simultaneously firing a kerosene flame to keep the whole thing going. He could get the Stanley rolling "in four or five minutes". His grandfather thought the future of the automobile was in electric power and that gasoline was only a "stepping stone".

In 1938 after High School, John bought a 1933 Ford Model B and drove, by himself, across the U.S. (by way of Yellowstone) to California where his brother and sister had moved. He took a course in welding and machining at the Warren School in Los Angeles and found his first job as tube bender and welder in

a shop that made brass foot rests for bar patrons as well as beauty shop fixtures.

After accumulating enough money to buy an Indian 45 cubic inch flat head, he began exploring the Southwest on his motorcycle and later made a solo trip across the country again, returning to Pennsylvania. For a time, he had a four-cylinder Henderson until it coughed up a rod. He left it in a friend's barn. The Henderson was replaced by a 74 cubic inch Harley-Davidson and he made two more solo trips across the country. Who knew our John was a biker?

Returning to California, he worked at the Indian motorcycle agency in San Jose for three years. The draft caught John, he was classified 1B, but spent a year in the California National Guard. After this service, he worked in a brake lining company in Santa Clara for five years. He recalls being covered in asbestos dust daily. He next worked in a company maintaining and fabricating machines for processing food. This led to a 26-year long career of working in a company that converted paper pulp into plates, cups, and trays. His specialty was inventing, fabricating, and maintaining the complicated machinery required.

John had always loved the farm engines that he knew as a youngster, and while at a farm implement show in the late 70's he saw his first miniature engine. It was the single-cylinder Cole hit and miss engine. He bought the castings and made his first engine, which you've all seen. It now powers the famous Executive Pencil Sharpener! At one of the shows, Betty Cole recognized the engine and introduced herself to John.

His next engine was a monster hit and miss engine of his own design. When one viewer said that he couldn't hope to build such a large engine with his smaller lathe, John designed the "J and E Jr." This remarkable design can be made with a 12 inch lathe, a drill press, and welding equipment. John has sold about 400 sets of plans, and there are about 50 of these sturdy engines built by home machinists in the U.S., Australia, New Zealand, England, and Germany. I've got a dandy version made by our own George Gravatt.

John's next project was the magnificent quarter-scale Rumely Oil-Pull Tractor that we've all seen at

shows around the country. He also made a separate Rumely engine with a hefty 10 inch bore and a 12-inch stroke. John likes big stuff. The larger Rumely engine that he built was half-scale.

In 1995, Stanley Hiller asked John to build a Wright Model B. Hiller paid for the expenses, but John and his friends donated their time. He eventually built three of these amazing engines. One is on permanent display at the Hiller Aircraft Museum at the San Carlos Airport. If you haven't seen it, that engine alone is worth a trip to the Hiller. The second engine is on display at a museum in Maine and the third is displayed at the Centennial College Park museum in Virginia. The Virginia engine is the one that John fired up at Paul Bennett's shop some years ago. It is loud! At Bennett's, the engine was anchored to bolts drilled in the concrete floor. Our photo shows it in an earlier stage at a BAEM meeting. John found that it could be operated safely without any anchoring except for the friction of 2 x4 skids.

We are fortunate to have the unique John Palmer, and his wife of 65 years, in our group. We love his sunny disposition, his endless energy, abundant skill, good humor, and optimism.

Respectfully submitted,
Bob Kradjian