

The Crank Calls



July 2010

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MEMBERSHIP

\$25.00 US

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NEXT MEETING

August 21, 2010 at

Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545

Doors open at 9:00 AM

Meeting starts at 10:00 AM

Upcoming Events

***Annual WEME Show July 10 & 11 Veterans
Building, Vallejo, CA***

Good Guys Car Show Aug 27-28-29

MEETING NOTES

Carl Wilson 06-19-2010



Our June 2010 meeting honored our Mega-Birthday members John Palmer, George Gravatt and Chris Leggo. Sure was a shame to cut into the artwork, but ya can't save the icing and eat the cake too. Thanks to Ken Hurst for buying the cake and Irene Lile for providing the "tools."

Chris Leggo was unable to attend the birthday celebration and I've just learned that he passed away one week after the cake cutting on June 25, 2010. Chris was a long time member of Bay Area Engine Modelers, Golden Gate Live Steamers, and West

Valley Live Steamers. He was a member of the Society of Model and Experimental Engineers and had many friends in the English steam fraternity. He has built live steam locomotives and boats and written articles for Model Engineer magazine. Many of our members will remember his Tech Topic presentation of his model of a Newcomen steam engine and his demonstration of engine balancing. Chris was a mechanical engineer with a wide range of knowledge and experiences with both full size and scale models.

Well, we sorta didn't have an election for the club officers, so by mutual consent the existing slate has been returned to office. There will be some changes in the non-elective positions: Peter Lawrence will replace Jim Piazza as webmaster and Bob Kradjian will write the Meeting Notes, and Bits and Pieces for the newsletter. There will also be some forthcoming changes in the management of the 2011 WEME show: more on that as this develops.

Mike Rehmus reported that the advertising for WEME 2010 is about complete; event insurance has been purchased, and we are ready to go. We need help from club members on Saturday and Sunday for selling tickets and souvenirs, security watch at the emergency doors, and parking lot attendants.

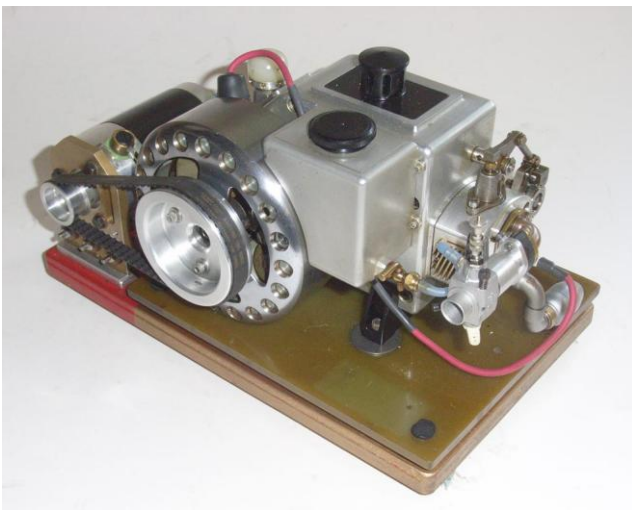
Sandra Croyle, Dwight Giles' daughter, created and donated to WEME a large quantity of souvenirs: badges, refrigerator magnets, tie tacks, key chains, you name it. All feature the World's Fastest Indian and these are sure to become collectors' items. On behalf of BAEM and WEME: Thank you Sandra.

Don Jones has been unable to obtain club shirts. Ken Hurst has stepped in with a new vendor. If you ordered one through Don, you might want to check with Ken to make sure that you are on the current list and the size is correct.

Bits and Pieces



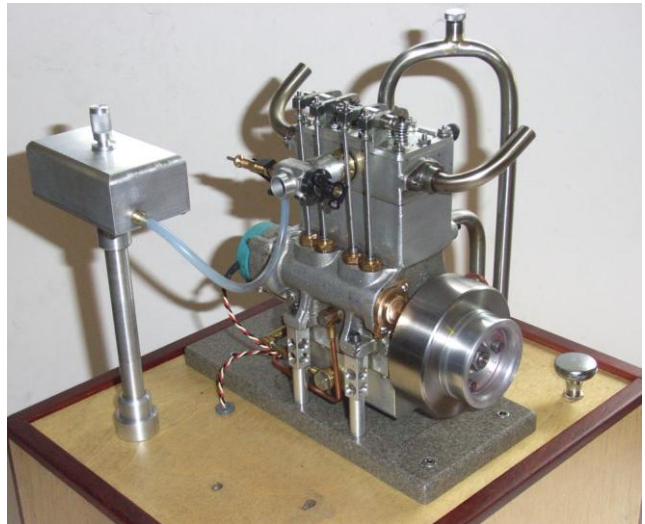
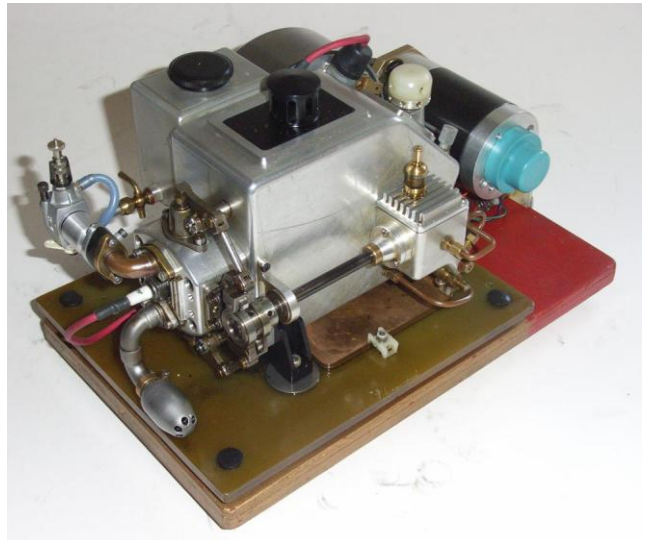
John Palmer made this reproduction "match starter", used on some large hit-n-miss engines. A match head is placed in the opening at the left end and the "starter" is screwed into a threaded hole in the cylinder or head. The engine is primed with fuel and brought up to compression. The plunger is pressed sharply with the palm of the hand, the match head is "struck" and the fuel is ignited. Presto-magico! the engine is running.



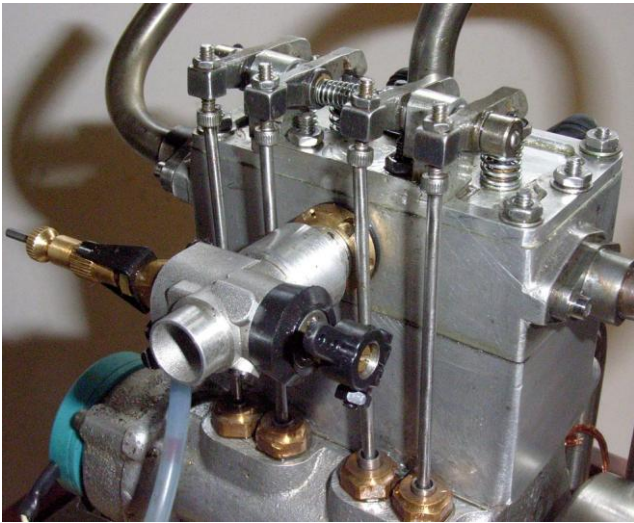
Frank Kurtz, former member of BAEM designed and built this free-lance throttle-governed, hopper cooled, single cylinder engine. This view shows the dynamo

capable of generating up to 50v, the starting motor and carburetor.

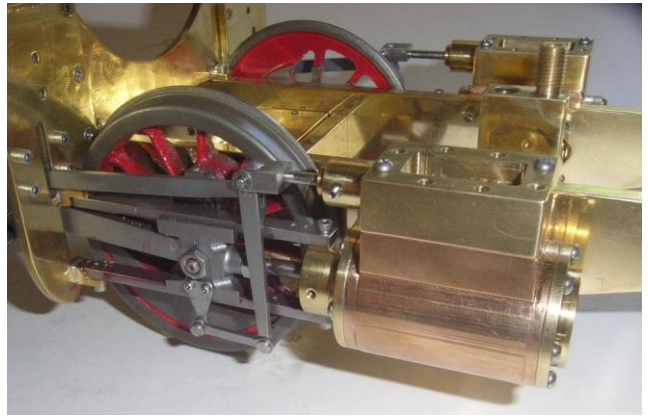
The photo below from the other side of the engine shows the pressure oiling system, cam shaft and its drive gearbox. The valves are operated by long rocker arms from the cams at the end of the cam shaft. Jaime Quevedo did a lot of work to get it running.



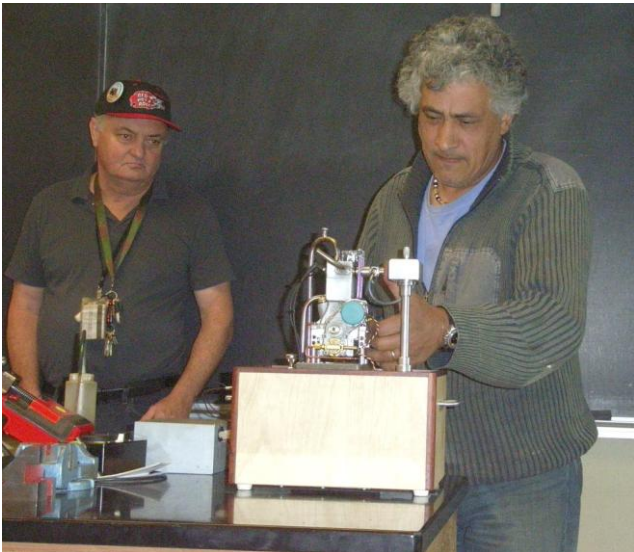
This is one of three Wallaby (two cylinder, 1" bore over 1.5" stroke) engines built by Jaime Quevedo and the late Paul Bennett. Early in the project they decided to "improve" the engine by increasing the lift of the cams and raising the compression. Jaime noted that the changes had some consequential effects and further modifications had to be made to accommodate the original changes. These engines have electronic "waste spark" ignition systems. Jaime uses a 12vDC computer power supply for both spark plug and glow plug ignition systems.



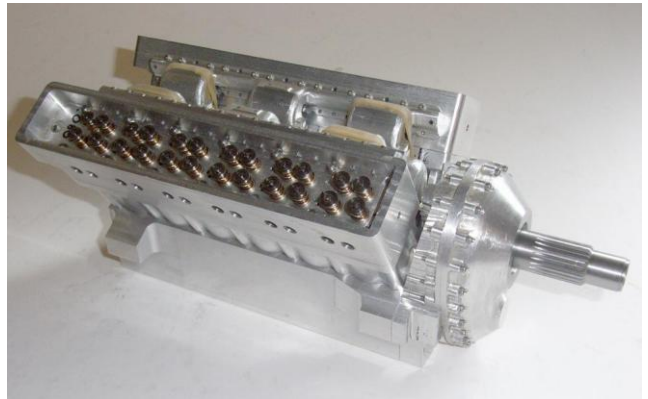
Close up of the Wallaby carburetor and valve mechanism.



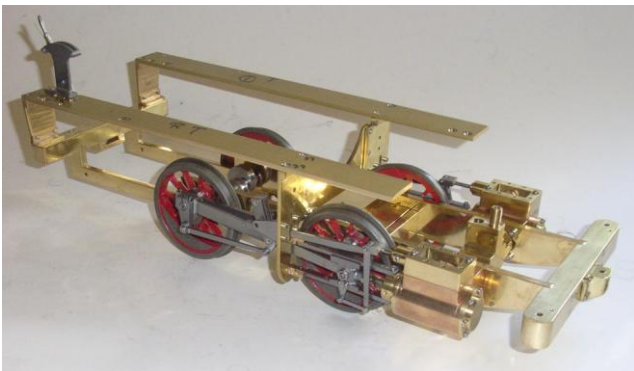
John Gilmore continues to add parts every month to his Pennsylvania A3 Switcher. This month various parts of the valve gear and reverse linkage have been added.



Don Jones (l) intently watches Jaime starting the Wallaby.



Peter Lawrence has built and installed the intake manifolds on his Merlin V-12 model. They are visible as the rounded blocks within the Vee formed by the cylinders.



The top two pieces are partially completed intake manifolds. The slots in the right hand block are the visible part of the intake port which is a 90° elbow within the block. Peter machined these by milling successively deeper cuts at increasing angles from both sides of the port. This left a small web in the center which was removed with a rotary tool. Design changes to the intake manifolds and assembly problems required new supercharger parts (bottom of the photo.)

TECH TOPICS

There was no Tech Topic at the June meeting so I rummaged through my photos for something to fill up this space. About a month ago I spent a fun morning in a blacksmith's shop in the Wine Country as official photographer for a hot metal session. Two friends were making a reproduction treadle bar for an antique Pittler lathe. I do not own a photo of the lathe so I'll have to refer you to Tony's lathe site:

<http://www.lathes.co.uk/pittler/page3.html>

The long range plan for this lathe is a demonstration of hand turning using a treadle (foot powered) lathe from the early days of model engineering. We hope to have it at WEME 2011.



The top photo shows heating the workpiece in the coal fueled forge.

The lower photo is of a fullering operation using a hand held tool in the 100 lb Little Giant power hammer. The fuller is on top of the hot workpiece; it has a rounded working surface and produces a round groove in the work. This widens and thins the work without elongating it.

