

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

The Crank Calls



June 2013

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MEMBERSHIP \$25.00 US

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NEXT MEETING

June 15, 2013 at
Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545
Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

June 30 - Palo Alto Concours
August 23-25 – WEME @Goodguys Pleasanton
BAEM meetings:
3rd Saturday of the month except December
SWAP MEET at the June meeting!

MEETING NOTES

May 18, 2013

Bob Kradjian, Secretary

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

Guests: Bud Mays visited again from Reno with Marc Cave.

EVENTS: The Brizio Open House was held on May 11. Members Gravatt, Giles, Aldrich, and Kradjian ran engines and chatted all morning to an appreciative group of Hot-Rodders. Roy Brizio is largely responsible for our appearances at the Goodguys shows.

The Palo Alto Concours will be also be at a new site this year. It will be held on June 30 at the San Mateo Fairgrounds. We plan to make a club appearance again. See paconcours.com for details.

The Hillsborough Concours d'Elegance last year was scheduled in direct conflict with our August WEME date. This year, they are on for July 21 at the Crystal Springs Golf Course near Highway 280

and Black Mountain Road. We need to decide whether to approach them for a club showing or not.

Our June meeting is a scheduled SWAP MEET. Bring those objects and treasures you want to sell and maybe pick up a bargain to boot. Don't forget to bring your \$\$\$.

WEME is scheduled for late August and John Gilmore urges members to plan to bring engines even if they can't stay for the full three days. We had several empty tables last year. However, the Goodguys boss---Gary Meador---loves our exhibits and is a strong supporter.

TREASURER'S REPORT: As noted in last month's newsletter, we need relief for Ken at the treasurer's post. John Gilmore has kindly offered to take over the position and by the time you receive this letter, the transfer should be complete. All members send thanks to Ken for his stellar service to the club. Thanks also to John for stepping up to help. Recall that Ken not only has been our treasurer; but also has been Club President, Events

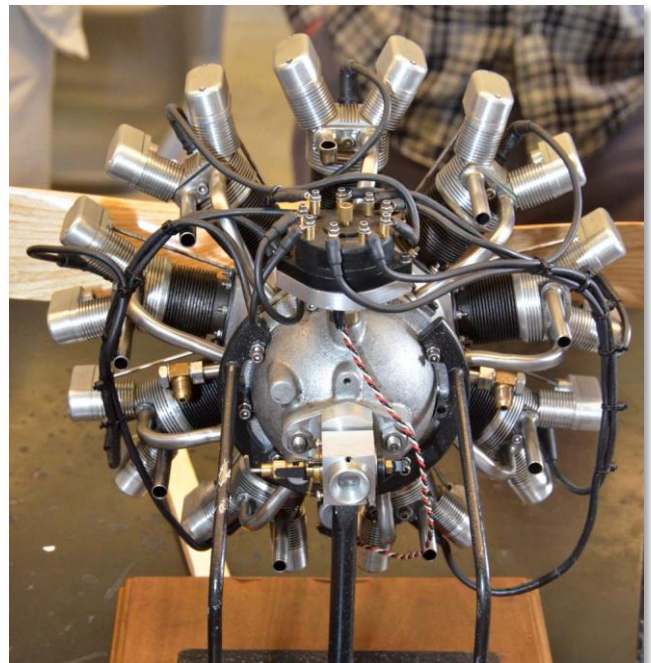
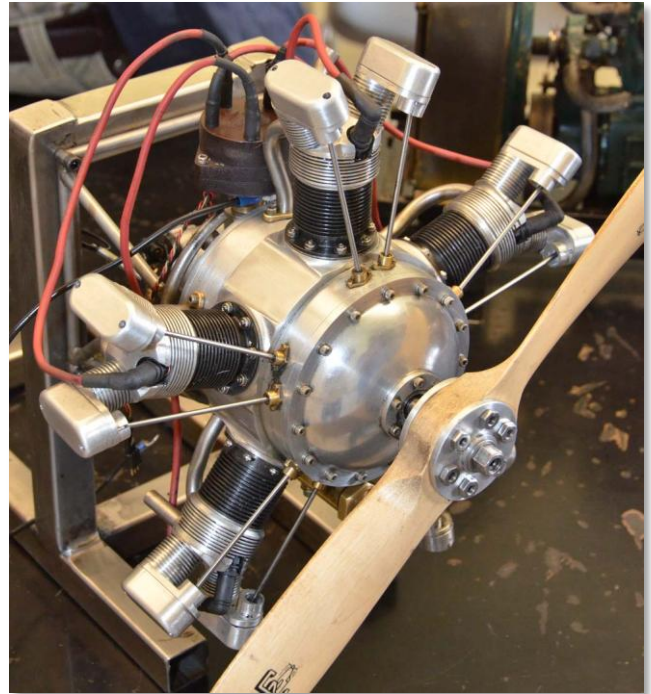
Coordinator, and the backbone of our engine display team.

SECRETARY'S REPORT: We were approached by Marc D'Estout, the curator of the San Francisco Museum of Craft and Design as we displayed engines at the Brizio Open House. He expressed an interest in the possibility of having a future display of our craft at the museum. The following Thursday, I met with Marc at the museum. The result was a definite interest on the museum's part to possibly feature a display of our engines. However, their schedule for 2013 is filled. Our schedule would be limited to the period between show seasons, which is roughly from September to May. Should an agreement to show our engines develop, it would be a wonderful opportunity to share our hobby with a very wide audience. All this is contingent on our interest in participating, and the museum's board agreeing to such an exhibit. I would welcome feedback and discussion at our meetings. At present, member Michael Cooper has a large display of his unique sculpture and mechanical devices at the museum. Please review this at sfmcd.org. The reception his work has received is overwhelmingly positive. A one-hour video of Michael being interviewed and describing his work is available at the Museum store. It is \$10.88 with tax and \$13.30 including shipping. It can be ordered at (415) 773.0303. It is well produced and highlights Michael's fabulous work and a biography in his own words. The museum is at 2560 Third Street (near 23rd Ave.) in the vibrant "Dogpatch" section of San Francisco South of the ballpark.

We are working on the transfer of the baemclub domain name to the club rather than to Jim Piazza. He is willing to continue his faithful service of posting the newsletter each month. Many thanks to Jim!

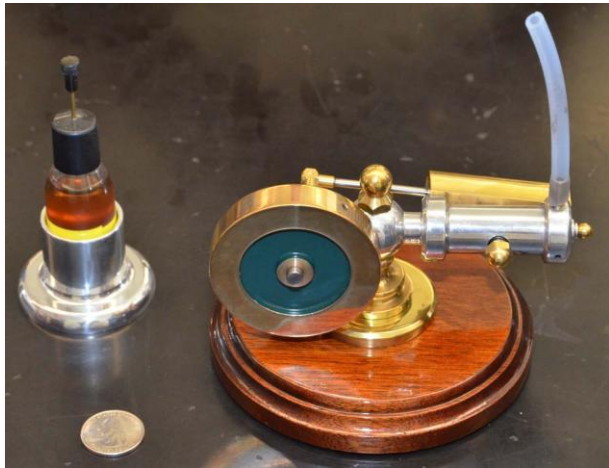
FIRST POPS: No first pops were reported

BITS AND PIECES:

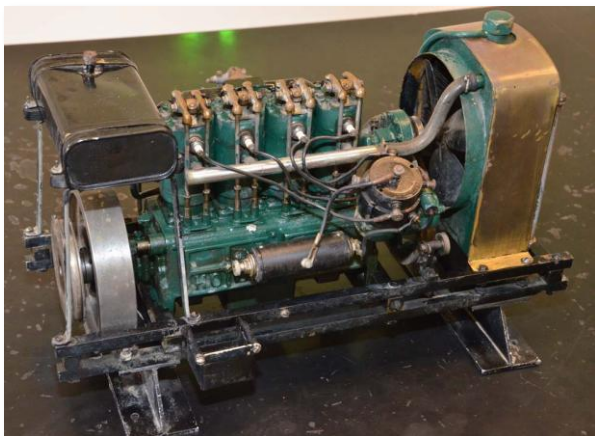


Jaime Quevedo dazzled us with not one, but two, completed radial engines! These were Hodgson designs, a five cylinder and a nine cylinder. The larger engine took him over a year of part-time work to complete. The late Paul Jansson started the five-cylinder and it was about half completed. Paul sold it to me and from me it went to Jaime. Jaime finished it in less than a year, changing the cam lobe design and boosting the compression to 9:1. It runs

well at around 2,000 rpm. Hodgson now furnishes plans for the 9, 7, and 14 cylinder engines. How Jaime can produce these engines while working overseas much of the time is admirable.



Yuan Mogle (first name pronounced “Yen”) showed us his first attempt at building an engine while he was twelve years old. And what a fine first effort it was! He selected the “Fancy II”, a design by Elmer Verburg published in Home Shop Machinist. With Dwight’s guidance he worked his way through the many steps required to finish a truly beautiful model. The engine is an oscillating (“Wobbler”) type steam engine that runs nicely on five pounds of air pressure. At forty pounds it turns 1400 rpm. Yuan, who just now has turned thirteen, was encouraged to display it at the WEME show in August. It seems that there is quite a following of Fancy II enthusiasts. Nice videos are abundant on YouTube. Just enter: Elmer’s Fancy II engine and you’ll see a batch of them.



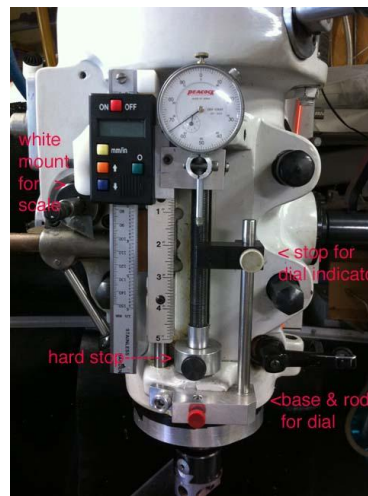
Dwight showed us a very old Holt tractor engine that he purchased recently. It was built by Roger

Henderson, a Vallejo machine shop owner. The battery box is for an old Burgess battery. The fuel tank appears to be an old tobacco can. The coil appears to be a Smith made for a model airplane twin engine.



The Champion V-3 plugs are original. In 1985 the Cole’s catalog listed the casting set for \$165 and the plans for \$13.00. This engine has a tendency to sling oil from the exhaust. Adding small scoops to the rod caps, and lowering the oil level can mostly cure the problem.

This sparked a discussion concerning the status of the Coles Company. The latest information indicates that they are having problems with their Web site, but they are still in action. Call (409) 547-3400 or go to: www.colespowermodels.com to contact them.



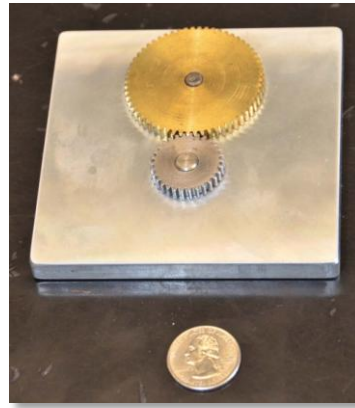
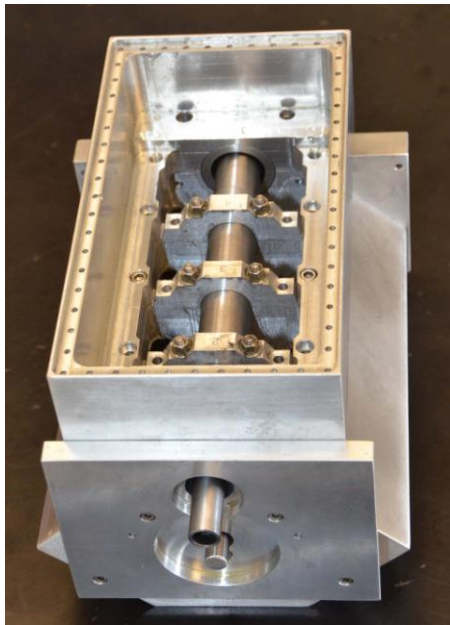
Steve Jasik described a fixture for attaching a digital slide caliper for the quill of his vertical mill. It is nicely made of white plastic from the batch that Roy Anderson had given away at a previous meeting.

Steve Jasik gave us a very detailed and excellent report on his trip to NAMES as well as the Ford assembly line at the Rouge plant. He had a large number of photos of the Henry Ford museum, Dearborn Village, and the NAMES show.



Jim Freel has completed the cylinder heads for his Black Widow V-8. The valve guide cages also serve as the seats. The intake manifold is a lovely piece of jewelry requiring about five hour of CNC machining. Jim uses a combination of conventional manual and numerical techniques to fashion his components. The crankshaft and camshaft construction is next for this beautiful build. The water pump is a Giles design. The anodizing on this engine was by Santa Clara plating.

John Gilmore described the tedious work necessary to obtain precise alignment between the three crank bearings and the front and rear end plates. He suspects a very tiny lack of parallelism in the end plates creates a bind, but only when the fasteners are fully tightened.



Timing gears are next. John will cut his own gears, no Boston Gear quick fix here!

He has also purchased material for the crankshaft with plenty of allowance for repeat attempts if necessary.

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Pat O'Connor showed us many photos of engines seen at the very large Cabin Fever Show.

Lou Chenot showed his latest engine build at the NAMES show. It is a Liberty V-12. There is no limit to this man's scope and ability! Lou, please send us details and photos, we would love to detail it in the Crank Calls newsletter.

John Vietta had a display of his functioning magneto on a single cylinder engine. John is the "magneto master" for sure! He and Randall Cox are our Wyoming friends.

Our member Carl Wilson was pictured giving a talk on designing and building camshafts to an appreciative and large audience at NAMES.

Thanks to Steve and Pat for allowing us to see these shows without leaving California.

**FOR SALE:**



Holt cam made by Roger Slocum. It is made out of A10 tool steel and hardened to about 60 Rockwell. It is fully ground. Because of it diameter and length, it is a very tough cam to make. Contact Dick Pretel at [rpm11k@att.net](mailto:rpm11k@att.net) for pricing and more information.