

The Crank Calls

May 2008

MEMBERSHIP

\$25.00 US

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NEXT MEETING

May 17, 2008 at

Chabot College, building 1400

25555 Hesperian Blvd, Hayward 94545

Doors open at 9 AM

Meeting Starts at 10 AM

Upcoming Events

May 21-22 Design 2 Part show at the Santa Clara
Convention center

July 12 – www.mechanicrawl.com

MEETING NOTES

By Bob Kradjian, acting secretary

Carl Wilson was enjoying the NAMES show in Toledo, Ohio. His report, next time.

Visitors:

Robert Carlson (ex-President of Chabot College), and Tom Clark (Dean of Chabot College) responsible for our meeting room. Our thanks to these gentlemen who have contributed to our warm welcome here! Robert Rasmussen also visited, he has made several Stirling engines and showed photos of a large one that used Volkswagen cylinders.

New Member: Mike Absher, Instructor.

Applied Technology and Business greeted us and gave us a brief history of the machine shop, the Measure B bond issue, and the plans for the future. He then announced that he is joining BAEM. Welcome, Mike.

Treasurer Ken Hurst was ill, but reported that we now have 66 paid-up members, have paid our yearly EDGE & TA insurance, and have about \$2900 in our account. Ken is also handling engine shows and has cancelled the Hillsborough Concours show for May.

President Don Jones reported that Carl Wilson is working on our 501(c)3 status as a non-profit organization.

The July 19 and 20 WEME show report by Tom Hare and Don Jones tells of good progress. Rental of an electronic sign adjacent to the freeway is being considered. Tom printed up a large batch of business-sized cards. Get some and pass them out to promote the show.

Scott Overstreet reminds us that May 25 is “Open Cockpit” day at the Castle Air Force Museum in Atwater. It’s about a two hour drive from here, south of Modesto off of Hwy. 99. “Google” Castle AFB for details.

Bits and Pieces:

Dick Pretel showed and ran the modified Wall Four built by Frank Kurtz. Dick extensively rebuilt it and it has the usual nice running stand. It starts readily and runs well.



It was good to see Chris Leggo again. He brought in a complete set of “Crank Calls” to be auctioned for the club treasury. The winner was Mike Absher who promises to read every word by the next meeting.



Dwight Giles showed us one of the three overhead-valve Challenger with a Roots-type blower that he and Ken built. The blower develops six or seven pounds of boost. The center main bearing didn't hold up to the increased stress and Dwight added more support and larger bolts. He also lost a rod-cap due to breakage of inexpensive “off-the-shelf” bolts. He now strongly recommends high stress bolts for critical applications. He runs it with two modified Walbro carbs and has a rev-limiter to keep things under control. It has a sharp bark and the lope of Ken's custom 90-degree crank. Nice engine.



Anthony Rhodes showed us a selection of nice miniature tool posts.



George Gravatt tore down his “Red Devil” shown at the last meeting, and has now applied a beautiful coat of red to the castings to go with the polished brass.

Peter Lawrence showed us his progress on the V-12 Rolls-Royce “Merlin” that he is working on. The bore is one inch. That places it in the one-fifth scale range. He plans a single-stage blower. Thanks to Peter for keeping us updated on this ambitious project.

Tech Topics

We had two terrific topics this meeting. Paul Bennett gave us details on the structural steel buildings that the Bob Simmons company erects. Paul has developed a lot of new tooling and fixtures for dealing with these incredibly heavy pieces, including a “rotisserie” for a six-axis robotic MIG welding machine. The revolutionary method building developed by the Simmons company takes about two thirds of the building time off previous methods and can reach up to twelve stories. The buildings are then turned over to be completed with the steel structure, all floors, outside paneling, and roofing installed. This is with the current 8 inch square columns of structural steel. The planned, new 16-inch columns can reach to 30 stories! Because of the moment type connections and the interlocking joints, no diagonal bracing is needed. It is a drop and click, gravity stabilized dove-tailed joint secured with huge bolts. It is self-aligning and gravity stabilized. The floors are of a new type of concrete poured over corrugated steel that is extremely strong, as well as being lighter than previous types. Go to conxtech.com and check out the videos, fantastic stuff!

Don Jones then treated us to the latest in 3-D printing. Dimension 3D printing group created a so-so quality video that tells of this method. Check the videos out at dimensionprinting.com. Think of an ink-jet type printer laying down successive 0.010” layers of hot glue precisely guided by a computer program. This allows the

formation of objects that simply cannot be machined. Don passed around examples of this wizardry. The cost of these machines currently ranges from 19 to 35 thousand dollars, and will doubtless cost far less in years to come. When the materials become even more durable, usable parts could be made for our engines directly from a SolidWorks program to the printer. The current material is ABS plastic and pretty darn tough as it is. It would be nice for making the patterns for a lost wax mold.

Following the meeting, Mike Absher gave a large BAEM group a detailed tour of the incredible Chabot machine shop.

NAMES Report by Carl Wilson

A few of us from BAEM had a good time at the recent show in Toledo, Ohio. Tom Armstrong exhibited his current construction of the Snow pumping engine, Mike and Toni Rehmus were promoting Model Engine Builder magazine; Mike also gave two seminars.

Three exhibits that caught my eye:

Lou Chenot’s 1/6th scale Duesenberg
<http://www.craftsmanshipmuseum.com/Chenot.htm>,

Rich Carlstedt’s 1/16th scale model of the Monitor engine

<http://stationarysteam.com/monitor.html>,

Ron Colonna,s Whizzer and Harley-Davidson engine

<http://www.craftsmanshipmuseum.com/Colonna.htm>.

For Sale

Small boring mill, horizontal mill and vertical mill. 1944 Kearney and Trecker Autometric boring mill, same footprint as a Monarch 10EE. Superb condition. \$2000. 1942 Hardinge horizontal mill, with vertical head, overarm & horizontal spindle. Hand scraped. \$1750. mid-60's Deckel FP-1 milling machine. High Speed vertical head with full set of collets. Very accurate. \$1750. All are a nice size for a home shop. Carl Wilson 650-967-7715

Interesting Web sites:

<http://www.toolmonger.com/>

<http://www.flexiwrench.com/>

WESTERN ENGINE & MODEL EXHIBITION

BAEM member Exhibitor Registration form

Print this form, fill it in and send it, along with a \$5.00 check or money order to:

WEME, 1521 Queenstown Ct., Sunnyvale, CA 94087

If you have any questions, contact the Exhibit Coordinator at
opoconnor@aol.com. or 408-733-3710

name tag "name" _____

Address _____

City _____ State _____ ZIP _____

Telephone _____

Email Address _____

Guest Name (only one) _____

Amount of table space you will need. Tables are 8' by 30"

___ Half Table ___ One Table ___ 1.5 Tables ___ Two Tables ___ Three tables

Additional needs: _____ compressed Air _____ Electricity _____ Other

Gas engines will be in a room without compressed air.

Please indicate the type of models you will be displaying (gasoline, steam,...)

Please read the WEME Exhibitor Info pages at <http://www.wemeshow.com/>

Show Info

Planning for the club show is progressing. We have two urgent needs at this time. First, we are again asking for seed money contributions from the club members. We have \$1000 left from last year thanks to Mike Rehms paying for the rental of the building. That is a good start, but we need \$2800 for the two-day rental this year. Everyone who loaned the show money last year were re-paid. We feel confident that we can do the same this year. We are asking for \$250 - \$500 from about 10 to 15 members. Our total need this year is about \$5000.

Second, Tom Armstrong will not be able to be the floor manager this year. We need someone to welcome the exhibitors and solve any of their problems, make the required safety inspections, and maintain security and safety during the show.

The pre-registration form for the show is included in this newsletter. If you plan to exhibit at the show, please complete the form and mail it to Pat O'Connor ASAP.