

# **The Crank Calls**



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## **MEMBERSHIP \$25.00 US**

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### **NEXT MEETING**

**November 18, 2017 at  
TechShop Midpeninsula  
2415 Bay Rd  
Redwood City, CA**

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

### **Upcoming Events**

**December BAEM meeting will be the on 2nd  
Saturday, December 9<sup>th</sup> with our Annual Potluck  
luncheon at the GGLS building in Tilden Park.  
Doors open at 10:00, meeting at 11:00, Potluck  
luncheon immediately following meeting.**



### **MEETING PLACE FOR November 18th**

**We will meet this month (November) 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**

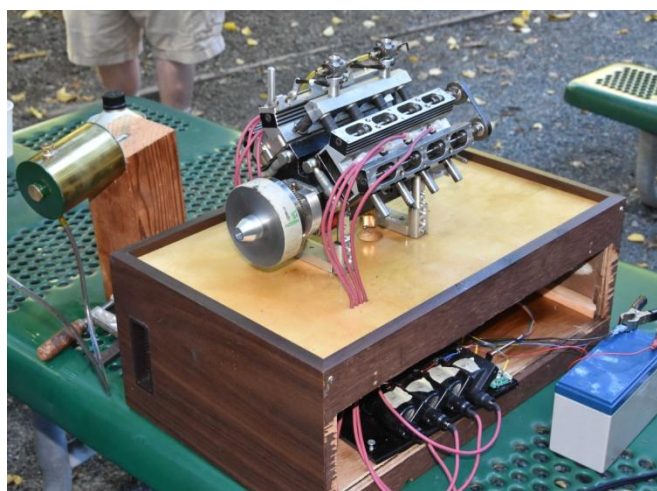
October 21, 2017

Bob Kradjian, Secretary

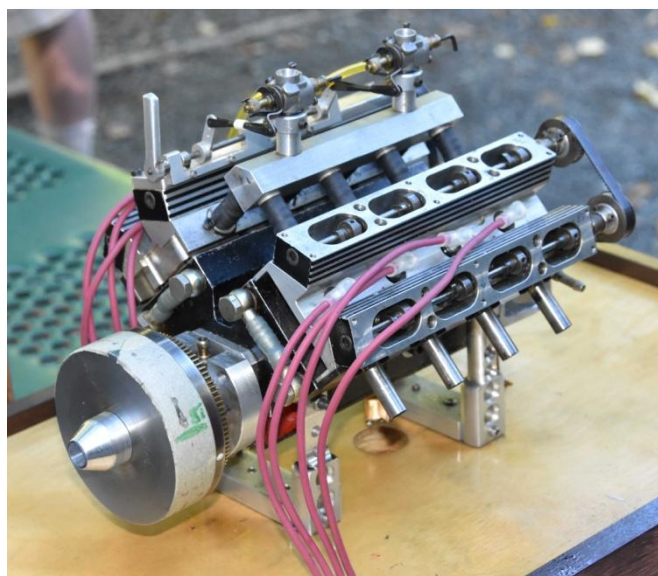
President Paul Denham called the meeting to order  
at 10:00 am at the Golden Gate Live Steamer's  
meeting room. Anthony Rhodes had kindled a  
cheery fire on the antique wood stove to combat a  
slight chill. Deciding to get on with the good stuff  
early, Paul went directly to:

**FIRST POPS:** Yes, first pops. And we had a couple of truly fine engines, but both in absentia. The first was Dick Pretel's amazing quad-cam V-8 project that he has been developing for many years. He recently sold the engine to Jaime Quevedo who, with his customary energy, promptly got it running. All this is reported by Pat O'Connor who reports that it "runs real strong". It is fitted with two carburetors at the front of the blower. We hope to see and hear this remarkable engine at a subsequent meeting!

The second engine, another beauty six years in development, was Jim Freel's version of the Black Widow V-8. He was able to produce two short bursts of good running followed by silence. The problem seems to be in the electrics and very similar to the grounding problems that John Gilmore faced with his V-8. Paul has agreed to lend his considerable skills to the problem.



Paul Denham added one more Quad Cam V-8 to this list of this week's first pops. This Schillings engine has appeared at our meetings a half dozen times. Paul converted it to spark ignition from its original glow plug iteration. With no less than eight automotive coils in the base and a single-magnet Hall effect set up, he had a very strong spark! The problems seemed to be low compression overall, and two cylinders with no compression whatever. On disassembly, it was discovered that there was a mysterious plastic- looking material completely locking several of the valves. With this removed the engine immediately wanted to run. The next problem had to do with the alcohol-based carburetors that simply flooded the engine when

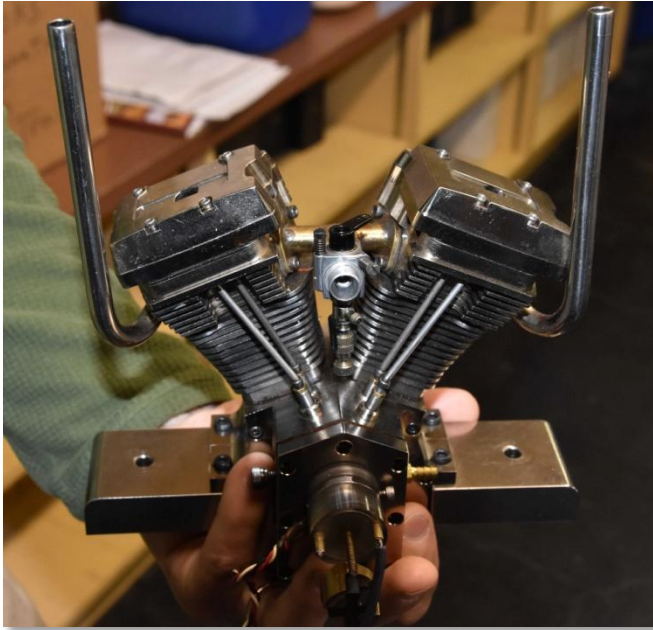


confronted with gasoline. He was able to work around this problem to some extent by raising and lowering the tank. These glow fuel carbs simply don't shut down sufficiently for gasoline. We're planning new gas carbs and perhaps a new intake manifold.

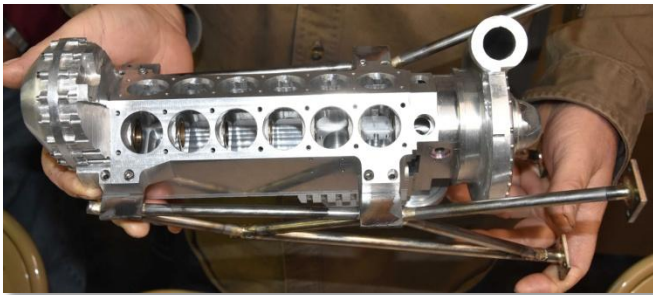
Jerry Franklin reminded us of an old engine tuner's tip on how to differentiate between leaky rings and leaky valves. He recommended dropping oil into the combustion chamber and then rechecking compression. If the compression is enhanced, the problem is likely due to the rings. If it is not altered, the probable cause lies with the valves.



## **BITS AND PIECES**



A builder in Oregon known to us only as “Virgil” made a very nice Harley style V-twin that needs a new connecting rod bearing. The construction was unorthodox and ingenious. The question was, “How do you tear this thing down?” After numerous members had inspected the engine and made suggestions, we had a clear idea of how to proceed. More information about this nice CNC engine is planned for subsequent meetings and newsletters.

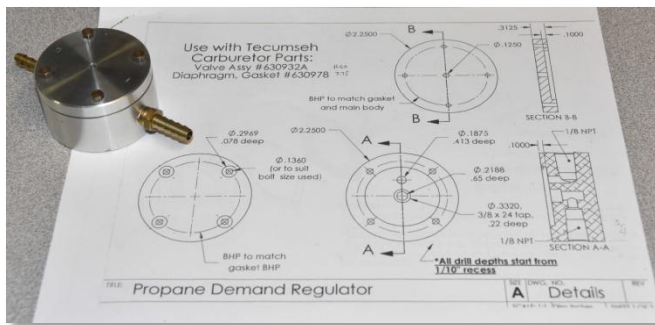


Peter Lawrence showed us a new tubular mount for his Rolls-Royce project. He used a TIG welder to tack weld the joints, then he silver soldered the remainder of the joint. However, he encountered problems with contaminated tungsten tips and the subsequent inability for the silver solder to flow. This will require tedious cleaning with a Dremel and a tiny bit. The “feet” of the mount were at four very odd angles. How to level them? He simply faced them off on abrasives fixed to a flat surface.

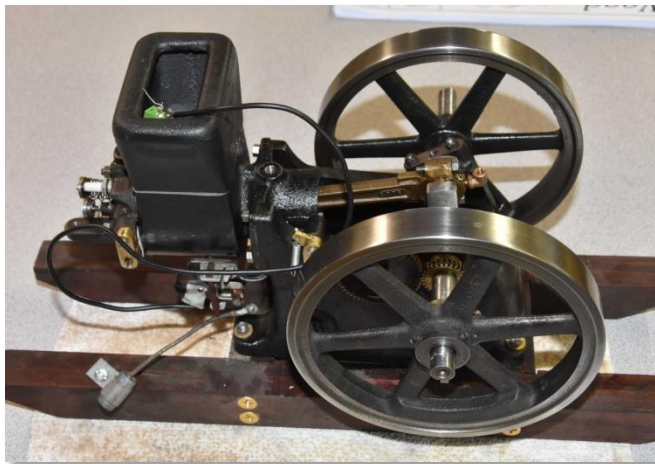


The crankcase has been machined and is now awaiting hand filing and smoothing. Peter does not use CNC for his projects, but says he couldn't be without a good digital read out. In addition, he has become a rotary table virtuoso, using various radius settings and fixtures to achieve a near CNC result. This engine has two oil pumps. One of the pumps seats into the bottom of the crankcase. Peter needed a flat base and ground a D-Bit for the application. End mills have a crown and are not suitable.

Glen Christoffersen showed us a propane valve he made some time ago. He was kind enough to bring photocopies of the plans for the members. It uses a Tecumseh carburetor part for the demand. He checked the day before our meeting and tells us that the part is still available. A quick check on the Internet shows numerous outlets for the part including Amazon. His says his propane valve has run an engine for over ten hours and works well.



He was in touch with Little Locos Model Engineering. He describes the husband and wife proprietors as extremely cooperative. Their e-mail is: littlelocos.com. He purchased a casting set and plans for the Parsell & Weed 1/3-Scale Water-Cooled, horizontal Hit and Miss Gas Engine. It comes in a vertical and horizontal version. \$225 to \$250 for castings, materials, plans and DVD of photos.



He also is claiming the club record for the longest time between starting a project and finishing. The engine he showed us was started in 1980; it is just now nearing completion. Can anyone beat that? After seeing Bob Hettinger's similar engine at our WEME show, and receiving strong encouragement

and helpful information from him, he is back to work on the engine.



Paul Denham showed us his engraving project. This is a badge that shows a "Wyvern" for Dwight's engine of the same name. He uses a complex, but free, software operated from his laptop. The result is a stunningly accurate and beautiful badge especially with the use of Tamiya candy colored paint.





Do you need a potion to keep your tooling from rusting? Tim Horn shared an old timer's remedy for an anti-rusting application. It uses anhydrous lanolin as its base. This is mixed with 20% mineral spirits and is then brushed on any metal you wish to protect. Tim calls this "Nature's cosmoline from sheep". He got his supply from eBay for about ten dollars for half a pound or so. That should last for a few lifetimes.

Several members launched a discussion centered on the development of the Rolls-Royce engine. Especially its relationship to the much earlier Curtiss-Wright engines sold on license to the British in the 1920's. It is clear, after reading the various history books that the V-12 engine based on the Curtiss design steadily and continuously evolved into the great Merlin. Also discussed was the Packard version produced during World War II. There were interesting differences in the British machining practices and those of the American automotive world. The British did not insist on interchangeability and did a great deal of hand fitting and avoiding torque readings, instead depending on "feel". Your secretary will bring the Alan Ingersoll Curtiss-Wright D-12 engine to the November meeting.

**VISITORS:** There were no visitors.

**TREASURER'S REPORT:** All is well. We are still waiting for one remaining payment on the compressor.

A full sized Novo engine is offered to club members (only) for \$500 to be given to the club treasury. Contact the secretary for details.

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

**WEME REPORT:** We decided to postpone serious discussion about our participation in future shows for the time. Peter Lawrence has volunteered to contact the Good Guys staff and perhaps the Fire Marshall to explore the possibility of returning to our previous arrangement. Should this come to fruition, we can markedly reduce the amount of exhaust smoke in the building.

### FOR SALE:

Airco 150 Ampere AC/DC MSM Heliwelder. Stick and TIG welder modified to include hi-frequency cutoff timer, post weld gas flow timer, and foot pedal control. Does not have heat control on the foot pedal. For some comments on this see: <http://weldingweb.com/showthread.php?3135-Airco-welder-info-needed> message #11. This is a heavy copper-wound transformer welder from about the 1960's. \$250

Scheer-Tumico 14" Optical Comparator with shadow and surface projection plus two extra screens. 10X lens. \$500

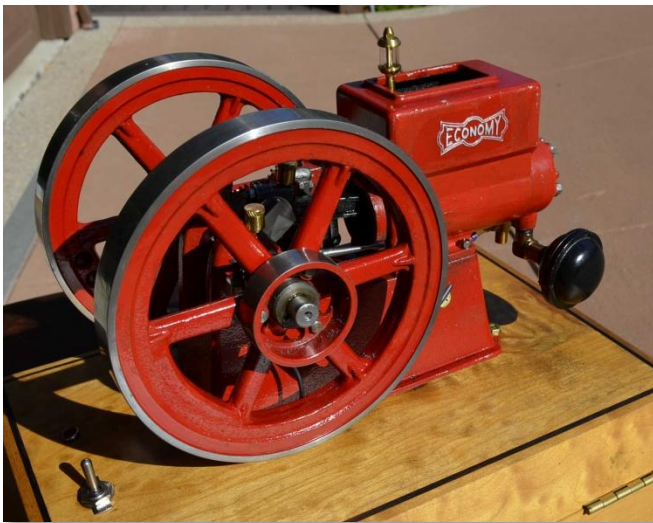
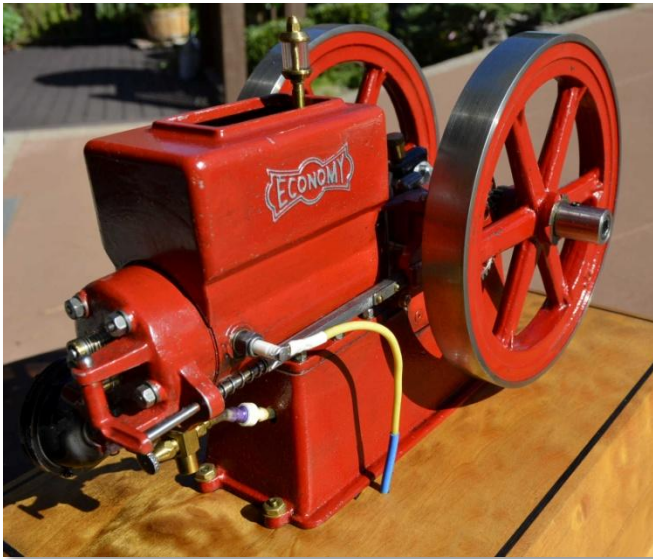
Carl Wilson  
650-967-7715  
toolcarl@comcast.net

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Set of 12 1" to 12" mikes. They come with standards. They are carbide tipped with ratchets. They are excellent quality from china and are nicely finished and come in a nice box to hold them. \$200

Dick Pretel  
408-732-6507  
rpm11k@att.net

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For Sale: ECONOMY HIT and MISS  
A very pretty version of this Joe Tochtrop classic.  
Runs perfectly. Needs only a 12 volt DC battery.  
\$2150 or offer  
If of interest, see Bob Kradjian