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

The Crank Calls

October 2006

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NEXT MEETING
Oct 21, 2006 AT
Robert Schultz's Shop
366 40th St. Oakland CA
Doors open at 9 AM
Meeting Starts at 10 AM

Upcoming Events
???

MEETING NOTES
9-16-06 Carl Wilson

Our customary first item of business is the introduction of guests. First up was Tony Phillips from England, a member of the Society of Model and Experimental Engineers (SMEE) and an enthusiastic builder of gas engines. Two of his engines were kits from the States: an Atkinson engine by our very own Joe Tochtrop and the Mery Double Acting Explosive Vapor Engine by Morrison and Martin. Dennis Mead is an enthusiast of hot air and flame ignition engines and one of his engines will be featured below. Our third guest was Andy Macica

Shannon Lile told us that the 3rd annual Southwest Hot Air Engine Show will be held in Tulare April 2007. Get your engines ready as this should be quite a show. More details later.

Radial and rotary engines for motorcycles: E.D.G.E. & T.A. Br 30s newsletter for Sept. showed pictures of radial 7 cylinder airplane engines mounted in motorcycle frames. The pictures set off a discussion of the problems involved with torque reaction in airplanes and motorcycles. Pat O'Connor told about various adventures with gyroscopes. Those stories about handing a box containing an operating gyroscope to an unwitting co-worker and asking him to take it around the corner are not engineering legend. Pat's done it!

Mike Rehmus reported that issue #7 of Model Engine Builder was mailed. He handed out a proposal for a group tour to the Harrowgate Model Engineering Show to be held in England on the first weekend of May 2007. If you did not receive the flyer, contact him directly at editor@modelenginebuilder.com. Mike is also proposing a one-day engine show to be held in Vallejo early in the summer of next year. More details when they are available. Mike attended the Iron Fever show held in Leesport, PA on Friday and Saturday of the Labor Day weekend. Although it was a small show, there were plenty of IC engines.

Pat O'Connor, Dick Pretel, Lew Throop and Bob Kradjian displayed their engines at three shows this month: Classic Car and Hot Rod Show in Palo Alto sponsored by the Palo Alto Historical Society; the concours at Quail Lodge in Monterey, and the Good Guys auto show in Pleasanton. Good job well done..

Bill Nickels has served the club for many years as editor of the club newsletter, the Crank Call. In honor of his efforts and on behalf of the club Pat O'Connor presented Bill with a plaque and a gift certificate from Orchard Supply Hardware.

Let's start our tour of the models on the presentation table with an overview. In the foreground is the Volstro rotary milling head. To the left is the flame licker vacuum engine and beyond those are the two Vaughan engines in green and gold.
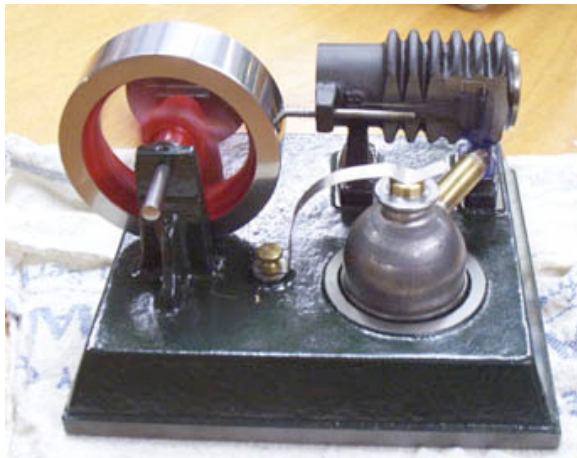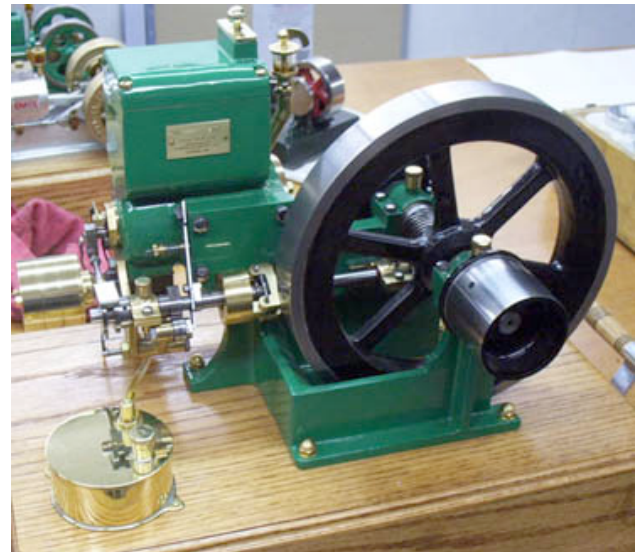
Mike Rehmus dig deep into his pocketbook and returned from the Iron Fever show with this Volstro Rotary Milling Head. It fits onto the quill of a Bridgeport mill head and is used to mill complex profiles including radii and angles. Mike sure got a case of iron fever on this one.
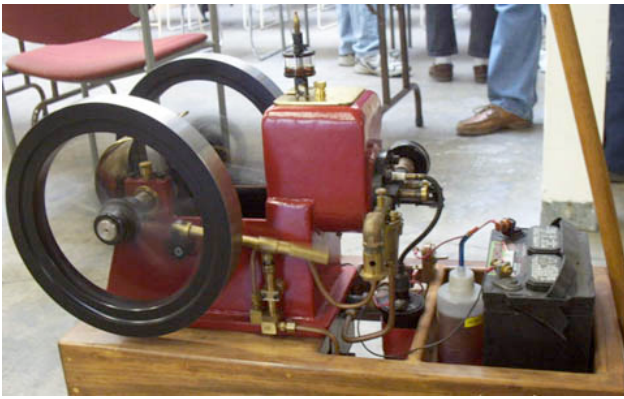

Mike Rehmus brought a recoil starter and one-way clutch manufactured by HPI Racing and used in RC cars. They look to be useful for some of our larger engines. The propeller is made from carbon fiber and is used with a variable pitch hub controlled by centrifugal force.

Dennis Mead, one of our guests, displayed his flame licker. He bought the castings when he was in high school and machined them during college. Floyd McGuckin designed this engine and Harry Walton described it in Popular Science February 1950. Later the castings were sold by Breisch/Peters. Dennis spent a lot of time "tuning" this engine and finally discovered that the cylinder had to be hot before it would run. These engines have a characteristic pop-pop sound because they have only one valve, which must lift, off its seat to vent the compressed residual gases as the piston reaches top dead center.

Dwight Giles reported that two of the three Vaughan engines are running well. The third is finished but is not ready to run. One of the two skew gears that operate the side shaft is visible between two of the flywheel spokes, and the governor is just to the left of the flywheel. Look at all that polished brass! Dwight noted that although the bore of the engine is 1.75", he is using a 0.125" venturi in the carburetor. Doesn't take too much fuel to make these engines run.

George Gravatt built this fine example of John Palmer's J&E, Jr. hit-n-miss.

Jerry James showed his glow plug driver which uses pulse width modulation techniques to allow a number of glow plugs to operate from a 12v battery. This eliminates the need for individual batteries for each glow plug. Last month Jerry brought his innovative 4-cylinder engine based on Cox pistons and cylinders. He has since learned that Cox is no longer making gas engines and that these parts may not be available. He is trying to talk them into making a one-time production run for him.

Stuff for Sale

Steve Jasik (your editor) has 7.25" radial saw blades, and other miscellany

Grant Saviers has:
Sealed lead acid batteries , 12v x 16 Amp Hours, size is 7" L x 3" W x 6.5" H, can mount in any orientation except upside down, removed from communications equipment, made by Genesis (Hawker Energy), great for starting larger models as there is no current limit. USA made, premium battery two for $20. 30pcs available. grants2@pacbell.net