

Bay Area Engine Modelers Club

The Crank Calls



September 2016

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MEMBERSHIP \$25.00 US

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NEXT MEETING

**September 17, 2016 at
TechShop Midpeninsula
2415 Bay Rd
Redwood City, CA**

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

Upcoming Events

BAEM meetings: 3rd Saturday of the month

MEETING PLACE FOR September 17th

We will meet this month (September) 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

August 20, 2016

Bob Kradjian, Secretary

President Paul Denham called the meeting to order at precisely 10:00 am.

VISITORS: There are no new visitors, but we welcome Aaron Keller who has just recently joined our group and will be actively demonstrating George Gravatt's engines and helping Steve Hazelton at our WEME show.

FIRST POPS: Steve Denham coaxed Paul Bennett's twin-cam four back to life after a twenty year dormancy. He will attempt to repeat the process after our meeting.

EVENTS:

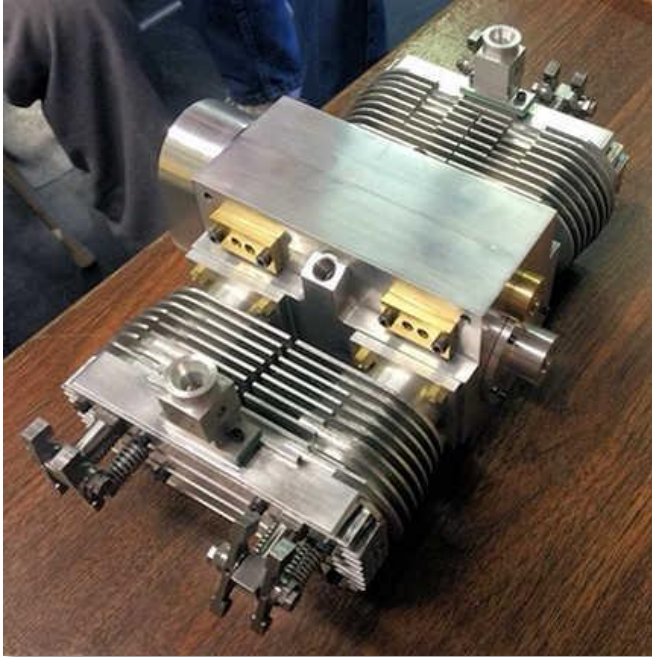
WEME SHOW: A far-reaching discussion of various aspects of our proposed activities followed. Show manager, Steve Hazelton, is doing a fine job of coordinating the tables for exhibitors, the compressor for the "steam" applications, certifying the fire extinguishers, arranging for the show passes and parking permits, ferrying members from the parking lot to the exhibit hall, working with the Good Guys staff and the fairground employees as well as a dozen other things. He is also helping to pick up and transport some of the larger engines.

Carl Wilson is performing critical maintenance on our compressor that allowed water into the lines at our last show.

TREASURER'S REPORT: We are solvent with the same balance as for the previous month.

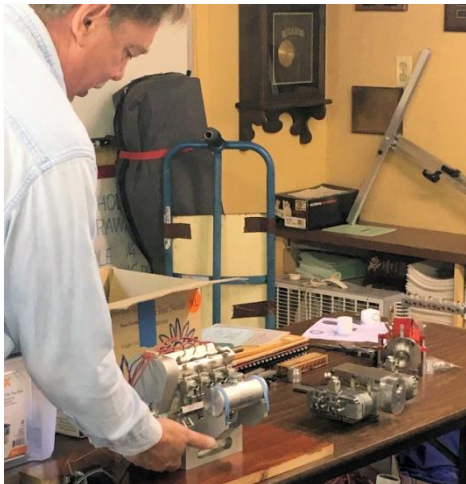
CLUB BADGES: If you are a member in need a badge, contact Mike Rehms (mrehms@byvideo.com) who has offered to produce them.

BITS AND PIECES



Joel Cohen brought his latest creation. This is a four-cylinder version of the venerable “Kiwi” design of Edgar Westbury. Older members will recall that the Kiwi was a single cylinder engine. Joel first made a single out of solid and was able to make it run, but only with model airplane fuel. Joel then developed and created a two-cylinder Kiwi, which he showed at last year’s WEME. Expanding on this theme was the horizontal opposed four cylinder he is showing today.

An eight-cylinder V-8 “Seal” (yes!) is designed and in the works for the future. You have to realize that Joel doesn’t care for working with castings and makes his remarkable creations out of solid metal.



Dwight Giles brought in his very pretty four cylinder flathead. He gave us specific details on how to make a high-tech dipstick! He uses the stainless steel spline from a windshield washer. He will use a splash lubrication system for the crankcase with dippers on the rod caps. His treatment of the flywheel is of interest. He had a piece of three and half inch stainless steel tubing that he welded to form the outer rim. This makes a beautiful flywheel with nicely engraved timing marks.

He next broached a keyway for the shaft. It was made more difficult by the five-degree angle on the end shaft. His solution? It might be better to give him a call.

The block started out as a 30 cc. Wall project that had been abandoned by another builder. As the build progresses, it is looking more like a Giles than a Wall. The displacement calculates at 46 cc. For the connecting rod caps he will use Unbrakos from MSC. These tough fasteners did not fail after an earlier failure with standard bolts on a Black Widow V-8. Fortunately, the rod failure did not result in major damage to the block.



a build article in a British magazine. Paul Denham rebuilt the Hall effect distributor with a new, stronger, and smaller magnet. A new bi-polar Hall effect pick was fitted as well.

Jerry Franklin told us of his work with parting blades and holders for the same. He is making his own holders compatible with Aloris holders.

He is also finishing a treadle machine to display at the WEME show from a kit donated by Dwight Giles.

Jerry Franklin shared some ancient machining books donated by Jim Bove. Our thanks to both gentlemen for donating these intriguing books. It reminds us how talented the machinists of a hundred years past truly were.

Aaron Keller practiced at making fins for a cylinder head. It is for a Sparey 5cc. diesel kit. He is gaining solid information from videos posted on You Tube.

President Denham called the meeting completed at 12:45 pm.

FOR SALE: The time has come and I'm offering my complete foundry for sale. Includes a #10 crucible furnace and tools, sand, molding and patternmaking tools and materials. Too much to list. Call Carl at 650-967-7715

Paul Bennett's twin-cam four was next shown. It was a complete new design. Paul also had designed a twin cylinder marine engine that was published as



THE PICTURE PAGES
SCENES FROM WEME 2016



Tables of
Hit and Miss
engines

A sampling of Dr. Bob's
engines on display



Joel Cohen's fine engines

THE PICTURE PAGES
SCENES FROM WEME 2016

Yet more Hit and Miss
engines to fascinate the
Goodguys attendees

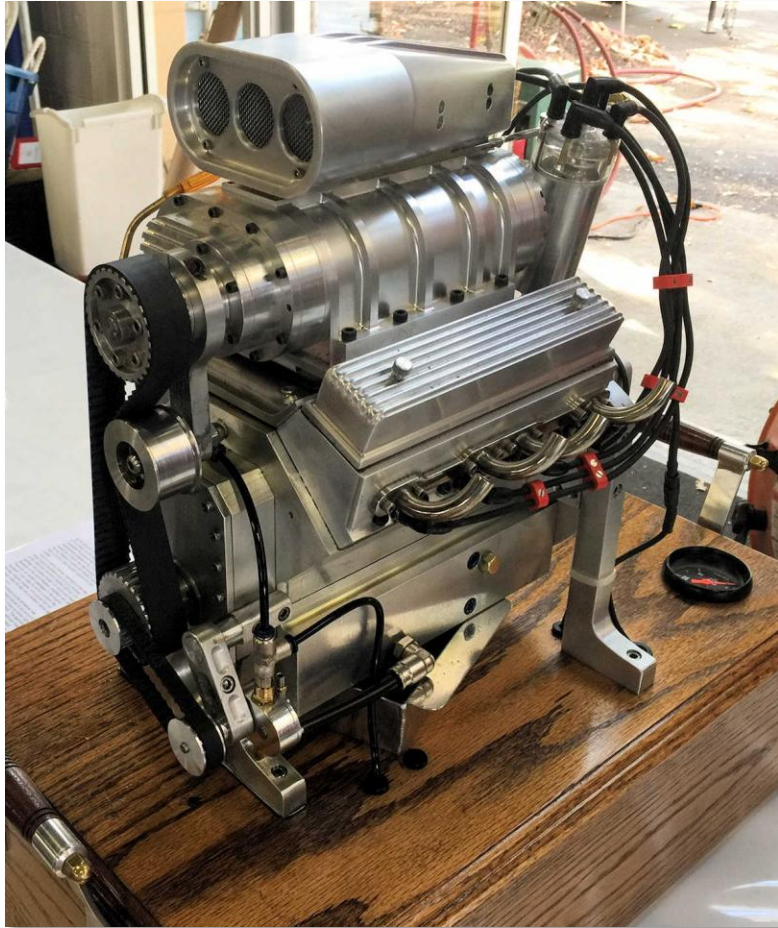


Jim Freel's Black Widow V-8

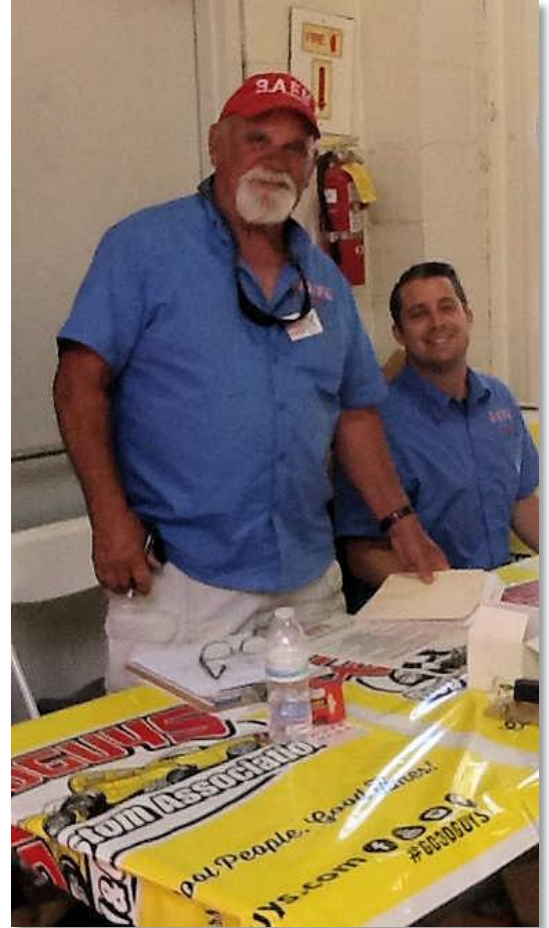
Paul Knapp's Pratt and Whitney Wasp



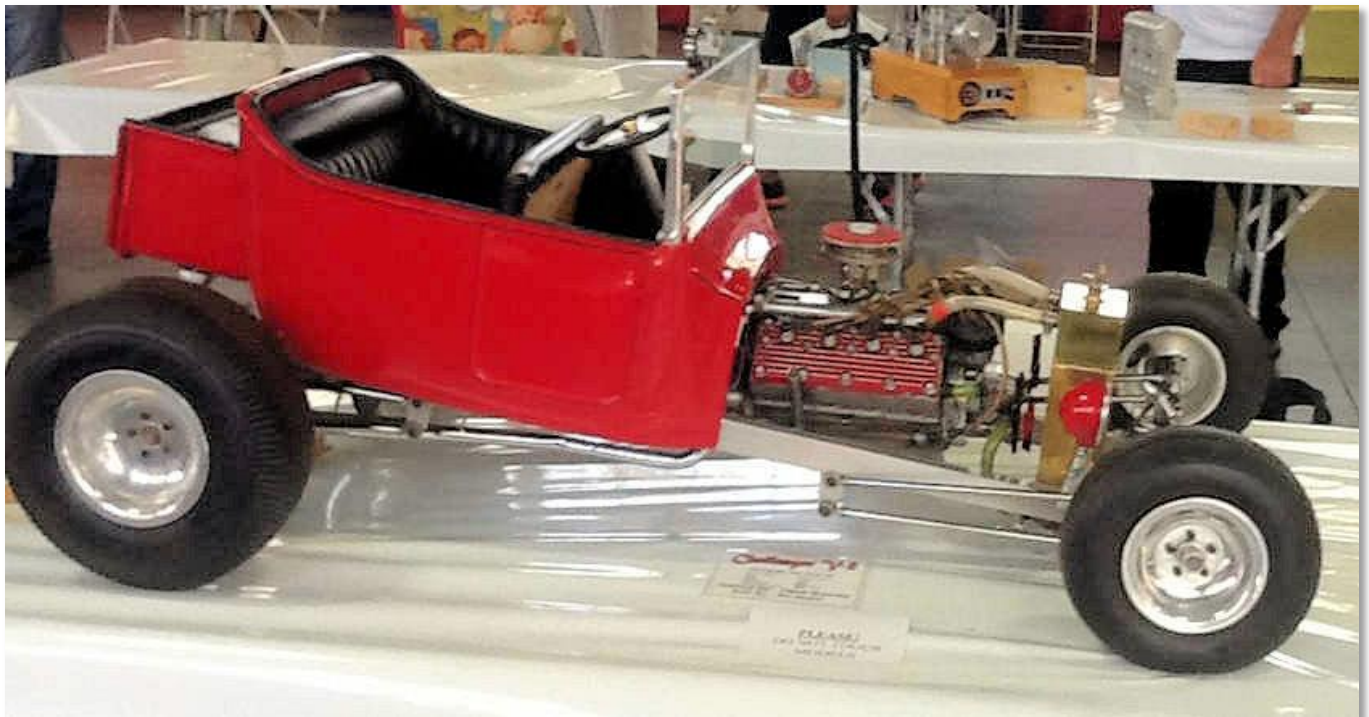
THE PICTURE PAGES
SCENES FROM WEME 2016



John Gilmore's V-8



Steve and Aaron at WEME



Jim Moyer's Challenger powered T Bucket 1