

The Crank Calls

September 2006

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NEXT MEETING
SEPT 16, 2006 AT
Robert Schultz's Shop
366 40th St. Oakland CA
Doors open at 9 AM
Meeting Starts at 10 AM

Upcoming Events
GEARS in Portland OR on Sept. 23/24

MEETING NOTES

8-19-06

Carl Wilson

There being no guests, our esteemed president Pat O'Connor launched into his opening monologue by relating his recent experiences blowing head gaskets on his OHC 50cc Wall 4. He passed around two gaskets made from nitrile-paper material that were definitely eaten away. Quite visible was the path from a coolant passage into the cylinder and it wasn't too hard to understand why there was water mixed in the exhaust. The third gasket in the engine, was made from nitrile-kevlar paper. Pat expects that it will be more durable.

Pat continued with "Tales From a Drag Race meet in Sonoma". He talked with one mechanic about rebuilding the superchargers. The rotor tip seals are a plastic material that is heated to soften it and then pulled into the retaining slots in

the 18" long rotors and machined in place. The side seals are Teflon.

Ken Hurst commented that a normally aspirated V8 couldn't provide the power to drive the blower.

Bill Nickels is now editor emeritus of the BAEM newsletter The Crank Calls after many years of service. Please join with me in thanking Bill.

Steve Jasik is our new editor and Tom Hare has taken on the job of publisher. We thank them for accepting these jobs. The newsletter and the web site are the public face of the club.

George Gravatt recorded a first pop on one of the Vaughan engines. This is the second of three engines to run successfully and they look great.

Carl Wilson talked about spinning aluminum stator coil guards for his generator.



Tech Topic
Bob Kradjian

Dr Bob's tech discussed metal polishing, custom engine mounts and signage.

Polishing aluminum (or harder metals) is simple if you have a well prepared surface. The result in a near-mirror like condition. It is then simple to apply a light buffing to emerge with a chrome-like shine. To achieve this, I recommend the use of graded sandpapers, from 220 to 2000 grit. Files are used only for heavy metal removal, not for the final preparations. You can make a sandpaper into file by gluing or double stick taping it to flat pieces of wood or metal.

These can also be shaped to fit compound curves. In addition, use a four or five

dioptr magnification for the last grades. This will allow you to see gouging and rough areas that will spoil your finish. Also, use a water and detergent mix, or kerosene to "wet sand" for the last steps. If this is done with up to the 2000 grit paper, you will need only a light buff to achieve a high luster. For a more complete discussion, see my Strictly I.C. article in the April/May,2001 issue (No. 80, vol. 14). For another article on hand finishing to a strict final dimension, see Paul Knapp's article in S.I.C. April/May, 1995 (No. 44, vol. 8).

An attractive motor mount will set off and define the presentation of your pet engine. It can turn a third place entry into a winner. The combination of polished metal with

nicely finished exotic woods can be stunning. Avoid boxy, straight lines. The metal portion can be fashioned, sculpted, and configured easily. Swooping curves and nicely contoured supports will complement your engine's appearance. For the display of smaller engines, a ball-bearing support will allow the engine to be rotated for inspection.

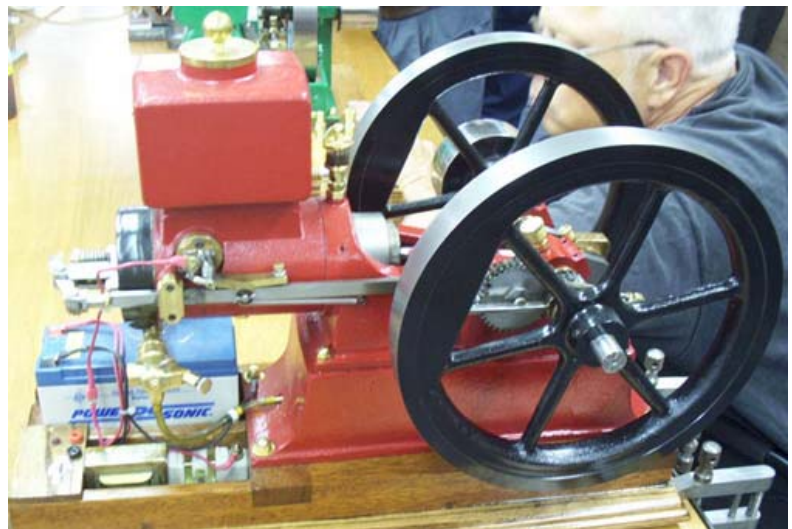
Signs announcing your club or labeling your engine can be easily made by making a pattern on your computer. Pick out the

size (font number), style, and layout. Print this and apply it with contact cement to your selected piece of wood. Then, using your milling machine and an end mill, cut out the areas between the letters and define the borders. The remainder of the defining of the letters can be easily accomplished with sharp wood-carving tools. To protect your milling machine (and your lungs) use a vacuum line next to the end mill. A little paint followed by some Varathane will result in professional appearing signage



Dick Pretel's Wall 4 Engine

a single cylinder hit or miss engine



GoodGuys Report,
Pleasanton, August 25-27
Bob Kradjian

This is the big one. Despite a move to a different building, and being told that we could not run engines; the BAEM crew soldiered on and had the usual appreciative audience at the West Coast Nationals. We simply ran the engines and no one complained.

Street Rodders truly appreciate folks that can actually make their own engine parts. The quality and type of questions provided by the attendees was above the usual average. We had three full days of running engines, explaining the miniature engine hobby, and enjoying each other's

company. It is during these shows that we often find new members and gain a following for the BAEM group. Eugene Corl came down from the Reno area with his popular one-third scale small block Chevy (see photo below). The rest of the usual BAEM crew showed up and did a good job of exhibiting and running engines. Thanks to all who contributed.

This show followed on our third appearance at the Quail Lodge Motorsports show in Monterey. See the photo for the booth they provide for us. This is a nifty show that demands a \$150 admittance for the attendees!

If you haven't attended one of these shows, give it a try. It's a rewarding experience!

