

The Crank Calls

September 2007

MEMBERSHIP

\$25.00 US

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NEXT MEETING
Sept 15 19, 2007 at
Conxtech
24493 Clawiter Rd. Hayward 94545
Doors open at 9 AM
Meeting Starts at 10 AM

Upcoming Events

Oct 5-7 EDGE&TA Pioneer Days, Paso Robles

MEETING NOTES

Carl Wilson

A new member, Anthony Limjoca, introduced himself: "I found out about BAEM through the WEME show. I was interested in BAEM because I have a mill and lathe to build simple parts and now wanted to move to more complex tooling and parts. I'm looking forward to learning more through your club. I got into machining as a hobby and am self-taught." Welcome, Anthony.

WEME #1 was a great success: Pat O'Connor counted about 175 engines and (depending on how the counting was done) 420/475 guests. All expenses but one have been paid: the rental of the hall: that matter will be carried over until next month. At that time we will also discuss the show date(s) for next year and whether we wish to continue with a one-day Saturday show or expand to both Saturday and Sunday.

We will need early decisions on these issues so that we can reserve the building as soon as possible.

Barry O'Connor took photographs of the engines at the show. They are currently posted at <http://baemclub.shutterfly.com>. If you do not wish your name to be included with the photograph, please notify Pat O'Connor or the new webmaster for the show, Joe Landau.

Thanks to Don Jones for arranging the use of the Maggiora Bakery warehouse for our August meeting.

The contact for the EDGE&TA Pioneer Days is Ben Ostini (805-423-4865) or jbo.aermotor@nipinet.net

The web site: <http://www.weberprecision.com> has nice model engine pictures.

Crowds at the Good Guys show in Pleasanton



More Good Guys pics



BAEM members at the Quail Lodge Show



Tech Topic

A Cam Lobe position Indicator by Ken Hurst

In my experience in making camshafts for model engines I needed a tool to locate TDC on the exhaust valve. My start point is the exhaust valve TDC, lobe split generates the intake location TDC (108 to 115 Degree) this is most engines. One

more thing, the camshaft has to turn backwards because it gear driven. The more compression and high performance the engine is it has less lobe split if it is aspirated. Supercharged engines they work the other way to keep the engine from over rev and to control the RPM they use less lobe split.

The CLPI that I made accurately locates the lobe no matter what engine you have 4-6 or 8 cylinders.

When using the CLPI record your firing order of you engine as you rotate the crank in the engine and position indicator the same amount of rotation it will tell you what deg to grind the TDC of the exhaust valves.

What you need to make this tool is 1 set of 2 to 1 gears; I use the gears that were for the challenger V-8 engine. Large gear 60 teeth, small 30 teeth.. Alum Plate 3 X 4 3/4 X 3/8" thick.

Gears center to center are 1.407.

Locate the small gear 1" from end on center of the 3". Before drilling holes for gear pins lay out plate with a C/L on the 3". Small gear 45 deg laid out 4 points, the large gear 45 deg 2 points. The layout is 45 degrees off centerline of 3" for both gears this is your odd and even bank of your engine.

Need a compass to install on the large gear (360 deg) and 1 line on 1 tooth on the small gear.

Locate where # 1 TDC on crank gear and zero compass and rotate to get degree of firing order.



WEME pictures, a selection

The Quiet room



Darryl's Corliss



A new one from Carmin Adams



Tom Armstrong's Snow Tandem (in progress)



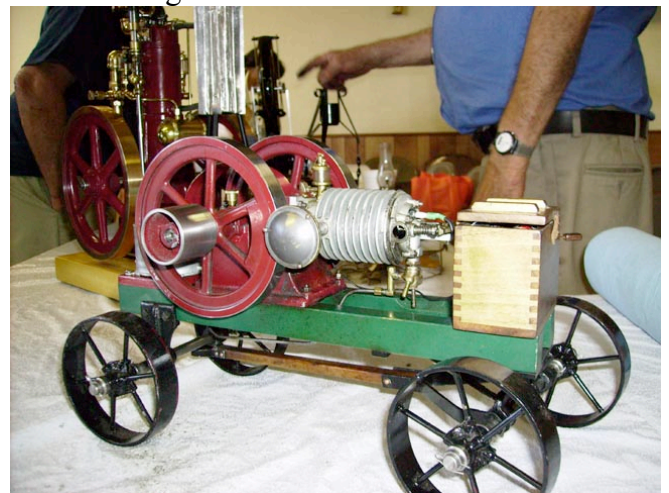
Karel Vystreil



Jim Bove's fancy Steam Clock



Dick Remington's steam tractor



Dave Palmer's Monitor



Paul Knapp, Conley V8



Paul Knapp, Guttu Offy Special



Paul Knapp, P&W R985 Wasp Jr



Stuff for Sale

5C collet set in 32ozs with four 64's collets and rack (36 collets total) \$120

Lincoln air hose rack with 50' of new hose \$50

Model Punch Press, 3" table, 2.5" below Ram, .312" stroke, made cold rolled steel, \$100

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