

The Crank Calls



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MEMBERSHIP \$25.00 US

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NEXT MEETING

**October 20, 2018 at
Museum of American Heritage
351 Homer Avenue in
Palo Alto, CA**

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

Upcoming Events

BAEM meetings 3rd Saturday of the month

- October 20, 2018 @ MoAH, Palo Alto
- November 17, 2018 @ MoAH, Palo Alto
- December 8, 2018 @GGLS, Tilden Park

IMPORTANT NOTE!

The October 20, 2018 meeting will be at the Museum of American Heritage in Palo Alto. The address is 351 Homer Avenue in Palo Alto. Go to: moah.org for driving instructions and information on this fine facility.

MEETING NOTES

September 8, 2018

Bob Kradjian, Secretary

President Paul Denham called the meeting to order at 10:02 am at the Golden Gate Live Steamers facility in the beautiful Berkeley Hills. Since it was a glorious morning, for the second month we broke precedent and met outside the meeting room at the picnic tables.

VISITORS: John Berzins is a machinist from Oakland who saw us at the WEME show and decided to join us. Welcome, John!

Carl Rice also from Napa is also a new member.

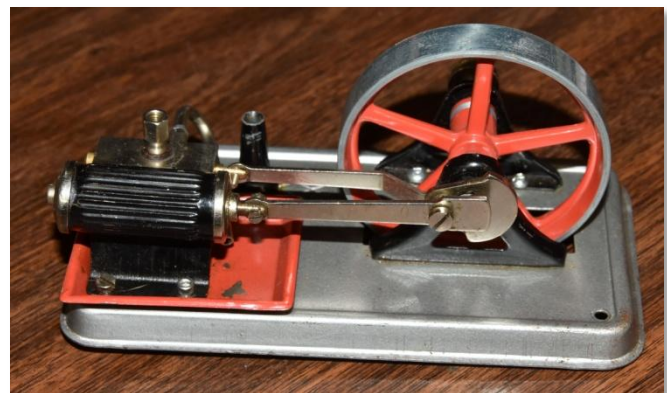
Julie Bowman is a private pilot who joined the club at the WEME show. Welcome also to Julie and Carl.

Allen Atristain from Concord, CA is also a new member.

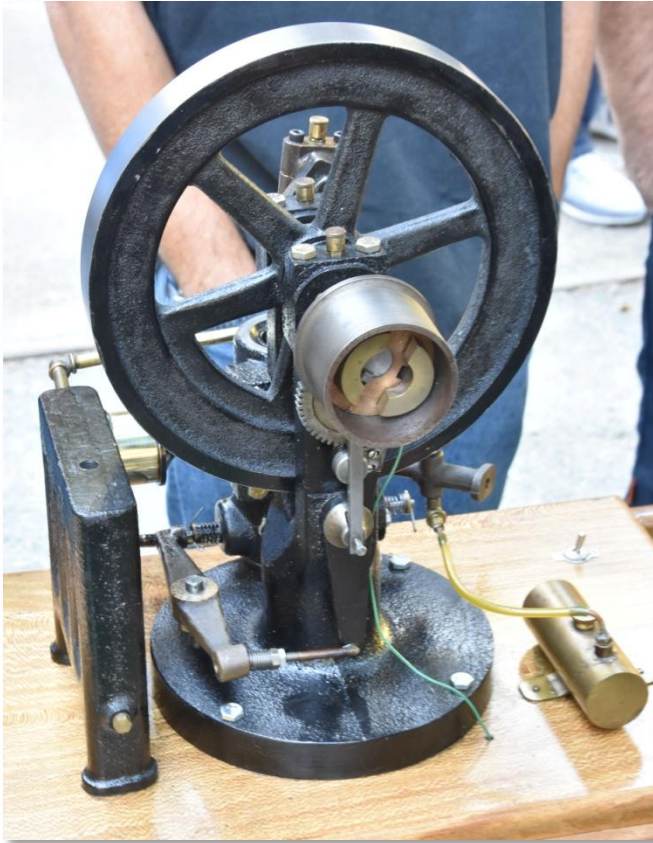
Welcome to all new BAEM members!

BITS AND PIECES

Paul broke our usual meeting sequence and said: "Let's see the fun stuff first". Aaron Keller obliged by showing us a nifty little steam engine he located in a Port Costa antique shop. It seems that it is located near a well-known watering hole and upscale restaurant (Bull Valley Roadhouse) that some of us have been known to visit. Bring your wallet. The engine is probably a Wileco brand and is a step above the "toy" variety and it also came with a boiler. Aaron reports that it runs well on compressed air.



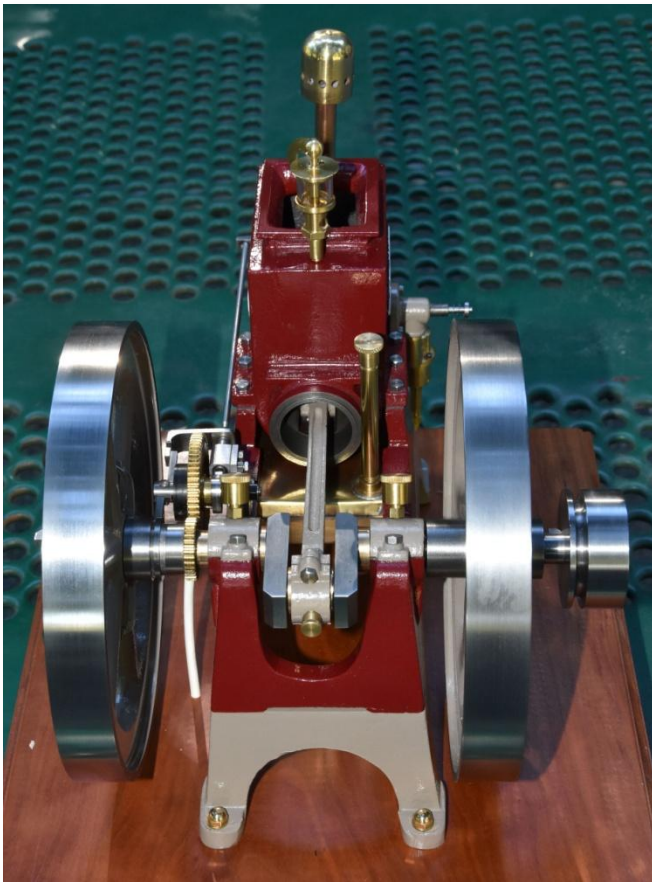
FIRST POPS:



Ken Kelso of Modesto donated an Allman hit and miss engine built from a DeBolt casting set. It is a one third-scale of a real engine. Member Tim Horn made a journey to Ken's house to receive the engine and to thank Ken. To see Tim's work; go to YouTube and type in: "Allman model engine revived and running". The club decided to ask Tim to be the custodian of this fine engine, and bring it to club events. Thanks to Ken and Tim.



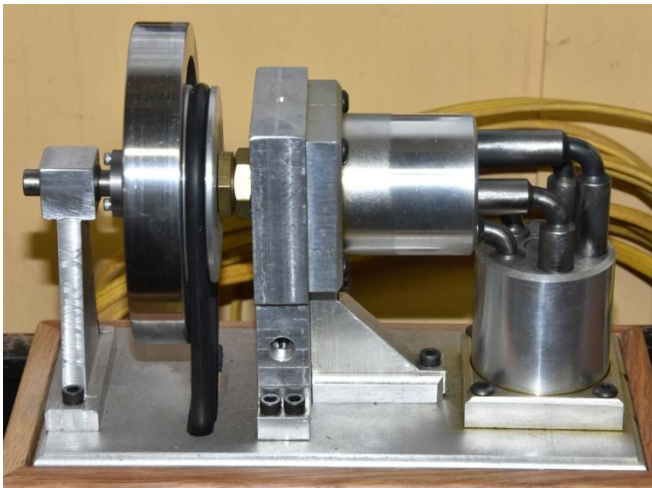
Mike brought a beautiful headless Perkins built from a casting set he found on eBay. As a headless engine, the machining of the valve seats and ports was a challenge. The exhaust and intake valves are separate bolt-in fixtures. With no cylinder head to be removed, the machining of the ports was difficult and largely blind. A Hall-effect ignition with a Howell unit supplies the spark that required lengthening the crankshaft to fit the Delrin disc with a magnet. It runs well and is a lovely engine to see, with excellent fit and finish.



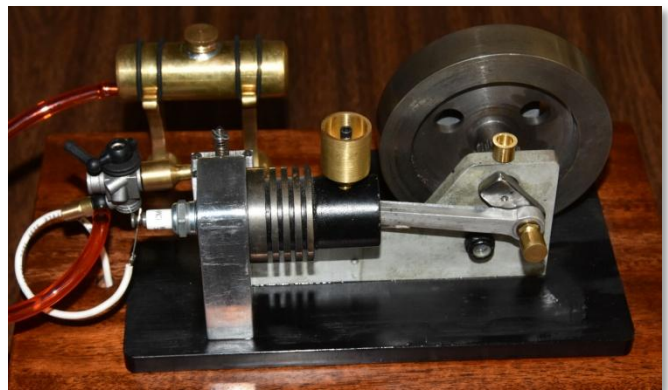
marring the flywheel. Thomas is also developing skills leading to nickel plating. Perhaps he'll show us his results and give us a report of his experiences in a future meeting.

Member Chuck Klor reported that he also built an elbow engine to partial completion, but a move precluded his finishing.

Steve Hazelton gave us a report on the WEME show and thanked those who participated. In turn, the members gave him a warm round of applause for his dedicated efforts. Steve would appreciate help on a storage site for the twelve-foot club trailer. He needs the space to start a new shop, and his wife wants the garage back!



New member Thomas Blanchard from Napa showed us an "Elbow Engine" he describes as a ten-piston engine running on high-pressure compressed air. It was built from a "The Home Shop Machinist" article. Details and difficulties of the build were described. It was not an easy task and the engine shown was his fifth attempt! It features a tapered shank coupling that allows tightening or loosening without grasping and



Steve Hazelton again reported on the progress of the club engine build along with Wes Wagnon and Aaron Keller. It's not quite ready for first pops, but

the major components are finished. The ignition system was finished with help from our president. Steve is "running in" the engine with a drill to seat the rings and reduce friction. Other members commented that the fuel tank position is too high. Steve says he will correct that. It won't be long before it's running!

Wes Wagon is compiling a You Tube video featuring our club members and their engines. This will be helpful in giving potential members an overview of our activities.

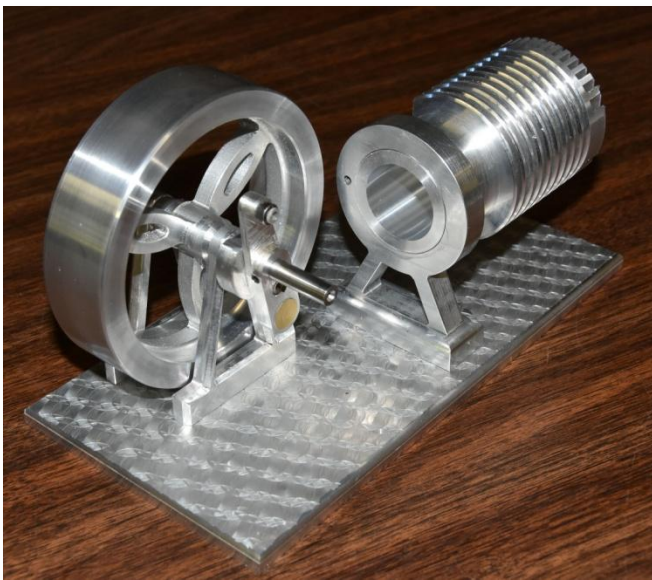
TREASURER'S REPORT: Our balance is positive; we have also paid for four pop-up tents for future events.

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

EVENTS:

September 23 and 24 were the dates for the GGLS Open House. We haven't received a full report from this fine one-day event.

Concerning another event, Shannon Lile reminded us again of an EDGE & TA Branch 13 meeting that is now history. The show was held in Galt, October 5, 6, and seven.



President Paul brought his flame-licker in progress. This is from a kit that Dwight Giles produced. Paul used his ball-bearing approach to reducing friction--

-it spins beautifully. While viewing a flame-licker engine at the Craftsmanship Museum in Vista. He admired the magnetic holder for the alcohol burner that allowed the burner to be easily shifted to an optimal position.



Dwight Giles started an apprentice project 60 years ago and just finished it last week. It was a pair of clamping machinist's jaws. He was then asked to tell us about his experiences as a machinist apprentice. A fascinating story of the rigors of a past-gone era followed. We received additional insights regarding the birth of Dwight's remarkable machining skills.

The secretary reported that he is awaiting delivery of the Chinese hit and miss engine already displayed by Tim Horn. The design is from published plans furnished by David Kerzel. The engine should be ready to exhibit at the October meeting. A friend in Texas has one of these engines. Experiencing frustrations with hand-spinning the flywheel, he bought a device used for removing oil filters. These are available at auto supply stores. A simple adapter to his drill resulted in a nice starter.

The meeting adjourned at 11:12 am.