

The Crank Calls



President	Paul Denham	pedenham@comcast.net
Secretary	Your name here!	Please consider volunteering
Treasurer	Deirdre Denham	pedenham@comcast.net
Events Coordinator	Steve Hazelton	steve.hzltn@gmail.com
Webmaster	Mike Byrne	mgbyrne3@comcast.net
Editor/Printer	Wes Wagnon	weswag@ix.netcom.com

MEMBERSHIP \$25.00 US

Contact Paul Denham at
pedenham@comcast.net

NEXT MEETING

**Saturday, October 15, 2022, at the
Golden Gate Live Steamers clubhouse site in
Tilden Park, Orinda, CA**

Gate opens at 9:00 am
Meeting starts at 10:00 am

Upcoming Events

- Oct 15: BAEM meeting at GGLS
- Nov 19: BAEM meeting at GGLS
- Dec 10: BAEM meeting at GGLS

See below for more details regarding events. Watch Crank Calls, BAEM emails and BAEM web page for updates. BAEM meetings are usually 3rd Saturday of the month except December.

MEETING NOTES

The monthly Bay Area Engine Modelers meeting was held at the Golden Gate Live Steamers site on September 17. Twenty members were present.

NEW MEMBERS/VISITORS

BAEM members are reminded that visitors are welcome at our club meetings, and we're always looking for new members.

TREASURER'S REPORT

President Paul Denham summarized club financial status and recent income and expenses related to participation in the Good Guys show in Pleasanton.

Reminder: 2022 dues of \$25 are way past due. Give your check to Paul Denham at the next club meeting, or mail to Deirdre Denham at 1937 Merchant St, Crockett, CA 94525. Make checks payable to "BAEM".

CLUB BADGES

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

GOODGUYS SHOW SUPPLEMENTAL REPORT:

As we reported in last month's Crank Calls, the Goodguys West Coast Nationals custom car show was August 26-28 at the Alameda County Fairgrounds. We had fun showing our model engines to a highly interested audience, including several potential new BAEM members.

Paul debriefed BAEM participation in the Good Guys show. He encountered several wiring problems with the Black Widow V8 after rebuilding the crank bearings and flywheel key preparing for the show. His Red Devil ran well, and he may have recruited a new member.

John Gilmore's V8 was shown but was not running. It had a sheared flywheel key that was repaired after the show. (Big messy job)

Paul's Black widow V8 had ignition issues that were repaired on 2 separate occasions and required returning to home and back to the Good Guys.

Carl Wilson's Mery Explosive ran well for all the days of the show.

Joel Cohen filled several tables with many engines he has built over the years. Many were Joel's unique designs.

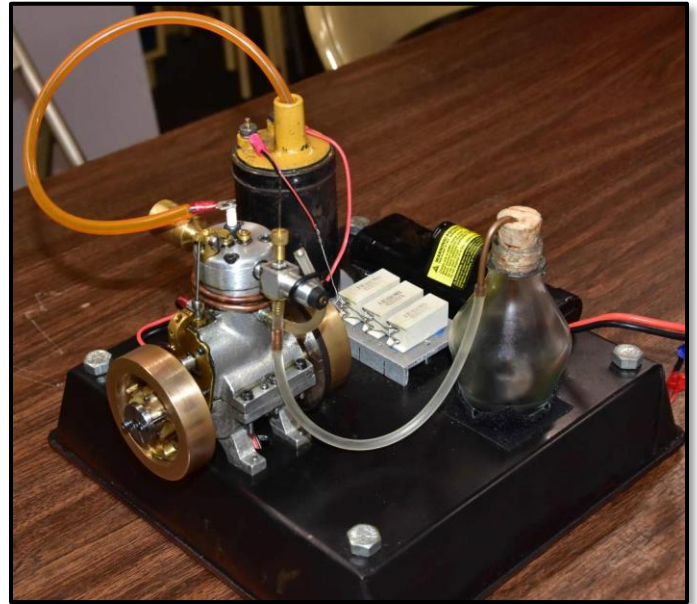
Peter Lawrence also attended the show and ran his Merlin V12. Paul was impressed with Peter's hand propping the engine to start it and mentioned Peter's "hops of delight" after each start.

BAEM members helping at the show included Joel Cohen, Paul Denham, Eugene Ellerbusch, Ray Fontaine, Jerry Franklin, Steve Hazelton, Lon Keeth, Peter Lawrence, Steve Ridgway, George Spain and Wes Wagnon. Special thanks to Steve Hazelton for coordinating our show logistics.

FIRST POPS

Jerry Franklin's turn to bask in the golden limelight of "First Pops." We've been watching his build slowly progress over the past several months, and now it was completed, and time to run it for the group.

Jerry's completed engine was his Bob Shore designed "Little Devil." It is a single cylinder, hit and miss with a Kettering ignition, using a full-sized coil. Plenty of spark, for sure. He cleverly used an inverted cake pan as a mounting box, painted flat black so it contrasted nicely with the aluminum castings and hefty brass flywheels of the engine. Nice machining work was evident.



Jerry Franklin's Little Devil. Nice work!

Jerry had run his engine at the Good Guys show, although this was limited to short run times. He described carburation issues he had been experiencing. Such issues apparently hadn't been fully solved, and it wouldn't perform consistently for the group. Smartly, Jerry pulled out his cell phone video of a longer run.

BITS AND PIECES



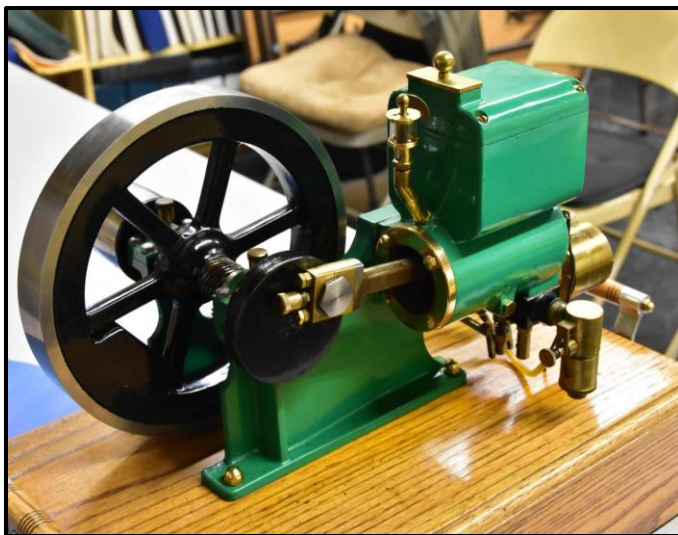
A nicely done nameplate

Dwight Giles and George Gravette built three of the side-shaft hit and miss engines modeled after the

1903 Vaughn. Paul Denham brought in one of Dwight's engines that was built in 2006 and not run since 2013. Paul managed to recharge the battery and the engine ran nicely with long coasts between hits. He did achieve an aerobic heart rate while turning over the flywheel and searching for the right mixture for the demonstration run.



Vaughn front view



Rear view of Vaughn model

With only a couple of engines shown at the meeting, there were a couple of war stories told:

Decades ago, Paul acquired a new Sharp vertical mill and a classic Monarch EE lathe. Dwight suggested Paul tell the "tale of woe" getting these very heavy machines installed in Paul's garage/workshop, located at the top of a very steep driveway. How steep? How about a 14% upslope? Forklifts were brought in, but they were unable to ascend the steep slope while moving the heavy machines.

The mill came first, aided by partial disassembly, it was relatively easy to move, compared to the Monarch lathe, which came later. The mill was placed, and firmly bolted to the concrete floor.

Several years later, Paul acquired the Monarch. A massive beast. A forklift couldn't move it up the steep driveway. It was just too heavy. The heavy lathe weighed as much as the heavy forklift.

Then an idea formed. How about counterbalancing the lathe with the forklift, using a pulley? What was needed was a firm, heavy anchor for the pulley. The securely mounted mill was perfect for that role.

Using the mill as the anchor for the pulley, through which ran the chain linking the forklift and the lathe. The forklift went downhill, pulling the lathe up the steep driveway.

It worked. Nobody got hurt. Nothing was damaged. No epic story. Just a successful move of a heavy object, without incident. Mission accomplished!

Your BAEM meeting notetaker is hard of hearing and thought the story was about recent acquisitions. He wondered how Paul got Dee to sign off on the procurements and where he had room to put them. Its old news but still interesting questions.

Ray Fontaine attended the Gault show and reported that the show needed to find a new venue for next year. He also shared another "I have this engine; can you get it running?" story. This one involved an Economy hit and miss built from a Tochtrop casting kit. Ray described his as yet unsuccessful efforts to reseal valves, lap piston rings & then replace the rings, and other tweaks trying to get it running. He next step will be to cut a new piston to fit with some "on hand" rings. In the spirit of full disclosure, Ray said he had also built an Economy and couldn't get it running either. Recall that Ray did get the Philip Duclos 6-cycle "Oddball Engine" with the stuck piston running nicely last summer. We wish Ray good luck with this project.

BAEM member Jim Piazza keeps cranking out these beautiful little radial engines. Jim has a friend who was a fighter pilot in WWII, who just reached his 100th birthday. In honor of the occasion, Jim gifted him this very nice piece of work.



Jim Piazza's gift for a deserving friend

RAMBLINGS

Working on an interesting project? Got a great BAEM story? Share it with us here. Send us pics and project details, and your hard work will be shared with the entire club.

WANTED

BAEM member Larry Bunch wants to purchase a Logan 11 x 36 Lathe and asks that anyone who knows of one for sale please contact him.

Larry Bunch 209-404-6700
wendyroky2@gmail.com

FOR SALE

Paul shared an email from a retired machinist that had a number of Stuart steam engine casting kits, an unused 12x36 gap bed, gear head Enco lathe w/ tooling, and a German F1210E 4-axis CNC desktop mill he wanted to find home for. If interested, contact Paul for contact details

---++

Mike Rehmus is moving into a retirement community and will be divesting some of his model engineering machinery. Right now, only the Bridgeport and the 5 Hp. Vertical air compressors are for sale. Get in touch with Mike if you're interested in either of these items:
editor@modelenginebuilder.com

---++

Dwight Giles has a vintage motor he is offering:
-1.5 hp electric motor. 1750 rpm. 110/220v AC single phase. Heavy! Price: Free!
Contact Dwight at jig313@aol.com or ph: 707-648-1481

---++

Got something you'd like to sell? Your ad is free and will be seen by likely customers.

NEWSLETTER CONTRIBUTIONS

Your contributions to this newsletter are appreciated: workshop reports, tech articles, reviews, historical pieces, whatever. You contribute, we'll figure out how to post it. Send your contributions to either or both of us. Thanks!

-Mike Byrne at mgbyrne3@comcast.net

-Wes Wagon at weswag@ix.netcom.com

