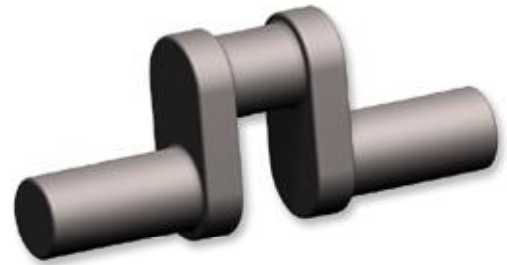


# The Crank Calls



September 2012

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## **MEMBERSHIP \$25.00 US**

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Napa, CA 94558

### **NEXT MEETING**

September 15, 2012 at  
Chabot College, building 1500  
25555 Hesperian Blvd, Hayward 94545  
Doors open at 9:00 AM  
Meeting starts at 10:00 AM

### **Upcoming Events**

BAEM meetings:

September 15, 2012

October 20, 2012

November 17, 2012

**GEARS – September 29-30, Portland, OR**

## **MEETING NOTES**

August 18, 2012

Bob Kradjian, Secretary

President Don Jones called the meeting to order promptly at 10 am.

John Palmer announced the September 9 “Autos in the Park” show at the San Jose History Park. This will probably be history by the time you receive this letter. The sponsors claim it to be the largest antique auto show on the coast. Maybe we’ll make it next year? There is a good deal of information on the web concerning the show, which seems like a terrific event.

The GEARS show is on 29 and 30 September. This is a departure from their usual third weekend. For details, see: [www.oregongears.com](http://www.oregongears.com).

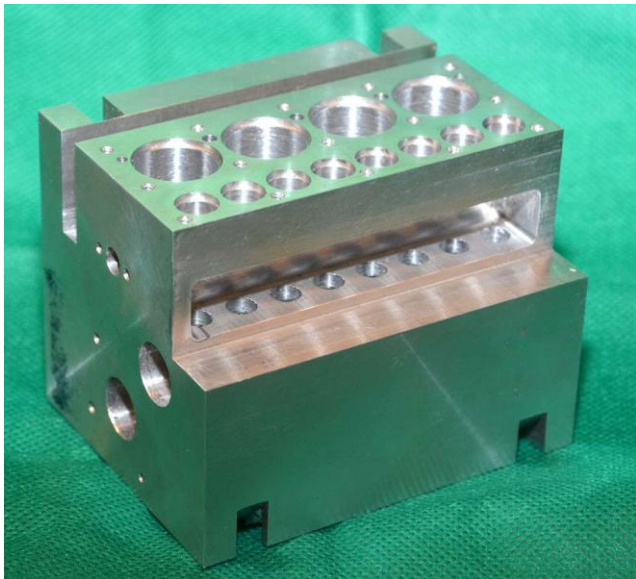
**VISITORS:** There were no visitors.

**ELECTION OF OFFICERS:** The membership has asked the full slate of officers to serve another term. This was accepted. An election for an additional member for the Board of Directors was held, and John Gilmore was elected. This is to replace the retiring Chairman.

**WEME REPORT:** Our second WEME show in conjunction with the Goodguys organization is now history. By all evaluations, it was a rousing success. The club thanks all who participated. We had a stellar display from Michael Cooper with his two amazing works of art that combine great craftsmanship with imaginative artistry. Show manager, John Gilmore, showed his fabulous street rod to universal acclaim. He managed the show without fuss and made numerous trips to the VIP lot to bring in exhibitors and their displays. Jerry Kiefer had a great deal of close attention to his tiny Harley-Davidson. Paul Knapp expanded his fabulous collection from last year, and also gave exhibitions of his rotary engine running. Thanks Paul for the dedication involved in making the long trip from Arizona with many, many world-class miniature engines. The amazing Ron Bement ran his

V-8s all three days to astonished crowds. Thanks, also, for making the long trip, Ron. Our long-time member Eugene Corl showed the only one third, running, small-block Chevy on the planet. Jerry Cardinal had a display of eight tiny hammered brass cars with astonishing detail. Jim Bove, only recently out of surgery, came with his display. There was a touching tribute to Steve Myers and we were honored to have his family visit us. The Goodguys staff was delighted with our display and participation. We thank them for the venue and for providing the funds for the compressor system. It is not possible to list all the exhibitors, but they all have our thanks.

## **BITS AND PIECES**

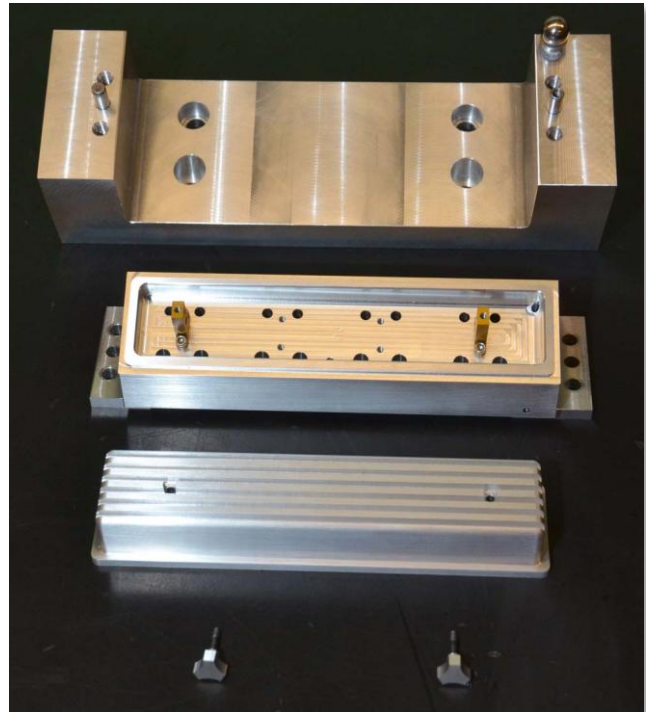


plans in Auto-Cad. You may recall that he completed the engine from castings, but was not

Joel Cohen continues to delight us with progress on his 15 cc Seal project. He elected to abandon the castings and go directly to machining the block from solid aluminum. He started the process by re-drawing the

satisfied with the intermittent running. He also found a water leak in the block.

While he was at it, he also re-drew the plans for the Westbury "Kiwi" which he is building when the pressure from working on the "Seal" builds up. In doing these drawings, he discussed AutoCad and other programs. This led to a lengthy and lively discussion that Carl Wilson will report at the end of this note. This is one of the values of this club, the ability to hear directly from expert users without a commercial interest.



Jim Freel is working steadily on the smaller pieces for his Black Widow V-8. He also is making the cylinder heads out of solid. He demonstrated the fixture to hold the heads. Dowel pins are used to hold the piece. He uses BobCAD. He also uses a tooling ball that allows him to tilt the piece if desired. Determining the center of the ball which requires "a little math" to get the exact spot. Jim also is also planning to machine his engine block from the solid. This is going to be a great V-8!

## **TECH TOPIC**

Carl Wilson

We did not have a Tech Topic at the August meeting but there was a spirited discussion from the floor on the merits (and demerits) of various CAD –

Computer Aided-Drafting (or Design) software. This was sparked by Joel Cohen's pair of engines (see above) for which he redrew the original castings for fabrication from bar stock. Joel uses, and likes, progeCAD Smart, a free two dimensional drafting program available online from Caddit.net. This program has full AutoCAD compatibility which makes conversion from AutoCAD easy.

I decided to appoint myself as a committee of one: Bay Area Engine Modeler's official CAD Lab Rat, an experimental animal upon which I would test progeCAD to see if it would induce the stomach ripping stress of learning AutoCAD. I am not an experienced CAD user but I do have a nodding acquaintance with AutoCAD R14. I can draw a straight line and a circle just about where they should be. So with that background I ventured out onto the Wild Web and looked up progeCAD.

The first thing I learned is that progeCAD Smart is not yet available for Windows 7 – only for XP and Vista at this time. So I downloaded the professional version on a 30 day free trial. Then I did nothing more than to install the package, open the software, and begin drawing. Lo and behold, all my AutoCAD commands worked. I did several simple drawings using my usual repertoire of commands with absolutely no problems. No stress! This CAD Lab Rat gives progeCAD (brief pause for dramatic effect) two paws up!

If you are familiar with the AutoCAD command system, conversion to progeCAD should be a snap. If you are new to CAD, in particular to AutoCAD there will be a learning curve ahead. Fortunately there is an immense amount of third party support available online, in schools, and in print. I would recommend that beginners take classes from your local community college. AutoCAD information, support, and training appear to be (completely?) applicable to progeCAD.

The consensus opinion from the club members is that Alibre is the most affordable, high quality 3D drafting software for mechanical design available at this time. Their Alibre Design PE (Personal Edition) is currently priced a \$199. Most of you have seen the excellent drawings produced by Mike

Rehmus in Model Engine Builder – all done in Alibre. Pat O'Connor has also used Alibre extensively to model his engine designs and gives it "two thumbs up."

I took brief looks at two other free software packages out of the many available: SketchUp 8, is a free 3D solid modeling program available from Trimble. It has some reduced functionality from its parent SketchUp Pro 8, but is should be adequate for most of our uses.

Don Jones, President of BAEM, uses and teaches Solid Edge. He did the drawings for the Black Widow V8 in Solid Works. I poked around their website and discovered that they offer a free 2D version with free upgrades. Further, if you are converting from AutoCAD they refer to a "Command Finder" that appears to make this process easier. This might be an excellent choice for 2D mechanical design.

I did not download SketchUp 8 or Solid Works 2D. If you should do so, please give us a report at a future meeting.

Dick Pretel will present the Tech Topic at the September meeting: Model airplane carburetors and our engines.

### **FOR SALE:**

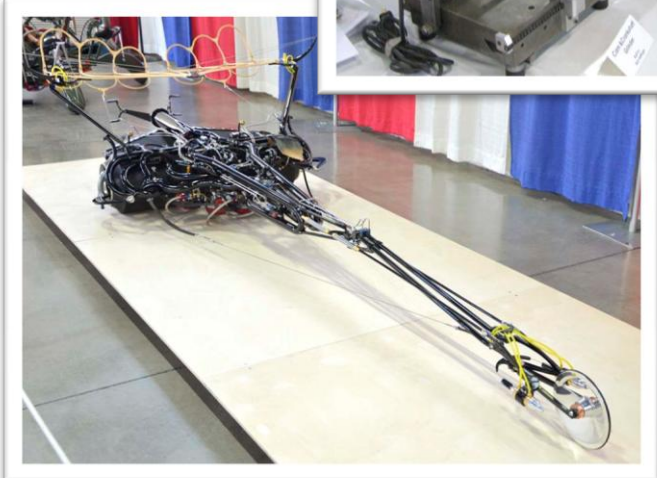
Coleman Bueltmann, Auburn, CA, is unable to continue making model engines and he would like to sell his remaining casting kits:

1. Holt 75 by Coles Power Models including Slocum cam and crank, rings, sparkplugs and gears
2. Gade by Morrison and Martin with wood cart
3. Atkinson Cycle by Joe Tochtrop
4. 1909 Mercedes 4 cylinder aircraft by Kornmuller
5. Wall Falcon, 1 cylinder 2 stroke, by Coles
6. Small Hit and Miss by Coles
7. Seal, designed by Westbury, castings by Hemingway

Call Coleman at 530-885-9332



**SCENES FROM WEME 2012**



Photos courtesy of Bob Kradjian and Don Jones