

April 2010

HIT & MISS

Journal of the Western Antique Power Associates

CREATING AN ANTIQUE FINISH

Selecting the type of finish for an engine restoration is a huge decision. It's a lot of work, and you'll want to be happy with it for a long, long time.

Such was my dilemma on my current project. It's a work in progress, and at a stage in the process that might be of interest to Hit & Miss readers. The engine has a lot of original paint, which I want to preserve. It's also missing a few parts that needed to be fabricated.

Newly machined parts are really shiny and spiffy, and if left bare, are a testament to the skills of the craftsman who created them. On the other hand, my goal in restoring the engine is to make it look as original as possible. To that end, I needed to paint the parts and then age them to the tune of a hundred years.

Aging paint isn't really a science per se, but a process in which the artist can employ any number of tools and techniques. The following are the steps and techniques that I used for these parts, but there are plenty of other ways to achieve a similar result.

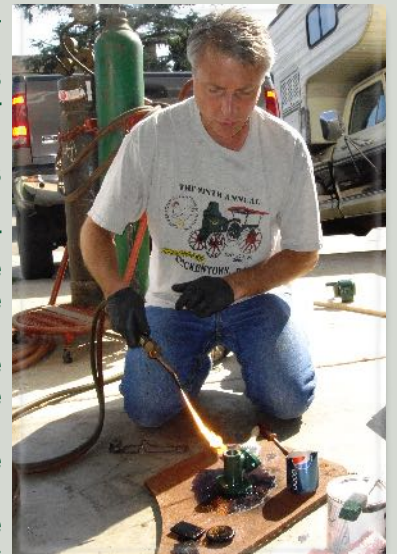


The new parts were bare, machined iron and brass. I was able to pick up some Rustoleum in a color that is very close to original. The painted parts looked very nice, and would go nicely on a new engine. My engine, however, is scratched, chipped, oil stained and looks well used. The newly painted parts would not look right.

Old paint jobs often have several characteristics: chipping or cracking from age, blackening from being covered in oil, and

thinning from physical wear. A useful tool in obtaining these effects on new paint is fire. Judicious application of the torch can add a lot of years to a paint job in short order. It's not easy to see what you're doing, but if you goof up and burn off all the paint, it's easy to just add more and start over.

The paint can be applied however you like. It doesn't even have to dry all the way, as it will set up quickly when it's heated. In fact, it's a little easier to "distress" the finish if the paint is still a little soft. After the paint is ready, begin the antiquing process by using a carburizing flame to deposit a layer of soot all over the work. After that, the flame is neutralized and the work heated. The soot will cook into the paint and add blackness. Be gentle with the heat, as if you were soldering. As the surface of the paint





starts to bubble a little, use a paint brush to apply some diesel fuel or light oil. It will flame up a little, but it will also wash the surface so you can see what you're doing. It might be necessary to re-soot the surface. You'll have to look at the paint that you're trying to match, and use your judgement.

After the work has cooled a little, you can darken the appearance by the application of stove polish.

The whole antiquing process is subjective, and

there are many ways to achieve a desired effect. Use your imagination.

Brass requires a different process to make it look old. Different alloys behave differently, so again, the technique will vary from project to project.

A quick and easy way to get rid of the polished "golden" look is to subject the brass to the fumes of hydrochloric acid. Pour pool acid (muriatic acid) into a container, and hang the brass piece over the acid. In minutes, the brass will darken. After it darkens, do not allow the brass to touch the acid, or it will instantly become shinier than ever.

Hydrochloric acid tends to leave a little bit of a green tint, and for this project, brown would be a little better, even though it takes considerably longer.

Brown brass is obtained by rubbing the work with liver of sulphur, which can be purchased from art supply stores. It smells terrible, so keep it out of the house.

Getting the proper shade of brown might take several days.

Rub the work in liver of sulphur, and let it sit. You can wipe more onto the work every few hours, as you find convenient.

If you want a more uniform finish, after a day, wash the work in water and then polish it lightly with fine steel wool. Then start over again. Continue with the process until you're satisfied with the results. You can forego the intermediate polishing if you're seeking a less uniform result.

The painted work shown in these pictures took a couple hours, and the brass required about two days of waiting for the process to complete.
-Rob Skinner



WAPA AND THE HIT & MISS

The Western Antique Power Associates is a 501(c)3 organization comprised of individuals who are dedicated to the preservation of antique engines, agricultural equipment, industrial tools, and other items that are part of our heritage.

WAPA was founded in 1975 by a small group of enthusiasts looking for camaraderie within their hobby. Since that time, WAPA has grown to over 130 members.

WAPA is involved in many shows and exhibitions in the Southern California area. We provide educational exhibits for schools, fairs, amusement parks, city festivals, parades, theme park attractions and other events.

The Hit & Miss is WAPA's monthly publication of the Western Antique Power Associates to keep it's members up to date on current events throughout the club and the hobby.

Your input regarding the content of the Hit & Miss is welcome. If you would like to submit an article, pictures, or classified ads, please contact the editor.

Articles should be submitted in digital format, images should be at least 300 dpi.

Contact the editor at editor@wapa.us

WAPA ONLINE

WAPA maintains a web presence at www.wapa.us

On the web page you can find the latest calendar events, old issues of the Hit & Miss, post your own pictures in the gallery, and get the latest news.

You can personalize the calendar to suit your own needs. It can be set up to send you email or text message reminders of selected events.

You can also sign up for the WAPA email list. Follow the directions to get in constant contact with other WAPA members, discuss engine issues, and get the latest club news.

The sign-up is handled manually, so please allow several days to have your password created.

MINUTES OF THE BOARD OF DIRECTORS MEETING HELD MARCH 12, 2010

Board Members Present: Dan Kato, Tom Millett, Jim Davis, Kelley Garcia, Bob Smith, Joe Siddons and Bob Swan .

Board Members excused: Leroy Overstreet Jack Johnson & Craig Maxwell.

Members present: Rex McCleary, Dave Ruhland, Frank Moody, Rob Skinner, Gus Lukrofka, Don Hunter, Bill Baldwin and David Paul.

Visitors: None

Meeting called to order at 7:00 p.m. by President Dan Kato who asked that the meeting be dedicated to long time member, Henry Lynn, the one who was responsible for gaining permission for WAPA to use the facility for monthly meetings.

Flag Salute led by Rex McCleary

REPORTS:

President: Dan Kato welcomed everyone to the meeting.

Vice President: Bob Swan reported that our insurance is renewing on April 16th. All coverage's will remain the same . Bob gave the go ahead to issue the renewal based on our current activity. We will then know what the premium will be. Bob said he has talked to Henry Lynn's family and was told that Henry's wife is also gravely ill. The memorial fund money will go directly to the family in the name of their son, Mike Lynn.

Secretary: On a motion by Tom Millett and seconded by Bob Smith, the minutes of the February 12, 2010, Board of Directors meeting were approved with no corrections.

Treasurer: Treasurer Kelley Garcia distributed the Treasurer's report showing account balances as of March 12, 2010. Two money markets are \$3,131.80 & 3,144.77 respectively. Checking, 12,332.93. Classic CD, \$18,019.30. Escrow, \$1,029.64. Morgan Stanley, \$12,036.10. Prado Museum,

\$3,436.51. Smith Barney (WAPA museum), \$117,132.11. Report received and filed.

Membership: Jim Davis presented names of Jerry Wyatt and Wayne and Kim Eastman to become new members. Approved on motion by Millett, seconded by Swan.

Jim requested removal of members Valerie DeLazzaro, David Christensen, Richard Dunbar, Eric Hazelwood & John McFarland. Approved on motion by Millett, seconded by Siddons.

The 2010 membership grace period is closed. There are 89 paying members and 30 life members.

Purchasing: Leroy Overstreet absent. Tom Reported that Leroy authorized the repair of the radiator on the club Minneapolis Moline. Repairs are being made by Griffith's Radiator Repair for \$155.00.

Library: Jack Johnson absent.

Museum: Craig Maxwell absent.

Glendora Castle: Tom Millett reported that work is at a standstill because we are waiting for parts for the IHC "M" engine. With show season coming, we will be limited on the amount of time to work at the castle.

Shows: The first show for the New Year will be at Highland on March 27th. There will be no corn grinding at that show because of health department requirements. The Tulare show will be on April 16-17-18. May 8th is the Cal Poly Show. This year there will be a tract of land available for WAPA to perform with tractors. The Brentwood Show is on June 8th. The Christian Home School show will be on May 31st.

Safety: Joe Siddons had nothing to report.

Editor Report: Rob Skinner reported that he has changed

printers. Hit & Miss should be getting back on schedule. Quality is better and printer is prompt with delivery.

Unfinished Business: Bob Smith has received a draft MOU from Cal Poly outlining the conditions under which WAPA would restore certain machines at the college. It is to be reviewed by board members and brought back for changes/approval.

New Business: There was no new business from the floor. Tom Millett presented an offer from Wayne Mabb which is the donation to WAPA of a 1927 McCormick 10-20 tractor. Vote to accept the donation of the tractor approved on motion by Millett and seconded by Bob Smith.

Announcements:

No announcements.

Adjournment: 8:25 p.m.

Tom Millett, Secretary

2010 BOARD OF DIRECTORS

President:

Dan Kato 562-696-4507

Vice-President:

Bob Swan 562-944-1247

Secretary:

Tom Millett 626-335-6271

Treasurer:

Kelley Garcia 562-694-2301

Purchasing:

Leroy Overstreet 626-334-1639

Library:

Jack Johnson 714-630-2912

Membership:

Jim Davis 818-893-9658

Shows:

Bob Smith 909-435-9978

Safety:

Joe Siddons 626-287-7453

Museum:

Craig Maxwell 951-681-4449

UPCOMING EVENTS

Highland Citrus Festival

March 27, Saturday

Show 10:00 a.m. – 3:30 p.m.

Our display area is on Center Street. There is plenty of room for displays, and there is ample parking for trucks and trailers. Bring your own water and shade. From the 210/30, exit Baseline and go West. Turn right on Church St., follow it around, turn left on Pacific, and go one block to Pacific.

Board of Directors Meeting

April 9, Friday

7:00 p.m.

The WAPA Board of Directors meeting is held at Heritage Park in Santa Fe Springs. All members are welcome and encouraged to attend. If you have ideas on how WAPA can become a better club, or if you just want to come and join in the festivities, please join us.

Heritage Park Rd. is located just south of Telegraph Road just west of Norwalk Boulevard. The meeting is held in the train depot next to the steam locomotive.

Tulare

April 16, 17, 18

Be sure to send in your sign up sheets so we get all the area we need. Beginning this year, the show officially starts on Friday. If enough people will be coming, Dick and Maureen Bouma will lead the breakfast crew on Saturday morning. If you can make it, call them at 909-988-7744.

NON-PULSATING PUMPS

GASOLINE

THE MACHINE WHICH FILLS THE LONG FELT WANT

This machine is built to stand the most rigorous requirements of severe usage. Built entirely in our own factory it embodies the especial features of gasoline engine construction which experience has proven give best, most satisfactory, and lasting results in pumping service.

The gasoline engine used in this unit is not an adaptation; it is "Built-In," and is an integral part of the machine. The value of this construction cannot be over estimated. It affords a solid and compact yet readily accessible machine adapted to strenuous work. This machine is built expressly for very heavy duty.

The gasoline engine may be started and run independently of the pump, as a friction clutch is provided upon the engine shaft.

This machine will raise 1000 gallons of water 100 feet at a cost of one cent for distillate or one and one-half cents for gasoline.

Many pumping units of this type are in the service of the largest railroad systems of the United States and Mexico.

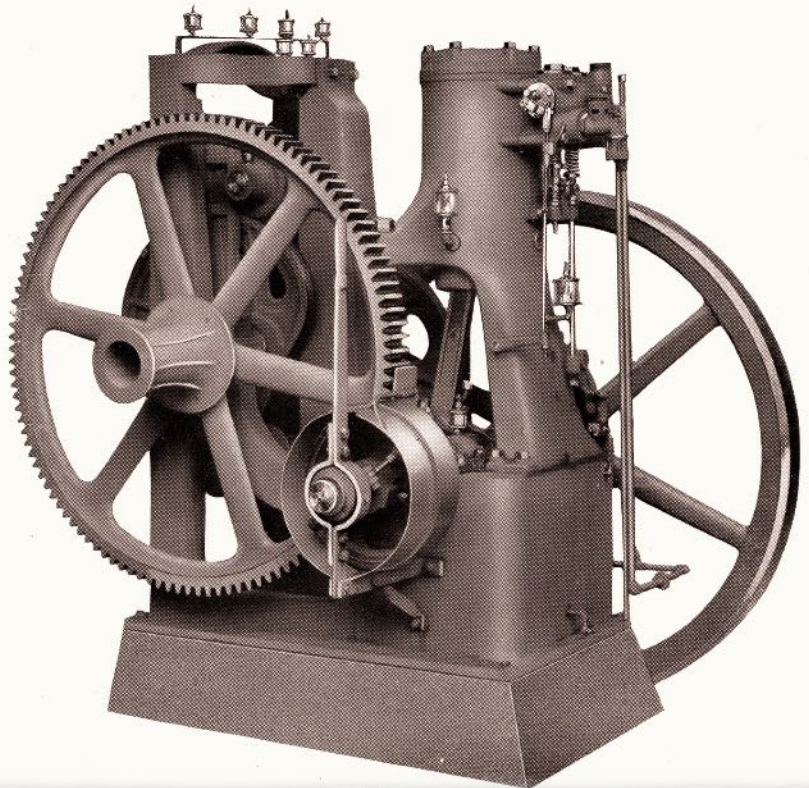


Fig. 805

Luitwieler Pumping Engine Company built engines in California and New York in the beginning of the last century.