



# HIT 'N' MISS

Newsletter of the  
Western Antique Power Associates

www.wapa.us

OCTOBER, 2017

### South Pasadena Car Show Report By Ken Evans

WAPA provided an equipment show for the South Pasadena Car show on Sunday, September 17 in support of their self built Rose Parade Float. We had mild overcast weather most of the day which was a relief. Merle Morse brought a 7 hp Witte belted to an air compressor which powered a steam engine that was belted to a Marvel #2 draw cut saw cutting slices off a square steel tube. Next Ron Haskell displayed a 1944 IHC LB 1 1/2 to 2 1/2 hp driving a water pump trying to fill a tank. He also had a 1948 IHC LB running an air blower. Next we had Danny and JoAnn Ponce with a Monitor engine with a pump jack and a working model of an Economy belted to a pump jack and pumping water. Ken and Larry Evans showed the 1909 Aermotor engine and the see into square wooden water pump. Ken had some ignitor problems first it was very dirty and would not spark. That was corrected and then it quit again because the points had worn so much they were not closing. A slight adjustment made it work for the rest of the day. Time for new points. And finally, Bob Smith provided the people powered pedal pump providing perpetual philling of a preposterous pail. Young and old enjoyed trying to fill the container. Looking at the above list, we sure pumped a lot of water.

Thank you all for your presence and support. See you next year



### Cal Poly Pumpkin Festival Saturday and Sunday, October 7 & 8 By Ron Haskell

This is one of Cal Poly's major events, and it's important that WAPA be well represented.

Set up anytime after noon Thursday and all day Friday. If you plan to set up on Saturday or Sunday, the hours are 6:00 to 7:30 am. The public will be admitted at 8:00 am. Security will be provided for the displays.

If you plan on leaving your display overnight from Saturday to Sunday you need to get your vehicle back in the field before 7:30 am, or you will have to park with the general public, and walk or ride the shuttle to the show area.

Removal of the displays will be after 5:00 pm when the public leaves. All who have expressed an interest in driving a tractor for the hayride, be sure to get a trial drive before your shift begins, this can be done on Thursday, Friday or show days before the public enters.

Bring your shade. Water will be available close by, and food vendors will be on site.

Let's make it a great show.



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**WAPA BOARD OF DIRECTORS MEETING**  
**SATURDAY, OCTOBER 14**  
**9:00 A.M.**  
**AGRISCAPE BUILDING AT CAL POLY**  
**(NEXT TO THE FARM STORE)**  
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## Engine cards translation By Rob Skinner

It's funny that whenever I read old historical manuscripts, I think, "Golly, people sure did write pretty back in the old days." But then we see specimens of writing like this, from regular folks, it's practically illegible. It would seem that all the fancy-pants people with pretty writing tended to gravitate toward the jobs they were good at—just like people do today.

You can see on the test cards where the Engine Tester has pretty good writing. The office worker who fills out the bottom lines on the card has beautiful writing. And the repair mechanic who writes on the back of the card can barely scribble his own name. Luckily, I'm one of those dirty mechanics whose signature looks like one giant ink smudge, so I can easily read the writing on the cards, just like your pharmacist can read your doctor's prescription.

It was common practice for an engine owner to trade in a used engine to the dealer, just like people do with cars today. The engines were refurbished, then resold to new owners. Sometimes an engine owner would have a factory mechanic come out to his site, and the mechanic, or team of mechanics would rebuild the engine in situ. It was easier to bring the mechanic to the engine, than it was to bring the engine to the mechanic.

Here's what I think some of the chicken scratch indicates:

Engine 7857 was originally equipped with a 2 1/2" trip on the magneto when it was tested on 7/31/1924. Apparently the folks at the Monrovia Ice Company didn't like the non-standard magneto arrangement, so the first notation on the back of the card is:

"Magneto exchanged for 235 type so as to have both engines with same type magnetos trip on magneto 2 1/4" and trip #G528 is 1/4" longer than standard. S-969 1/28/1925." Kinda crazy sentence structure, but you can get the gist of it.

Then engine went nearly four years until it was inspected on 11/26/29. The mechanic wrote, "Needs rebore in fair condition. Cylinder not cracked worth about 10.00 ?? per John Carr." That must have been the estimate to do the repair work. Right after that then engine number was changed to 8370 and was sold to Farm Finance Company. Perhaps they were the dealer in the valley. Soon thereafter, the engine was sold to Perris Valley Irrigation Company.

The first entry for 8370 looks to be for three porcelain plugs. The next entry I'm not sure about—maybe something to do with springs. Two weeks later, they did some serious work: "Rebabbit crank, four 13 3/8 x 1/2" ring, valve seat, ????" Note that the bore was originally 14 1/4, then it was crossed out and replaced with 14.373. Could the mechanic have intended to write 14 3/8 rather than 13 3/8? I think so.

The last entry might have been the result of the engineer sipping coffee and flirting with the receptionist rather than paying attention to his job. I hope the poor guy didn't get fired. On 5/17/37, the repair mechanic wrote, "Lub[ricator] froze and burned out all bearings. Mech had them babbitted locally and we repaired lub[ricator]. Type to enter text

ENGINE NO. 7857	BORE 14 1/4	STROKE 80	RATED H.P.
DATE OF TEST 7-31-24	MODEL 922-800		
MAX. S.H.P.	RATED	H.P. AT	R.P.M.
REMARKS <i>D.O. Magneto # 25164-2627</i>			
<i>See over 8370</i>			
TESTED BY <i>John Carr</i>		INSPECTED BY	
SOLD TO <i>Monrovia Ice Co.</i>		DATE <i>8-5-24</i>	
ADDRESS <i>Monrovia, Calif.</i>		JOB NO. <i>E914</i>	

**These cards show the initial purchase details.**

*Magneto exchanged for 235 type so as to have both engines with same type magnetos trip on magneto 2 1/4" and trip #G528 is 1/4" longer than std. S-969 1/28/25*

*Needs rebore in fair condition. Cylinder not cracked worth about 10.00 ?? per John Carr.*

*Magneto changed to 8370*

*Sold to Farm Finance Co. 11/26/29*

**The cards to the right show the specs after the improvements.**

ENGINE NO. 8370	BORE 14.373	STROKE 80	RATED H.P.
DATE OF TEST 4-14-30	MODEL G-		
MAX. S.H.P. 84	RATED 80	H.P. AT 200	R.P.M.
1 GAL. LASTS	H.P.	MIN. FUEL EFFICIENCY	HRS. MIN.
EXHAUST OPENS 55	DEG.	EXHAUST CLOSERS 5	DEG.
INLET OPENS 10	DEG.	INLET CLOSERS 36	DEG.
IGNITION 32	DEG.	KIND OF FUEL GAS	
REMARKS <i>Rebuilt 7/25/34 7/24/30 7/25/37</i>			
TESTED BY <i>ALDRICH &amp; SMITH</i>		INSPECTED BY <i>MALEEV</i>	
SOLD TO <i>Farm Finance</i>		DATE	
ADDRESS <i>Perris</i>		JOB NO.	

*Perris Valley Irrigation Co*

*Perris Calif*

*3 plug powder 7/25/37*

*40 spec 10 2 lb springs 2/1/37*

*6 Rods by 26727-7/27/37*

*max 2113 2/1/37*

*Rebuilt head by*

*4-13 3/8 x 1/2 Ring - valve*

*seat & valve*

*in 6783-4-15/37*

*Rebuilt bearings and all things*

*head & valve babbitted locally*

*we repaired lub [ricator]*

*5/17/37*

**Western Antique Power Associates  
Minutes of the Board of Directors  
September 2, 2017**

<b>Board Members Present</b>	Ron Haskell, Kelley Garcia, Dave Stockton, Don Young, Rob Skinner, Joe Siddons, Bob Smith
<b>Board Members Absent</b>	Stevie Mote, Jim Davis, Lance Wilson
<b>Members Present</b>	Gus Lukrofka, Lance Bryant, Eric Waltzer, Dave Ruhland, Carey Stockton, Tim Neely, LeRoy Overstreet, Paul Liverman Jr., Tom Millett, Danny & Joann Ponce, Dale Linn, Paul Montgomery, Roger Hahn, Craig Maxwell, Sue Bradley, Phil Sigmon, David Pasillas
<b>Visitors</b>	Marissa Smith, Jim Treadwell
<b>Call to Order</b>	President Ron Haskell called the meeting to order at 9:00 AM.
<b>Flag Salute</b>	Led by Ron Haskell
<b>President</b>	Ron Haskell welcomed all in attendance and encouraged the membership to participate in discussions. He reminded all that this is the annual Board meeting for the election of officers for 2018 and asked the Secretary if there was a quorum; there was. He then turned to the nominating committee chairman Roger Hahn who went office by office for any nominations from the floor, none being. Roger then announced the nominees for each office, to wit: Museum Director– Bob Smith, Safety– Don Young, Library– Joe Siddons, Show Director– Rob Skinner, Purchasing– Lance Wilson, Membership– Paul Montgomery, Treasurer– Kelley Garcia, Secretary– Dave Stockton, Vice President– Carey Stockton. Roger made a motion to draft Ron Haskell for a third term as President, second by Bob Smith, all in favor. President Haskell announced that the 80 HP Western engine has been moved free-of-charge, courtesy of Dunkell Trucking, to it's new home in front of the farm store at Cal Poly. He also mentioned that the old corn grinding shack has been moved over and is in the process of being erected.
<b>Vice President</b>	Stevie Mote absent.
<b>Secretary</b>	Motion by Dave Stockton to approve the minutes of the Board of Directors meeting held on August 5, 2017, second by Bob Smith, all in favor, and entered into without correction.
<b>Treasurer</b>	Kelley Garcia furnished the banking report as follows: August figures for investment savings account report a balance at \$41,941.38, museum fund at \$139,976.96, total investments at \$181,918.34, with an adjusted profit/loss of \$46,322.00.
<b>Membership</b>	Jim Davis absent. Furnished report as follows: total membership at 174, total paid at 140 (100% of membership paid). Hunter Pack turned 16 and is now a member.
<b>Purchasing</b>	Lance Wilson absent
<b>Show Director</b>	Rob Skinner announced the following shows: Ft. MacArthur on Saturday, Sept. 9, South Pasadena Car Show on Sunday, Sept. 17, Route 66 Car Show on Saturday, Sept. 23, and the Cal Poly Pumpkin Festival on Saturday & Sunday, Oct. 7 & 8. Rob made a motion to sanction the Glendora Pumpkin Festival on Saturday, Oct. 21, second by Kelley Garcia, all in favor.
<b>Library</b>	Joe Siddons accepted a donated book on oxy-acetelene welding for inclusion into the Club library.
<b>Safety</b>	Director Don Young said to keep up the good work.
<b>Museum</b>	Director Bob Smith reported that he will be scheduling work parties to get the 80 HP Western engine up and running, dates and times to be announced.
<b>Editor</b>	Carol Haskell welcomes new articles, stories, ads, etc. and needs articles of interest for inclusion in the newsletter.
<b>Cal Poly Restoration Project</b>	Bob Smith and crew have been busy moving tractors over to the Cal Poly tractor barn.
<b>Riverside Citrus Grove Project</b>	Ron Haskell said he hoped to have enough work completed at the site of the 200 HP Western to have a WAPA Fun Day at the park before the end of the year.
<b>Unfinished Business</b>	Larry Madole is working on finishing up a cow milking display.
<b>New Business</b>	Director Bob Smith announced that Cal Poly wants to have hay rides every Saturday & Sunday through the month of October.
<b>Announcements</b>	Bob Smith is looking for members to display engines and equipment at the L.A. County Fair on Thursday, Sept. 7, Friday, Sept. 15 & 22, and Wed., Sept. 20. Contact Bob Smith if available at 909-435-9978.
<b>Adjournment</b>	10:19 AM
<b>Next Meeting</b>	Saturday, October 14, 2017 at 9:00 AM

Dave Stockton, Secretary

## Fort MacArthur Show By Dave Pasillas

Last Saturday I had a great time hanging out down at the Fort MacArthur Museum in Old San Pedro with a bunch of you all.

One of my military assignments while serving in the US Air Force was at Los Angeles AFB over in El Segundo and one the Base's satellite locations happen to be the Fort MacArthur facilities over off of Pacific Ave where I worked for 14 years before and after the Museum opened in 1985. Lots of memories in this part of town for me.

Well what can I say... Saturday was a great time and there's nothing better than listening to the occasional "pop" as one a members engines fires.

I'm quite sure those that who may have toured the Osgood-Farley Battery section of the Museum would agree that it was quite a slice of Southern California Military history that has been very well preserved and when that M-Series "Half Track" rolled out, well that too was a treat!



**2017 WAPA Officers**  
President Ron Haskell  
Vice President Stevie Mote  
Treasurer Kelley Garcia  
Secretary Dave Stockton  
Membership Jim Davis  
Safety Don Young  
Show Director Rob Skinner  
Librarian Joe Siddons  
Purchasing Lance Wilson  
Museum Director Bob Smith  
Editor Carol Haskell



Kelley Garcia  
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This year the Los Angeles Fair paid WAPA to display 4 mornings for groups of school kids they brought in. Many thousands of kids walked by and viewed our engines, watched us grind corn and participated by pumping water with our pedal power pump.



**This Old Iron  
Danny Ponce's Baker Monitor  
By Bob Smith**

The Little Monitor pumping engines were widely used, particularly in the Midwest. This 1¼ horsepower outfit soon made it's mark for reliability, with thousands being sold. Many wore out at about the time rural electrification came along. Farmers then discarded the cylinder and other parts, bolting a plank over the crankcase and belting an electric motor to the flywheel. Danny was lucky to purchase this complete engine from Bill Baldwin's collection through Jose Carrillo. Bill had this engine for about 10 to 15 years. A unique feature of this engine is a cast iron fuel tank mounted on the pump side of the engine. The crankshaft gear mates to a gear on the camshaft at a 4 to 1 ratio. On the other side of the engine the cam behind the cam gear, which also is the gear to drive the pump gear at a 4 to 1 ratio, has 2 lobes on opposite sides. The cam gear has 2 pins protruding out on opposite sides to act as ignition striker pins for the spring loaded ignition plate which looks like a long beer can opener. Since the cam shaft is turning at ¼ the speed of the crank shaft, the 2 lobes on the cam and the 2 pins on the cam gear make the engine a 4 cycle. Now, looking at an Aermotor engine with the same setup, the cam has a high spot between 1 side of the 2 lobes making the engine an 8 cycle. Danny had to do some cleaning and free the valves and got the engine to run but not well. With the help of Ron Haskell, the engine is now easy to start and runs quite well, aside from some oil leakage due to the closed crankcase configuration and the slopping of oil to lubricate the piston and rod and crankshaft bearings. The engine is equipped with a dipstick and Danny is experimenting with the amount of oil to put in the crankcase. There is a cup on the inside of the inspection cover and it is believed to be used to fill with oil and quickly close the cover throwing the oil into the crankcase. Now look closely at the picture of the flywheel. Notice a round disk secured to the flywheel with a screw. This is the water hopper cover and this is where you store it so it does not get lost.





**We made great progress on the new hay wagon thanks to Dale Linn and Jim Treadwell.**

### **SPOT-AIR by INGERSOLL-RAND**

**This article was borrowed from Larry Evans at the Evans Brother's Old Engine page**

**Submitted by Jim Davis**

This rather unusual air compressor is owned and was restored by my friend Tom Millett. It was built in 1948 by Ingersoll-Rand and was designed primarily for use by the railroads for track maintenance and repair. U.S Patent 2614497 was applied for on February 15, 1947, and issued on October 21, 1952, for this unit.

The design goal was for a light weight portable unit capable of high volume output. The result was this six cylinder radial unit with three cylinders serving as the gasoline power source and the other three cylinders being the air compressor. The power cylinders operate with a four-stroke cycle and are arranged in an alternating pattern with the compressor cylinders. In operation the cylinders are parallel with the ground and the crankshaft is vertical. There is a relatively large flywheel on the under side with the spokes shaped as fan blades to provide the cooling air.

It is claimed that it would operate four pneumatic tampers simultaneously.

