

August 2011

HIT & MISS

Journal of the Western Antique Power Associates



OLD FASHIONED DAY IN THE PARK IN MARINA DEL REY

On Sunday, July 24, 2011, a group of WAPA members found their way to Burton Chace Park in Marina del Rey to help the Classic Yacht Association, Southern California Fleet, celebrate the 35th Annual Old Fashioned Day in the Park. The day started with fog and overcast and pretty much was that way all day. By the time we left at 3:45 pm, there was patchy sunshine. WAPA members were Bob Smith and family showing a 2 h.p. Domestic built Rider-Ericsson

Engine Company (REECO) side shaft engine from 1911. Next, we had Ken and Larry Evans with help from Joan Westgate demonstrating a 1 3/4 h.p. air

cooled United engine belted to a Duro water pump with the never filling mystery bucket. Next in line was Tom Fee, with two helpers, watching his 1929 John Deere 1 1/2 h.p. belted to a Braun "Chipmunk" rock crusher. And then there was Joe Siddons showing his 1 h.p. Gray engine from 1914. Rounding out the display was Leroy Overstreet and wife showing his 1913 Rock Island 3 h.p. engine built by the Alamo Manufacturing Company. Leroy was seen tinkering with a Maytag engine. Also in the park was a large group of classic automobiles, with a strong showing of "Woody" station wagons including a Rolls-Royce. It was a good show with lots of interested visitors. Thank



Photographs by Larry Evans

THE STEAM PLANT OF THE WHITE MOTOR CAR

The following was compiled by Rob Skinner from data presented by R. C. Carpenter in an address to the American Society of Mechanical Engineers, on December 4, 1906.

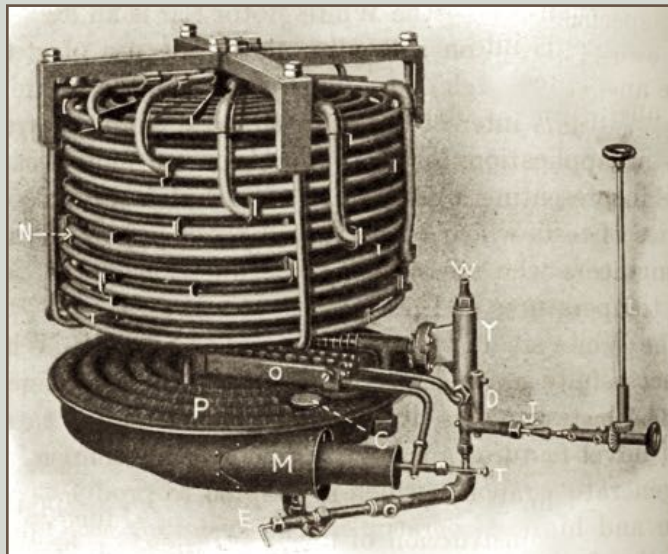


The steam plant of the White Motor Car is an example of what can be accomplished on a small scale in the use of steam of high pressure with a high degree of superheat in the steam engine.

The White steam system was designed by R. H. White and has been successfully applied by the White Sewing Machine Company to thousands of automobiles. The novel features of the White are found principally in connection with the steam generator or boiler, which is adapted to produce steam of high pressure and temperature.

It is well recognized that the

efficiency of a steam plant is increased by the use of steam at high temperatures and pressures. As far as I have learned, there are no boilers or engines exceeding 100 h.p., using steam in excess of 300



The coils of the White steam generator form a continuous tube into which water is fed from the top, and steam is discharged from the bottom.

continuous tube through which all the water is fed to the boiler and all the steam discharged from the boiler must pass. It is not provided with any reservoir for either water or steam. The distinctive feature which differentiates this from every other boiler is the water enters at the top and steam exits at the bottom.

The White boiler has been classified as a flash, or semi-flash boiler. In a "flash" boiler, water is suddenly converted to steam by contact with a very hot metal surface. The White boiler, always contains a considerable amount of water, which is forced downward over the heating surfaces at a rate proportional to the demand for steam.

The diameter of the boiler tubes is small, 3/8" in 1904-1906 models and 1/2" in the 1907 model, and consequently of great strength and not likely to be subjected to

Engine Test

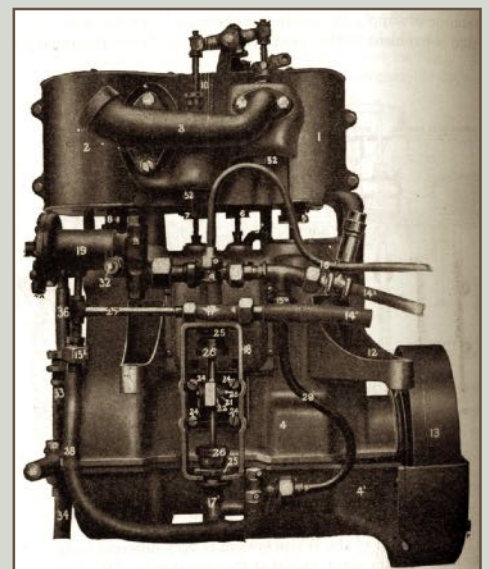
In a test of the 10 h.p. 1903 White, under full load, the engine used 12.6 pounds of steam and 1.16 pounds of gasoline per brake horsepower hour. The 1903 engine had a 3" diameter high pressure cylinder and a 5" diameter low pressure cylinder, both with a stroke of 3 1/2 inches.

Boiler pressures during testing varied from 250 p.s.i. to 483 p.s.i. Temperatures varied from 737° to 796° Fahrenheit.

p.s.i. and 300 degrees superheat built in the United States at this time. I am of the opinion, however, that if the steam engine is to remain a principle power producer in competition with the internal combustion engine, steam pressure and superheat must be largely increased over that which is in use at the present time.

The steam turbine, which is already in extensive use, is well adapted for high pressure superheated steam, without change in construction.

The steam generator of the White system is a series of horizontal coils connected as to form a



Vertical cross-compound steam engine used in the 1907 White automobile

anywhere near its ultimate strength under ordinary operating conditions. The high working pressure gives great power to the engine and explains the success of the White automobile when climbing steep



1903 White steam carriage

hills. Because of the small quantity of water and steam in the boiler, serious damage to people or property is unlikely in the event of a boiler rupture.

The burner on the steam generator uses gasoline vapor, which is automatically regulated, along with water to the boiler. Little attention to operation of the boiler is required by the driver.

The engine of the 1907 White steam car is a vertical cross-compound, with a piston valve on the high pressure side, and a plain slide valve on the low pressure side.

In 1906 and earlier cars, the steam is exhausted from the engine into a condenser at

Road Test

A road test of a 1907 White revealed the following data:

Distance traveled: 212 miles

Time: 3 hours, 15 minutes

Average speed: 65 miles per hour

Fuel used: 23.5 gallons of gasoline

Fuel efficiency: 9 miles per gallon

Weight of vehicle: 3,490 pounds

Passengers: 5

Weight of passengers: 800 pounds

the front of the vehicle. It does not produce significant vacuum, it's sole purpose being the conservation of water.

UPCOMING EVENTS

Board of Directors Meeting
September 9, 2nd Friday of the Month
6:30 p.m. – 8:30 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.

Chino Corn Feed Run
August 27, Saturday
Show 8:00 a.m. to 3:00 p.m.
Setup 6:00 a.m. to 7:30 a.m.

Parking will be off D Street between 5th and 6th Streets. Enter the show area from the West on D Street. Don't let the police cadets send you in any other way. Bring a tractor so you can drive it on the cruise circuit. It was a lot of fun last year. We will have the entire parking lot North of City Hall for display. Lunch will be provided by the Kiwanis Club of Chino. They assure me that they will not run out of hamburgers this year.

South Pasadena Car Show
September 18, Sunday
Setup: 7:00 a.m. to 9:00 a.m.
Show: 10:00 a.m. to 3:00 p.m.

Everyone comes out to raise money for South Pasadena's entry into the Rose Parade. Details in the September Hit & Miss.

Aliso Viejo Founder's Day
October 15, Sunday
Show 12:00 p.m. to 6:00 p.m.

The Founder's Day Show has been moved this year, after several years of sweltering Septembers. The local community is enthusiastic about our participation, and considers us a vital part of the event. Look for directions and setup details in the October Hit & Miss.

For the very latest in show details, engine discussions, and club news, join the WAPA Members Email List by sending a request to editor@wapa.us. You can also view the WAPA calendar online, by visiting us on the web at www.wapa.us.

MINUTES OF THE BOARD OF DIRECTORS MEETING HELD AUGUST 12, 2011

Board Members Present: Dan Kato, Tom Millett, Bob Smith, Craig Maxwell, Jack Johnson, Joe Siddons, Kelley Garcia & Leroy Overstreet.

Board Members excused: Jim Davis and Bob Swan.

Members present: Gus Lukrofka, Rex McCleary, Rob Skinner.

Visitors: None.

President Dan Kato called the meeting to order at 6:35 p.m.

Flag Salute led by Joe Siddons.

REPORTS:

President: Dan Kato welcomed everyone to the meeting. He reported that he and Jack Johnson went to the graveside service held for George Noble. George's widow Wilma said she will sell his collection of dairy items sometime in the near future.

Vice President: Bob Swan absent.

Secretary: On a motion by Tom Millett and seconded by Bob Smith, the minutes of the July 8, 2011 were approved.

Treasurer: Treasurer Kelley Garcia presented the treasurer's summary report from 1-1-11 through 7-26-11. Expenses were \$4,982.26 and income was \$11,189.86. Also, presented, were the accounts totals. Checking \$11,434.92. Morgan Stanley Savings \$24,318.40 and Smith Barney Museum \$128,211.45. On motion by Millett and seconded

by Siddons, a vote to receive and file was approved.

Membership: Jim Davis absent. Chuck Ostrander from Hereford, AZ was approved as a new member on motion by Millett and seconded by Johnson. Total membership is now at 127 with 102 paying members. 23 Life members, 1 Charter member & 1 Honorary member.



Did you see the calendar? Chino Corn Feed Run is this weekend! Join us for the festivities.

Purchasing: Leroy Overstreet had nothing new to report.

Shows: The Chino Corn Feed Run is on 8-27-11. Vote to sanction approved on motion by Smith, seconded by Johnson.

There is still no word on the Los Alamitos Wings, Wheels & Rotors show. Bob Smith still awaiting word on it. There is word of some interest coming from the Toyota Speedway in Irwindale about having WAPA provide and hour of entertainment for race fans on Saturday nights of racing prior to the beginning of the race event. The matter was turned over to Bob Smith.

Library: Jack Johnson reported that the library has received a large donation of books on John Deere tractors donated by Jim Guptil.

Safety: Joe Siddons had nothing to report.

Museum: Craig Maxwell has had no word from the County of San Bernardino regarding the proposed museum location.

Editor: Rob Skinner reported that he has encountered a problem in delivery of the Hlt & Miss to John DeLazzaro. The post office box is no longer listed. Tom Millett will attempt to get good mailing information.

Glendora Castle:

Leroy Overstreet and Joe Siddons have a 1½ h.p. IHC LB engine running. They are working on an engine that was converted by Mike Rubel to run on steam generated by a makeshift boiler. Leroy and Joe are using the mechanics to run it on air, however there is not enough volume available.

Cal Poly Restoration Project: Nothing new to report.

Property Disposition Committee: Jack Johnson gave a short report on progress of disposing of the items at the Ron Haskell compound.

Unfinished Business: None.

New Business: Nothing

Announcements: None

Adjournment: 7:55 p.m.

Tom Millett, Secretary

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 machinery that is part of our heritage.

For more information, please visit us at www.wapa.us.