



HIT 'N' MISS

Newsletter of the
Western Antique Power Associates

www.wapa.us

JANUARY, 2014

President's Report

By Bob Smith

The winter time is the perfect opportunity for all you members to start working on one of those new projects you have been setting aside because of the rigorous show schedule. Well, we do not have any shows until March, so let's get cracking.

Personally I am working on 2 new projects which will hopefully be ready for the March show. Now if you do not have any projects to work on then you may want to participate in one of WAPA's many volunteer projects. If you would like to go to the Glendora Castle and work on either the 30hp or 60hp Western engines then contact Tom Millett at 626-428-0712. These engines have not been started for at least a year so it is time to bring them back to life. They run on natural gas and Tom says the Historical Society has recently installed new gas lines to both engines.

Another option for volunteering would be to sign-up at the California Citrus State Historical Park to work on their 200hp Western which has not run for several years. For this project contact Ron Haskell at 951-233-0551.

Yet another option would be to come out to Cal Poly and work on some of their tractors we have been restoring. I have personally learned a lot about tractors since I have been volunteering at Cal Poly. If you don't want to work on tractors then we have 2 wagons we need to refurbish prior to the Cal Poly Pumpkin Patch in October of 2014. We also have the club owned Gleaner on a Fordson tractor that needs to be worked on. If you are interested in working at Cal Poly then call Bob Smith at 909-435-9978.

Lastly we have club owned tractors at Larry Madole's yard that need attention. If you are interested in lending a hand then contact LeRoy Overstreet at 626-328-5120. Now all of that should keep you busy this winter.

My View

By Tom Millett

A recent visit to Riverside has prompted me to select this topic of the month. I was at the California Citrus State Historic Park at the invitation of WAPA member Ron Haskell. He is a member of a team of four who are rehabilitating a State Park owned 200 HP, two cylinder Western engine that was used to drive a turbine pump and deliver water to elevated reservoir tanks for irrigation of the citrus groves.

After leaving that project, I reminded myself of the occasional times that I have been confronted by individuals, some being WAPA members, asking me why I would work on a machine, without compensation, that is owned by someone else. As I see it, these folks have a very limited scope of life. I find great gratification in seeing the end result of working on machines that have been dormant for years, and then see them come to life with smoke and noise.

I think of the many WAPA members involved in applying their knowledge and skill to machines belonging to various organizations. I point to the Evans brothers, Ken & Larry and their work at Mt. Wilson. Bob Smith has a team restoring machines at Cal Poly, Pomona, many of which were from the Kellogg Ranch era. Jim Davis is part of a team that is doing a total restoration of a John Deere D at the Simi Valley Historical Society. I have a team that maintains two large Western engines at the Glendora Rubel Castle. I have just touched on a few examples. I'm sure there are many more.

There is more to this story that may apply to many members besides me. My neighbors would not appreciate a 1936 John Deere A sitting on my front lawn. My wife would not tolerate a 200 HP Western resting on our patio. My point here is that even if many of us would cherish the pleasure of owning some large machines, we don't have the land required for it. So, why not take advantage of an opportunity and pleasure of being around them in someone else's back yard. And finally, let's not forget the name we build for our club when we all reach out in different directions with that WAPA badge displayed.

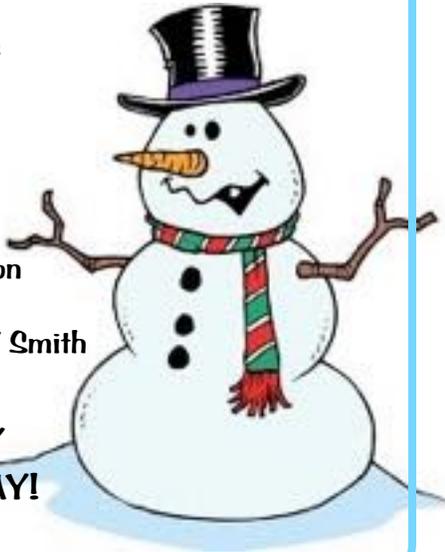
**WAPA BOARD OF DIRECTORS
SATURDAY, JANUARY 4, 9:00 A.M.
AGRISCAPE BUILDING AT CAL POLY
(NEXT TO THE FARM STORE)**



If my body was a car, I would be thinking of trading it in for a newer model. I've got bumps, dents, scratches... and my paint job is getting dull. My headlights are out of focus. My traction is not as graceful as it once was. My whitewalls are stained with varicose veins. It takes me hours to reach maximum speed. But the worst of it is... every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires!

JANUARY BIRTHDAYS

Jess Garrigues
 Ernie Groce
 Cody Johnson
 Ellie Klenske
 Steve Lester
 Dale Linn
 Robby Robinson
 Rob Skinner
 Bob "Tall One" Smith



HAPPY
 BIRTHDAY!

What is it?

By Tom Millett

What started out to be three views of this device with a caption, "What is it?" turned out not to be that at all. When I sent the photos to Publisher Carol Haskell, and commented that we don't know what it is, her hubby Ron called me immediately with a detailed explanation of its use. Then, at our December Board meeting, the owner of the device, not knowing my plan, revealed Ron's explanation. Further adding to the issue, our member who carries a Masters Degree in searching for patents, forwarded me the full details from the U. S. Patent Office. How cool is that?

This device, called a Hollow Auger, and chucked up in a hand bit brace, was invented by George C. Stearns of Syracuse, New York in about 1876 and patented in 1878. The patent quote by the inventor reads, "This invention relates to the class of tools termed "adjustable," and is designed for cutting tenons of different sizes and lengths, and to obviate the necessity of using a separate auger for each sized tenon". In modern day language, this means that it turns the outside diameter of the end of a piece of wood to form a dowel the desired size to fit in a pre-drilled socket. As in attaching rungs of a chair to the legs.

So, now you have learned another bit of information about the art of woodworking. My error of thinking in this case was that since it had a bit brace shank, and those were discarded with the invention of drill motors, no one would have a clue as to what it was. Wow, was I ever wrong!!!!



Note from the editor

Many thanks to WAPA for giving me the gift card for working on the monthly Hit n Miss. Your generosity and thoughtfulness are appreciated.

Thanks again, Carol Haskell



CONDITION	FORECAST
Stone is Wet	Rain
Stone is Dry	Not Raining
Shadow on Ground	Sunny
White on Top	Snowing
Can't See Stone	Foggy
Swinging Stone	Windy
Stone Jumping Up & Down	Earthquake
Stone Gone	Tornado



Sealing Threaded Pipe Joints

by Rob Skinner

While working on a project recently, I ran into an oddity while disassembling several pipe joints. All the pipe joints appeared to contain some kind of hair. What was going on? Couldn't the previous engine owner afford a barber? Was his shaggy dog helping him in the engine shed? Clearly, it was time to do a little research and learn more about pipe threads.

If you've restored engines, fixed your car, or repaired the plumbing in your house, you've probably experienced the challenge of sealing tapered pipe thread joints.

Tapered threads are inexpensive to manufacture and simple to assemble. However, they have a multitude of weaknesses. The first is that the typical tapered pipe thread never really creates a perfect seal. There is a small gap between the point of one thread and the valley of its mating thread. This creates a long spiral pathway through which fluids can leak. The problem is compounded by imprecise manufacturing, which we commonly see on cheap imported pipe, damage that occurs during shipping, and damage through use and wear. All of these add up, sometimes making a good seal difficult to achieve.

Engine restorers have some extra hurdles to overcome. Some of the threads we encounter may be worn from repeated assembly and disassembly. They may be damaged by over-tightening, or more commonly, they may have suffered extensive corrosion.

Proper techniques help to prevent leakage. Sharp tools and ample cutting fluid will help to create good threads. On rare occasions, threads are assembled dry, but proper lubrication will allow tightening without galling.

Threads should always be clean. A common product in use nowadays is teflon tape. It fills the voids between the threads and will prevent galling between the threads. For the engine restorer, the downside of teflon tape is that it leaves the tell-tale white shreds of tape on the outside of the joint. In the old days, engineers mixed their own pipe dope. View the inset for one such recipe. While it's fun to make, I've found homemade pipe dope isn't any better than modern pipe sealants.

But what about the hairy pipe joints? As it turns out, in Europe it was common practice to use hemp fiber in a manner similar to how we use teflon tape today. In the United States, it was more common to use flax fiber. The pictures below provide a step-by-step guide to using flax or hemp to seal threaded pipe joints.



Hold the flax with your thumb, bring it to the end of the pipe, and start wrapping in the direction of the threads.

If you wrap the flax too thick, the pipe won't screw in far enough. After wrapping, paint the flax with boiled linseed oil.



After assembly, you'll need to trim the excess flax using a sharp blade.

Pipe Dope Recipe

15 parts chalk 50 parts graphite
20 parts red lead 15 parts boiled linseed oil

Suitable for pipe joints on water and steam. Store in a sealed container. This will keep for along time if kept in a cool place.

Finished pipe joint, looking just as it would have in 1900.



This Old Iron--Leroy Overstreet, Fairbanks Morse 3HP Model Z Type C

By Bob Smith

LeRoy always has a great story about where he acquires his engines. This particular engine was found by LeRoy and his son who lives in Colorado. Work was being done on a gas well close to LeRoy's sons place so one day LeRoy said, "Let's go over there and see what they are doing". As they were looking around LeRoy discovered an engine on a pile with other metal. He asked the gentleman adding items to the pile what he was going to do with all the scrap. He said that it would be hauled off to the junk yard shortly. LeRoy asked if he could have the engine in the pile and the man said, "I have to go somewhere for two hours and when I return, if the engine is still on the pile then it is going to the junk yard". Well, that was a cue to take the engine while the man was gone so that is what we did. Since the engine was going for scrap, the name tag had been removed and all numbers on the engine were ground down.

The engine was originally set up to run a pump on a natural gas well. One flywheel was modified with 2 v-belt grooves cut into it to accommodate the belts to operate the pump. Water that came from the well was directed into the water hopper and a hole was bored into the side to allow the water to exit at the same rate as it entered to allow for a constant flow of water through the hopper so the throttle governed engine could run unattended for several hours. This closed crankshaft engine was a good fit for this type of application. The engine was originally setup to run on well gas but later converted to gasoline. At the end it was being powered by a large propane tank.



2014 WAPA Officers
President Bob Smith
Vice President Leroy Overstreet
Treasurer Kelley Garcia
Secretary Tom Millett
Membership Jim Davis
Safety Don Young
Show Director Rob Skinner
Librarian Joe Siddons
Purchasing Dave Ruhland
Museum Director Ron Haskell
Editor Carol Haskell



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**Western Antique Power Associates
Minutes of the Board of Directors
December 7, 2013**

Board Members Present Bob Smith, Tom Millett, Joe Siddons, Craig Maxwell, Chuck Mayernick, Ron Haskell, Leroy Overstreet & Don Young.

Board Members excused Kelley Garcia, Rob Skinner.

Members present Dale Linn, Lance Wilson, David Gregg, Jack Robinson, Danny Ponce, Gus Lukrofka, Phil Sigmon, Jerry Nichols, Dave Stockton, Tom Fee, Greg Stires, Stevie Mote, Paul Liverman, Jr., Jim Davis, New Junior Member Hunter Pack, Dick Bouma & Carey Stockton.

Visitors Kevin Pack and Sue Bradley

Call To Order President Bob Smith called the meeting to order at 9:00am.

Flag Salute Led by Stevie Mote.

REPORTS:

President Bob Smith welcomed everyone and reminded members that this is their meeting and to feel free to speak on any issue at any time. Bob announced that because of the great turnout, there would be three items raffled off at this meeting. Bob got a card from Kathryn Hunter, widow of deceased member Don Hunter thanking WAPA for the kind remembrance of her husband.

Vice President Leroy Overstreet will be working on putting together a "Fun Day" at the Calico Ghost Town after the first of the new year. He will announce date when it's firmed up.

Secretary On motion by Millett and seconded by Leroy Overstreet, the Board meeting minutes of 11-2-13 were approved.

Treasurer In the absence of Kelley Garcia, President Bob Smith shared a detailed financial report of the club. As of 12-6-13, the total investments were \$228,966.01. Total assets, which include all WAPA owned property, are \$306,115.81.

Membership Chuck Mayernick submitted a written report as follows: paid members as of 12-7-13 is (127), life members (26), Honorary members (4), Charter members (1). On motion by Chuck, seconded by Joe Siddons, two new adult members (Paul Montgomery and Ron Gerlach) and Jr. member Hunter Pack were approved by the Board of Directors.

Purchasing Ron Haskell informed everyone about the purchase of new shirts, jackets, etc. He polled the members about their interest on purchase of club decals that affix to inside of vehicle windows, and whether stocking them as well as the outside was worth the purchase. No interest.

Shows Rob Skinner absent. Larry Madole's WINTER BASH is coming up on January 11th. Ron Haskell asked everyone to clean out their shops for things to put in the silent auction. Members were reminded that club dues are to be paid effective January 1 and can be paid at the BASH.

Library Joe Siddons had nothing to report.

Safety Don Young reminded all members that at Flabob, he noticed that some machines were too close to each other even though we were allotted sufficient space. He also found an electrical cord on the ground in a main foot traffic area that could have been easily tripped over causing serious injury.

Editor Tom Millett reported that he is always interested in classified items for sale or wanted. President Bob made a motion to give our volunteer editor Carol Haskell a \$100 gift certificate for her hard work in doing a great job publishing our newsletter. Chuck Mayernick seconded and vote was unanimous.

Glendora Castle Work team has been preparing the two Western engines for running. The Glendora Historical Society has thanked WAPA for keeping the engines in running order because the Rubel Castle is now recognized as a place of historical significance.

Cal Poly Restoration Project Still working on John Deere tractors and will soon be restoring the two WAPA wagons that were a donation to WAPA.

Riverside Citrus Park Ron Haskell reported on the progress of the 200HP Western engine there. Dick Bouma gave an update on the Ontario Water Co. 200HP engine that is being considered as a donation to WAPA.

New Business Newly elected Jim Davis and Ron Haskell recited the Oath of Office for their new positions on the Board.

Communications Mike Jones informed President Bob on some changes he is pressing for at Tulare event.

Adjournment 10:16 am
Tom Millett, Secretary

Next Meeting January 4, 2014

Tulare Show, April 25-27, 2014

By Mike Jones

Some of you recently received an exhibitor package from the Tulare Antique Engine Show. Despite the unpopular policy changes instituted last year, I attended the show and spoke with the general manager (hereafter GM) about two areas of concern to me.

First, the idea of paying ten dollars for the privilege of showing my engines.

I conceded that for those people wishing to get their admission tags, badges, etc. through the mail, that some fees to cover postage would be appropriate. I however, suggested that they create an "electronic registration" on their website where everyone could register for free, and pick up their admission package at "Will Call".

The second was the excessive fees charged to camp on the grounds.

I suggested that there needed to be a "staggered camping fee" based upon the size of the RV, or the method of camping. To charge someone camping in a tent or truck camper the same as a 40' motorhome seemed unfair.

The GM agreed on both issues, and indicated that she would bring these ideas to the board. When this year's letter arrived and no changes were made, I contacted her by phone.

The GM provided me the following background information:

The antique engine show began approximately a dozen years ago as an "engine meet" for various clubs to display, and meet with other clubs. Gate attendance was not a consideration and the expenses were paid by the fairgrounds general fund. As attendance grew so did the expenses of janitorial supplies, printing, advertising, chalking, porta potties, etc. The larger shows (international tractor and dairy shows) consistently made a profit each year which had been covering the Antique Engine Show expenses. The board of directors (hereafter BOD) recently made a change requiring each event to pay for itself, no longer permitting our show to be subsidized. The current gate revenues still do not cover their expenses, but hopefully will improve as attendance grows, and will proportionally be reflected in reduced registration fees. This year they plan additional activities including Dutch Oven cooking display/contest, butter and cheese making. The BOD is working on live music and other performances during the daytime. The GM is setting up a "school day" on Friday in which grade school children will have a "field trip" to learn about engines, tractors, and various other trades from the past. The idea is to have the children encourage their parents to return the next day. The board, rejected my registration request, stating the postage was only a small part of their expenses in putting on the show.

I did get a partial concession from the GM for WAPA members only (due to the long distance driving we do). She is willing (without the board's approval, so please keep this quiet) to charge us only the "outside" camping fees. It will be necessary to mark the envelopes to the attention of "Katie" (code word= Long Distance).

Finally, I am just the messenger, passing on information. I realize that everyone has opinions on the recent changes by the BOD but I think that everyone agrees that this has been a great show in the past. But without the support of the engine clubs, it will cease to be a show. In that case, we all lose. The BOD wants this show to grow and prosper, just as we do. I am encouraging all WAPA members to please provide your positive suggestions to the WAPA board. Hopefully, the board will consider drafting a letter with your ideas to the Tulare Show Board of Directors. I believe a single letter representing the entire club will have much more of an impact in making positive changes than just "boycotting" the event.

Respectfully;
Mike Jones

Riverside Air Show

The Riverside Air Show is April 5, 2014. More information in future newsletters.

Merle Morse

FOR SALE

1948 Schramm tractor half of engine is air compressor
\$2500.00

1950 John Deere tractor (DI) Styled, electric start, dual exhaust, painted yellow
\$4800.00

1986 Komfort 27 Foot motorhome ,454 Engine with Gearvondor overdrive, Michelin tires ,low mileage
\$10,000 or best offer

Gus Lukrofka 562-698-5659 tractorgus@verizon.net

WESTERN ANTIQUE POWER ASSOCIATES

**EQUIPMENT SHOW
OLD TRACTORS OLD ENGINES
OLD CARS AND SOME JUNK
SATURDAY, JANUARY 11
8:00 A.M. TO 1:00 P.M.**

You are cordially invited to join the Western Antique Power Associates for our winter bash at Larry Madole's yard in Chino.

Bring an engine to show, stuff you want to sell, a shopping list of things you want to buy, your appetite, or just come out to have a good time.



WESTERN ANTIQUE POWER ASSOCIATES, INC. YEARLY MEMBERSHIP RENEWAL FOR 2014

Now is the time for you to renew your WAPA membership for another year. All memberships are due in January. The dues are \$35.00 per year. If you are 80 years or older and have been a WAPA member for more than 5 years you qualify as a life member, you will not be required to pay dues. If both husband and spouse are members, the dues for the spouse is only \$25.00. A combined amount would then be \$60.00. If you have any questions please contact Jim Davis at 818-893-9658 or wapajim@aol.com.

To pay by PAYPAL see WAPA web site www.wapa.us/join

Life members are also required to provide a completed Form.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP+4 _____

HOME PHONE _____ WORK _____ CELL _____

E-MAIL _____ Birth Month _____

I CERTIFY THAT I WILL ADHERE TO THE BYLAWS, GUIDELINES AND SAFETY ORDERS OF THE WESTERN ANTIQUE POWER ASSOCIATES INC.

SIGNED _____ SIGNED _____ Date _____
Member Spouse (if Member)

FEES: \$35.00 PER YEAR. Free if 80 years or older after 5 years of paid membership.

- I am enclosing a check number _____ payable to Western Antique Power Associates
- I am a life member (over 80 years and have been a WAPA member for more than 5 years)
- I am paying by PAYPAL

Jim Davis, Membership Director
9036 Greenbush Ave.
Arleta, CA 91331

Office use only.
Check _____ no _____ date _____
Cash _____ date _____ card _____ mail _____