



HIT 'N' MISS

Newsletter of the
Western Antique Power Associates

www.wapa.us

JUNE, 2016

President's Report By Ron Haskell

We finally had a break in shows, so what did I do? I helped put on the California Gold show, this year held here in Riverside.

In case you aren't acquainted with the California Gold show, it was started by Bob Critz, and later Mark Panzone began to help (both WAPA members) back in 2002. A couple of years were skipped, and this year was the 13th show.

It is an invitation only show, open to anyone with a California made engine, not open to the public. The shows are alternated between northern, central and southern California, so the driving burden is averaged out.

We had displayers from Washington, Oregon, Idaho, Nevada, Arizona, and this year an engine was brought out from Kansas.

This year 52 engines were displayed, and the featured engine was a Regan, which is the first internal combustion engine built in California, beginning about 1880. There are 10 Regan engines known and we had 5 of them here, and 3 were running.

Displayers started showing up on Wednesday and by Sunday all but four engines were on their way home.

WAPA was well represented with 16 members displaying engines.

We took several side trips to view the 200 hp Western run and pump water at the Citrus Park, that was a big hit with all who went.

All this fun and activity makes me look forward to the day when we can host a show of our own.



Bring your ideas to our next board meeting and the answer will be revealed.



**WAPA BOARD OF
DIRECTORS MEETING
MAY 28, 9:00 A.M.
AGRISCAPE BUILDING AT CAL POLY
(NEXT TO THE FARM STORE)**

Upcoming Events By Roger Hahn

Steve McQueen Car Show

June 4, Saturday

Setup: Gates open at 6:00 am for show participants

Show: 8:00 am until 3:00 pm

The friends of Steve McQueen host this annual event in support of the Boys Republic, a school for troubled teens, in Chino Hills. This is the 4th year WAPA has been invited to participate. This is a very well attended event. Last year it was estimated that 7,000 to 8,000 people attended; this year they expect 10,000. If you have never been to this show you should attend just to see the facility. The facility encompasses 200 acres nestled off of the 71 freeway. Tours of Boys Republic will be offered from 9:00 till 3:00.

WAPA will be set up in the same location as last year. Our area is in a field next to the baseball diamond, so there is ample room for as many WAPA members as want to attend. There is parking for our trucks and trailers close by. The organizers of this event love having WAPA attend; we offer something different for the people to see and experience. This is a fun show, hope to see many of you there.

Directions: The address is 1907 Boys Republic Dr., Chino Hills. These are directions to the rear entrance where vendors and participants can enter without congestion from the show cars entering through the front. Take the 71 freeway south from the 60 freeway, exit Grand/Edison Ave., turn right to Peyton Dr., turn left to Eucalyptus Ave., turn left and go past the school and a long stand of pine trees on your left and look for a service entrance on your left just past Bluebell Dr. on your right. Turn left onto the service road and go to the baseball field on the left. Our setup is just off the road in front of the first base side.

Forties Limited Car Show of Orange County

June 26, Sunday

Setup: 7:00 am to 7:30 am

Show: 8 am until 3:00 pm

WAPA member Jim Gilliland is the 2016 president of the Forties Limited Car Club of Orange County. Jim has invited WAPA to attend their 40th annual car show at the La Palma Park in Anaheim. This is the first time WAPA has been invited to this event, and the Car Club is excited to have us. As an additional highlight, the Whizzer Motor Bike Club will also be attending. There will be hamburgers, hot dogs, salad and chips for sale at the show. There is unlimited space to display our equipment, so bring as many engines and tractors as you desire.

Directions: The address of La Palma Park is 1151 N. Anaheim Blvd., Anaheim. The park is northeast of the intersection of Harbor Blvd. and Anaheim Blvd., 1/4 mile south of the 91 freeway. Take the 91 freeway and exit Harbor and go south for 1/4 mile.

Bill and Helen Stuber donated their restored 1925 gleaner to WAPA on March 17, 2012.



Gleaner Combines

By Jim Davis

Gleaner combines date back to 1923, when the Baldwin brothers of [Nickerson, Kansas](#), created the best and most reliable self-propelled combine harvester. They decided to use the "Gleaner" name for their radically redesigned grain harvesting machine based on inspiration from "[The Gleaners](#)", a famous 1857 painting by [Jean-François Millet](#). [Gleaning](#) is the act of collecting leftover crops from farmers' fields after they have been commercially harvested, or on fields where it is not economically profitable to harvest, and in the [broadest sense](#), it is the act of frugally recovering resources from low-yield contexts. Thus with the Gleaner name, the company evoked a positive [connotation](#) in potential customers' minds, of a brand of harvester that would leave none of the grain behind. A combine harvester combines the [reaping](#), [binding](#), and [threshing](#) functions all into one machine—hence the "combine" part of its name. To that list, the Baldwin brothers' Gleaner added self-propulsion. Earlier combines, the so-called pull-type or tractor-drawn combines, were towed by [tractors](#).

The original Gleaner design was mounted on a [Fordson Model F](#). It had an original retail price of [USD \\$950 FOB](#) from the factory in Nickerson. This design was manufactured between 1923 and 1928.

Generic Engine Timing

The generic timing for a flywheel engine is: exhaust valve should start to open 35-45° before the bottom dead center, and close 5° after top dead center. Spark should occur 5-7° before top dead center for each 100 revolutions per minute. With the greater number being used for low tension ignition and the smaller used for high tension ignition.

**Western Antique Power Associates
Minutes of the Board of Directors
April 30, 2016**

Board Members Present	Ron Haskell, Stevie Mote, Kelley Garcia, Dave Stockton, Don Young, Roger Hahn, Joe Siddons, Lance Wilson, Bob Smith
Board Members Absent	Jim Davis
Members Present	Dave Ruhland, Joe Giocomarra, Carey Stockton, Paul Livermore, Tom Millett, LeRoy Overstreet, Paul Montgomery, Al Antonucci, Carol Haskell, Craig Walters
Visitors	None
Call to Order	President Ron Haskell called the meeting to order at 9:07 AM.
Flag Salute	Led by Ron Haskell
President	Ron Haskell welcomed all and discussed the possibility of a WAPA Fun Day for Club members sometime around August, and to include items for sale from the estate of the late Bernie Sanchez.
Vice President	Stevie Mote lent his approval to his receiving the Hit & Miss newsletter online and went on to extol its virtues.
Secretary	Dave Stockton had nothing to report. There was no April meeting due to conflicting show dates, consequently no minutes to approve.
Treasurer	Kelley Garcia has dropped our financial advisers with Wells Fargo Bank and is moving all Club accounts to the Credit Union of Southern California under the stewardship of Tony Ross. Account balances as of April 30, 2016: Total income/expense at \$2,224.07, checking account balance at \$2,778.64, investment savings account at \$38,535.25, and total investments at \$132,213.74, with a total adjusted profit/loss at \$8,406.38
Membership	Jim Davis absent; no May Report. Membership stands at 179, with 140 paid
Purchasing	Director Lance Wilson had nothing to report
Show Director	Roger Hahn reported that WAPA received the Blue Ribbon award for our participation in the Highland Citrus Festival. Roger asked the Board to sanction the following shows: Antique Truck Show on May 1, seconded by Kelley Garcia, Steve McQueen Car Show on June 4, seconded by Bob Smith, and the 40's Ford Car Show on June 26, seconded by Bob Smith, all in favor. The Cal Poly Tractor/Car Show and Strawberry Festival is on May 7.
Library	Club Librarian Joe Siddons has accepted a large donation of GEM magazines from member Bud Melvin for inclusion in the Club library.
Safety	Director Don Young reminded members to keep an eye on child activity near our display areas for the kids' safety.
Museum	Director Bob Smith reports that WAPA is awaiting the go-ahead to inspect the Lanterman property. He said that at the last go-round, our people were not able to get inside the property for one reason or another.
Editor	Carol Haskell welcomes new articles, stories, ads, etc. and needs articles of interest for inclusion in the newsletter.
Glendora Castle	Tom Millett had nothing to report
Cal Poly Restoration Project	Bob Smith and Craig Walters gave members an update on the Cal Poly show coming up on May 7, 2016.
Riverside Citrus Grove Project	Ron Haskell and crew will be addressing the few remaining details before starting the engine and operating the pump. The concrete water tank has been poured along with the floor inside the building, and the tank will be filled on Wednesday, May 4. Ron spoke of a Fun Day at the site in about a month or so.
Unfinished Business	None
New Business	None
Announcements	Tom Millett and volunteers will be moving the Cal Poly tractors over to the show area on Friday morning at 8:00 AM. He will send out an e-mail to those who may be interested in helping out. Ron Haskell announced that the 80 HP Western engine is now officially ours and is ready to be picked up.
Adjournment	10:31 AM
Next Meeting	Saturday, May 28, 2016, 9:00 AM Dave Stockton, Secretary

**A special thank you
By Jim Knox**

A big thank you WAPA for all your help and support at the Perris Truck Show. You're a mighty fine group.

Thanks again, Jim Knox

Jim Knox
24560 Nandina Avenue, Suite 5
Moreno Valley, CA 92551
(951) 485-0020

Glendora City News

The City Water Yard at 1051 East Sierra Madre Ave., has free rain barrels for residents while they last. Starting now, Monday-Friday, from 9:00 am to 4:00 pm. First come, first served until they are gone.



Two rain barrels per water account. Please bring a copy of your water bill, no exceptions. Recipients from previous giveaways are not eligible.



Redneck riding lawn mower!

- 2016 WAPA Officers**
- | | |
|-----------------|---------------|
| Editor | Ron Haskell |
| Museum Director | Stevie Mote |
| Purchasing | Kelley Garcia |
| Librarian | Dave Stockton |
| Show Director | Jim Davis |
| Safety | Don Young |
| Membership | Roger Hahn |
| Secretary | Joe Siddons |
| Treasurer | Lance Wilson |
| Vice President | Bob Smith |
| President | Carol Haskell |



Carol Haskell
6070 Mitchell Avenue
Riverside, CA 92505
cahaskell@me.com

This Old Iron **By Bob Smith**

Our next restoration project at Cal Poly will be an old Worthington tractor. Now I am sure many of you are just like me—never heard of a Worthington tractor. This intrigued me to start doing a little research on this tractor.

Charles Campbell Worthington retired to his home in Shawnee on Delaware, Pennsylvania, after selling the Worthington Pump and Machinery Corporation. He built his first golf course around 1898. He remained an active mechanical engineer and founded the Worthington Automobile Company which built several steam automobiles to his designs. Near Shawnee he built the Buckwood Inn, an exclusive resort, with an eighteen hole golf course. The course was completed around 1910. After trying unsuccessfully to keep the fairways in shape by grazing sheep on them, Worthington designed the gang mower with three moving wheels. He launched the Shawnee Mower Factory to manufacture it. Later this became the Worthington Mower Company. Based in nearby Stroudsburg, Pennsylvania. In 1919 Worthington designed and built a gasoline-powered tractor to pull mowers. The Worthington tractors were assembled in Stroudsburg, Pennsylvania, using parts from the Model T Ford. He produced the Worthington Model T until 1930, and then the Worthington Model A based on components from the Ford Model A. The company made about 430 Model T tractors and just over 400 Model A tractors. In 1928 the company introduced the triplex Overgreen mower, powered by an engine made for them by the Indian Motorcycle Company.



The next year they began using engines made specifically for them by Harley Davidson Motor Company. In the late 1930's, Worthington produced the Model C using a Chrysler six-cylinder engine and transmission and axles from the Dodge pick-up. Worthington died in October 1944. The company was sold in 1945 to Jacobsen Manufacturing. In 1949 the subsidiary began making Model G tractor. Several thousand were built using Ford tractor components, mostly for use in parks and golf courses. The model G featured a Ford four-speed tractor transmission with reverse. The front axle and spindles were used from an F-1 pickup and a ¾-ton pickup differential was used for the rear axle. The tractor used the standard pickup hydraulic brakes. The dual rear wheels and tractor tires were an option, the single wheel and turf tires that were standard equipment. Our particular tractor is a Model F-8 which used a Ford industrial engine power unit similar to the 8N tractor engine but came fully equipped with radiator and cowl. Jacobsen

continued to make lawnmowers in Stroudsburg for golf course maintenance and for residential use until it closed around 1959. Jacobsen manufactured under the Worthington brand until the mid-1960's.

Antique Truck Show, Perris, CA **May 1, 2016** **By Tom Millett**

For whatever reason you couldn't make it, you missed a great day in Perris. This is the annual event held by the American Truck Historical Society and they always invite WAPA. It was a beautiful day, perfect temperature, and lots of nice folks. They gave us a spot near the swapmeet, which attracted the public. I was a little disappointed at the size of the crowd, but we had fun. It's a long drive there from my area in Glendora, but since I rode with Bob it was great to look at the scenery.

I hope I didn't forget anyone:

Bob Smith – 1911 Rider–Ericsson, 2HP

Ron Haskell – 1917 Economy, 7HP

Jim Knox – 1900 Rider Ericsson, 6HP

Lance & Stephanie Wilson – 1915 Rock Island, 1925 Wonder mixer, 1920 3HP International

Wayne & Kim Eastman – 1907 Fairbanks Morse

Merle Morse – 1915 Sandwich 6HP – 1921 Sandwich 1 1/2HP

Dutch Bankston – 1939 IHC truck (Shown in the truck area)

WAPA Attendees: Don Young (WAPA Safety Director), Tim Neeley, Tom Millett, Craig Maxwell, Carl Calvert & former WAPA member Dennis Martinez.

Cal Poly Pomona Strawberry Festival and Car Show By Tom Millett

This event is one of the major public events at the campus. It was a great day and lots of folks wanted to get their hands on some of the great strawberries grown there.

This year the Strawberry Festival positioned WAPA and the Tractor owners adjacent to the Farm Store parking lot.

Tractors were in the field, and engines were lined up on the Campus St. curb. Here is the list of participants; and again, I'm sorry if I missed someone.

Jeff Holmes – 3HP JD driving a massive water pump display (beautiful).

Ron Haskell – 7HP Economy.

Roger Hahn – 1926 model K Stover and 1946 model A Gibson tractor.

Dave Ruhland – 1946 2n ford tractor.

Rob Skinner & Kelley Garcia – 1910 Richard Hornsby vaporizing oil engine.

Lance & Stephanie Wilson – 1925 Wonder cement mixer, 1920 3HP International & 1915 3HP Rock Island.

Paul Montgomery – 1930 3HP model M International.

Carey Stockton – 1950 Farmall Cub & 1945 1½–2 1/2HP LB International.

Bob Smith – “Sadie” pumping water attached to pump handle of a Hayes hand pump driven by 1918 Hercules. We are all glad to see her back and well.

Leroy Overstreet – 1920 1½ HP Hercules.

Tom Denson – 3HP Fuller & Johnson and running model engine.

Merle Morse – 6HP Sandwich & 1½ HP Sandwich (beautiful machines).

Gary Provansal – 1915 Fuller & Johnson and two Maytag engines (models 72 & 92).

Paul Dunn – 1948 Model C Earthmaster & 1973 IHC Cub Cadet tractors.

Dennis Martinez (former WAPA member) – 1950 Oliver 88 tractor.

Very Important People (VIP) without display

Fran & Carl Pfetzing (WAPA member)

Al Antonucci (WAPA member)

Gil Stuart (WAPA member)

Guy Overstreet (Leroy's son)

Joe Siddons (WAPA member)

Tim Neeley (Wilson Display pit crew member)

Don Young (Safety Director)

