



HIT 'N' MISS

Newsletter of the
Western Antique Power Associates

www.wapa.us

JUNE, 2017

Upcoming Events By Rob Skinner

Steve McQueen Car Show
June 3, Saturday
Setup begins at 6:30
Showtime 8:00 until 3:00

The Friends of Steve McQueen host this annual event in support of the Boys' Republic in Chino Hills. There will be a lot of nice cars and engines to see. This year's theme is the movie "Sand Pebbles." There aren't a lot of cars in this movie, but there is a big steam engine. If you have a display that fits the theme, it would be fun to bring out.

WAPA will set up in the same location as last year, and we'll be expanding into the area across the road. Loading at the end of the day is a particular challenge (when is it not?). We don't want to block the road with our trucks, and make the Formula 1 racers four-wheel it through the grass. Let's save the middle section of our display area for WAPA members who can roll their engines a few feet to their trucks.

There will be lots of exciting new things to see at this year's show, including an opportunity to ride in Steve McQueen's Jaguar that is usually on display at the Petersen Museum. The car is valued at \$38 million.

Directions: From the 71 and Grand, go west on Grand. Turn south on Boy's Republic Drive. Follow the signs through the campus. Do not get in line with the cars. We'll be able to buzz right through to our display area.

If you would like to set up on Friday, a few of us will be at the Boys Republic making preparations. Call Rob Skinner at 562-694-2301.

President's Report By Ron Haskell

While the Cal Poly Agri-Center was working on getting their entire property under the control of the Kellogg Foundation, they realized that their master plan had not been updated in 20 years, so they are going to be working on a new master plan. It will be created under the the Agriscape Master Plan Advisory Committee. Craig Walters wanted some representation from WAPA on the committee so Bob Smith and I volunteered to be the WAPA voice. No meeting times or other information are available at this time, but we will keep you informed as meetings take place. We hope it goes smoothly and quickly so we can move forward with WAPA's interest in the plan.

On an engine related note: this past weekend was the Annual California Gold Invitational Engine Expo. This year it was held in Paso Robles. WAPA was well represented with Dick Bouma, Mark Panzone, Bob Critz, Danny Ponce, Mike Tyler, Greg Johnson, Merle Morse, Garret and Larry Mindham and me. This is a once a year gathering for California built engines dating back as early as 1884. This year's featured engine was the Daniel Best with 6 of the 7 known examples represented. Also displayed was Eureka; Hicks; Golden Gate; Doak; Frisco Standard; Atlas Imperial; Joshua Hendy; Sampson; Union; California Hercules; Mery Explosive; Standard Machine; Stearns; Holt; Globe (Pacific); Western; West Coast; Larimer; and Zenith. (Continued on page 2)

WAPA BOARD OF DIRECTORS MEETING
SATURDAY, JUNE 10
9:00 A.M.
AGRISCAPE BUILDING AT CAL POLY
(NEXT TO THE FARM STORE)

Perris Truck Show **By Ron Haskell**

The week leading up to the truck show the weather prediction was as high as 80% chance of rain for the day. As the day got closer the percentage kept dropping as low as 20 percent. I decided to take a chance and go since I was responsible for bringing rope and stanchions.

On the way there I encountered some rain, and as I arrived at 7:00 am there was still a little drizzle. When I arrived at the display area Dave Stockton was already there, we talked for a few minutes and wondered if anyone else was coming. By about 7:30 Lance Wilson and Tim Neely showed up with their engines, got out of the truck, decided it was too cold for them and went home. So for the rest of the day it was just Dave and me.

The truck display was about 1/3 of normal and about the same for vendors. The public that showed up were the true died-in-the-wool truck lovers, and expressed an interest in our engines. Many of the RR people and the truck participants came by and thanked us for showing up and participating. It's always nice to know our efforts are appreciated. They had many good questions and comments of thanks for being there and displaying.

It was shivering cold most of the day with a cold wind blowing. The last hour or so the wind died down and the temperature was bearable. Overall it was a good day; any day displaying an engine is a good day. Let's hope next year brings better weather and a good turnout for our WAPA display.

President's Message (Continued from page 1)

This was a Friday and Saturday event, with some people arriving on Wednesday to enjoy the fun. Saturday was the big day with the most participation. Most of the displayers camped out on site, and were treated to many good meals, and evening campfires were also enjoyed. If you have a California built engine, and have not been to an event, please contact me, we would like to get you on the mailing list.

The pushrod was pretty much rusted so I had my friend and WAPA member Dale Linn make me a new one using the old one as a pattern. So it would not rust, I took it to work and put it in with the other parts going out for nickel plating. The mag trip rod and springs were badly rusted so I replaced them with a threaded rod and springs from McMaster Carr.

Now, the major part. The bracket that mounted to the two studs for the spark plug and holding the mag was missing. I needed to get the dimensions of this bracket to have one made. I don't know if you remember but Mike Jones has the exact same engine so I can get the measurements for the bracket from his engine. There was only one problem. Mike moved to Prescott, Arizona some time ago. I occasionally take a trip to Phoenix to visit my cousin so on one trip we decided to drive to Prescott to see Mike and measure the bracket.

After measuring and taking pictures I turned to Dale Linn to fabricate a bracket to accept the spark plug and hold the Wico Mag above the trip rod. Dale also made a trip finger to pull the mag magnet down when the push rod went forward. Well that pretty much completes the repair of broken parts and manufacturing of missing or damaged parts. Next month I will write about building a cart suitable for this heavy iron.

Part 4: My Stately **"The Repairs and Replacement"** **By Bob Smith**

As I mentioned in a previous article, I did not break any parts disassembling the engine but it did come with some broken. The piston had a broken ring guide, one of the governor weights had a broken finger, and the rocker arm was broken. I took the parts to Greg Thompson on Box Springs Blvd in Riverside. This man can do wonders with brazing broken cast iron parts. When he finished the part and you clean it up and paint it, you would never know that the part was ever broken. Since I do not have a lathe, I took the brazed piston to a friend and club member Rick Racette who owns a machine shop in Ontario. Since the cylinder bore and rings were in very good shape, Rick turned the piston only at the brazing to match the diameter of the piston. He also turned the ring grooves to match the original rings. Aside from the difference in color, you would never know that the piston was broken.

Now to the replacement parts. The needle valves were missing so I had Rick make me three, two for the carburetor and one for the cylinder head. The fuel tank was badly rusted so I decided to replace it. I turned to a fabrication company in Fontana, Vanguard Fab, that supplies sweeper parts to Global. I know the owner, Bill Tully, and I gave him the dimensions and he made me a fuel tank out of stainless steel. I had him put a stainless steel flange in the back of the tank to accept the fill pipe and a flange in the front of the tank for the output pipe to the carburetor. I also had him put a flange in the bottom of the tank for a drain plug.



Western Antique Power Associates Minutes of the Board of Directors May 6, 2017

Members Present	Ron Haskell, Kelley Garcia, Dave Stockton, Jim Davis, Don Young, Rob Skinner, Joe Siddons, Lance Wilson, Bob Smith
Members Absent	Stevie Mote
Members Present	Gus Lukrofka, Gary Provansal, Paul Liverman Jr., Danny Ponce, Tom Millett, Paul Montgomery, John Rimpau, Jack Johnson, Phil Sigmon, Dean & Barbara Hale, Roger Hahn, Tim Neeley, Craig Walters
Visitors	Ayden & Logan Morales
Call to Order	President Ron Haskell called the meeting to order at 9:04 am with the Flag Salute.
President	Ron Haskell welcomed all in attendance and encouraged the membership to participate in discussions.
Vice President	Steve Mote, absent.
Secretary	Motion by Dave Stockton to approve the minutes of the Board of Directors meeting held on March 11, 2017, seconded by Bob Smith, all in favor, and approved without correction.
Treasurer	Kelley Garcia furnished the banking report as follows: April figures for the investment savings account report a balance at \$41,247.15, museum fund at \$137,579.98, total investments at \$178,827.13, with an adjusted profit/loss of \$32,230.79.
Membership	Jim Davis furnished report as follows: total membership at 174, total paid at 138. Jim requested under Article IV, Section 3, of the Bylaws that the following members be dropped for non-payment of dues: Paul Hofer, Wayne Mabb, Jerry Nichols, Edward Speer, seconded by Kelley Garcia, all in favor.
Purchasing	Director Lance Wilson had WAPA shirts and hats for sale.
Show Director	Rob Skinner, reminded all of the upcoming shows: ATHS Truck Show on Sunday, May 7; Cal Poly Spring on the Farm Show on May 13, California Gold Show (non sanctioned) on May 19-21; Steve McQueen Car Show on June 3; Midsonian Motorcycle Museum (non-sanctioned) on June 10; and the Marina del Rey show on July 23, sanctioned on a motion by Rob Skinner, seconded by Bob Smith, all in favor.
Library	Club Librarian Joe Siddons had nothing to report.
Safety	Director Don Young reminded all to practice safety.
Museum	Director Bob Smith reported that the windmill project is awaiting an OK for a go-ahead on its construction.
Editor	Carol Haskell welcomes new articles, stories, ads, etc. and needs articles of interest for inclusion in the newsletter.
Cal Poly Restoration Project	Bob Smith and crew are currently at work on a Worthington tractor he said needs a solenoid, but is otherwise ready to start.
Riverside Citrus Grove Project	Ron Haskell and crew have been at work wood-paneling the inside of the building, completing the south wall and beginning on the north. He says they are working towards pouring the rest of the concrete floor in the back third of the building.
Unfinished Business	There is a 40 HP Western engine at the Perris Fairgrounds that needs to be moved, and WAPA has asked if it can be moved to Cal Poly.
New Business	Danny Ponce has furnished a stationary bike to the club for a future display.
Announcements	The date of the next Board of Directors meeting has been moved to the second Saturday, June 10, so as not to conflict with the Steve McQueen car show on June 3.
Adjournment	10:29
Next Meeting	Saturday, June 10, 2017, at 9:00 AM. Dave Stockton, Secretary

What is this?

Gus Lukrofka is wondering if you know what this is, and how it is used.



June Birthdays

Bill Bains
Wayne Eastman
Dorothy Groce
Jim Guptill
Kay Lalicker
Larry Madole
Barbara Moody
Merle Morse
Nan Nelson
Carl Pfetzing
Lance Wilson



Show Report Cal Poly Spring on the Farm Show 2017
By Bob Smith

Formerly the “Cal Poly Strawberry Festival”, formerly “Cal Poly Tractor and Car Show”. This year’s event did not feature cars because they were too demanding last year, and the strawberries were planted a little late due to the fields being too muddy for the tractors so the strawberries were not ready. They decided to make the show more family oriented with farm related equipment, displays, and events. I don’t know if camel rides are farm related but it was a big hit last year. Cal Poly displayed 8 of their old restored tractors along with 4 of their current John Deere rolling stock. They showed off their newest John Deere addition with air conditioned cab, computer controlled, tier 4 engine with after treatment, and GPS for precision field prep and planting. The tractor will even compensate rpm and speed to allow for hard and soft soil. John Deere has lost the distinct 2 cylinder popping sound. The new tractors are so quiet you can hardly hear them. A handful of the High Desert Tractor Club was in attendance with some of their nicely restored tractors. The feature tractor was displayed by Larry Maddox of Hemet. It was a Ford 8N with a Ford flathead v8 and a road grader attachment. This tractor was pristinely painted and show quality. WAPA was well represented with over 25 engines on display along with one tractor. The big payoff was the award presentation at the end with Merle Morse and Tom Millett taking home nice trophies. WAPA and Don Young were also awarded placards for appreciation for their contribution.



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

Happy June 12th Flag Day!



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The WAPA work crew
By Paul Montgomery

Here are some pictures of the hardworking WAPA volunteers who restore and maintain the Cal Poly vintage tractor collection.

WAPA recently participated in the "Spring on the Farm" event and besides keeping the old iron in good running condition, volunteers also transported tractors to these events. Nothing like old tractors on the open road.



My Thoughts By Tom Millett

I haven't been on my soap box for a long time now. Just as you thought you had heard the last of me, I'm here to fill some space.

As many of you know, a small group of us members have had a long standing interest in working on tractors at the Cal Poly tractor barn. All of these tractors are worn out John Deere gems, except a couple. We have restored some and are now working on a Worthington. This item is unique, because Mr. Worthington built these tractor-doodle buggies using parts from an array of manufacturers, both tractor and auto. The rear-end third member might be from Chrysler, with an engine from Chevrolet. This particular one has dual rear wheels, and a hand operated dump body. It has no front brakes and the rear brakes are hydraulic drum brakes.

Well, our little group has pretty well completed the restoration of the Worthington. We have installed a new starter/ignition switch and were about to install a new starter solenoid. However, this new item was live, even when not energized. So I decided that the solenoid had stuck in the closed position when shipped. Borrowing from my experience with these items in my past life, I gave it a couple of good whacks with a screwdriver. Bingo! The cheap plastic made in a foreign country whose name starts with "C" and ends in "A" broke in pieces. While I was completing my long tirade of curse words, Joe Siddons and Leroy Overstreet did a microscopic analysis of the innards of the solenoid. It seems it was assembled wrong at the factory in such a way that it was live at all times.

I won't say who, but one of those present that day reminded us that he will not buy any item that is not stamped, "Made in USA".
ENOUGH SAID!

Cal Poly Spring on the Farm Photos by Paul Montgomery

