

January 2008

HIT & MISS

Journal of the Western Antique Power Associates

WAPA - THE EARLY DAYS

There was once a time when WAPA didn't even exist!

For many of us, we only know WAPA as it exists today. We take for granted that it has always existed in its current form. Believe it or not, there was a time that the Western Antique Power Associates did not even exist.

In a recent phone conversation, Palmer Bochow filled me in on some of the early history of our club. I'll try to accurately convey some of that here to my fellow short-timers.

Back in the early seventies, the only local club for engine collectors was in Vista. Palmer belonged to that group and had enjoyed it. However, the 100 mile drive down to Vista was inconvenient.

Palmer began to seek other engine collectors closer to his home in Pasadena. At a chance encounter at the Rose Bowl swap meet, Palmer met Bill Brinkley. Bill was also a member down in Vista, and he, too, lived in Pasadena. On that day in 1975, WAPA was formed.

In those early days, Bill was the President and Palmer the Vice

President. The two engineers continued to display their engines at the Rose Bowl events, keeping an eye open for other enthusiasts who might like to join them.

The pair recruited Joe and Margaret Mueller and Bill Baldwin.

Soon the group entered into an agreement with fledgling promoter of automobile swap meets, George Cross. In the beginning of that relationship, WAPA was compensated in hot dogs and hamburgers.

Eventually more people joined: John Molamphy, Charlie Harms, Phil DiPrima,

Henry Lesovsky, and John Thurber.

WAPA soon began doing more shows, including one for Cal Worthington for which he paid the club with a side of beef.

In 1978, WAPA was incorporated in the State of California, and eventually evolved into what we have today.

We current members certainly owe a debt of gratitude to these pioneers who created our fine organization.



Bill Brinkley is on the far left at Pomona. Palmer Bochow is shown above at Vista.

Kay Johnson's Scrapbooks

As many of you know, Kay Johnson is an avid scrapbook artist. Many may not, however, be aware of the beauty of her creations.

Recently I required several photographs for the Hit & Miss and Kay was kind enough to loan me some of her books. Frankly, I was blown away by what I saw.

Rather than include individual pictures as originally intended, I'll present some full-page scans directly from Kay's books.

The quality might not reproduce well into a newsletter format, but you will surely be able to appreciate the skill involved in putting the scrap books together.

An interesting phenomenon that is observed in these old pictures is how cameras worked back then. The cameras in those days seemed to make everyone skinnier, have more hair, and make the hair look a lot darker!



UPCOMING EVENTS

January 11, Friday
7:00 p.m.

Board of Directors Meeting

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 an idea on how WAPA could become a better club or want to express your opinion, please attend.

Heritage Park is located just south of Telegraph Road and west of Norwalk Boulevard. The meeting is held in the train depot next to the steam locomotive.

January 25-28
Quartzsite, Arizona

This engine show is hosted by The Main Event. There is free dry camping for exhibitors during the show. Allow yourself extra time to peruse the gigantic swap meet. This is not a WAPA sanctioned show. Call Gary Gruel for more information at 602-309-9434.

April 18-20, Friday thru Sunday
Tulare

This is the Sixteenth Annual Antique Farm Equipment Show

hosted by the International Agri-Center in Tulare.

Tulare is the biggest show in California and one that must be attended at least once by all hobbyists.

Please sign up right away. If you have not received an Exhibitor's Packet in the mail, you can get the forms by calling the Agri-Center at (800) 999-9186 or downloading them from www.farmshow.org. Be sure to indicate that you wish to show with WAPA. That will insure that we are allocated adequate space for our displays.

Camping is available on site, but if you intend to stay at a motel, make your reservations early.

From Our New President

Wayne Mabb wmabb@yahoo.com

To all my friends in WAPA and their families, wishing you a very merry Christmas and a happy new year.

I look forward to serving you and the club in the coming year. Let's do our best to present our hobby to the public, educate all who ask questions about us and have a great time doing it.

Until we meet again in 2008, be safe, have a wonderful holiday season and go find some new toys.

From the Show Director

Bob Smith smith@diamondpointe.us

Our 2007 show season was safe and successful thanks to the enthusiasm and support of the members who participated. It was a busy year with 18 shows and sometimes multiple shows on the same weekend. There were 15 shows we had participated in the past and 3 new ones. We turned down 4 shows due to conflicts and lack of support. I think by the turnout at all the events, we had a great show season.

Now we look forward to 2008. It is sizing up to be just as busy as 2007. We will be returning to several of our favorite events. Check the calendar in the Hit-n-Miss or on the web site at www.wapa.us

Remember, we are out there to have fun, educate the public, and show off some of your hard restoration work.

From the Editor

Rob Skinner editor@wapa.us

This editor thing sure is an interesting endeavor. Don't tell anyone (because I don't want anyone coming around trying to steal the job), but there are some unique perks.

For instance, if there's a neat engine that I haven't seen, I can make an excuse that it's "for the newsletter," and convince the owner to show it to me. This month was a double bonus: I got to talk to Palmer and get some questions answered about the early days of the club. I also got to see Kay Johnson's scrapbooks.

This month I'd like to re-welcome our newest member, Bill Baldwin. As many of you know, Bill was one of the founding members of WAPA and did a lot to make us what we are today.

There are no minutes to the Board of Directors meeting in this issue, as the meeting was cancelled.

By the time you read this, the new year should be here. I hope it's going well so far and that 2008 turns out to be happy and prosperous for the entire WAPA family.



Another example of Kay's work

THE 5 MINUTE STOVER

by Dick White

Did you ever have a case of "rust fever" so bad that you still wonder why in the world you ever bought that engine? That's how 2½ horsepower of cantankerous cast iron entered my life. My first clue was that it wouldn't run. Sure you say, we've all been there. What do you expect? Not much. She wouldn't turn over and everything that should move, wouldn't.

The second clue was in the crankcase. The oil trough that carries the oil to the governor gears and exhaust rod wasn't. Parts of it were found in the crankcase -- oh oh. Well, still undaunted we tore into it. After a massive cleanup, paint job, new oil galley-way and reassembly, we fired it up.

She would snort and spit but couldn't keep running. After checking a few other Stovers, it was apparent that the exhaust rod had worn so badly that it couldn't fire at the right time. Oil also leaked out of the engine casting. I began to wonder why they referred to it as the "Stover Good Engine" in their advertising?

After much consideration (welding vs brazing) I stopped by a weld shop that a buddy told me about. They have a new high nickel rod that will "stick to anything," will "go on

so fast the paint won't know it" and "it won't crack the casting." Wow, does that sound good or what?

We cleaned the square hole where the oil had leaked out for years and years. It was so clean it squeaked! We then



held our breath and zapped it.

Things were looking good. There was now new, shiny metal where there had been wear. We carefully hand filed out the square hole until the exhaust rod fit like a glove. We reassembled the exhaust rod and set about timing it. By golly, she began to "hit & miss" just like a real engine -- for five minutes. It turns out that when the engine heated up, that nickel rod material expanded

and stopped the exhaust rod. That was the first time most of you saw it. Thus it became the "Infamous 5 minute Stover"

It was so predictable you could set a watch by it. Now everyone wants their 15 minutes of fame, so... back to the drawing board. Disassemble, file, emery, Dykem, scrape, etc. Voila, it runs! Next show-time out, as you (Bob Swan) may remember she ran... for 15 minutes. Was it gas? No. Ignition? Noo. Was the exhaust rod binding? Yep. So at this point, I figured I had a Stover 15 minute timer!

She looks great, hits & misses and puts on a brief ... 15 minute show. So being a practical guy I have been looking for the right place to show off... 2 1/2 HP at zero RPM. Then I got a call from Hepatha Lutheran Church in Anaheim Hills. They wanted an "old style engine" for a prop in their "Indiana Jones" Halloween walk thru. So, here she is the Infamous 15 minute Stover. My Grandson "Indiana" Jordan and Paul who is supposed to be working on the beast!

Ain't show business grand? Maybe we should have a special show venue for "cranky" engines?