

Spark and Sputter

February — March 2017

www.waukeshaoldcarclub.com



Coming Events

- ◆ February 13
Membership Meeting,
the Board meets prior to the member-
ship meeting
- ◆ February 14 
- ◆ February 15
Membership dues are due, If yours
dues are not paid by this date your
name will be dropped from the roster
- ◆ February 18
Member Appreciation Banquet
- ◆ February 24-26
World of Wheels
Wisconsin State Fair Park
- ◆ February 26
52nd Annual MAFC Indoor Swap Meet,
Washington Co Fair Grounds.
- ◆ March 13
Membership Meeting,
the Board meets prior to the member-
ship meeting
- ◆ March 20
Daylight savings begins

*The purpose of the club shall be
to promote the interest of automobiles
for the enjoyment of its members*



"A" paint scheme



"B" paint scheme

1969 AMC SC/Rambler

2017

President

Jerry Kawatski

Vice President

Steve Heinemann

Treasurer

Jim Young

Secretary

Mel Stark

Board Members

Nic Gengler

Jim Haas

Jerry Oesterreich

Bob Schumann

Mark Steffen

Editor / Board Member at Large

Bob Merner

Webmaster**Membership Dues**

Membership dues are \$40.00 per year. Dues are due on February 15 of each year. Members receive a 50% discount on dues by working a minimum 4 hours for the club throughout the year. Members who have not paid their dues by the due date will not receive credit for hours worked and will have their name removed from the club roster.

Club Meetings

The club membership meets at 7:30pm the second Monday of the month at Fox Run Lanes in Waukesha. The Board typically meets 45 minutes prior to the member meeting.

Spark and Sputter

The club newsletter, *Spark and Sputter*, is published 6 times per year on the even numbered months. The deadline for articles and pictures for the newsletter is 2 weeks prior to the newsletter being published.

Send items to be published in the newsletter to Bob Merner or email at romer512@gmail.com

1969 AMC Hurst SC/Rambler

Owned by Maggie and Greg Marchand

I grew up in Kenosha with my father working at AMC so our family always owned Ramblers. I was thirteen when the SC came out and like every boy in town, I wanted one. They only produced 1512 cars with 1012 of them "A" Scheme with big bold RED WHITE and BLUE trim. The remaining 500 were produced as "B" Scheme sporting a milder RED WHITE and BLUE lower stripe trim package. My SC is the rarer "B" Scheme. Today there are 242 "A" Scheme cars known to exist and only 71 of the "B" Scheme. It is rare to see a SC/Rambler at most area car shows as only 18 are known to exist in WI; some states do not have a single SC registered. I was lucky to find my SC/Rambler in Oklahoma in 2002. The car had been set up for racing so I had to spend about two years locating parts to get it into good daily driver condition. There are little to no aftermarket parts produced for the SC/Rambler so finding parts was not easy. I installed a racing clutch, ceramic headers and SS exhaust along with several other items to get the car looking and driving like it does today. We love driving the SC/Rambler to area car shows and in the Waukesha parades. Today our seven grandchildren also love to take turns riding in the parades. The SC stock ran 14 ET's off the showroom floor with street tires; with modifications the fastest ET recorded is 8.5 seconds. The cars weight is about 3000 lbs. and could be purchased new for about \$3,000. The SC/Rambler you see pictured is what it looked like stock from the factory. Not many muscle cars leaving any factory had such an aggressive fully functional hood scoop. The SC/Rambler is not your grandma's Rambler.



Greg

Member Appreciation Banquet and Awards Night



Where: Thunder Bay
N14 W24130 Tower Place
Pewaukee, WI
(new location)

When: Saturday, February 18,
2017
Cocktails at 6pm with dinner at 7pm

Make your reservations with Mel Stark at
the club meetings, by mail or by phone
reservations are \$15.00 per person

No reservations accepted after
February 10, 2017

Members who will be receiving awards at the Appreciation Banquet

30 Years

**Kathie Jones
Robin Ksicinski
John Sadler**

20 Years

**Jerry Babe
Mark Pilger**

10 Years

**Bob and Bonnie Baier
Chuck and Marianne Gilpatrick
Karl and Karen Moering
Ed Neder
Robb and Gladys Roszkowski**

25 Years

**James and Ester Condon
Scott and Mary Ellen Kimball
John and Carol Schlieper**

Waukesha Old Car Club Membership Meeting December 12, 2016

The meeting was called to order with 45 members present. The meeting began with the Pledge of Allegiance. Officers and Board members were introduced. There were no new members or guests in attendance

President's Report: Jerry Kawatski said that we had 8 members who participated in the Christmas Parade and that the former Club fire truck that was donated to the Waukesha Fire Department, lead the parade.

Vice President's Report: Steve Heinemann reminded the members that club notices of meetings and events are sent out to members via email. It is essential that he has your correct email to insure that you are receiving the information. Club dues are due and he is collecting them at the meetings or you can mail them to him. The 2017 Club Roster will be published soon, so check your information and update it if necessary with the form in the newsletter. We are currently looking for a new webmaster. Contact Steve if interested or if you know of someone who might be interested.

Treasurer's Report: Jim Young gave a report of the income and expenses for the months of October and November. The report was approved as read. The can was passed to collect donations for the six Waukesha Charities supported by the club. The club matches the money collected.

Secretary's Report: Mel Stark read the minutes from the November meeting, the minutes were approved as read.

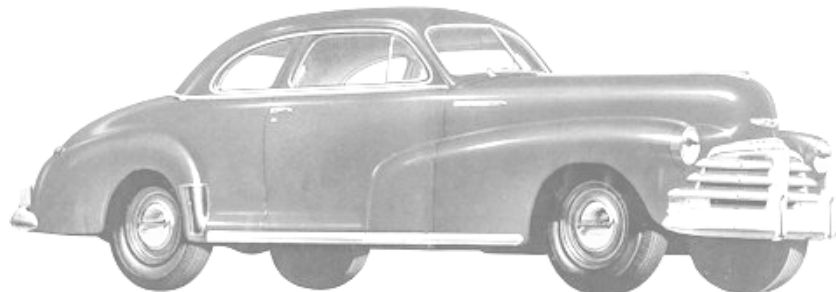
Committee Reports

Sunshine Committee: Judy Sodemann said that Ksicinski family sent a thank you note for the flowers sent.

Other Business



Bruce Larson talked to the members about the problems he is incurring trying to sell his 1948 Chevrolet street rod. In 1948 vehicles did not have VIM numbers, they used the engine number stamped in the block as the number on the title. His car had the engine changed and the frame was modified. The State of Wisconsin said that because of the modifications, he did not have a valid title and that the car would have to be brought up to the standards in effect when the car was modified. He has accomplished that so now he can have the car inspected and apply for a title.



The Fleeter's Club Coupe

1948 Chevrolet Street Rod
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100. 1948 Chevrolet Street Rod

Waukesha Old Car Club Membership Meeting January 9, 2017

The meeting was called to order. The meeting began with the Pledge of Allegiance.

Officers and Board members were introduced. The club welcomed new members Mike Walner and his son Leo Walner.

President's Report: Jerry Kawatski said that the board is looking into raising the cost of registration for the car show to \$15.00. After a discussion, it was decided to leave it at \$12.00 for now. Also, discussed was whether to continue giving a free tee shirt to those who preregister as the cost of the tee shirts keep going up. It may be necessary to raise the cost of the food and beer to help meet expenses.

Luke Ksicinski son of "Tank" was present to address the membership to thank them for the support and prayers during his father's battle with cancer.

Vice President's Report: Steve Heinemann said that he has club hats available, either black or tan. He is sending out club information via email. If you are not receiving emails let him know. The club 2017 roster will be coming out in March. There is a form on the back page of the newsletter that you can use to make any changes to your roster information.

Treasurer's Report: Jim Young was not at the meeting, no report was given.

Secretary's Report: Mel Stark read the minutes from the December meeting. The minutes were approved as read.

Committee Reports

Sunshine Committee: Judy Sodemann had nothing to report.

Member Appreciation Banquet: Mel Stark is collecting the money and keeping a head count for the banquet. As of the January meeting he only had 39 members who had signed up. The banquet will be held at Thunder Bay , Pewaukee on February 18, 2017. The cost is \$15.00 per person which includes your dinner and beer and soda, mixed drinks are on your own. Cocktails at 6:00 and dinner at 7:00. Mel will begin collecting money at the February meeting and up to a week before the banquet. At the banquet, member years of service pins will be awarded. We hope that every member who will be receiving a pin is able to attend.

My Garage: The club is planning a My Garage to Gateway Classics in March. The date is still being determined. Watch you email or announcement at the meeting.

Bruce Larson updated members on the problems he has been having in obtaining a title for his 1948 Chevrolet .



Luke Ksicinski thanked the members of the Waukesha Old Car Club for the prayers and support given to his father "Tank" and their family during his fathers battle with cancer. He said that they plan to continue the tradition of the Friday night cookout at the campgrounds at Iola. The Ksicinski family made a donation to the club for a scholarship

Understanding the Infamous Vacuum Tank

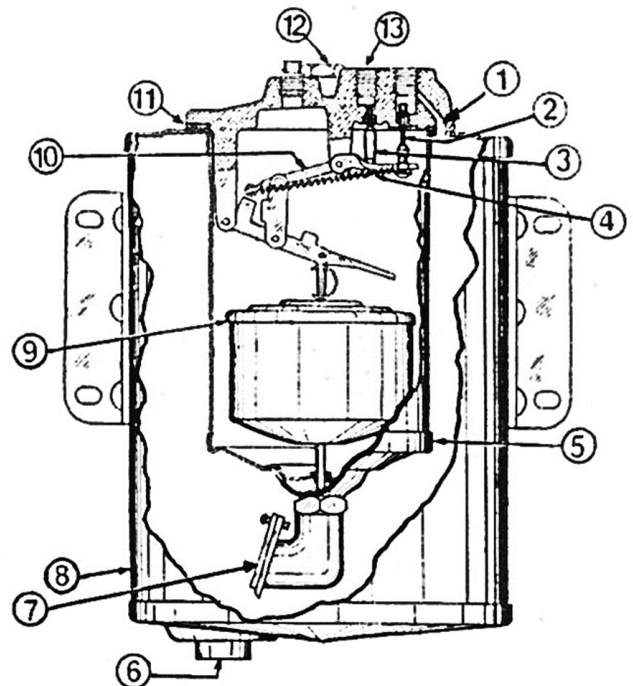
By Frank Wemple

Before mechanical fuel pumps became prevalent in the late twenties and early thirties, many automobiles relied on vacuum tanks to draw gasoline from the fuel tank and deliver it to the carburetor. Today, more than a few hobbyists consider vacuum tanks to be overly complex and unreliable. Consequently, numerous cars that originally had them now have electric fuel pumps. The truth is that vacuum tanks have received a bum rap and actually are quite simple and reliable. They worked well when they were new, and they can work very well when they are not so new. I drove a 1928 Franklin for almost 40,000 miles on a vacuum tank with virtually no trouble. I could even pull long, steep hills with the throttle wide open, yet the vacuum tank never failed to keep the carburetor well supplied with fuel. I did have trouble when I first got the car but once I learned how the unit operated and fixed the problems, the vacuum tank proved to be utterly reliable.

The key to getting a vacuum tank to operate reliably is understanding how it works. First, let's review that major components. The cutaway drawing is of a Stewart Warner vacuum tank, but all vacuum tanks are similar. There is a large outer tank (8) which is always open to the atmosphere through a vent (1) so the fuel can flow by gravity to the carburetor through the outlet (6) in the bottom. Then there is the small inner tank (5) into which engine vacuum draws fuel from the main fuel tank. There is a flapper valve (7) in the bottom of the inner tank, a valve (3) in the cover that allows engine vacuum into the inner tank, another valve that opens the inner tank to the atmosphere (2), a series of levers (10) and springs (4) that operate the valve in the cover, and a float (9) that moves the levers up and down. Two cork gaskets (11), one under the cover and one between the tops of the inner and outer tanks, seal the unit. The fuel inlet (12) and vacuum inlet (13) are through the top of the unit.

Now let's look at the cycle of operation. A vacuum tank does not continuously draw fuel, but rather it works in cycles and draws fuel from the main tank only when it is needed. Most of the time the vacuum tank is not operating and the fuel in it flows by gravity to the carburetor. In the state, the vacuum valve (3) is closed so no engine vacuum is being applied to the inner tank, the atmospheric valve to the inner tank (2) is open and the level of fuel is the same in both the inner and outer tanks. When the float again drops to the point where more fuel is needed, it trips the mechanism and the cycle is repeated.

As fuel flows to the carburetor, the float (9) gradually drops until it pulls the levers (10) down over center which causes the springs (4) to open the vacuum valve (3) and close the atmospheric valve (2). Engine vacuum is now applied to the inner tank. The vacuum pulls the flapper valve (7) closed and draws fuel up the fuel line from that main fuel tank. Remember that the outer tank is always open to the atmosphere through the vent (1), so while vacuum is drawing fuel into the inner tank, fuel in the outer tank still flows to the carburetor by gravity. (A restriction fitting where the manifold vacuum line connects to the top of the tank prevents full vacuum from being applied to the tank so that manifold will not drop enough to cause the engine to run poorly.) As the inner tank fills with fuel, the float rises until it trips the levers back up over center which closes the vacuum valve and opens the atmospheric valve. Because the inner tank is no longer under vacuum the flapper valve opens and the fuel in the inner tank flows into the outer tank and the level in both tanks become equal. When the float again drops to the point where more fuel is needed, it trips the mechanism and the cycle is repeated.



JULY 2007 21



saw this trick on you tube.

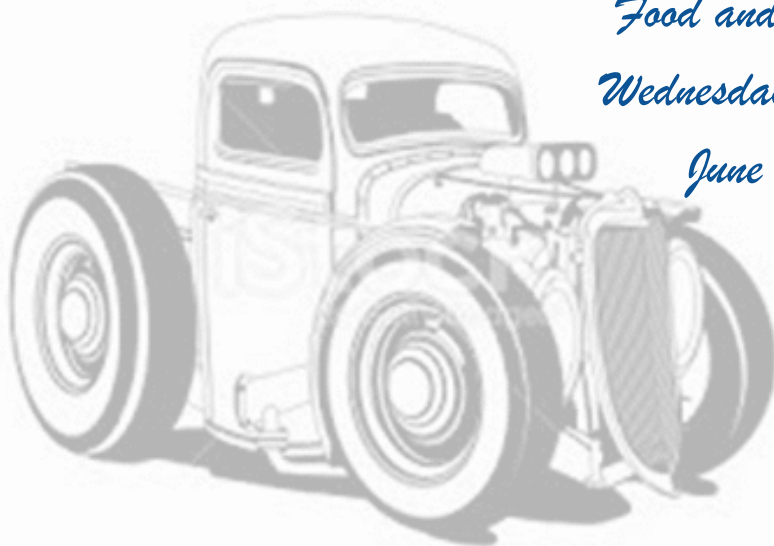
If you have an aerosol can that has lost its' pressure but there is still material in the can. Remove the spray nozzle and place a tubeless tire valve stem over the tip. Hold in place and using your air compressor refill the can with 120 psi of air. The can will again spray like new. I was skeptical that this would work so I tried it and it did work. They said that it will work with aerosol paint cans also.

Bob Merner

The annual election of officers and board members took place at the December meeting . Jerry Kawatski was reelected President and Mel Stark was reelected Secretary. The Board members are Nic Gengler, Jim Haas, Jerry Oesterreich Bob Schumann and Mark Steffen.

Officers and Board members serve a two year term

Fox Run Lanes Cruise Night



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The club is inviting businesses to advertise in the *Spark and Sputter*. The advertising year goes from March to March. If you would like to have a business card ad in the *Spark & Sputter* plus on the club web site, please contact via email me at stevehwocc@yahoo.com or at [262-782-4066](tel:262-782-4066).

Kory King

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1 horsepower air compressor with tank,

(4) 5 gallon gas cans, (like new)

(1) 5 gallon kerosene can (like new)

(2) Industrial type fans with guards, one 24" and one 18" pole or wall mount.

5000 watt, 6000 watt peak King generator, 13 hp engine, 120 and 240 outlets.

24 inch, two stage snowblower with electric start

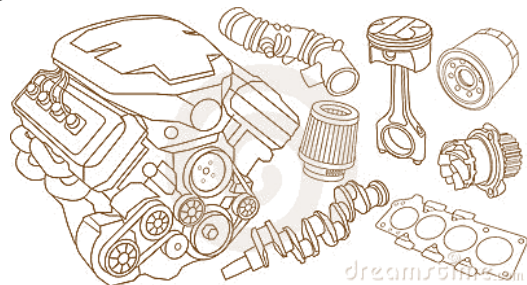
Dodge Laramie super cab, 4 wheel drive, V-8 pick-up

1986 Honda Aspencade motorcycle, with many accessories

Motorcycle hauling trailer

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Prices are negotiable, Contact Al Schultz @ 262-968-3517.



For Sale: 2000 Chevrolet Corvette coupe in pewter, 6 speed manual transmission, 10 disk CD player, two tops, 8,000 miles one owner asking \$24,000. Contact Jim Young @ (Home) 262-549-4558 or (Cell) 262-893-7704

For Sale: Crosley 16 cubic foot upright freezer, like new, still under warranty for 5 more years. Asking \$200.00 Contact Mel Stark @ 262-542-8207

Wanted: Manifold with carburetor for 350 CID small block Chevrolet. Contact Bob Kelly 262-549-0981



PO Box 645
Waukesha, WI 53187

Club Roster Information Update Form

Please take a moment to review your personal information in the current roster and use this form to submit changes to the vice-president

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Cell Phone _____

Email _____

Vehicle Information

ADD REMOVE

YES NO

		Publish my email in the roster
		Publish my cell phone number in the roster

No changes will be made after February 15