

WAUKESHA OLD CAR CLUB



waukeshaoldcarclub.org

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February - March 2021

Spark and Sputter



Coming Events

- ◆ **January 11, 2021**
7:30pm Membership Meeting
@ Foxx View Lanes
Board meets prior to the membership meeting
- ◆ **February 08, 2021**
7:30pm Membership Meeting
@ Foxx View Lanes
Board meets prior to the membership meeting
- ◆ **The annual Member Appreciation Banquet is on hold due to the inability to find a location that can assure the club they will be open**
- ◆ **There are several MY GARAGE events that are in the works. Scheduling is an issue due to the pandemic. Watch your email for updates**

2021

Officers and Board members

President

Ron Herman

Vice President

Steve Heinemann

Treasurer

Jim Young

Secretary

Sarah Ksicinski

Board Members

Nic Gengler

Al Schultz

Bob Schumann

Dennis Wagner

Jim Young (2)

Newsletter Editor / Board Member at Large

Bob Merner

Webpage Coordinator

Steve Heinemann

Facebook Coordinator

Sarah Ksicinski

Member Dues

Membership dues are due on February 15 of each year.
2021 membership dues are \$20.00 for all Members.

Club Meetings

The club membership meets at 7:30pm the second Monday of the month at Foxx View Lanes in Waukesha.

The Board meets prior to the member meeting.

Unleaded fuel, old engines

The old car hobby is full of discussions about the incompatibility of using modern stuff in old cars. One subject these days concerns the effects of using ethanol fuels in older cars. Some of these effects are real, for example, fuel system gasket failures and a lack of power in old, low compression engines, are a couple, but most are not.

Remember all the talk about valve recession if you use unleaded fuel? The idea was that the tetraethyl lead in pre-1970s era gasoline protected valve seats by depositing a coating of lead, or lead-oxide on the valve seats. Unprotected valve seats eroded away in some engines, a condition known as valve recession, and unleaded gas was blamed.

Frankly, from an engineering point of view it is hard to believe that lead or lead-oxide could coat the valve seats very effectively. Lead has a melting point that could hardly protect steel valve seats in a combustion chamber. Lead-oxide melts at 888 degrees Fahrenheit, well below combustion chamber temperatures. Oddly enough, the number of valve seat failures in engines using unleaded gas in the 50s and 60s were no greater than in those using leaded gas, so it logically follows that valve recession was a function of other engine problems and not the type of gasoline used. Most automotive engineers will tell you that valve recession normally is a result of extended high RPM operation or under extreme loads and had little to do with the valve seat material.

Some automotive historians speculate that the valve recession story was mostly bad information pushed by the Tetra-ethyl lead Corporation when they were trying to lobby against the regulations mandating unleaded gas, but you can form your own opinions.

**Election
Results**

Steve Heineman will continue as Vice President

Sarah Ksiciniski will continue as Secretary

Al Schultz will continue as a member of the Board.

Bob Schumann will continue as a member of the Board

Nic Gengler will continue as a member of the Board



FOR SALE: 2 Harbor Freight 100 watt solar panels, brand new in unopened boxes
Make offer. Contact Al Schultz @ 262-968-2092



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 at romer512@gmail.com

FOR SALE: 1915 Ford Model T Brass Touring Car

Valued by Volo Auto Museum in Illinois at \$10,000 in 2017. Kept in Northern Illinois. Stored on jack stands. Unsure when it ran last. Asking \$10,000.

Call Ed at 262/844-4310 for more information and pictures

Submitted by Greg Marchand



FOR SALE: 1947 Maytag 72/2 cylinder engine runs good \$150.00, 1947 Briggs and Stratton engine runs, \$50.00, Honda GC160 engine fixed RPM, 7/8 straight shaft. \$50.00
Contact Bob Merner @ 262-549-0748

FOR SALE: Rotisserie for car bodies asking \$1,000.00
Contact Roy Rathke at 262-544-0023

FOR SALE: 1997 Oldsmobile Aurora
Needs brake lines Asking \$1,000.00
Contact Harry Roszanski at 262-366-3886

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

WOCC Meeting Highlights December 14th, 2020

- The December meeting was called to order by President Ron Herman at 7:33 with 16 members present.
- The meeting was started with the Pledge of Allegiance.
- The Officers and Board members were introduced.
- There were no new members or guests.

President's Report-

Ron said that there was no board meeting this month. The main focus of the meeting will be the election of Secretary and Vice President and 3 Board members.

- Ron opened the floor for nominations for the above stated offices. There were no nominations. With there being no nominations besides the incumbents an election was not held. All the existing officers agreed to another term.
- Due to the pandemic the club will not be have pizza and beverages after the December meeting.
- The club collected non-perishable food items and "Passed the Can" to collect money for charity. The amount collected is matched by the club and the total is donated to the 6 Waukesha charities that are supported by WOCC.

Vice President's Report-

- Steve said that because of the cancelation of the 2020 car show which eliminated the opportunity for members to work four hours for the club, dues will be \$20.00 for all members in 2021.
- The 2020 Waukesha Christmas Parade was canceled.
- The club is always looking for members cars to be featured in the *Spark and Sputter*.
- There are hard copies of the club roster and newsletters available at club meetings.

Treasurer's Report- Jim gave a report of the income and expenses for the month of November. The report was accepted as presented

Secretary's Report- Sarah read the minutes of the November meeting. The minutes were accepted as read.

Sunshine Committee- Judy had nothing to report.

Old Business-

- Bob Merner is looking for member cars to be featured in the *Spark and Sputter*.
- The club is looking for speakers for our meetings and events for My Garage. If you have suggestions contact Ron Herman or Steve Heinemann.
- The annual Appreciation Banquet is currently on hold

New Business-

- Mark Oravetz is leaving the club and will no longer do the tee shirts for the car show. He is willing to work with anyone who would be willing to assume the responsibility
- Ron said that someone is interested in reopening Murf's.

Meeting adjourned at 8:00pm.

TAKE A MOMENT TO REVIEW YOUR INFORMATION IN THE CURRENT ROSTER. USE THE FORM ON THE BACK PAGE TO MAKE NECESSARY CHANGES.

REMEMBER DUES ARE SHOULD BE SUBMITTED BY FEBURARY 15.

DUES FOR ALL MEMBERS IS \$20.00 IN 2021.

WOCC Meeting Highlights January 11th, 2021

The January meeting was called to order at 7:34 by President Ron Herman.

The meeting was started with the Pledge of Allegiance.

The Officers and Board members were introduced.

There were 15 members present, there were no new members or guests.

President's Report-

Ron reviewed with the members what was discussed at the board meeting.

- The Board discussed changes to the *Spark and Sputter*. Currently the newsletter is printed as a 12 page publication in color. The cost of printing and mailing is covered by businesses who advertise in the newsletter. Steve Heinemann has been the person responsible for obtaining the advertisers. Steve has indicated that he will not be able to perform that function. Ron asked for a volunteer to take over that job. Victor Perugini said that he would be able to assist Steve.

Vice President's Report-

Steve said that he is collecting member dues. Dues can be paid at the meeting or mailed to the club. Due to the pandemic the dues for all members will be \$20.00 for 2021.

Treasurer's Report- Jim reported the income and expenses for the month of December. The report was accepted as presented.

Secretary's Report- Sarah read the minutes of the December meeting. The minutes were accepted as read.

Sunshine Committee- Judy had nothing to report.

Old Business-

- Bob Merner is looking for members who would like to have their vehicle featured in the *Spark and Sputter*. All you need is a couple of pictures and a short article regarding how your vehicle is special to you.
- The club is looking for a volunteer to take over Car Show Central and coordinate the car show tee shirts. Mark Oravetz said that he is willing to help his successor.
- Murf's custard stand on Sunset has been sold. It plans to reopen in March as Buddy's. Per the newspaper the new owner is very community oriented. The club will be contacting him regarding having the June meeting there again.
- The club has a number of activities in the works. These are currently tentative due to the pandemic. Watch the *Spark and Sputter* or your emails for updates.

New Business-

There was a discussion on whether to or not to continue having car show tee shirts. Does the club want to offer some other item such as pins, patches or mugs?

It was brought up that a club activity could be to clean and service the club trailer and equipment

Meeting adjourned at 8:12pm.

***Appreciation Banquet
is currently on hold due to the pandemic***

Old Cars New Oil: Is There Something To Worry About?



The old car hobby is filled with discussions about the incompatibility of using modern stuff in old cars. One of the concerns in the old car hobby is the use of modern oils. There are a lot of stories about the effects of using modern lubricating oils in old engines. Common concerns include premature bearing failure, oil consumption, leaks, and sludge. We have several reasons to believe it is yet another automotive myth, but first let us set the record straight on exactly what is expected of engine oil:

Engine lubricating oil must perform several functions. The oil reduces friction and wear between moving surfaces; removes heat caused by friction; provides a seal against escaping gases; keeps the engine clean by holding carbon and sludge forming materials in suspension and provides protection against rusting and attacks by acids.

Oils are classified by type, viscosity, and operating conditions by the American Petroleum Institute (API).

These classifications use either an "S" prefix which means (spark ignition) gasoline engines or a "C" prefix which means (compression ignition) diesel engines. A second letter designates specific service/performance characteristics. As any newer classification is added it always includes all the performance properties of each earlier category. Newer oils have vastly improved oxidation resistance, deposit protection, wear protection and low-temperature performance over their service life, which means that they should perform better than older oils in any engine. Therefore, if your car is a 1985 and you run SE or lower oil you will likely cause harm. These classifications do not, as popularly believed, mean that they must be run in older engines. They mean that any newer oil classifications will more than meet the engine's lubrication requirements.

Current and obsolete classifications for gasoline engines are listed below.

SP	Current	Introduced in May 2020, designed to provide protection against low-speed pre-ignition, timing chain wear protection, improved high temperature deposit protection for pistons and turbochargers, more stringent sludge, and varnish control,
SN	Current	For 2020 and older automotive engines
SM	Current	For 2010 and older automotive engines
SL	Current	For 2004 and older automotive engines
SJ	Current	For 2001 and older automotive engines
SH	Obsolete	Not suitable for automotive engines built after 1996
SG	Obsolete	Not suitable for automotive engines built after 1993
SF	Obsolete	Not suitable for automotive engines built after 1988
SE	Obsolete	Not suitable for automotive engines built after 1979
SD	Obsolete	Not suitable for automotive engines built after 1971
SC	Obsolete	Not suitable for automotive engines built after 1967
SB	Obsolete	Not suitable for automotive engines built after 1951
SA	Obsolete	Not suitable for automotive engines built after 1930

Oil viscosity

Viscosity is the measure of the oil's resistance to flow. It is the body or thickness of the oil. Viscosity is not a measure of oil quality, but each engine was designed to run most efficiently within a specific oil viscosity range. If your engine was designed to run on 30-weight oil and you use 5W-20, for instance, the engine's bearings may not have a sufficient lubricating layer and you will eventually harm the engine.

The "W" (winter) following a viscosity number indicates that an oil is suitable for cold temperature and must have the indicated viscosity at 0 degrees Fahrenheit. The SAE categories that do not include the "W" are suitable for use at high temperatures and must have the specified viscosity at 212 degrees Fahrenheit.

A multi-viscosity oil such as 5W-30 must meet SAE viscosity requirements at both 0 degrees Fahrenheit and 212 degrees Fahrenheit. It does not thin out as much when heated or thicken as much when cooled, as does a single-viscosity oil. Thus, a multi-viscosity oil stretches the usable temperature range. It provides easier cold weather starting, more efficient lubrication, reduced engine wear, better fuel economy and adequate protection against excessive oil thinning at operating temperatures.

So Why Do Engine's Parts Wear?

Crankshafts, connecting rods and camshafts spin on bearing materials lubricated with oil. These materials traditionally were made of Babbitt, a soft, white metal which is an alloy of tin, lead, copper, and antimony. Old engines used bearings that were filled (poured) with babbitt and machined to a specific size. By the 1950s nearly all engines used babbitt-plated bearing inserts for ease of production and repair. As bearings evolved the materials changed, and today's bearings use such advanced materials as copper-lead with overlay, aluminum-tin and aluminum-tin-silicon.

Whatever the bearing material new or old might be, the reasons it fails are: 1) improper clearance; 2) catastrophic component failure and 3) contamination. Improper clearance can be the result of a poorly built/rebuilt engine in which the bearing clearances are either too large or too small, or the components are not perfectly round. Catastrophic failures such as broken rods, crankshafts, valves, camshafts, etc., can happen due to material flaws, overstress (racing, for instance) or lack of oil pressure or flow.

It has been found that majority of bearing failures occur due to contamination. In other words, dirt. In fact, bearing companies' surveys show that dirt causes 45% of all failures, mis-assembly and misalignment cause 25% of failures, age, lack of maintenance, lack of oil flow and high stress account for the remaining 30%.

Hydrocarbon fuels such as gasoline and diesel fuel form byproducts that cause corrosion and engine deposits. For example, each gallon of fuel burned causes about 1 gallon of water to be formed. Most of the water forms as vapor and goes out the exhaust. However, a small amount condenses on the cylinder wall (especially when the engine is cold) and eventually is trapped in the oil reservoir. This can gradually develop into a mild acid that, over time, corrodes the bearing surfaces as the engine sits.

Carbon (or soot) formed by incomplete combustion of fuel is also picked up by the oil and carried into the oil reservoir. In combination with water, the carbon forms sludge which, if allowed to accumulate, may restrict oil passageways, and cause insufficient oil flow to engine parts.

Another source of contamination comes from aftermarket additives. Mixing additives with modern engine oil is not recommended. There is the possibility that their use could upset the chemical balance of the engine oil and its original additive system or shorten the engine oil's serviceable life.

Engineers and Chemists from the oil companies and engine manufacturers have no reason to believe there are any concerns related to using new oils in older engines. They say that there is not any science that backs up the claims regarding newer oils causing failures in older engines. There is nothing in the chemistry of new oils that would have any adverse effect on older bearings or materials, and all agree that there are way too many other reasons for premature failures in older engines, such that the oil itself is the least likely cause. So, while old oils will certainly hurt new engines, there is no reason to believe that new oils will not hurt older engines.

From 2020 Second Chance Garage, LLC. website and American Petroleum Institute website

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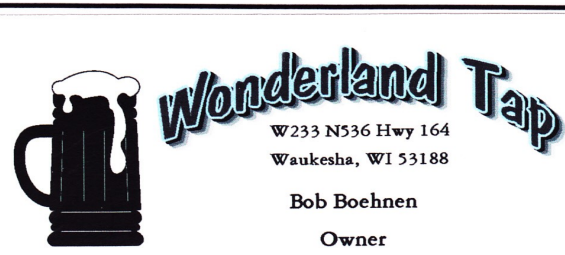
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Se habla español



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THE MODEL A FORD CLUB SWAP MEET HELD AT THE WASHINGTON COUNTY FAIR GROUNDS HAS BEEN CANCELED DUE TO COVID 19



is scheduled to be held
April 9 thru April 11, 2021
at Wisconsin State Fair Park

Pewaukee VFW



**PEWAUKEE VFW CAR SHOW
IS IN THE PLANNING STAGES
MORE INFORMATION COMING**

A Car Nut

It takes patience and faith to be a car nut. Some people say a car nut is someone who looks for two years for a special part, then spends way too much money to acquire it and then is only half sure that the part is correct.

I remember going all the way to Hershey one year in search of a widget for my DeSoto (DeSoto's used a lot of widgets. I looked at several hundred vendor spaces and still came up dry. After returning home I mentioned the part to a friend who found one in Minnesota four days later.

Anyone but a car nut would not accept the fact that the part needed does not exist. I sometimes think that our belief that the part is out there somewhere creates the part.

A car nut believes that when they die and meet St Peter he will be in the form of a greasy old man in a run down service station with 40 acres of abandoned cars out back and thousands of untouched parts.

I don't know.... Are you a car nut too?

Article from an undated *Spark and Sputter*. Author



Iola Car show and swap
meet is scheduled for
July 8-10 2021



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 _____

ADD REMOVE

Vehicle Information

YES NO

Publish my email
Publish my cell phone number

No changes will be made after February 15