

## Friends of Auburn Heights Preserve

### Work sessions August 12, 14, 19 and 21, 2008

Emil Christofano led four sessions of work to replace the motor on the Rauch and Lang electric car. The job lasted longer than expected because the spare motor was not an exact duplicate of the failed motor. Emil and Lou Mandich had to make adjustments to the motor mounting brackets and the brakes on the motor shaft. The car is ready to run in our August 31 Steamin' Sunday.

Jerry Lucas and Dan Citron reinstalled the engine cover on the H-5 to complete its repair. A large crew of volunteers including Jerry, Dave Lumley, Kelly Williams, Bob Jordan, and new volunteer Jeary Vogt repaired the leaking throttle valve on the H-5. Jerry Lucas cleaned and tested the pilot vaporizer and nozzle. It too is ready for use in its 100<sup>th</sup> birthday celebration during our August 31 event.

Two recurring problems were addressed on the Model 78. Butch Cannard, Dave Lumley, Art Wallace, and Brent McDougal removed and cleaned the fuel tank to address frequent plugging of the fuel suction line. Butch, Richard Bernard, Tom Marshall, Jeary Vogt, Bob Jordan and Bill Schwoebel all participated in removing the smoke bonnet and throttle valve, lapping the valve, and reassembly. These repairs resulted in a trouble free 90 mile run to Day on the Farm for the Model 78.

Tom Marshall, assisted by Kelly Williams and Bill Schwoebel, replaced the right rear wheel bearing on the Model K.

Mark Russell and Steve Bryce continued working on the burner for the Model 76. The burner liner, pilot burner, main fuel vaporizer, and forks have been installed. Some minor adjustment on the superheater coil is required before the burner can be installed under the boiler.

Steve Bryce, Dan Citron, Mark, Russell, Anne Cleary, and Catherine Coin prepared the 735 for the trip to Day on the Farm. The fuel vaporizer and cable were cleaned and the cable relocated from the entry end of the vaporizer to the fork end. The fuel tank was drained and filled with a new batch of clear K-1 kerosene. These changes were made in an attempt to reduce the rate of carbon build-up in the vaporizer and forks of this car.

On two of the work sessions during this period we were blessed with an embarrassment of riches as we had more qualified mechanics than we had planned work. This is particularly impressive because the amount of work planned and completed was substantial. We will try to improve our planning so that the volunteers will find their work sessions as rewarding as possible.