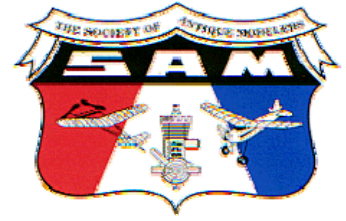


**THE NEWSLETTER OF SAM 26, THE CENTRAL  
COAST CHAPTER OF THE SOCIETY OF  
ANTIQUe MODELERS. NOVEMBER 09 #241**



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**THE GUARD CHANGES:** October was officer election month. After a long and distinguished career as President of SAM 26, Hardy Robinson decided to decline nomination for another term. We elected Dick Fischer as successor, and Robby agreed to accept the VP Chair. All other officers remain the same. The virtual gavel was passed to Dick for the remainder of the meeting. Although we view this loss of experience with trepidation, the Fischer transition team has hit the ground running and there's little doubt that the chapter will continue running like a well oiled machine.

**NEXT MEETING** will be our December dining-in meeting. Jim Bierbauer has made arrangements at the Radison Hotel restaurant at the Santa Maria Airport. It's set for Sunday December 13 at 6:00 P.M. We can get the early bird price at \$15+ tax and tip for a prime rib or other entrée choice. Dessert is included with the dinner. The prime rib was quite good last time we were there.

**DUES TIME:** We run a lean efficient operation and will be able to keep our modest dues structure at \$15 for the coming year. Why not get it done now and send a check for \$15 made to SAM 26 and mailed to Treasurer Jim Bierbauer at his address on the masthead above.

**AND A TREASURY REPORT:** We estimate the dues to pay for newsletter printing and mailing and the few other administrative costs, and we try to set contest entry fees to pay for trophies, port-a-pot rentals and a few other contest related items. Those are our main activities and expenses. A couple of nice guys have rounded up their dues to \$20 when they ante up, and we thank you for that. Despite a relatively thin turnout at the Pond Meet this time, we finished just barely in the black, so it worked out well. There is a little over one thousand bucks in the treasury, so we're set with a rainy day fund, yet we won't be investing in the stock market any time soon.

**SAM 27s' NEWSLETTER,** The Antique Flyer has gone from a monthly to a quarterly publication. It does, however, have lots more pages in each issue.

**COLLECTO** or "collectogether" or swap meet for you non MECA members. It's upcoming at the MECOA factory in Monrovia starting at 9:00 AM Saturday November 14. Gate admission is depression priced at \$1 for MECA members, \$2 for "nons" with no extra fee for sellers. Sellers bring your own tables and chairs. It'll be in the parking lot, with the factory open for other sales.

Rain (HA) will postpone the event one week. That eventuality will be decided by noon Friday. Phone 800-359-6972. The address is 1630 S. California Ave., Monrovia, CA. It's 500 feet south of the 210 freeway.



**FLIGHTLINE ACTION** at SAM 26s' 34<sup>th</sup> annual John Pond Commemorative: Phillip Stephens points out to Rick Holman the best way to shade ones eyes from the sun with a transmitter. And Don Bishop launches Dale Towers' Speed 400 electric Bomber while Bob Holman relaxes in one of his "All American" chairs. This and several other photos are courtesy of Ned Nevels. It was a relaxed pace event, so Ned got in a little more flying than usual, along with his photography.

**THE WEATHER** was some of Tafts' finest. Temperatures were warm and mild, with just enough light breeze to establish a takeoff and landing direction. There were few if any motorcyclists or four wheelers stirring up dust, so the only dust was what we kicked up ourselves, whenever we pointed our prop blast off the nailed down carpets.

Taft enjoys some of the worlds' best flying weather as it sits in a unique little black hole, climate wise. Taft gets bypassed by wind, rain, earthquakes, wildfires, and smog. They don't even get eclipses and space aliens have never landed there.

**ATTENDANCE** was down a little as our contest followed the SAM 27 meet and then the SAM Champs. Although written excuses were not required of non-attendees, some did forward them via Email. Unfortunately a few were on sick leave, including Hardy Robinson and Dave Lewis, each of whom had some serious surgery, and are recovering surely but slowly. Jim Bierbauer was also ailing a little as was one of our new members Bill Squire, who'd wanted to attend.

But it seems as if everyone relaxes a little at a smaller contest and there's somehow more time to socialize. That's not too logical, because the flying and timing takes the same amount of time for each person, but it does "seem" that way.



**DON BISHOP** is either: (A) Demonstrating that you can do a roll with a Bomber, or (B) Is busy straightening out his climb as the engine is running stronger than expected, or (C) Is celebrating a max flight on his way to a landing.

**WE HAD SOME YOUNGSTERS** flying once more. We define youngsters as anyone under 30. **Mike Warner** is coached by his dad Dave, but they often compete with each other in the same event, with Mike occasionally coming out ahead. And **Phillip Stephens** is learning quickly under the tutelage of Rick Holman and achieved what may have been his first win this time.

**THE GRAND FINALE** was Sundays' Antique flyoff between Rick Holman, Phillip Stephens, Dave Warner and Ed Hamler. All four got away early in the 5 minute start window. But Phillips' engine flamed out at low altitude. Since we allow re-starts as long as the 5 minute window is open, he landed, re-fueled and took off again with a slightly richer needle setting. Another low level flameout! There was still a couple minutes left on the 5 minute clock, so some coached him to land and try it again.

Phillip recognized that little would change if he restarted again, so he said he was giving it up and would land. He was at what we call "hero level" at maybe 80 feet or less; where if you catch a thermal and go up from there, we declare you to be a hero. We pointed that out to Phillip and encouraged him, and darned if he didn't catch lift and circle on up for a 10+ minute flight. Dave Warner was first to land, but Holman and Hamler were able to reach Phillips' thermal and make use of it. Rick and Ed rode the thermal to extreme heights while Phillip was the second one down, even though we'd been rooting for him as the under dog. Ed Hamler did too well with the thermal as his ship got so high he lost sight of it and it went down off field for no score. A search party later found his Airborn unharmed beyond the far prison fence. So Rick won the flyoff, but Phillip moved from a probable fourth to second place after catching that "hero" thermal.

**RESULTS-JOHN POND COMMEMORATIVE OT/RC CONTEST -XXXIV  
SATURDAY OCTOBER 24, 2009 SHOWN FIRST**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
<b>A IGNITION</b>								
1. Ned Nevels	Playboy Jr.	358	Elfin	3:07	2:52	<b>3:56</b>	<b>3:39</b>	7:35
2. Ed Hamler	Airborn	490	OT 19	<b>7:00</b>	<b>0:05</b>			7:05
3. Dave Warner	Airborn	490	?	<b>2:07</b>	<b>1:52</b>	1:46	1:39	3:59
<b>B GLOW</b>								
1. Dave Warner	Bomber	650	?	<b>8:00</b>	<b>8:00</b>			3:31 FO
2. Rick Holman	Stardust	?	NovaRossi 21	<b>8:00</b>	<b>8:00</b>			2:18 FO
3. Ralph Cooke	Mercury	815	Fox 29	3:52	<b>4:50</b>	<b>5:48</b>	2:41	11:38
4. Bob Angel	Stardust	660	Torp 29 X flow	<b>4:17</b>				4:17
5. Don Bishop	Bomber	1206	K&B 4.9	<b>0:37</b>				0:37
<b>C IGNITION</b>								
1. Ed Hamler	Airborn	810	Spitfire	<b>9:00</b>	<b>9:00</b>			7:50 FO
2. Don Bishop	Bomber	1160	McCoy 60	<b>9:00</b>	7:38	<b>9:00</b>		5:58 FO
3. Dick Fischer	Bomber	1206	McCoy 60	<b>9:00</b>	<b>9:00</b>			5:45 FO
4. Phillip Stephens	Bomber	1260	Bartelt Mac 60	<b>7:38</b>	<b>9:00</b>			16:38
5. Bob Meyering	Bomber	1260	McCoy 60	<b>8:54</b>	<b>7:00</b>	3:56		15:54
6. Steve Remington	Playboy	400	O&R 60 SP	<b>9:00</b>	<b>3:44</b>			12:44
7. Jim Elliott	Clipper II	678	Super Cyke	<b>5:50</b>	<b>4:40</b>	3:07		10:30
8. Rick Holman	Bomber	1206	McCoy 60	<b>3:40</b>	<b>5:12</b>	3:50	5:10	10:22
9. Dave Warner	Airborn	490	?	<b>1:36</b>				1:36
<b>TEXACO</b>								
1. Dick Fischer	Flamingo	1160	Super Cyke	17:19	<b>17:51</b>			17:51
2. Ed Hamler	Airborn	810	Spitfire	<b>10:51</b>				10:51
3. Mike Warner	RC-1	1010	?	7:38	<b>10:20</b>			10:20
4. Dave Warner	Bomber	658	?	8:10	<b>9:19</b>			9:19
<b>E TEXACO</b>								
1. Dave Warner	Playboy	570	E	<b>15:48</b>				15:48
2. Wes Funk	P'boy Cabin	541	Speed 400	<b>12:21</b>	11:15			12:21
3. Mike Warner	Buzzard Bm	?	E	11:26	<b>12:16</b>			12:16
4. Dale Tower	Bomber	1470	E	<b>10:21</b>				10:21
<b>O&amp;R SIDEPOR</b>								
1. Rick Holman	RC-1	1010	O&R 60 SP	<b>7:00</b>	6:35	<b>7:00</b>		14:00
2. Bob Angel	Clipper MK I	678	O&R 60 SP	<b>7:00</b>	<b>4:39</b>			11:39
<b>O.T. GLIDER</b>								
1. Bob Angel	Waif		Hi-Start	4:18	6:17	1:27		12:02
2. Dave Warner	Olympic 100		Hi-Start	1:32	2:52	4:06		7:30
3. Phillip Stephens	Windfree		Hi-Start	2:00	3:15	1:32		6:47
4. Bob Meyering	Goldberg ?		Hi-Start	3:55	0:57	1:26		6:18
5. Mike Warner	Wanderer		Hi-Start	1:52	1:29	2:33		5:54
<b>SOS ELECTRIC</b>								
1. Dale Tower	Heller		E	0	(att.)			0
<b>SPEED 400</b>								
1. Dale Tower	Bomber	288	S 400	<b>9:58</b>	<b>10:39</b>	0		20:37
2. Ned Nevels	Airborn	292	S 400	<b>12:03</b>	<b>6:18</b>	4:23		18:21
3. Dave Warner	Ms America	310	S 400	<b>5:09</b>	<b>6:42</b>			11:51
4. Bob Meyering	Bomber	?	S 400	<b>4:52</b>				4:52

**SUNDAY'S EVENTS –POND COMMEMORATIVE 2009**

EVENT	SHIP	SIZE	ENGINE	1	2	3	4	TOTAL
<b>A GLOW LER</b>								
1. Rick Holman	Stardust	460	NovaRossi 15	7:00	7:00			3:41 FO
2. Dave Warner	Bomber	?	? .19	4:19	7:00	7:00		3:12 FO
3. Mike Warner	RC-1	?	?	7:00	4:37	2:21	3:30	11:37
4. Ralph Cooke	Airborn	490	Veco 19	7:00	Ov'run			7:00
<b>B IGNITION</b>								
1. Rick Holman	Bomber.	?	McCoy 29	4:00	8:00	8:00		16:00
2. Ed Hamler	Playboy	510	Torp 29	0:50	0:25	8:00	7:21	15:21
3. Don Bishop	Bomber	670	McCoy 29	8:00	6:01	7:09		15:09
4. Dave Warner	Airborn	?	?	3:25	1:25	2:05	2:15	5:40
<b>C GLOW</b>								
1. Rick Holman	Bomber	?	Jett 40	5:17	9:00	9:00		18:00
2. Ned Nevels	Playboy	880	K&B 35	3:48	4:36	9:00		13:36
3. Ralph Cooke	Sup Quaker	817	Fox 36 c'mbat	8:02	3:15			11:17
<b>ANTIQU</b>								
1. Rick Holman	Bomber	1260	McCoy 60	9:19	10:00	10:00		19:23FO
2. Phillip Stephens	Bomber	1260	McCoy 60	10:00	10:00			10:24FO
3. Dave Warner	Bomber	?	?	10:00	2:56	10:00		5:26FO
4. Ed Hamler	Airborn	810	Spitfire	10:00	10:00			LOF FO
5. Bob Meyering	Bomber	1260	McCoy 60	10:00				10:00
6. Mike Warner	RC-1	1010	?	2:44	4:27	0	2:56	7:23
<b>1/2A TEXACO</b>								
1. Phillip Stephens	Bomber	?	Cox	11:22	6:19	15:00		26:22
2. Ed Hamler	Airborn	292	Cox	15:00	6:13			21:13
3. Bob Meyering	?	?	Cox	0:05	5:00	8:39		13:39
<b>1/2A SCALE</b>								
1. Dick Fischer	Taylorcraft	350	Cox	6:44	4:33	6:12		12:56
<b>Elect. LMR</b>								
1. Dave Warner	Playboy	?	E	10:00	7:06			17:06
2. Mike Warner	Buzzard B	?	E	4:06	6:16	4:36		10:52
<b>BROWN JR. LER</b>								
1. Bob Angel	Kloud Q'n	830	Brown D	13:07	5:32	21:27		21:27
2. Rick Holman	Folly	?	Brown	0:33	6:07	12:06		12:06
3. Dick Fischer	Flamingo	1160	Brown	2:57	0:16	3:22		3:22

**Rick Holman** repeated last years' win of the John Pond Perpetual Sweepstakes trophy with 19 points, followed by Dave Warner with 16, and Ed Hamler with 11. **Dick Fischer** won the Pond perpetual Texaco trophy with his always interesting pink Flamingo. Event winners took home more of those useful Holman trophy mugs with the individual events permanently fired into them.

We thank Don Bishop for his services as chief registrar and for helping keep score. Also thanks to Dick Fischer and Steve Remington who helped with duties "under the tent". Hardy Robinson and Jim Bierbauer who are usually on hand to help out were both on sick leave this time. Take it easy and recoup quickly, guys.

Bob Angel, Contest Director

**PLAYBOY JR FOR 1/2A TEXACO:** An Email exchange with our member James Lollar resulted in him deciding to convert an O&R 23 powered playboy Junior into a 1/2A Texaco ship. I promised to share some tips on doing this. We might as well do it publicly.

I've flown this combination for years in 1/2A Texaco with reasonable success. But the ship is bigger and therefore heavier than the average 1/2A ship and requires a different flying regime. Most guys use a small light ship of around 288 Sq. Inches, and use a 7 to 8" diameter prop with fairly high pitch. This slows the engine to allow a longer run time. With luck, some get a run of about 5 to 6 minutes, (though most get 3-1/2 to 4 minutes) which goes a long way toward that 15 minute max.

Ideally, you'd like to have the ship reach an altitude near the limit of your eyesight at the end of the engine run. But for a smaller ship that ideal altitude is lower than for a larger ship. And the same thing applies if you catch a good thermal. You'll have to start spinning down sooner with the small ship to keep it in sight.

The standard playboy Jr. has a 54" wingspan and about 354 Sq. inches of area. At 8 oz. per square foot that makes the required minimum weight 19.7 ounces. After more than 20 years and a few repairs, mine weighs over 21 ounces. But a little 288 sq. inch ship only needs 16 ounces minimum which, however, is hard to achieve for many builders.

You need extra power to get the larger ship to altitude. I get that power by using 15% nitro fuel and a 6X3 Cox gray plastic prop. With this combination I consider 14,000 RPM as a minimum for a properly performing engine. This lets the ship climb noticeably faster than the slow running engines in the lighter ships. That higher RPM also increases the intake velocity, which makes fuel draw better for a more reliable run. The drawback is that I only get a 2-1/2 to 3 minute engine run. But during that run I get good altitude and then have a larger, more efficient ship that's easier to see.

You'll see a lot of small ships with their slow running engines barely climbing. Assuming a five minute run they'll still have to find 10 more minutes to max. With a stronger three minute run, the 12 minutes needed to max is often easier to achieve. Let's say the slow runners are using 95% of their power just hanging in the air and 5% for climb. Why not increase power to raise that to 10% climb?

One last tip: During construction keep in mind that the ship will be trying its best to come out tail heavy. Do your best to keep the tail feathers light. I built the firewall and cheek cowls according to plan. But I came forward and put in a second 1/8" firewall inside the cheek cowls. I was able to fit the receiver and battery pack in that space between the firewalls which are just over 1-1/2" apart. That not only helped balance, but put the prop position about the same place as that of the O&R 23 shown on the plan.

RLA



Here's that 20+ year old playboy. (The model not your editor). It has an estimated 1,000 plus flights on it, and is ready for retirement after a hard landing at the SAM Champs. I'd started a new fuselage over a year ago, so maybe I'll complete that instead of adding more glue to this one.

This is my third in a series of Playboy Jr. 1/2A Texaco ships and the only ship I've flown in the event. The #2 ship was the only model I've ever lost completely when a thermal sucked it up out of sight faster than I could spin down.



## 2009 Jimmie Allen Championship Contest

Gentlemen, here are the results of the 2009 Jimmie Allen Contest. Thank you for your participation. Our hearty congratulations to this year's winners--The Flying Aces Club Cactus Squadron of Mesa, Arizona. They have also won the task of running the 2010 contest. We look forward to competing with you again next year. This is a very enjoyable event and we ask you to promote it to your fellow clubs. Regards, Jerry Rocha, CD.

### Cactus Squadron (FAC), Mesa, AZ

Place	Contest Director	Contestant	Design Flown	3 Flight Total
1	Joe McGuire 6001 E. Southern Ave., #72 Mesa, AZ 85206	Joe McGuire	BA Cabin	358
		Neal Hudson	BA Parasol	340
		Jim Seamster	BA Cabin	311
		<b>Team Total</b>		

### SAM 27, Napa, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
2	Jerry Rocha 3583 Ruston Lane Napa, CA 94558	Ed Solenberger	Skokie	334
		Jerry Rocha	Skokie	327
		John Pratt	Skokie	321
		<b>Team Total</b>		

### NX 211

Place	Contest Director	Contestant	Design Flown	3 Flight Total
3	Albert C. Zimmer 14 Parrot Drive Highland, IL 62249	Earl Brockmeier	Skokie	277
		Sid Harden	Skokie	202
		A. C. Zimmer	Skokie	140
		<b>Team Total</b>		

### The Thermaleers, St. Louis, MO

Place	Contest Director	Contestant	Design Flown	3 Flight Total
4	Robert Klipp 10115 Newbold Dr. St. Louis, MO 63137	Hal Schwan	Sky Raider	236
		Al Zimmer	Skokie	110
		Earl Brockmeier	Skokie	224
		<b>Team Total</b>		

### Old Time Eagles, Airmont, NY

Place	Contest Director	Contestant	Design Flown	3 Flight Total
5	Richard Eimert 8 Overbrook Dr. Airmont, NY 10952	Bob McCloskey	BA Cabin	194
		Richard Eimert	BA Cabin	181
		Dominic Algieri	BA Cabin	175
		<b>Team Total</b>		

### SAM 26, Santa Maria, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
6	Hardy Robinson 1456 W. Trimera Ave. Santa Maria, CA 93458	James Bierbauer	BA Cabin	175
		Jim Elliott	BA Cabin	162
		Hardy Robinson	BA Cabin	181
		<b>Team Total</b>		

2009 INTERNATIONAL 1/2A TEXACO POSTAL CHALLENGE RESULTS

SAM 84 VINTAGENTS, QUEENSLAND, AUSTRALIA CD GREG MARTIN

GREG MARTIN	KERSWAP	900	845	1745	
MICK WALSH	KERSWAP	737	900	1637	
PETER DOOLAN	ATOMIZER	900	668	1568	4950

SAM 600 VICTORIA, AUSTRALIA CD BARRY BARTON

ROBERT TAYLOR	STARDUST SHORT	900	900	1800	
KEVIN FRYER	STARDUST LONG	771	798	1569	
MAX HEAP	BOMBER	900	533	1433	4802

SAM 27 NOVATO, CALIFORNIA CD MIKE CLANCY

ED HAMLER	AIRBORN	865	649	1514	
DON BEKINS	ANDERSON PYLON	618	696	1314	
MIKE CLANCY	PLAYBOY	593	699	1292	4120

SAM 51 CARMICHAEL, CALIFORNIA CD BOB GRICE

BILL BROWN	DALLAIRE	821	599	1420	
BOB GRICE	DALLAIRE	900	343	1243	
MONTY PATE	DALLAIRE	510	528	1038	3701

SAM 2001 L'AQUILONE, ITALY CD SANTONI CURZIO

LUSTRATI SILVANO	KERSWAP	625	678	1303	
GAZZEA G. LUIGI	CONTEST	613	668	1281	
FONTANELI ANTONIO	LANZO BOMBER	696	326	1022	3606

SAM 9 LOUISIANA, NW CD PATRICK LeRAY

PATRICK LeRAY	KERSWAP	900	405	1305	
JOHN KENNEDY	MG-2	600	515	1115	
REED KALTENBACH	KERSWAP	450	635	1085	3505

SAM 30 LINCOLN, CALIFORNIA CD CECIL CUTBIRTH

STAN LANE	ANDERSON PYLON	552	759	1311	
CECIL CUTBIRTH	PLAYBOY SR.	555	512	1067	
FRANK WOMACK	VALKYRIE	520	483	1003	3381

SAM 21 SAN JOSE, CALIFORNIA CD DAVE LEWIS

JAKE CHICHILITTI	BABY PLAYBOY	771	900	1671	
GARY LEOPOLD	RAMBLER	410	298	708	
DAVE LEWIS	ALERT	230	390	620	2999

SAM 12 MAYS LANDING, NEW JERSEY CD ROY WILSON

ROY WILSON	DALLAIRE	519	619	1138	
MIKE SCHALL	CORONET	494	440	934	
ED MILENSKI	LANZO BOMBER	344	295	639	2711

SAM 26 SANTA MARIA, CALIFORNIA CD BOB ANGEL

BOB ANGEL	PLAYBOY JR.	526	575	1101	
JIM BIERBAUER	BOMBER	318	440	758	
HARDY ROBINSON	PLAYBOY JR.	349	420	769	2628

SAM 60 JOHNSTOWN, PENNSYLVANIA CD SCOTT HOLSOPPLE

CLIFF MAJERSIK	LANZO BOMBER	536	446	982	
SCOTT HOLSOPPLE	MG CABIN	478	288	766	
KEN REESEY	LANZO BOMBER	277	220	497	2245



Congratulations to SAM 84 of Queensland, Australia and all of our friends in Australia, Italy, and the USA for making this a great event. Have a wonderful year and be ready for the Postal Challenge hosted by SAM 84 next year. -- 2009 CD Bob Grice, SAM 51

**OUR CHAPTER** obviously didn't fare too well in either the Jimmy Allen or the 1/2A Texaco postal contests. So the next best thing we can do is offer some good excuses. The main one is that we have a small local group and ended up with just the minimum three fliers to comprise the crew in each case. I understand one of the winning crews fielded 7 fliers from which to pick the best three scores.

Second, was luck of the draw on the weather. Although we had a very pleasant day, for the 1/2A event, there was little or no thermal activity. When you see buzzards walking to get home you know lift isn't great. Add to that the probability of at least one or more flameouts with the delicate little Cox engines and our odds of non-success multiply quickly.

And for the Jimmy Allen event we saw only one thermal all day, but that one took Jim Elliott's ship up and away, never to be seen again. So Jim couldn't complete his last flight. So let's look at the brighter side. For example: We finished sixth in the Jimmy Allen out of six teams. But there might have been 12 teams and we might have finished in twelfth place.

**GOOEY OLD CASTOR OIL.** In the good old days, I don't recall our engines getting all gummed up after using a castor oil based fuel. There are at least two possible reasons for that. First is the fact that we owned fewer engines, possibly as few as one. This meant that an engine got used so regularly that it didn't have a chance to gum up. Second is the nature of our brains that allows the semi-conscious side to recognize something that the conscious side ignores. Comedians capitalize on this regularly by stating obvious facts which we recognize readily after they've been pointed out.

**CASTOR & SLIDE RULES:** Some of you will remember the "Cadillac of slide rules" which was an all aluminum 12" model. I don't remember whether it was in the instructions, or was just local lore, but we always used to clean and lubricate the slides with castor oil bought in a small bottle from the drug store. That maintenance had to be done every couple of weeks if you wanted to be one of the fastest whizzes in the class. The smoothness of a fresh lube job allowed precise slide alignment. We only "sorta" recognized that the castor was not the ideal lubricant, but we had nothing better.

Since slide rules have become a nostalgic collector's item, I dug out my old Pickett model 500 the other day. Loosening and lubricating it was very similar to refreshing an old frozen engine. It took a heat gun and partial disassembly to loosen the gummy castor. I re-lubed it with Dow Corning #33 silicone lube. That product was probably not readily available "back when". I'll be curious to check back in a couple months to see the result.

**BAKERS AA** castor used to be available on special order from many drug stores in gallon cans. It was labeled as "de-gummed". But it gummed up just the same. It reminds me of the shopper asking the store clerk exactly what "shrink resistant" means. The clerk answered. "It means the material will shrink, but it doesn't really want to".

I believe Bakers AA is the same product Sig still sells. I'm not knocking castor as a lubricant as it's still one of the best, especially for our old engines. But for engine storage you can do much better by flushing out, or better yet running the engine on plain old 3:1 gas and oil. That's regular motor oil in SAE 70 viscosity, or often easier to find SAE 60.

As proof of the above, many old engines that have not been turned over in 50 years or more will crank over just fine if they were last run on gas 'n oil. Polymerized castor oil, which is the kind that will mix with methanol as well as gasoline starts it's life as a much lighter viscosity product that regular Bakers or other brands. It would probably take longer to gum up in an engine, but I believe it would still do so in time.

**AUTO SHOCK ABSORBERS** that generate free power might be available in the future. It would be much like regenerative braking which converts stopping energy into electricity. Off hand you wouldn't think there would be that much energy just due to bumps and pot holes. But one company claims they've recaptured 1.45 kilowatts per hour on a 3,000 lb sedan. And considering the direction of our economy, you can bet that there'll be strides of improvement in the available energy on our roads.

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