

Weedsport Winter Wanderers

Weedsport Winter Wanderers

SNOWMOBILE CLUB FOUNDED 1971

February Newsletter

Welcome, you can find us on the web at
www.weedsportwinterwanderers.org

Hopefully all of you have been out enjoying the great riding conditions that we've had this year. Until the recent warm spell, our local trails have been outstanding. I personally have had several great rides south to the Tully – Cortland area. Many thanks to Larry Olivia, Rob Weatherstone, Kenny Young & all the other groomer operators that work so hard to give us all those great trails.

The Great Eastern Whiteout

The Whiteout at Rolling Wheels Raceway went extremely well, we had lots of vintage race sleds on the ice oval. It was a little touch and go for awhile whether the race coordinator people would get the insurance needed in time. It came down to the last day before we knew they would be racing, Rob Weatherstone made lots of calls and finally got everything in order. The weather was a little warmer than optimal, but overall the track held up very well. Dave Forward & Rob Weatherstone worked many long hours building up the ice and it really paid off on race day, many of the racers commented on how fast the track was. Some of the average lap speeds were in excess of 68 mph with front straightaway speeds over 85 mph.

Vintage show sleds of all brands, years & models were on hand for a large show, as well as lots of vendors for parts availability. Everyone seemed to be enjoying themselves, the food area was always packed, even to the point where they ran out of food. Lots of snow & ice had to be moved to make room for everyone, including a large parking area out front. Hats off to the crew who worked so hard to turn a frozen speedway into the great event that it was.

Many thanks to Dave Samons, Andy Wargo, Steve Baird, Pat Wager, Joe Rachael, Jeff & Lynn Hollfelder, Louanne Weatherstone, Donna Arpino, Rosemary Mullin, Tammy Dix, Mimi Scouten, Kim Rinaldo, Boy Scouts of America & all the others that kept things flowing so smoothly.

As always, **A GREAT BIG THANK YOU** to all the club members who worked so hard to make this years Whiteout such a great success, without all of them it would not be possible.

Club Officers

President - Jeff Hollfelder
834-8688

Treasurer - Dave Samons
252-9188

Secretary – Steve Brown
447-9174

Membership
Administrator
Kim Rinaldo
689-3818

Board of Directors
Chairman
Andy Wargo

Events Coordinator
Rob Weatherstone
689-7216

Trail Grooming
Larry Olivia
689-7860



NYSSA has announced that it will no longer be mailing any of its monthly newsletters, they will be available in electronic format only. You can download it from their website at <http://www.nyssnowassoc.org> or click on the link on our website.

Some of the things featured in this month's newsletter are:

- The 2009 Annual Meeting and Forum in April
- Snowmobile & Trailer registration update
- Scholarship applications must be turned in by March 1st 2009

Upcoming Events

March 3rd, Tuesday – **Monthly Club Meeting**, 7 P.M.
at the Jordan Community Center

March 7th, Saturday – Poor Folks Chicken BBQ

March 14th, Saturday – Ridge Runners Spaghetti Dinner

March 21st, Saturday - Port Byron's Meat Raffle

March 31st, Tuesday – Board of Directors Meeting,
7 P.M. at the Jordan Community Center

Annual Elections

*are coming up in April. Nominations for office begin in March. Currently there are openings for Vice President and Trail Coordinator positions. If you think you may be interested in helping out, **please** make sure you let a club officer know before the elections.*

Gas receipts for this year are always being collected, if you need a gas receipt form; see Kim Rinaldo or Steve Brown at one of the meetings. If we all turn in our gallons for miles ridden we can help with a club trail fund reimbursement from the state.



Vintage Corner

<http://www.rowand.net/Shop/Tools/Electrolysis.htm>

This page is all about how to remove rust and clean parts using electricity, a bucket, water, and some laundry soda. All of my information comes from finding the information at <http://antique-engines.com/electrol.asp> and trying it out myself. The information on Bill's site is extensive and informative - I've condensed some of it here and incorporated some details I think are helpful to call out, but his site is still an excellent resource that you should read before doing this. I can tell you first hand that this really does work, and it really is safe, eco-friendly, easy, cheap, and fun.

The Details

What do you need to make this work? Not much, really:

- A large non-conductive container that will hold the part in water - A Rubbermaid tub, a plastic bucket, or a large non-metal trash can all work great as long as they don't leak.
- A battery charger or other source of 12V DC power.
- Wires or cables to connect the electrodes together
- Sacrificial electrodes - iron re-bar works great, stainless steel is very bad (and the result is illegal and dangerous).
- Arm & Hammer LAUNDRY Soda, also known as washing soda.
- Some chains or steel wire to suspend the part in the solution - copper wire is bad and messy.
- Water

The basics are pretty simple.

1. Find a container big enough to hold your part, plus some room to spare for the electrodes - they must not touch the part for this to work.
2. Fill the container with water and add 1/3 to 1/2 cup laundry soda per every 5 gallons of water. Mix thoroughly.
3. Position the sacrificial electrodes around the edge of the container and clamp them in place so that you have at least 4" of electrode above the water to connect to. The more the merrier - this is essentially a "line of sight" process between the part and the electrodes.
4. Wire all of the electrodes together so they are, electrically speaking, one big electrode. Make sure all connections are on clean metal and sufficiently tight to work.
5. Suspend your part in the solution using the wire/chains so it is not touching the bottom and is not touching any electrodes. The part must be electrically connected to the support mechanism and not connected to the electrodes for this to work.
6. Attach the battery charger **NEGATIVE** lead to the part and the **POSITIVE** lead to the electrodes. *Do not get this backwards!* If you do, you'll use metal from your part to de-rust your electrodes instead of the other way around -the positive electrodes are sacrificial and will erode over time. That's how the water becomes iron-rich.
7. Double check everything to be sure the right things are touching, the wrong things are not touching, and the cables are hooked up correctly.
8. Turn on the power - plug in the charger and turn it on.

Within seconds you should see a large volume of tiny bubbles in the solution - these bubbles are oxygen and hydrogen (very flammable!). The rust and gunk will bubble up to the top and form a gunky layer there. More gunk will form on the electrodes - after some amount of use, they will need to be cleaned and/or replaced - the electrodes give up metal over time. That's why re-bar is such a nice choice - it's cheap and easy to get in pre-cut lengths.

The process is self-halting - when there is no more rust to remove, the reaction stops. This is handy because you don't have to monitor it, and because you can do large parts where they are not totally submerged at one time (aka, by rotating them and doing half at a time) without worrying about "lines" in the final part.

Once you are done, the part should immediately be final cleaned and painted - the part is very susceptible to surface rust after being removed from the solution. There will be a fine layer of black on the part that can be easily removed, and once it is removed, the part can be primed/painted as needed.

Safety Precautions

You're playing with serious stuff here, so stay safe. It's not rocket science, but if you're new to this, you might not know all of this - so read up *before* you do any of this.

This process produces highly flammable and explosive hydrogen gas (remember the Hindenburg?), so do it outside, or in some other well ventilated area. Hydrogen is lighter than air (like natural gas), so it will collect near the ceiling - *not* sink to the floor like some other flammable vapors will (like propane and gasoline). If you have open flames near this (Hint: gas appliances like water heaters and furnaces have pilot lights!) you will most likely severely injure or kill yourself (and others near you) and become a contender for the Darwin Awards in the process.

Assuming you used re-bar and steel wire/chain like you were told to, the waste water resulting from this is iron-rich - it's perfectly safe to pour it out onto the grass and your lawn will love it. Beware of ornamental shrubs that don't like iron-rich soil though, unless you *like* making your wife mad at you.

Make sure the battery charger (or whatever source of power you use) stays dry. All of the usual cautions about any electrical device in a wet environment apply here.

The solution is electrically "live" - it is a conductor in this system. Turn off the power before making adjustments or sticking your hands into the solution. You can get a mild shock if you stick your hands into the water with the power on.

The solution is fairly alkaline and will irritate your skin and eyes. Use gloves and eye protection. Immediately wash off any part of your body the solution comes into contact with with plenty of fresh water.

Don't use stainless steel for the electrodes. The results are toxic and illegal to dump out.

Don't use copper for the electrodes and anything else in the water - the results are messy.

If you are unsure of any of this or unsure about your safety - STOP! Get help before you do something stupid. Use common sense, be smart about what you're doing, and stay safe so you can finish your restoration project and enjoy it.

The Examples

Here are some pictures of the Rubbermaid 30 gallon tub we're using to clean a valve cover for a 225 Slant Six engine for a [1964 Plymouth Valiant](#). You can see the two electrodes on each side of the part (2' lengths of 1/2" re-bar bought from Home Depot for \$0.56 each), the flat bar across the top that the part is suspended from, the battery chargers hooked up to the rebar on each side, and the wire that connects the two pieces of rebar on each side. You can also see some of the "spooage" that is collecting near each electrode as the process operates. Looking at the later photos, you can see the amount of goo that collects directly on the electrodes (the re-bar). Compare the photos of them fresh out of the tank with the ones where they have been scraped and hosed off. Yuck! Also check out some of the photos of the valve cover after the first round of cleaning, and then after coming out of the tank and being just hosed off, and then after a quick scrub-down with a "scotch-bright" pad. Wow! The rusty sheet metal is off of the front of my [1958 Buick Special](#) - once I have some after pictures, that should be pretty fun to see and compare.



This article was reproduced from the website of the Antique & Classic Snowmobile Club of Canada at <http://acsc.com/index.php>

We look forward to seeing you at the club meetings and out on the trail. Please wave to the guys in the groomers and let them know how much you appreciate all their hard work. Ride safe & respect our landowners, without them our trail system in NY state would not be possible.

Please contact me if you would like anything added to our newsletter.

See you next month, Steve Brown - Club Secretary

Email – snowsledder@hotmail.com

(H) 638-7098 (C) 447-9174