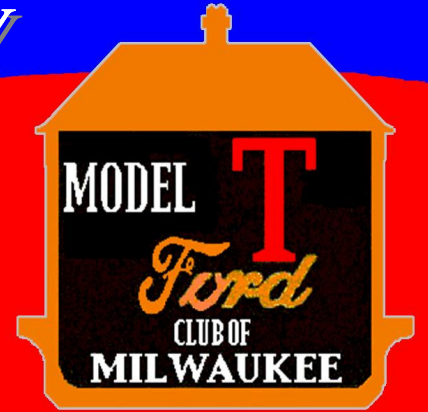




PLANETARY NEWS

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Well, well, well. Mark Kranz's car is back together and has been on the road again. We met at Marks' garage on the 14th of October with the intent of adjusting the bands and putting away the car to wait for the new radiator, but Adam Doleshal delivered on the radiator and we got to install it. So out with the old and in with the new. The new radiator installation was a snap. Next we worked on adjusting the bands, but the engine was not running smoothly. We shorted out the spark plugs one by one and found that #1 and #2 were not contributing. The engine was given a new timer, could the wiring be screwed up? We checked the firing order, by watching the coils and slowly hand cranking the engine. 1, 2, 4, 3, all looked good. We swapped coils, 1 and 2 for 3 and 4. No change. What else is common between #1 and #2. After looking over things we found a vacuum leak at the intake manifold where it enters #1 and #2. Looking down from the top, you could see that the copper ring was not compressed and a slight amount of gland was showing. Seemed odd that the exhaust rings were crushed, but the intake ring, at this spot was not. Monkeying a little with this and tightening the clamps more eventually sealed up the leak. With the engine restarted and the carburetor adjusted, Go to P 5.



Plastigage see page 4



1]— **Coach House EXTRA** — Finishing Mark Kranz's glitter filled engine 4]— **I Did It**— Using Plastigage to check bearing clearance

6] **Coach House** — The Coach House Crew works over time at Mark Kranz's garage

7]— **Golden Quill** — Planetary News gets another honor.

8]— **Elections Update** — Lance Pauley updates elections for 2022

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