

mounting surface and true it up. I cut a new gasket and reassembled the cover.

I plumbed cooling water to the Swan, then checked and readjusted anything that needed attention. My good friend Stiles Bradley stopped by to lend a hand, and I lit the hot tube and oiled the engine again. We primed it and back-kicked it, and with the two of us working together the engine

fired. I had left the gas and air settings where they were from the last running, and the Swan took off right where it left off. What a day! We watched the Swan run and fiddled with adjustments here and there, but boy, it was running nice. When the engine fires I can hardly hear a bang. It's more like a whisper.



A justifiably proud Craig Prucha runs the Swan during the Coolspring Power Museum's fall show in October 2000.

I have the entire restoration on a four-hour video, and I love watching it and reliving the experience. It's a great-running engine, and it's currently on display at the Coolspring Power Museum in Coolspring, Pa.

I would like to give special thanks to Stiles Bradley and everyone else who helped me with the Swan's restoration. I couldn't have done it without them. Thanks.

Contact engine enthusiast Craig Prucha at: 6810 Ellicott St. Road, Pavilion, NY 14525; cprucha@antique-engine.com