



HIT 'N' MISS

Newsletter of the
Western Antique Power Associates

www.wapa.us

NOVEMBER, 2013

President's Report

By Bob Smith

This report is on something that really disturbs me. Maybe because I am a veteran but really it is because I am an American. I was at a show and walking to the food court when a young gal started to sing the National Anthem. I immediately stopped, turned to face the flag, removed my hat, and put my right hand over my heart. When this is sung it makes me feel proud to be an American and to think of all who gave their lives to protect this great nation and to allow all of us to live free and to have fulfilling lives. What really gets to me is the people walking around, sitting and talking, and not paying any attention to that young gal singing her heart out for our flag and country.

Some people were never taught respect and courtesy or honor and glory for their country. Kids recite the Pledge of Allegiance in school but are they really taught respect for the flag, respect for the country? I did see one Mom walk past me during the singing and headed to a table where she immediately had her 3 children stand until the Anthem was finished.

We all must tell our kids and grand kids the true meaning of that great song. Don't wait for someone to tell you to stand and put your hand over your heart, just do it on your own, and do it with pride.

Fun Day

By Tom Millett

The weather could not have been more perfect for the great WAPA family of over 50 people who gathered with the full intent of just having a great time visiting and getting to know each other. Glendora Historical Park was the place to be on Saturday, October 19, and those who missed the hospitality of John and Val DeLazzaro lost out on a lot of fun.

Vice president Leroy made sure everything was in order with Mr. Taco serving lunch. Some new machine items appeared, Ernie and Dorothy Groce presented a model of Sadie pumping water. Roger Hahn drove in with his beautifully restored Farmall C tractor with an attached "McCormick Deering" matching red trailer. In the trailer bed was a McCormick LB engine with a factory water pump jack attachment. It was one of those Colorado barn finds that you hear about. Lance & Stephanie Wilson brought a variety of engines, one being an igniter fired International "M" that he recently purchased from Joe Giocomarra. Carey Stockton brought his newly purchased LB engine driving a corn grinder which came from the Bob Swan sale. Other members brought a variety of items for swapping off the tailgate. This author saw everyone having great fun. It was nice to see so many family members and new WAPA members. At lunch time, the raffles and 50/50 drawing stirred a lot of interest. Leroy, you came through with a magnificent crowd pleaser.

WAPA BOARD OF DIRECTORS
SATURDAY, NOVEMBER 2, 9:00 A.M.
AGRISCAPE BUILDING AT CAL POLY
(NEXT TO THE FARM STORE)

Safety Tips

By Don Young

Use caution when allowing children to operate hand operated pumps, corn shellers, grist mills etc. Safety is everyone's job.



November Birthdays

Randy Bohse
Bruce Byram
Kim Eastman
Jack Johnson
Mike Jones
Sue Kiyomura
Gus Lukrofka
Craig Mathews
Teri Moran
Philip Reed
Joe Siddons

Happy Birthday!

In Honor of Don Hunter

10-12-28 to 10-3-13

By Tom Millett



Born in Bradley, California, Don grew up as a very determined person who would reach outside the normal scope of things to attain his goals. As a youngster, his mind was

always working to accomplish what others would never dream of doing. Graduating from Cal Poly San Luis Obispo with an engineering degree, the U.S. Army called on him to serve his military duty for two years during the Korean War. With his engineering background he was naturally assigned to the Aberdeen Ordnance Proving Grounds. After discharge, Don found that mold making was a challenge, so he worked for several mold making companies, starting his own company Hunter Mold and Manufacturing in 1969. To him, mold making was the ultimate in creativity and he retired at the early age of 60 years to seek his own destiny. During this time he was married to wife Kathryn and raised two sons, Phillip and Ken, and one daughter, Karen. He was blessed with one grandchild. Ontario has been the place of the family home for 57 years and the place where Don, after retirement, swapped three acres of land for a great building that now houses a very complete machine shop. It is said it was the best land transaction he ever made.

Intrigued with turn of the century predecessors of the modern day Caterpillar in 1979, before retirement, he obtained a Holt 75 and finished it's restoration in 1985. That led him to restore a Holt 60 owned by Tom Warne as his first project after retirement in 1988. Well, guess what? Those projects just got the creative and determination blood flowing. He found and studied manufacturing prints to scale the details of Holt #111, a paddle wheel tractor powered by a Holt Junior engine with the goal to recreate an exact duplicate. Imagine casting and machining huge castings and manufacturing the huge driving chain links. This is where his mold making degree came into play, and then some. His steam boiler was made at the same manufacturer that produces Disneyland locomotive boilers. This author was present for the first running of the engine while powered by air rather than steam. In gathering information for this story, I asked son Ken if there was ever a bit of stubbornness as his Dad worked on this project. "Oh yes", he said. "With projects like that, one has to be stubborn at times".

Don showed #111 at various events including the Strawberry Festival at Cal Poly Pomona where he towed a heavy piece of plowing apparatus with ease. On October 12, 2013, and what would have been his 85th birthday, the family took Holt #111 to Paso Robles and entered it in the annual parade there as a tribute to its builder. Our WAPA heart goes out to the family of this very creative man. Holt #111 will live on in his memory.



Don Hunter's Holt #111

UPCOMING SHOWS

By Rob Skinner

Flabob Airport Veteran's Day Air Show

November 9, Saturday

Setup by 8:00 a.m.

There will be planes, cars, engines and tractors at this year's Veteran's Day event. Setup by 8:00 a.m. The cafe will be open throughout the event, and you're welcome to come Friday and camp. The address is 4130 Mennes Avenue, Riverside. We will be located between the two long hangars. Look for Don Young and the tractors, and he will be able to direct you to our area.

Aliso Viejo Founders Day Show

By Bob Smith

The Aliso Viejo Founders Day show was to be a late afternoon affair. The show didn't start until 3:00 p.m. and would run until 8:00 p.m. We were all ready for a cool evening. There was food, live music, and fun for all. Joining in the fun was Chuck Mayernick assisting in whatever needed to be done; Joe Siddons with his hand corn grinders and dried corn-on-the-cob he bought on e-bay; Jack Robinson with an Iron Horse, Maytag, Red Wing model engine and hand pumps for the kids; Ron Gerlach and wife Joan brought a 5hp Fairbanks, Maytag, and a nicely painted pink model engine; Danny Ponce and wife Joey brought a 4hp Empire and a Red Wing Model along with a solar powered airplane; Rob Skinner and Kelley Garcia ran a 25hp Western and set up a dual action pump for the kids; Bob Smith and wife Marissa brought the club corn grinder to grind corn as a giveaway to the spectators; and Klaus Duebbert and crew were on hand with the California Experience with black smithing, spinning, rope making, and gold panning.



**Western Antique Power Associates
Minutes of the Board of Directors
October 5, 2013**

Board Members Present Bob Smith, Tom Millett, Joe Siddons, Craig Maxwell, Chuck Mayernick, Kelley Garcia, Leroy Overstreet, Rob Skinner.

Board Members excused Don Young & Ron Haskell.

Members present Roger Hahn, Dale Linn, Ernie and Dorothy Groce, Lance & Stephenie Wilson, David Gregg, John Rimpau, Jack Robinson, Dick Bouma, Danny Ponce & Carey Stockton.

Visitors Dennis

Call To Order President Bob Smith called the meeting to order at 9:02am.

Flag Salute Led by Bob Smith.

REPORTS:

President Bob Smith welcomed everyone and reminded members that this is their meeting and to feel free to speak on any issue at any time. Bob announced that he had received an e-mail from Dick Bouma saying that member Don Hunter had passed away. Dick will get details of arrangements as they are made.

Vice President Leroy informed the members that he got a call from member Joe Meuller who said that his machine shop burned down and that he has machines to get rid of. The machines are in good condition and he hopes to sell them.

Secretary Leroy reminded members that our "Fun Day" will be at the Historic Park on Oct. 19th. Tom called for a motion to approve minutes of the September 7, 2013 Annual meeting. Motion to approve by Millett, seconded by Rob Skinner. Approval vote unanimous.

Treasurer Kelley Garcia shared a detailed financial report of the club. As of September 30, 2013, the total investments were \$221,317.67. Total assets, which include all WAPA owned property, are \$299,770.76.

Membership Chuck Mayernick submitted a written report as follows: paid members as of 10-5-13 is (125), life members (26), Honorary members (4), Charter members (1). On motion by Mayernick and seconded by Kelley Garcia, Tim Neeley was accepted for re-instatement and Moto Guzzino was accepted as a new member.

Purchasing Ron Haskell absent.

Shows Rob spoke of upcoming shows. The following shows which are already sanctioned: Aliso Viejo Show on October 12, Rancho Los Alamitos on Oct. 27 and Flabob Airport on November 9.

Library Joe Siddons announced he has received donation of small engine service manuals from the Bob Swan collection.

Safety Don Young absent

Museum Craig Maxwell had nothing to report.

Editor Tom Millett had nothing to report. On another matter, he commented about the items left from the Bob Swan collection. He also commented that the lathe has a \$200 price on it.

Glendora Castle A work crew will be testing the large Western engines since there are new and larger natural gas supply lines feeding them.

Cal Poly Restoration Project Bob Smith reported that we have repaired the water pump on the JD 50.

Unfinished Business Dick Bouma gave an update on the matter of the 200HP Western engine. Dick is still having difficulty finding Water Company shareholders who are authorized to sign off on the donation of it.

New Business President Smith announced that ballots will be in the mail soon for each member to vote on the new Board of Directors by January 1.

Communications Kelley suggested that our WAPA letterhead needs updating. She circulated two examples of possible choices.

Adjournment 10:05 am
Tom Millett, Secretary

Next Meeting: November 2, 2013



WAPA T-Shirts

If you would like a WAPA t-shirt, please contact Ron Haskell, 951-233-0551 or rdhaskell@juno.com

WANTED

WANTED: Deep well hand pump. Handle not necessary. Can be yard art as long as outside casing is complete, to be used with pump jack. Roger Hahn - [626-857-9490](tel:626-857-9490) or roger.hahn2@verizon.net.



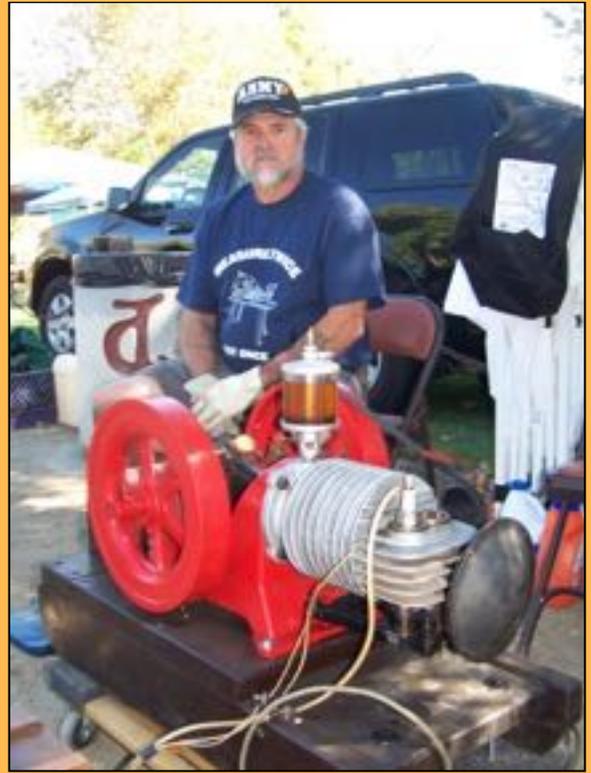
What is it?? A lubricating device to oil the steering and wheel bearings of Rolls Royce autos up until about 1951. No one guessed it.

This Old Iron--Danny Ponce

By Bob Smith

This is not a story about a rare engine but rather one of how we get involved in this hobby. Danny was a volunteer with the Coast Guard Auxiliary. It was very intense with tests and physical challenges such as simulated rescues involving jumping into a pool fully clothed so you would have a sense of what the person you are rescuing is feeling. This became too demanding so he was looking for something else to occupy his time.

Danny was no stranger to mechanics. He worked on motors since he was 9 years old. Danny joined WAPA about 3 months ago after meeting Ron Gerlach at a Vista show. Ron had a model engine and that is what intrigued him. He has since acquired at least 3 large engines ranging from 1 ½ HP to 6 HP. Danny, along with his wife, have attended 2 shows and the fun day in Glendora. Pictured is his 1910 Ideal air cooled 1 ½ HP. He acquired it from Wayne Eastman in Hemet. The engine was built for a riding lawn mower.



2013 WAPA Officers
President Bob Smith
Vice President Leroy Overstreet
Secretary Tom Millett
Show Director Rob Skinner
Treasurer Kelley Garcia
Librarian Joe Siddons
Membership Chuck Mayernick
Purchasing Ron Haskell
Safety Don Young
Museum Director Craig Maxwell
Editor Carol Haskell



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Member Profile--Larry & Ken Evans

By Tom Millett

Now here is a situation not often seen. I announced to these brothers that my policy is to not blend the profile of two people unless they are related in marriage. Well, I lied. There is such a long term brotherly bond between Larry and Ken Evans that to not profile them together, much of the impact would be lost. Both born in Glendale, CA, Larry in 1936, and three years later in 1939, Ken was born. They haven't stopped since. Both grew up in Eagle Rock. After graduating from high school, Larry went on to graduate from UCLA in 1958 with a physics major and then entered the military for two years, assigned to the 5th Army Medical Unit. After discharge, he worked a year for the La Canada YMCA and set up their aquatics program. With a burning desire to get back to a medical related career, he took up as a medical x-ray specialist in outpatient urgent care. He first worked at Temple City Medical Group for 14 years, and then finished out his career at El Monte Medical Group for 20 years. In the year 2000 he retired.



Ken Evans

Ken on the other hand, after graduating from Eagle Rock High in 1957 went on to be a graduate of Glendale City College, then graduating from Cal State LA in 1962. He put his skills to work at American Aviation in Downey testing electric parts. As a real job jumper, he took up employment at JPL as an Electronics Engineer doing very specialized testing of such objects as moon rocks with an electron microscope, and retiring after 42 years of dedicated service.



Larry Evans

Now here's where it gets interesting. The brothers saw a news clipping about WAPA member LaMar Dixon and his Oldsmobile engine. Showing a little interest in smoke and noise, member Bob Devoe gave Ken an engine. That set the tone. Wait, it gets better! Ken lived in an apartment in the family house. It was too small for he and his brother to share. Why not pool resources and buy a house as a residence for Larry, but more importantly, a place to play with their new found hobby. And that they did in 1986. How's that for the best of both worlds.

More engines found their way into the playpen and it made for an excellent escape for the brothers. It is interesting that Larry denies ownership to any of the many machines they have accumulated. The latest, by the way, is a 1-3HP Ellis that Ken purchased at the Bernie Sanchez sale.

I first met the brothers at the original Knott's Berry Farm show. The club grinder was belted to the Evans' orange Fairbanks Morse. Oh, how it labored away. At that time our set up was immediately inside the entrance. Behind us was the arena where shows were put on at timed spacing. On days when Ken was Shift Engineer and we shut down so as not to interfere with the arena show, I remember Ken's famous words to all his shift workers, "O.K., clean 'em up and oil 'em down". Probably he had the most precise, clean, and well run shift of any at Knott's.

In 1999, through JPL, Ken learned of a 50HP, 2 cylinder Fairbanks Morse at Mt. Wilson. That intrigued the boys and they successfully became the curators of it. WAPA members have been invited to see it run on two occasions. If there is ever another invite, don't miss it. Keep on collecting, boys. When you need more room, buy another house. It's good for the economy.

Low Cost Replacement Gear

By Rob Skinner

Low Cost Replacement Gear

When working on old machinery, we often come across broken, worn, or missing gears. Finding off-the-shelf replacements can be a challenge, if not impossible. Paying a machine shop to fabricate a replacement can be cost-prohibitive. The goal of this article is to show how I was able to carve out a replacement gear for one of my projects with no out-of-pocket expenses. Making proper gears is a very complex and precise process. There is nothing proper or precise about what follows, but the result was pretty good, the cost was zero, and the finished gear should do its job for the rest of my life.

The first problem was figuring out what to make the gear out of. I wanted it to be plastic, but couldn't find a suitable chunk laying in the garage. But there was plenty of ABS pipe. I hacksawed a handful of ABS squares, sanded them with glue, and put them in the vise to set up. The result was some nice chunks of ABS that were suitable for machining into gears.



The chunk of ABS was machined into a "gear blank" with the correct inside and outside diameters, copied from the original gear.

To get the desired tooth profile, a cutting tool was ground on the bench grinder to match the mating gear. When the cutter fit between the existing gear teeth with no gaps, it was done.



Holding the plastic "gear blank" on the milling machine was done with an indexing head. An arbor was made to fit the inside diameter of the gear blank, with a screw on the end that would hold the blank securely. The indexing head would allow the

blank to be rotated the correct amount for each tooth.



The cutting tool was held in a flycutter. For each tooth of the gear, the cut was made in one pass.



The finished ABS gear came out as well as I could have wanted, as seen in the picture with the original gears. There is nothing "technically correct" about this method, but the gear should work fine for many years.
-Rob Skinner

