

Podium Newsletter

Aug Sept 2012

Welcome to the Podium Club!

The information found at www.antiquetractorpullguide.com is like no other information out there. The tips, tricks and secrets of successful tractor pulling are designed to improve your performance at the next tractor pull, while having more fun at the same time.

The Dog Days of Summer

July 23rd. That was the last time I went to a tractor pull. The summer has been peppered with family trips and some serious break downs that have affected the pulling schedule. Here is an interesting story involving timing, breakdowns, trailer mayhem, happy news, and tractors. Of course, things simply happen. The best part is that we always learn something and there is always a great story.

This all started in the first week of August, when my 2003 Dodge Ram pickup truck sprung a leak in the fuel injection pump. A remanufactured pump had been installed back in April. To have something virtually new fail so quickly raised several eyebrows. In any event, I contacted the mechanic who had installed the pump back in the spring and he indeed verified it was under a one year warranty. I promptly took the truck to him and he got a new pump on the way. We were under the gun to get the truck running in top form for a road trip – to Yellowstone National Park. The fix would ultimately cause a two pull miss.

This was on a Thursday and we were to leave on the trip the following Tuesday. The injection pump didn't show up until very late on Monday so we had to go with a back up plan. Why was the trip timing so important? I sold an Allis Chalmers IB tractor to a guy down in Texas. That Wednesday we were to meet him in Twin Falls, ID to deliver the tractor. Twin Falls is 550mi from our doorstep, so we knew it was going to be a long day. The day before the trip, we had no pickup truck. As luck would have it though, we were able to borrow my father's newer Ram pickup for the trip. YES! It's a great pickup truck that rides nice and has lots of power with the newer high output 6.7L Cummins engine. The only twist is that I had to go get the pickup truck, which was 100mi away. I loaded Ava (now almost 2yrs old!) into our car that evening and took her for a

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Dog Days (cont)

ride to Grandma & Grandpa's house. After staying overnight and leaving Ava to spend some quality time with her grandparents during that week, I brought home the newer Ram just in time for....a 12wk baby appointment. Yes folks, we are having a **2nd child around March 4th, 2013!!!** The 12wk appointment went well with the baby looking healthy and we were very happy.



Ram with Allis IB in tow

After the appointment we promptly loaded the rig and set off for Twin Falls. This was the first time the new pickup truck had towed the trailer since the disc brake kit had been installed. It seemed to tow the trailer just fine, however 370mi into the trip while rolling off the freeway in Ontario, Oregon is where things took a different turn. As we drove into a fueling station there was smoke rolling off the rear axle of the trailer. I could only guess what had happened. After inspecting things it became apparent that the brakes had gotten hot – real hot. They got so hot that the axle seal on the passenger side rear dual cooked its seal and oil was running onto the hot rotor and burning off instantly, creating the smoke. We were still 180mi from Twin Falls and it was getting dark.



Notice oil leaking out and running down tire

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Dog Days (cont)

It appeared the trip and tractor delivery could be jeopardized. Since the Allis IB only weighs around 2500lbs, it couldn't have been the load causing the brakes to heat up. Also, the pickup has a built in exhaust brake and I wasn't using the brakes that much through the Blue Mountains of Eastern Oregon. After having a bite to eat and thinking about what had happened, we pushed on. I refilled the axle with oil, disconnected the brake actuator and we crossed the Snake River into Idaho. We stopped every 40mi on the way to Twin Falls to put oil in the hub, eventually arriving at 1:30am.

The next morning (which came quickly) the IB was delivered and I turned my attention to the trailer. On the road, a seal repair like this could be done if the proper tools are on board. On this trip what was on board was my pregnant wife Lisa, who was also bored. I looked around for a place to drop off the trailer to get it fixed and settled on the Freightliner dealership near the freeway. If you recall, I work for Daimler Trucks North America, who manufactures Freightliner trucks and thought maybe this would be a good opportunity to see the sales and service side of the business. The service manager at the dealership was very accommodating, admitting they probably didn't have the seal onsite but could get it from town. We dropped it off and I mentioned we were going to spend a few days in Yellowstone and would be back through on Saturday to pick it up. Slam dunk.



Trailer left amongst the rigs at
FTL of Idaho

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Dog Days (cont)

The trip to Yellowstone was AMAZING. I would highly recommend making the trek to the northwest corner of Wyoming to anyone. There is no other place to see incredible natural beauty, wild animals, and geothermal activity all in one place.



Lisa and Zack near Gibbons Falls



Friendly Ram

We stayed in West Yellowstone, Montana for a couple of nights, which is just outside the west entrance to the Park.



Old Faithful, the most famous attraction



Steam escaping from the ground



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Dog Days (cont)

The trip took us out the south entrance and down through Grand Teton National Park, eventually making it to Jackson, WY. Jackson is a neat little town that is old west themed. It features all sorts of outdoor activities in both summer and winter.



The Grand Teton Mountains and a Friendly Ram

There was a live gunfight show in the town square and we took a ride on a stage coach while looking around the town of Jackson.



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Dog Days (cont)

Finally returning to Twin Falls on the Saturday, we rescued the trailer from the FTL dealership at great cost and then hit the trail home.



Teton Pass entering Idaho



Back at FTL of Idaho

So what did we learn about hauling on this trip? When using a trailer that has Electric Over Hydraulic (EOH) brakes, the actuator is extremely sensitive to voltage. Even with the brake controller in the pickup truck turned down all the way, the brakes still seemed to have too much voltage. What caused the brakes to get hot and burn up the seals was an excitement voltage from the controller. It's a low voltage that is used to detect a trailer plugged in. What happened was this caused the brakes to drag slightly. Over the course of time, they heated up and, well, we saw the results. How do we remedy this?

Pictured at right is an adapter for an EOH system to work with a regular brake controller meant for electric brakes. This is a BrakeRite T4846000 Adapter that's available at etrailer.com. This adapter must be installed to keep EOH brakes from dragging due to low voltage, acting sporadically, or suddenly engaging for no reason.

A little device like this could have saved a big headache and provided the opportunity to haul something home.



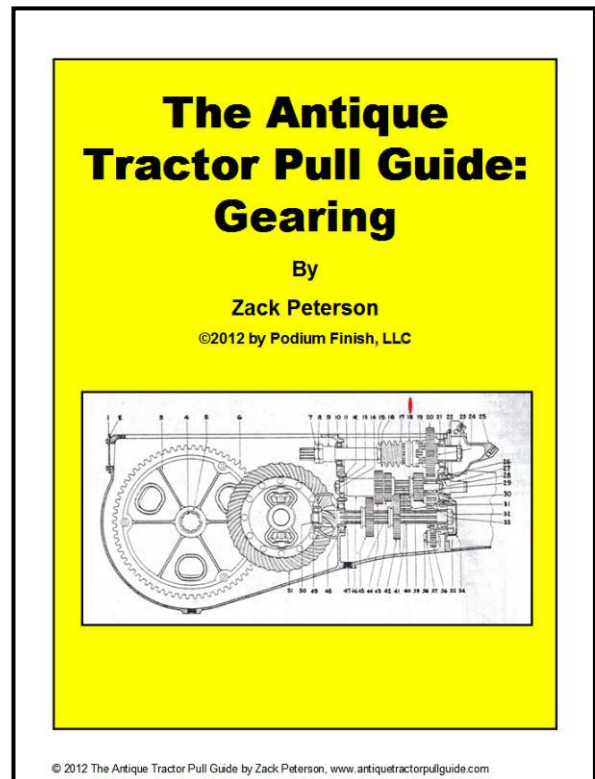
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Project Update

There has been more dismantling going on these days than actual tractor building. The projects are being staged for a long winter build (and likely beyond). Recently, the Massey Harris 101 Senior acquired last spring was started for the first time and taken on a test drive. The transmission was VERY LOUD, so much that a YouTube video was made to demonstrate its howl. See www.youtube.com/tractorpullguide for the video. The tractor has since been put into the garage for tear down. Since this project will likely be similar to the 101 built last year with the Chrysler, it won't be chronicled quite so closely. So far the F226 Continental engine has been removed and the rest of the tractor will need to be dismantled just about completely. The tractor looks rough and is rough throughout. The steering gearbox was loose (as in not bolted down solidly), the steering shaft was welded up poorly and there are other obvious things such as the grille and custom lights. It will be a longer term project, but will produce a pretty neat tractor when finished. More details to follow in the coming months.



1943 MH 101 Senior (left), 1938 MH101 Twin Power (right)

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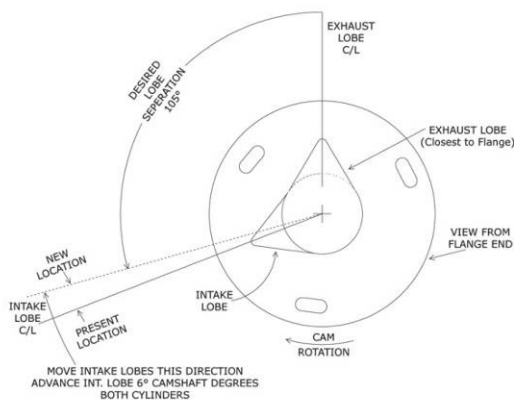


Podium Members

Want to be a part of the Podium Newsletter? If you're interested in sharing your pride and joy, send an email to zack@antiquetractorpullguide.com. Answer the following questions:

- Your Name and where you're from
- How you got into pulling
- What clubs you like to pull with
- Tractor Make/Model/Year
- Picture or two of your tractor
- Classes you pull in
- One or two things you've learned in pulling that has helped (I'm not asking you to spill the beans or give away your best secrets, but simply share a tip or story)

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Jack,

I just wanted to let you know that I have finally completed my 1948 John Deere G tractor that you modified my camshaft for. We put it on the dyno tonight and my buddies were impressed with its performance and I certainly attribute this to your cam grind. It produced 68 hp off the pto and it held it good. For a stock stroke tractor running stock rpms I am certainly impressed. This Friday & Saturday I plan on taking it pulling so I am anxious to see how it does. Thank you again for your services.

Greg

Podium Newsletter



Coming next month...

- NW Fall Nationals
- Last minute tuning
- Puller Profile
- And more...

October issue will be available 10/24/12

I want to hear from you! If you have feedback, requests or information you would like featured, please send an email to:
zack@antiquetractorpullguide.com.



Oliver Row Crop 80