

Podium Newsletter

January 2013



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.

Ushering in the New

This past month I said goodbye to an old friend. It was the very first tractor that I considered a true “pulling tractor” – a 1953 John Deere 60. This was the first tractor bought after the infamous story of the 1 foot pull with the John Deere H. Prior to that tractor, I had tried to force my little H into being a pulling tractor, when it really didn’t belong there.

The John Deere 60 was found at a Ford New Holland dealership on the east side of the mountains in Terrebonne, OR. We were on vacation in late August of 1995 when we drove past the dealership and saw it sitting out back. It had a factory single front wheel and a piece of aluminum irrigation pipe for an exhaust stack. In talking to one of the folks at the dealership, they mentioned it had just come in on trade, didn’t run very well, and that they would take \$600 for it the way it sat. We didn’t hesitate and bought the tractor. At that time we had to rent a truck and trailer to haul it the 130mi home.

Not long after we got it home did we discover why the tractor didn’t run well. It had a cracked cylinder block, and the crack went right down one of the bores. After finding a new block for it, boring it .090” over and putting in new aluminum pistons, the tractor ran like a top. It was time to hit the pulling track.

At that time our tractor pulling club had primarily stock tractors in it. I pulled that John Deere 60 for several years and won lots of trophies with it between the 6000#, 7000# and 8000# classes. It had good power with its creeper 1st gear. For the longest time, I kept the irrigation pipe exhaust stack just because I thought it looked unique. I pulled the 60 steadily up until around 2002 when I began to favor smaller tractors. In 2004 while in Idaho at an auction, I bought a parts tractor with a wide front under it. I brought the wide front home, put it on the 60 and left it that way ever since. The last time the 60 saw the pulling track was at the 2005 Northwest Two-cylinder Expo in Chehalis, WA.

January 2013



Ushering in the New (cont)

That summer the 60 was dressed with a 3pt hitch, fenders, and steps and was used for mowing every summer since then. It turned a 6ft brush cutter with ease.

I put the 60 up for sale recently because it didn't see much run time per year. Also, I have other plans in mind. I sold it in the first week of January 2013 and it went to a nice farm that exclusively farms with John Deere tractors. Several people warned me about selling it, often saying things like, "You will regret it!" or "You will wish you had it back someday". Maybe.

I live most of my life thinking about "what's possible". In this day and age it's tractor pulling that has always had an everlasting interest. The further I seem to push and learn, the deeper the rabbit hole goes. This is why I am not really that disturbed by letting go of something from the past – it enables me to usher in new things for the future. Case in point – the sale of the John Deere 60 has allowed me to fund a portion of my next pulling project. I am more excited about the new project than reminiscent about the John Deere 60. Get my drift? Also, I envision myself with a small fleet of highly tuned and tough pulling tractors that can go out and compete with the best of them on any given day.

So often to we get caught in the past...especially wishing that things would go back to the way they were. In reality that can never actually happen. We must simply push on with thoughts about "what's possible" in our minds to keep us looking ahead.



John Deere 60 circa 2002

January 2013



Ushering in the New (cont)



NW Two-cylinder Expo 2005



John Deere 60 2012

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January 2013



URGENT UPDATE!

THE NEW PRINT RUN IS HERE!

Ever thought about investing in The Antique Tractor Pull Guide book series to further explore tractor pulling theory and gain an edge on your competition? Now is the time! 2013 could be your biggest year!

Available NOW at www.antiquetractorpullguide.com, the **THREE PACK of Antique Tractor Pull Guide books.**

Pack includes:

The Antique Tractor Pull Guide: 7 Powerful Secrets of a Podium Finish

The Antique Tractor Pull Guide: Ground Speeds

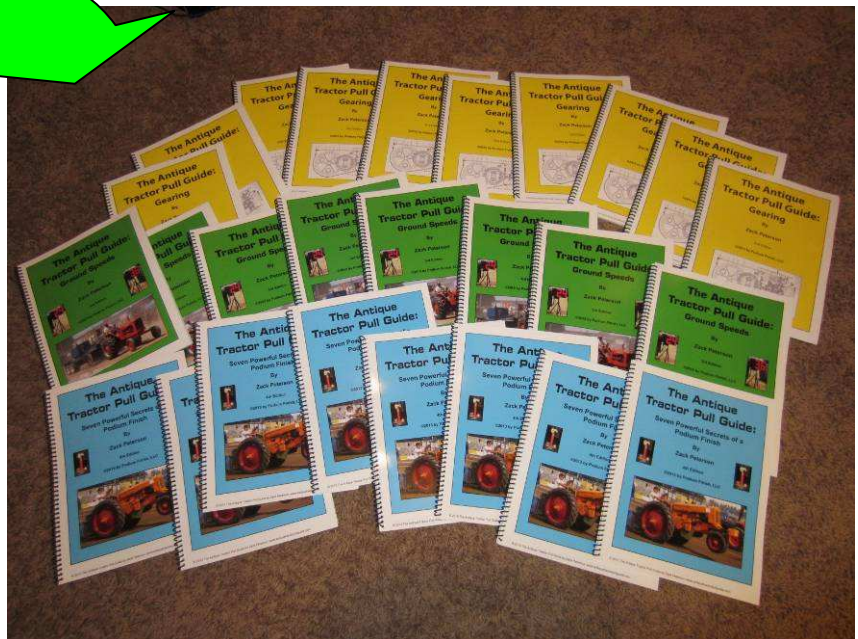
The Antique Tractor Pull Guide: Gearing

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Here's a small
sample of
inventory!
Many, many
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are in stock
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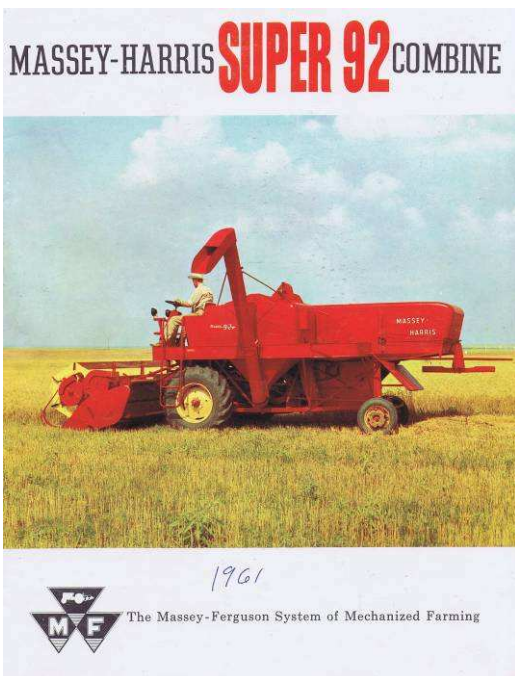


January 2013



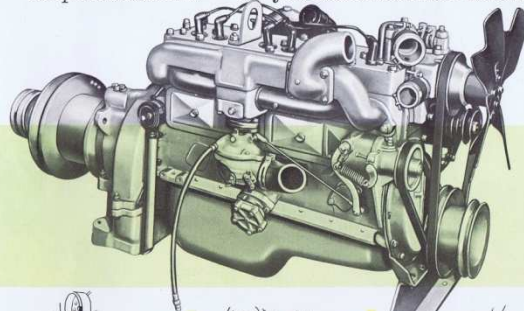
Some interesting information

Ever since installing the flathead Chrysler 265 engine into the 1938 Massey Harris 101 Twin Power tractor, it's been tough finding the specifications for the original engine. As luck would have had it, a Massey Harris Super 92 combine brochure showed up on Ebay recently. The information was a little more than surprising. It explains A LOT why the MH 101 is such an effective 4mph, 4000# tractor.



There's power to handle the heaviest stands

The heavy-duty industrial engine in the Super 92 combine delivers the power you need for big capacity combining under all kinds of conditions. The smooth transmission gives you just the speed you want. Sealed bearings and carefully engineered chain and belt drives keep friction low — let you use maximum amount of power.



SIX-CYLINDER ENGINE
This big Chrysler industrial engine has a piston displacement of 265 cu. in. And it is rated at 75 brake horsepower when operating at 1865 r.p.m. It is an L-head type, designed for long life and dependability.



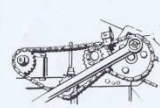
VARIABLE DRIVE
Speed changes are smooth with the exclusive Massey-Harris Hydraulic Variable Drive. It puts three gear ratios at your finger tips for instant use.



V-BELT DRIVES
Secondary drives use V-Belts. They provide smooth, silent operation for fans, elevators and augers. They're dependable too.



SLIP CLUTCH SAFETY
Drives, such as the table auger, are protected by slip clutches to prevent damage if an obstruction is hit.



ROLLER CHAIN DRIVES
Positive roller chains drive the cylinder and the beater sprockets.



The MH 101's Chrysler 265

SIX-CYLINDER ENGINE
This big Chrysler industrial engine has a piston displacement of 265 cu. in. And it is rated at 75 brake horsepower when operating at 1865 r.p.m. It is an L-head type, designed for long life and dependability.

January 2013



Gearing Book update

Recently, a few folks have contacted me about a misprint in the Antique Tractor Pull Guide: Gearing book. It is really comforting to know that folks out there are combing through the book and verifying the information. Luckily it was only one of the pages in the John Deere A section. For some reason in creating the data for that page, the numbers got jumbled in the table. This has been corrected in the new print run and I will post the correct page on the website as well as include it in this newsletter.

For those who bought earlier copies with the incorrect JD A data, I sincerely apologize. Hold on to those books though...they could be worth big bucks someday as an early misprint of a famous book...

Texas Antique Tractor Pullers Association 2013 Schedule:

March 22 & 23 in Coleman

May 25 in Hillsboro

June 8th in Cross Plains

July 13 Valley Mills

Sept. 7 at West

Sept 14 at Columbus

More to come later.

- Rim Centers
- Machining & Metal Fabrication
- Removable Axle Hubs

CAP Bros 
MotorSports LLC

816.308.8879

capbrosm@gmail.com

John Deere A, 60, 620

630

Transmission Type: Straight cut spur gear, simple type with pinion on countershaft. Extra reduction/increase for range selection gear set. Internal bull gear rear end.

Number of Gears: 4 and 6 speed

Magic Number: 45

A SN# 410000-450503

Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	36	86	2.39	-	-	-	-	-	-	18	27	1.50	17	66	3.88	15	68	4.53	63.07
2nd	36	86	2.39	-	-	-	-	-	-	21	24	1.14	17	66	3.88	15	68	4.53	48.05
3rd	36	86	2.39	28	17	0.61	25	20	0.80	18	27	0.73	17	66	3.88	15	68	4.53	30.63
4th	36	86	2.39	28	17	0.61	25	20	0.80	21	24	0.56	17	66	3.88	15	68	4.53	23.34

A SN# 450504-498999

Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	36	86	2.39	-	-	-	-	-	-	18	27	1.50	17	66	3.88	15	68	4.53	63.07
2nd	36	86	2.39	-	-	-	-	-	-	21	24	1.14	17	66	3.88	15	68	4.53	48.05
3rd	36	86	2.39	26	19	0.73	25	20	0.80	18	27	0.88	17	66	3.88	15	68	4.53	36.87
4th	36	86	2.39	26	19	0.73	25	20	0.80	21	24	0.67	17	66	3.88	15	68	4.53	28.09

A SN# 499000-647999

Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	36	86	2.39	-	-	-	-	-	-	18	27	1.50	17	66	3.88	15	68	4.53	63.07
2nd	36	86	2.39	-	-	-	-	-	-	21	24	1.14	17	66	3.88	15	68	4.53	48.05
3rd	36	86	2.39	26	19	0.73	25	20	0.80	18	27	0.88	17	66	3.88	15	68	4.53	36.87
4th	36	86	2.39	26	19	0.73	25	20	0.80	21	24	0.67	17	66	3.88	15	68	4.53	28.09
5th	36	86	2.39	-	-	-	-	-	-	30	15	0.50	17	66	3.88	15	68	4.53	21.02
6th	36	86	2.39	26	19	0.73	25	20	0.80	30	15	0.29	17	66	3.88	15	68	4.53	12.29

A after SN# 648000, 60

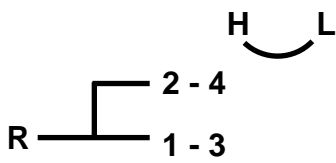
Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	34	88	2.59	-	-	-	-	-	-	18	40	2.22	19	83	4.37	15	68	4.53	113.90
2nd	34	88	2.59	-	-	-	-	-	-	26	32	1.23	19	83	4.37	15	68	4.53	63.08
3rd	34	88	2.59	36	22	0.61	35	23	0.66	18	40	0.89	19	83	4.37	15	68	4.53	45.74
4th	34	88	2.59	-	-	-	-	-	-	34	24	0.71	19	83	4.37	15	68	4.53	36.18
5th	34	88	2.59	36	22	0.61	35	23	0.66	26	32	0.49	19	83	4.37	15	68	4.53	25.33
6th	34	88	2.59	36	22	0.61	35	23	0.66	34	24	0.28	19	83	4.37	15	68	4.53	14.53

620, 630

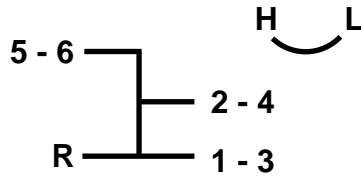
Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	33	89	2.70	-	-	-	-	-	-	18	40	2.22	19	83	4.37	17	85	5.00	130.91
2nd	33	89	2.70	-	-	-	-	-	-	26	32	1.23	19	83	4.37	17	85	5.00	72.50
3rd	33	89	2.70	36	22	0.61	35	23	0.66	18	40	0.89	19	83	4.37	17	85	5.00	52.57
4th	33	89	2.70	-	-	-	-	-	-	34	24	0.71	19	83	4.37	17	85	5.00	41.58
5th	33	89	2.70	36	22	0.61	35	23	0.66	26	32	0.49	19	83	4.37	17	85	5.00	29.12
6th	33	89	2.70	36	22	0.61	35	23	0.66	34	24	0.28	19	83	4.37	17	85	5.00	16.70

John Deere A, 60, 620

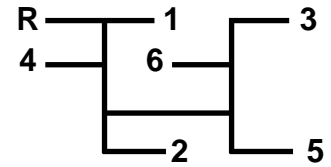
630



4 speed
Shift Pattern



6 speed mid 40s
Shift Pattern



6 speed Late A,
60, 620, 630
Shift Pattern



Unstyled JD A



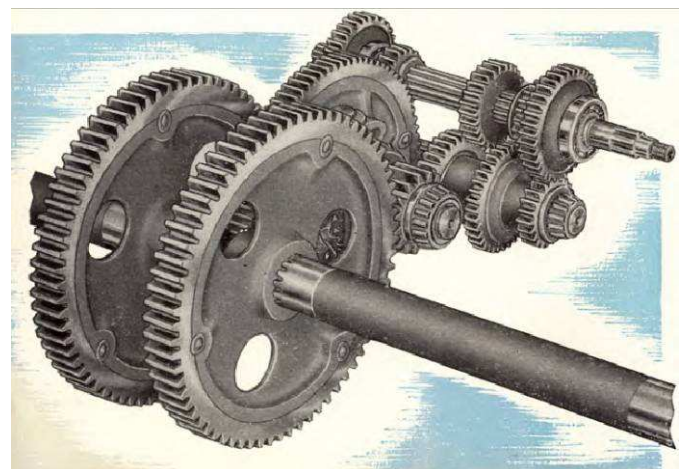
Styled JD A

A Slow Speed (Built both Unstyled and Styled prior to SN# 584000)

Gear	Driver 1	Driven 1	Mesh Ratio	Driver 2	Driven 2	Drive 2 Ratio	Driver 3	Driven 3	Drive 3 Ratio	Driver 4	Driven 4	Tranny Ratio	Pinion	Ring Gear	Diff. Ratio	Bull Pinion	Bull Gear	Bull Ratio	Overall Ratio
1st	36	86	2.39	22	23	1.05	17	28	1.65	18	27	2.58	17	66	3.88	15	68	4.53	108.60
2nd	36	86	2.39	1	1	1.00	1	1	1.00	18	27	1.50	17	66	3.88	15	68	4.53	63.07
3rd	36	86	2.39	22	23	1.05	17	28	1.65	28	17	1.05	17	66	3.88	15	68	4.53	43.96
4th	36	86	2.39	1	1	1.00	1	1	1.00	28	17	0.61	17	66	3.88	15	68	4.53	25.53



JD 60



JD Transmission – surprisingly similar to the JI Case design that used sprockets

January 2013



Project Updates

If you've been following the Podium Newsletter for a while, you know I never sit idle for very long. Yes, I do have project going already for the 2013 pulling season. With the success of the Chrysler powered Massey Harris 101, there is a project brewing in my garage – the 1943 Massey Harris 101 Senior that is Continental powered. So far the tractor has been stripped all the way down to nothing as in a bare frame and transmission case. This tractor is to be rebuilt from the ground up with every aspect considered only for the pulling track. Here is something interesting about the build. Below is a picture of the front frame. The casting date is located on the bottom of the frame as 7-7-43. Ironically, my wife and I got married on exactly the same day....64 years later on 7-7-07.



So what is the basic idea of this 101 Senior build? It will be a strong 6mph tractor with a larger 6 cylinder Continental flathead engine, a transmission gearing change and lightweight component swap. The tractor will be under 4000# when finished.

January 2013



Project Updates (cont)

The other project in the works is the Allis Chalmers CA puller. The tractor is getting a set of custom built wheel centers by Pete Petznick at CAP Bros. Motorsports, LLC. They will feature the factory 6 bolt CA pattern to bolt directly to the hubs and allow 38" rubber. The rear end will feature a combination of factory parts to produce the most desirable gearing for 4mph and 6mph classes. The engine will be a true stroker starting with an Allis D15 engine – hopefully over 200 cubes. There are a few more tricks up the



Pete's rim centers for the CA puller

sleeve that will be shown as the project moves along. For now, the rear end unit is dismantled and being cleaned, bearings/seals replaced, etc.

Yes, I know, right now there isn't much to look at. As things move along this year there will be more significant updates and interesting information about both of these pulling projects. Stay tuned.

Other big news!

My wife and I are proud to announce that our family will expand again in late February or early March with the arrival of our son!

This event could be featured as soon as the February issue of the Podium Newsletter.

January 2013

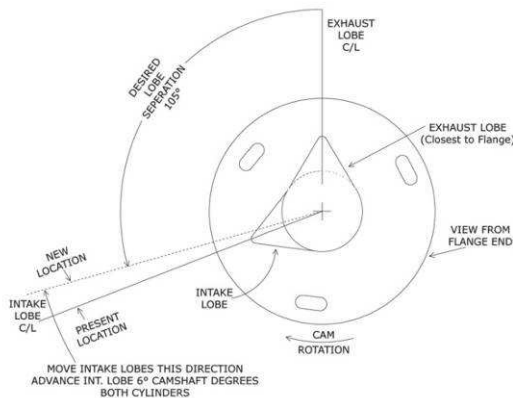


Podium Members

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

January 2013



The Bolt In Solution

If you aren't familiar with all makes of antique tractors, here is a very interesting list of what makes and models have "bolt in" solutions for engines. A "bolt in" solution means the engine bolts up to the bell housing without any adapter plate – a USAP rule. Some clubs require original blocks to be used in tractors, but many allow bolt in engines that help keep the cost of power upgrades down. Bolt in engines are a great way to make tractors more competitive.

Make/Model	Original CID	Bolt in CID	Where Found
Allis Chalmers			
B, C, CA	125	149, 160	D14, D15, D15 SII, Power Units
WD, WC	201	226	WD-45, D17, Gleaner E combine
WD-45 Diesel	230	262	Buda Diesel - Gleaner C combine
Case			
VAC	124	148	300 tractor
400, 700B	251	284	830 tractor
Cockshutt			
20	140	162	Continental Flathead - MH30, welders, generators
30	153	182	Buda - Power Units
40	230	262	Buda - Allis Chalmers Combines
		298, 339	Hercules - Case combines, Power Units
Farmall			
A, B, C, Super C	113, 123	135, 153	IH Combines, Power Unit engine
H	153	175	350 tractor
M	248	284	450 tractor
460	221	301	IH Combine
560	263	450, 501	Red Diamond (RD) truck engines
Ford			
NAA, 600, 700	134	172, 192	800, 900, Power Unit
800, 900	172	192	Power Unit
John Deere			
B	190	216	5-1, 5-2 Power Block (5" bore)
A	321	381	6-1, 6-2 Power Block (6" bore)
G	413	464	7-1 Power Block (6.5" bore)
Massey Harris			
20, 22	140	162	MH 30 tractor, power units
101 Twin Power, Super	201, 218	230, 251, 265	Chrysler cars, Combines, Dodge trucks
101 Senior, 44-6	226	330, 427	Power units, MH 203 tractor, Fox Chopper, Trucks
44	260	277, 380*	MH 44 Special, 444, 55* (not sure 100%)
Minneapolis Moline			
R	165	206, 220	Z, 445, U302 tractors
Z	206	206*, 220	445, U-302 *Overhead valve version
U	283	403	G tractor
Oliver			
66	129	155	550 tractor, Power Units
77, 88	194, 230	265, 283, 310, 320	880, 1750, 1850, MF1100 tractors

Podium Newsletter

January 2013



Coming next month...

- Manifold Mayhem
- Project Updates
- Podium Members
- And more...

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.

February issue will be available 2/27/13



Tractors at the Northwest Ag Show in Late January