

# Podium Premium Newsletter

August 2014

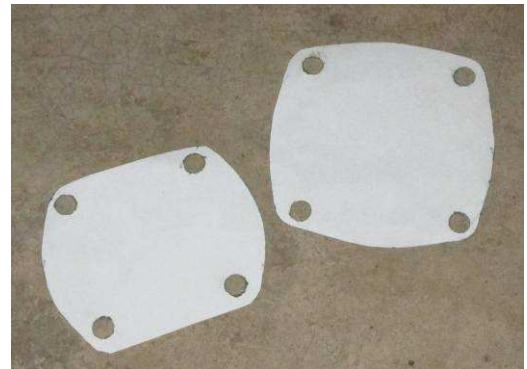


Welcome to the Podium **Premium Club!**

The technical information found at [www.antiquetractorpullguide.com](http://www.antiquetractorpullguide.com) is like no other information out there. In depth explanation of the **how and why** of successful tractor pulling are designed to improve your performance at the next tractor pull, while having more fun at the same time.

## The Massey 101 Senior Update

The Massey Harris 101 Senior project is moving along again in preparation to catch the final pulls of the year. After a few setbacks, the rear end was finally sealed up and filled with oil. Ironically, the portions of fuel tank that were cut away to allow clearance for the B427 engine were repurposed as light covers for the belt pulley hole and PTO delete. This was a quick and easy task as a simple scribing was taken with a pencil and paper, then cut out with scissors, traced on the sheet metal with a sharpie and cut out with a thin cutoff wheel. The holes were drilled with a step type drill for sheet metal and within minutes the covers were ready.



Cut out templates with holes punched.



Left over gas tank sheet metal.



Finished covers. PTO delete above and belt pulley delete to the left. There is nothing like holding on a sheet metal cover with 1/2"-13 bolts!

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## MH 101 Senior Update (cont)

### Wheel Flexibility

In planning the wheels for this tractor I wanted there to be flexibility for different tracks and conditions. For this reason instead of building one set of rims, I made two sets. The rims previously shown in the newsletter were 18x38 dual rims and the centers were removed. In similar fashion, I had a set of 16x38 rims that the lightweight 18.4x38 tires were mounted on. The centers were removed from those as well, leaving a nice set of flat base rims.

For the wheels shown, the 18x38 rims weigh in around 128# a piece. Pete Petznick at CAP Bros Motorsports ([www.9bolthubs.com](http://www.9bolthubs.com)) supplied the rim centers similar to the Chrysler powered MH 101. These are heavy duty rim centers (30#) made from thicker wall tubing and meant for higher horsepower and heavier classes. All told, the whole rim assembly is about 50# lighter than the original dual rim with heavy stamped center.



Rim welded and fitted to the MH 101



Fabrication finished and ready for cosmetics

The idea is to have a set of 18.4-38 tires mounted on 18" wide rims and a second set of 16.9-38 tires mounted on 16" wide rims. This gives the opportunity to have two different styles of tire or cut to use at different pulls. For the time being, the 18.4-38 set of tires will be mounted to try out first. Before mounting the tires, the rims needed to be refinished. Let me tell you, there was enough work in fabrication to put these together and thus there must be a better way to streamline the cosmetic restoration process...

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## MH 101 Senior Update (cont)

### Powder Coating

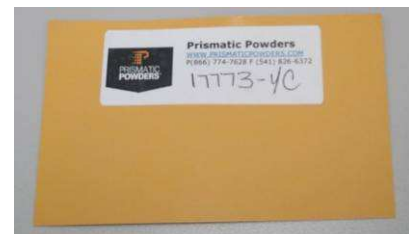
During any restoration work I cannot emphasize the value of powder coating. For most folks time = money. Yes, powder coating can cost a few dollars to have done, but the real value is in the high powered, efficient sand blasting operation to clean metal followed by a baked on finish. Furthermore, powder is available in just about any color. Prismatic Powders in White City, Oregon ([www.prismaticpowders.com](http://www.prismaticpowders.com)) is one of the nation's top powder producers with over 6500 colors to choose from. Their archive is huge and they will do a free search for color matching. What better way to speed along a Massey Harris restoration. Below are color chips that I created with my existing Martin Senour single stage urethane paint. These chips were sent to Prismatic Powders for color matching and they were able to find existing powder codes that were a direct match for the red and straw yellow. The funny part is that the straw yellow color was in their archive and they hadn't given it a name yet. They formally dubbed it "Cheeseburger".



Mixed Martin Senour paint



Color samples ready for Prismatic Powders



Once the powder was received, both sets of rear rims were taken to Oregon Powder Coating in Tangent, OR and a week later they were ready to go. From there it was time to mount tires.

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### **MH 101 Senior Update (cont)**

And boy did the rims turn out nice!



From there I mounted the 18.4-38 tires myself – using light tubes meant for 15.5-38 tires. As previously stated, these tires are completely unmarked but are similar to a BFG or Co-op tire. These 6 ply tires only weigh 180# a piece which ironically are lighter than the 15.5-38 Firestone 151's mounted on the Chrysler powered MH 101.

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### **MH 101 Senior Update (cont)**

And here is what the tractor looks like now – ready for chassis paint.



One final note about the wheels. The offset, which is where the rim center is mounted in the rim, was set to allow a certain tread width. The outside width of the rear tires is 78" and will work well with a standard 84" wide bumper tow trailer. This is important to consider before welding in the centers.

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### **A rare find**

Recently, one of our tractor pulling club members turned me onto a rare find. Pictured below is a Wards model HR tractor. These tractors are uncommon and are a component built tractor using Chrysler flathead six engines and Dodge truck running gear.



The engine is a 230 cubic inch flathead six industrial coupled to a 5 speed transmission and truck style differential and axle. These tractors were made for Montgomery Wards by the Lowther Corporation in Joliet, IL around 1948-1951. There were actually two sizes of these tractors produced, this one being the smaller model. The bigger model ER (and EW wide front) featured the bigger Chrysler 251 flathead and a fluid drive transmission similar to a torque convertor. These tractors were also produced under other names such as Custom, Lehr Big Boy, Rockol, Simpson and Jumbo. A rare bird indeed and a very interesting tractor. These tractors also make good pulling tractors since the chassis is light enough to make 3500# with good high RPM power.

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### A rare find (cont)

Here are more detailed pictures of this unique Wards tractor.



Original emblems



Note the large hydraulic drum brakes



The rear end has a truck style axle with differential shown in the picture to the left. To reduce gearing suitable for a tractor, there are reduction boxes at the outer ends of the axles.

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A rare find (cont)



A view of the engine area without the hood.



Ross steering box similar to a Cockshutt 30 or Massey Harris 101

Transmission and controls. This tractor was originally equipped with a belt pulley and PTO.





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## A rare find (cont)

Some pictures of the Wards and like made tractors.



Wards



Simpson



Custom



Lehr Big Boy



Rockol



Jumbo

# Podium Premium Newsletter



Coming up...

- The 101 finish
- Working on tires
- Full detail fabrication
- 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.

September Newsletter available 9/30/14



All smiles despite the rain when retrieving the Wards. The engine is another 230 Chrysler.