

The Tractor Times

April 2024



Please Note:

Our first official meeting for 2024 will be on Saturday May 18th at 5:30 PM, with the board meeting at 4 PM. Bring a dish to share for the potluck.

Please watch the Website and FaceBook for any new information.

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“Restoring the past for the Future”



President's Letter



Hello fellow GLATC members!!

Winter is finally making its exit (I hope) stage left! While it has been a really mild winter in terms of the weather, it has been a really long winter. I am over it!! Time for tractors!

First thing-- if you don't already know- the Mackinac Bridge Crossing is back for 2024!! The participant registration process has already begun, so you can go to the crossing website and get registered!! Steve Larson is our bridge crossing representative, so if anyone has any questions or needs help getting registered- please contact Steve and he will get you going in the right direction! Thank you Steve for taking on this role!!

Next, I am going to cover some news and reminders for the following items: Newsletters, Meetings, Events, Website, and Facebook Page.

Newsletters: Our club newsletters are the primary source of communication (in conjunction with the club website) to all of our members. Please be sure your email address with us is current so we can be sure you are getting the newsletter. If you wish to receive a paper newsletter- there is a 10.00 fee to help cover printing and postage. Please be sure to let us know if you wish to receive a paper copy in the mail. Newsletters can also be viewed on the club website. This version of the newsletter has the club officers and directors page deleted due to the personal information contained therein.

Sandy Boals is now our official newsletter editor. She puts the whole thing together and adds the sugar and spice that makes our newsletter stand out from all others. I would also like to thank my mom- Jean Springberg- for being our newsletter editor for quite a few years. She very much enjoyed putting the letter together for you guys, but sadly just cannot do it anymore. Our newsletter has grown tremendously over the years. Shirley Matevia used to do the newsletter years ago, followed by a multi-year term from

Larry Adams. Jean Springberg took it to the next level, and now Sandy has stepped up to the task. I thank each one of these folks for doing their part to make our club newsletter the greatest! We are going to continue to find new ways to make the newsletter a continuing masterpiece! You can look forward to more Justin's Diecast Corner, we will bring back "Ask the Pro", and a new article called "In the Shop."

Club Website: Our club website is www.greatlakesantiquetractorclub.org. There is a lot of information on there, including a download of our club application for prospective new members, history, event schedule, memorial page, lots of pictures with some newly updated ones just added, and now a page for the bridge crossing itself. Information will be added to that page as we receive it. The newsletters can also be viewed on our website. Please take some time to check it out- a lot of time and effort goes into making it interesting and informative for everyone. If you have any ideas for the website, please email Justin Polega. Justin takes care of the website and the Facebook page.

Facebook Page: This is the newest part of our club communication and interaction with everyone. There are a lot of updates and pictures that get posted here, as well as giving members and non-members an opportunity to interact with us and share information. The Facebook page is still evolving, so please take some time to check it out and get involved!

Events: We are currently working on the event schedule for 2024. We will have the schedule posted by May 2024. You can look forward to many of the classic events we take part in each year, like Buckley Memorial Day, Greatest 4th in the North in Lake City, Manton Labor Day, Buckley Old Engine Show, Samel's Farm, and the Mackinac Bridge Crossing. There are several others not mentioned here, so be sure to keep checking the event schedule beginning in May 2024.

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President's Letter continued from page 2 ~

Meetings: We will have a regular meeting schedule for 2024 with the bridge crossing back in the fold. **Our first official meeting for 2024 will be on Saturday May 18th at 5:30 PM, with the board meeting at 4 PM.** Meeting dates will be on the front page of the monthly newsletter, Facebook page, and the club website. Typically, we try to have the meetings on the 2nd Saturday of the month, but we sometimes need to change it. Be sure to check the meeting dates each month!

Finally, I would like to thank all of our board members, officers, and appointed members for all that they do to make our club run as smoothly and efficiently as possible. We welcome any comments, questions, ideas, and volunteers! We all look forward to the upcoming 2024 season and hope to see you all out there!! Also- safe travels out there to all of our snow birds returning home for the summer season!

Mike Polega
President
Great Lakes Antique Tractor Club



Sadly, over the winter we lost two more members.



†**Gayla M. Elsner,**
1960 - 2023
~ wife of Duke Elsner
And

†**Flo Nye,** 1932 - 2024

~ widow of Louie Nye
Flo passed away on January 5, 2024. She was an active member in our club for many years. She served on our board of directors and as vice-president.



- March 1 - Participant Registration Opens (We will send a separate email with info on this)
- March 1 - New Buddy Rider Pre-Registration Opens
- April 1 - Club Registration Closes for 2024
- April 15 - Apparel opens for pre-orders
- May 11 - Club Rep Meeting (Ovid, MI) (We will send a separate email with info on this)
- June 4 - Virtual Town Hall (on Zoom) - Open to all participants
- July 1 - Apparel Pre-Orders close
- July 15 - New Buddy Rider registration closes
- August 8 - Apparel pre-order shipping
- August 15 - New buddy rider adjustments due (if needed)
- August 15 - Participant Registration Closes
- August 24 - Final participant charts sent to reps
- August 31 - Last minute reminder email to reps
- September 7 - The 16th Annual Crossing



Membership Report

Hello fellow GLATC members!

I would like to personally thank all of our members that got their dues for 2024 taken care of by the December 31st deadline!

As you all probably know by now, the Mackinac Bridge Tractor Crossing is back this year! We have some members that still need to renew their club dues- especially if you intend to cross the bridge. You **MUST** be a member in good standing with club dues up to date in order to register for the bridge crossing.

The following folks need to please contact me regarding their club membership renewal:

Pat Braman
Jerry Brown
Michael Finsterwald
Irvin Meachum
Brandon Vanthof
Mike Vollmer



I am sad to report that we had a couple members that passed away during the course of the winter. Gayla M Elsner, wife of Duke Elsner, November 2023 and Florence "Flo" Nye, January 2024. Our thoughts and prayers continue to go out to the families for their loss.

The club website has been updated and the memorial board will be updated soon to honor our fellow members.

Finally, if anyone out there knows of someone that would like to get involved with our club, parades, events, and the bridge crossing- please have them contact me to sign up!

It is good to start getting back into the swing of things as our 2024 season is about to start heating up! I look forward to seeing you all!!

Mike Polega
Membership Director
Great Lakes Antique Tractor Club





Justin's Diecast Corner

ISSUE # 23

The John Deere Model B Tractor. *Written by:*
Justin Polega

BACKGROUND: After the success of the John Deere model D, Deere had discovered that farmers were looking for a tractor that could do more than pull a plow or run a belt. John Deere answered this call with their new Model A tractor and thought it would be an even better idea to come out with a slightly smaller tractor to accommodate those farms that didn't need something as big as the A.

This is where the B was born. The B was introduced in 1935 (a year later than the Model A) as a two-plow row-crop style tractor that could also be used to cultivate corn/soybeans, or run smaller belt driven implements. It was designed to be in direct competition with Farmall's F-12 tractor. It started out as the model "HX," which was an experimental tractor that never made it past a prototype. John Deere actually derived its design from their GP tractor, but kept making changes to it until it turned out to be a smaller version of the Model A, which had been in the design stages since the early 1930's.

This first iteration of the B is known as the "Unstyled" model as it features an exposed steering shaft and gearbox as well as an exposed fuel tank. It was billed as being "two-thirds" smaller than the A and could burn a variety of fuels, making it very economical. These tractors were all-fuel tractors which meant they could run on Kerosene, Distillate, or Gasoline. Most often, farmers would start the tractor on the smaller gasoline tank and switch it over to Kerosene or Distillate once the engine warmed up. This was because those fuel options were cheaper than gasoline

at the time.

The B went through some distinct changes in late 1938 and into 1939, though. John Deere hired a designer by the name of Henry Dreyfuss to redesign the B. When the new variation came out in 1939, it featured a brand new look with sheet metal protecting the fuel tank, steering shaft/pedestal, and radiator. These are known as "Styled" tractors. It also offered a horsepower increase from 16 horsepower to 28 horsepower. Deere had also lengthened the frame a few inches to be more on-par with the Model A and Model G's wheelbases so that the tractors could share similar implements. Deere was also beginning to make new variations of the B on top of other variations they had during the unstyled era to suit different farming needs.

They came out with the BW, which was around during the Unstyled era (as the BW and BW-40, which was a wide front with an adjustable tread width that was as narrow as 40 inches on steel wheels), but went through some changes in 1938. Deere actually had demands to make a BW that was taller, coming out with the BWH to satisfy those demands. They also had demands to make a taller version of their more narrow variant, the BN. They came out with the BNH which featured an extra two inches of clearance to satisfy those needs.

If somebody needed a narrow B, but needed the extra height, Deere offered the BWH. They also offered a BWH-40, which was a more improved version of the BW-40 but with newer features and was not quite as narrow.

continued on page 6 ~

A flyer I thought you might enjoy.

TOMORROW'S FARM POWER IS HERE *Today!*

Meet the forerunners of a new age in power farming—the new John Deere "A" and "B" Tractors! They bring you *new* performance, *new* ease of handling, *new* comfort you've never experienced in other tractors.

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A new Automatic Hay Press . . . a new Self-Propelled Cornhar . . . and a new Model "B" Tractor for smaller farms are among a host of entirely new and ultra-modern machines and implements which John Deere has developed. Some are coming off the assembly lines now; others will soon be in production. So, keep in touch with your John Deere dealer and be sure to wait and see this new, quality equipment.

Justin's DieCast Corner *continued from page 6 ~*

Some of their more common variants included the BR, BO, and BI tractors. The BO was the orchard version of the B, where the BR was pretty much the exact same tractor with external exhaust pipes and unprotected outer features. The BR was a standard tread tractor with fixed widths and was meant for non-row-crop work.

The BI looked like a BR but featured an industrial yellow paint job and a more robust axle. It was meant for road crews to use for industrial work.

More options were becoming available on these styled tractors such as lights, electric start, and more variants, as mentioned earlier. After the end of WWII, John Deere introduced a stamped-steel frame in replacement of its solid cast-iron frame it had been using on its A and B tractors prior to the war.

PRODUCTION: The John Deere B was one of Deere's most popular tractors, if not the most popular tractor they ever produced. They were built from 1935-1952 where it was replaced with the Model 50 Tractor. There were 55,670 total Unstyled B's built(40,057 short frame and 15,613 Long Frame tractors). There were 136,863 more built between 1939 and 1946 with the early Styled tractors with cast-iron frames. A total of 109,253 more late-styled B's were produced from 1946-1952. The Model B would have set you back \$1,900 in 1952.

VARIANTS: As mentioned earlier, there are a myriad of different variants for the Model B. A list of these include the BN, BNH, BW, BW40, BWH, BWH40, BR, BO, BO Lindeman Crawler, and BI. There might even be a few more variants I missed.

SPECS: (*Unstyled*) Horsepower(drawbar): 12.

(Belt): 16. Bore/Stroke: 4.25x5.25 inches. Displacement: 149 Ci. Starter Type: Hand Crank. Cooling System: Thermo-Syphon. Compression Ratio: 4.71:1. Firing Order: 1-2. Rated RPM: 975. Length: 120.5". Weight: 3,275 lbs. (*Styled*): Horsepower(drawbar): 25. (Belt): 28. Bore/Stroke: 4.687 x 5.50 Inches. Displacement: 189 Ci. Starter Type: Hand Crank or 6 volt Electric Start. Cooling System: Thermo-Syphon. Compression Ratio: 5.87:1. Firing Order-1-2. Rated RPM: 1250. Length: 120.5 Inches. Weight: 4,300 lbs.

MODEL FEATURES: This particular diecast model is made by Ertl and is not the highest-detail model they produce. It features a steerable front end, decent detail, as well as a hitch that fits just about all of Ertl's rear attachments. Ertl has made most of the variants for the B as listed above, all in varying levels of detail. Some are in their Precision Classics lineup(both the Styled and Unstyled B) and some are in newer collector's lineups. This particular model won't set you back much more than \$25-\$30.

SOURCES: Easterlund, Peter. "John Deere B." TractorData.Com - Information on All Makes and Models of Tractors, www.tractordata.com/farm-tractors/006/9/8/6989-john-deere-b.html. Accessed 16 Mar. 2024. Graham, Chris. "John Deere Two-Cylinder Model B." *Heritage Machines*, 30 June 2021, heritagemachines.com/tractors/john-deere-two-cylinder-model-b/. "John Deere Model B Tractor, 1941." *The Henry Ford*, www.thehenryford.org/collections-and-research/digital-collections/artifact/178903/. Accessed 16 Mar. 2024. Hain, Benjamin. "The Unstyled 'B.'" *Green Magazine*, 6 Nov. 2020, greenmagazine.com/the-unstyled-b/. "John Deere Model B." *Wikipedia*, Wikimedia Foundation, 10 Jan. 2024, en.wikipedia.org/wiki/John_Deere_Model_B.



Hello everyone!!

I would like to welcome you to a brand new article called "In The Shop". The intent of this article is to bring you interesting stories of repairs and restoration done by members within our club. While most of you know that my family and I have a large collection of tractors with plenty of stories to share, we would like you all to get involved too. There are many of our members that are unable to participate in meetings or events. This article is a way for those members to participate.

We would like you to share stories of a repair or restoration you did on your tractor, farm equipment, garden tractor, old engine, etc. You can email myself or Sandy Boals with your story, and we will put it in this article to share with everyone. You may also mail your story to our club mailbox: Great Lakes Antique Tractor Club, PO Box 203, Fife Lake, MI 49633. Please do not include any personal information that you do not wish to have out online, as these stories will also appear on our club website. With all that being said, here is a story for you.

Naughty Allis

First, everyone needs to understand that our tractors are all named. It gives them a personality and makes it easier to remember things about each one. I have a close friend out there that got me started on this concept. I won't call him out by name, but he knows who he is. He affectionately calls it "free mental exercise." Boy is he right about that!!

Our story begins with our 1950 Allis Chalmers WD, or just call her *Allis*. *Allis* was to have a new role for the Christmas season 2023. Our family decided to put her out in the front yard and decorate her with Christmas lights! I

have seen many people do this, and we thought it would look really cool to try it. So, on a chilly mid November day, we went out to get all of our outside Christmas decorating done. We had a lot to do, so I went back to get *Allis* and move her out front. WRONG! *Allis* had other ideas. Initially, she fired right up as she usually does, eager to get to work. But she coughed and sputtered out. She would not restart, or even try to restart. I checked fuel, spark, all the usual culprits for this kind of problem. She just would not go.

I decided at that point that we had far too much to get done, and we surely did not have time to fool around with *Allis*. So, unfortunately, *Allis* went under tarp for the winter and lost out on her chance to be in the holiday spotlight for 2023. Bummer. Oh well, there is always next year.

So, what was wrong? Why did *Allis* sputter out and refuse to restart? Was it something I said? (I admit I called her a lot of colorful names at the time, maybe that's it - **REVENGE!**) Well, months later (March 2024) I went out to see what ailed *Allis*. We had run her battery down trying to start her back in November, and I still hadn't done anything about recharging it. I checked her oil and fuel, and tried an initial start. Battery was too low. Out comes the jumper pack. I gave her some choke, hit the starter, and bam! - she took right off and ran perfectly, ready to go to work. What? Why? At this point, I still am not sure exactly what ailed *Allis* on that November day. Stubborn perhaps? I suspect that I flooded her out by accident, as I just could not find anything else wrong. I gave her a fresh oil change, charged up her battery, and she is back up and running great!

We will see if she is up to the Christmas light idea for 2024. Stay tuned...

See ya all later--
Mike



Ask the Pro

Hello everyone!!

"Ask the Pro" is back!! This article is designed to bring informative and helpful tips to you about small engines and their care, repair, and maintenance. I have spent 34 years (20 of it professionally) turning a wrench as a small engine mechanic. I will share some of that knowledge with you here!

Now that spring is approaching, many of you are starting to get out that lawn equipment and get to work on the yard cleanup from the winter months. Chain saws, mowers, tillers, leaf blowers, garden tractors, farm tractors-- the list goes on and on. I have one question for you- did you remember to treat the fuel before you put your equipment away for the winter? I know I have talked about this before, but I cannot stress how important it is in today's world to treat the fuel with a reputable fuel treatment.

Fuel related issues are the number one reason people take their equipment into the repair shop. Today's fuel is not the same as it was many years ago. There are many additives that are put into the fuel during the manufacturing process. One of these additives is ethanol, which is made from corn. Ethanol and small engines do not like each other at all. Ethanol can separate from the fuel over a short period of time (as little as 30 days) and form a layer at the bottom of your fuel tank or fuel container. This layer of ethanol forming at the bottom of the tank is called phase separation. Because ethanol is derived from corn, it draws moisture naturally. The ethanol at the bottom of your tank will sit there and absorb condensation and become a blob of ethanol and water. This is the first thing to be drawn into your fuel system when you attempt to start the engine. What happens? Yup- your engine will not start.

So, what can you do to prevent phase separation from happening to you? Well, some people drain out the fuel system on their equipment before storage. This is a good prevention method, but only if done properly. You have to drain the ENTIRE system, including the lines and the carburetor bowl. Another method of prevention is using REC fuel which is a higher octane fuel with no ethanol in it. REC fuel still has to be treated before

storage because it still degrades over time. The easiest method is using a really good fuel treatment.

What fuel treatment should you use then? There are many products out there. I am sure many of them are good, but one stands out to me as I have been using it for many years with great success. That product is Star Tron Enzyme. The following details are directly from their website:

Description

Star Tron Enzyme Fuel Treatment is a multifunctional fuel additive which uses a unique enzyme technology that allows all engines to start easily and run smoothly, even when using ethanol-blended fuel or after sitting idle for months. Star Tron allows fuel to burn more completely, which results in maximum performance, fuel efficiency and reliable operation. Star Tron will stabilize fuel for up to two years, preventing the formation of gums and other solids that clog carburetors and fuel injectors.

Star Tron helps prevent phase separation by dispersing water throughout fuel as submicron-sized droplets that can be safely eliminated while the engine operates. Star Tron Small Engine formula is ideal for use in all gas engines including; boats, cars, trucks, motorcycles, small equipment as well as engines that use pre-mix fuel.

(Star Tron Concentrated Formula #930 for fuel tanks larger than 48 gallons is also available.)

Features

- Makes all engines start easily, run smoothly; improves performance
- Removes and prevents gum, carbon and varnish
- Works in all engines and in all fuel
- Helps prevent phase separation by dispersing water throughout fuel as submicron-sized droplets that are safely eliminated while the engine operates
- Stabilizes fuel; helps rejuvenate old fuel
- 1 fl. oz. treats 6 gallons of fuel
- Reduces smoke and all other emissions
- Keeps fuel delivery system clean

Ask the Pro continued on page 10 ~

Ask the Pro continued from page 9 ~

I use Star Tron Enzyme in ALL of my equipment, including my antique engines and tractors. I even use Star Tron for diesel engines as well. All of my fuel storage containers are heavily treated so when I need to use the fuel- I know it will be ready to go with no issues. I run Star Tron year round- not just before storage. That is the best way to keep fuel issues from bogging you down and causing you expensive repairs.

I hope you found this information helpful. Next issue we will look at battery maintenance and what you can do to keep your batteries in tip top shape!

Keep on wrenching!

Mike
"Ask the Pro"

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(Note: not actual photos, for reference only)



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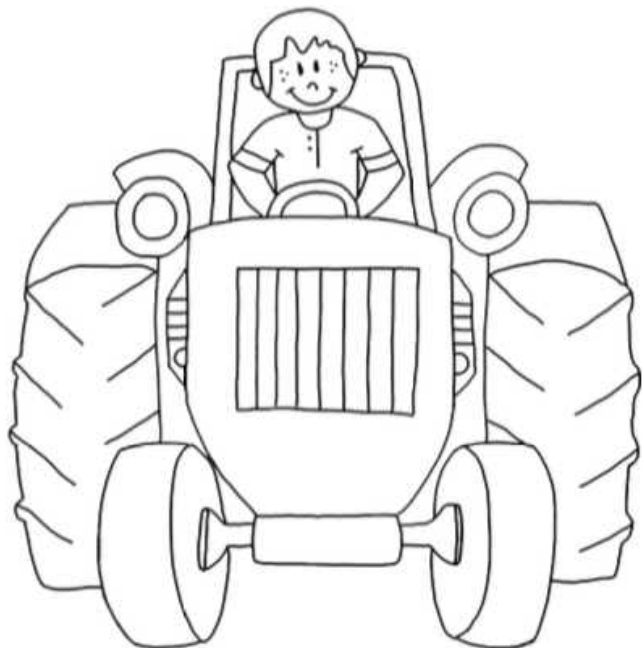
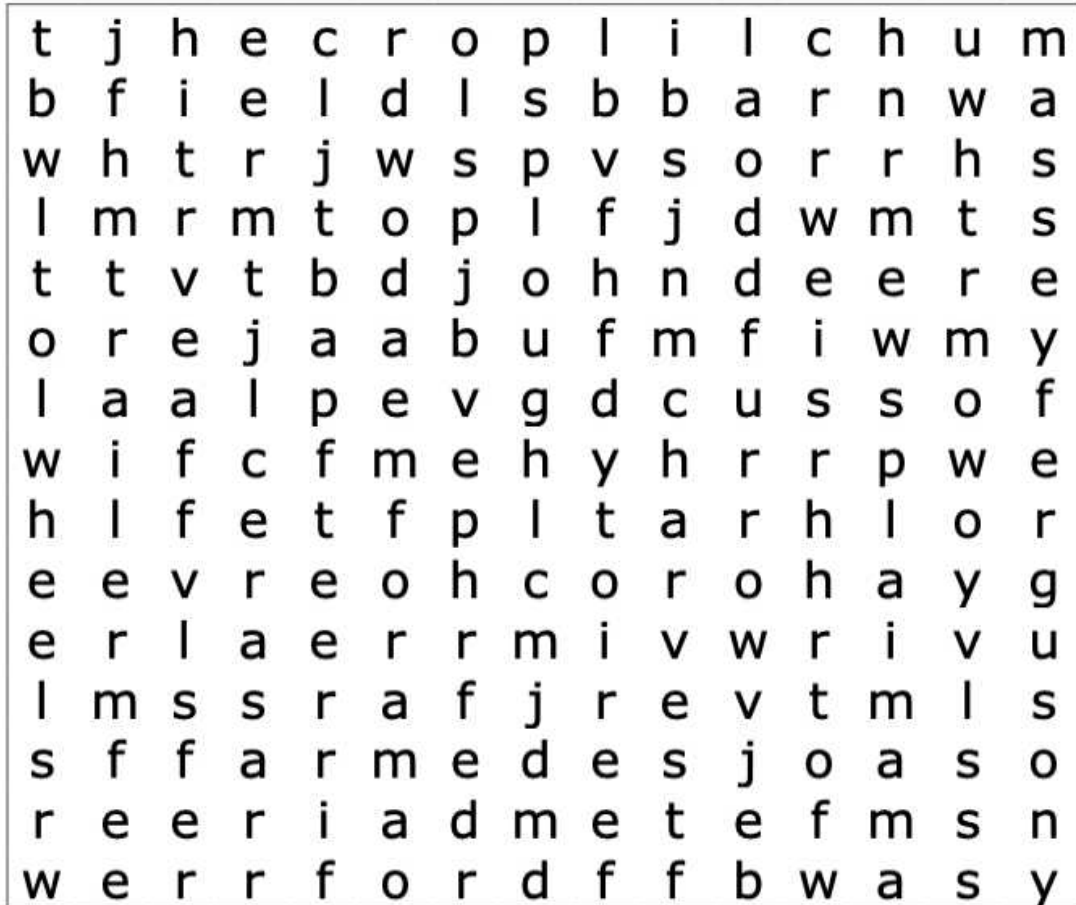
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Jordan Willis
Counter Sales



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**Village Market
FOOD CENTERS**

ELK RAPIDS & ALDEN

Torch Lake Veterinary
ADRIANNE J. WAFFLE, D.V.M.
231-331-6461

Village Car Wash
Village Gas
ELK RAPIDS

Easter came so early this year (March 31st).

Our Club Board and Members wish you and your families all had a blessed Easter.





Great Lakes Antique Tractor Club
PO Box 203
Fife Lake MI 49633

Check us out on the Web and FaceBook!
www.greatlakesantiquetractorclub.org