

# “THE TRACTOR TIMES”

## NOVEMBER 2020



“RESTORING THE PAST FOR THE FUTURE”

### **In This Issue...**

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- Justin’s Die Cast Corner
- Membership Corner

### **Please Note...**

- Next meeting: April 2021
- Time to renew your membership for 2021!

# Message from the President

Hello fellow GLATC members!

It is hard to believe we are in the month of November already. It has been a very difficult year, both for our club, and for all of us as individuals. 2020 in general, has been a challenging year, and continues to be as we speak. Our club was rendered inactive for the duration of the year due to the pandemic. We did manage to squeak out the Manton Labor Day parade, and it was certainly nice to be able to do something. We also held our annual election meeting in September, which turned out to be the only meeting we had all year. Most of the event cancellations were out of our control as virtually every town cancelled their celebrations. Even the Buckley Old Engine Show and Mackinaw Bridge Crossing were forced to cancel. It has been frustrating for sure, but we are still here, forging ahead.

We are now moving into our "hibernation" mode for the year. This will be the last newsletter until April 2021. There are also no meetings until April 2021. The dues collection process is well underway. Please see the membership corner article later in the newsletter for more information. There is also a list of the members that still need to send in their dues.

As some of you may have noticed, the newsletters have been removed from our club website. We were forced to take action due to a number of fraudulent emails being sent to our members asking for things like money and gift cards. The people sending the emails were signing my name. Thankfully, the emails were so poorly constructed and worded that our members that received them knew they were fake. These folks were likely getting email addresses from the newsletters which have the board of directors page inside, complete with phone numbers and email addresses. We have since removed all newsletters from the website, and they will eventually be reinstated with the board of directors page removed so no contact information will be on there.

Our club has sent letters to all of our club sponsors, informing them that their sponsor ads have been extended thru 2021 at no cost. This is our way of thanking them for staying with us and helping them out during this difficult and challenging time. Thank you to Greg Hansmeier for putting the letters together and getting them sent out.

We are still looking for someone to fill the advertising coordinator position within our club. This person would be responsible for contacting our sponsors for renewals of their ads, signing up new sponsors, and maintaining the records associated with the sponsors. This is a very important position to fill, and it does not require you to be on the board of directors. If you are interested, please contact me for more details.

I would like shout out a HAPPY VETERANS DAY to all the vets and current military personnel out there! Thank you for your service and sacrifices!

Finally, I just want to extend out to you all my gratitude for sticking by our club during this troubled time. I appreciate the hard work done by our board of directors, keeping on top of all the changing information throughout the year. I know things have been pretty bleak this year, with not only the pandemic, but the political turmoil as well. I ask all of you to keep your heads held up high, because we WILL get thru all of this, our club WILL continue to forge ahead, and we WILL be having fun again soon, showing off our tractors! I thank all of you that participated in our "virtual" tractor events on Memorial Day weekend and again on Independence Day! I am PROUD to be a member of this club, I am PROUD to serve in this club, and I am PROUD to lead this club! I hope you all stay healthy, stay safe, and have a wonderful holiday season!

Mike Polega  
President  
Great Lakes Antique Tractor Club

# Membership Corner

Hello fellow club members!

It is that time of year again! Time to renew your club dues for 2021! We started the process of collecting dues a month earlier (September) this year due to the pandemic. Now that we have entered the month of November, we are getting close to the holidays where things tend to get busy for everyone. Please take a moment to get your dues sent out. Members can send their 2021 dues (20.00) to the following:

Make checks payable to Great Lakes Antique Tractor Club or "GLATC" and mail to  
Mike Polega  
Membership Director  
11895 E M 55  
Cadillac, MI 49601

For those members currently receiving a paper copy of the newsletter, please include an additional 10.00 with your membership dues (total 30.00) if you wish to continue receiving the paper newsletters. This helps cover the cost of printing and postage. If you wish to switch to receiving your newsletter by email, please send us a valid email address.

Remember, per the club by-laws all membership dues must be received by January 1st, 2021. Reminder emails and calls will go out to those that have yet to send in their dues around mid December. PLEASE- save me some time and send in your dues as early as possible. If you have any questions or concerns, please contact me. THANK YOU!!

As of November 15th, 2020, the following members still need to take care of their membership dues:

Paul Anstett	Jerry McKimmy
Tom Baese	Harold Middleton
Paul Beechcraft	Dale Murfield
Joe Bussa	Loy Putney
Bob Carson	Dan Robbins
Chris Chilson	Jack Robbins
Kevin Chilson	Randy Robbins
Al Claeys	Britt Sanford
Duke Elsner	Keith Stewart
Karl Geier	Mike Street
Greg Hansmeier	Reed Vaughn
Jerry Hayes	
Bill Hecker	



# Justin's Die Cast Corner

Hello everyone! I hope you are all doing well and staying safe! These are certainly some unprecedented times we are living in, and I hope to relieve that slightly here with a good read about a fairly unknown tractor. This is the last article for the year, so if you missed any articles from this past year, you have 4-5 months to catch up. I'm really hoping to get more meetings in next year, and I'm REALLY hoping to be able to get the "Sandbox Series" back on track. So far, I have completed 2 parts out of the 5 part series. I will re-submit those issues at the beginning of next year's club season. I have obtained many new diecast models this year, and I hope to share them with you next year, because they are certainly good material to write about. Without any further hesitation, get your reading glasses ready for a new edition of Justin's Diecast Corner!

*Justin's Diecast Corner* **ISSUE # 18: Porsche Diesel Junior Model 108 Tractor.** By: Justin Polega

**BACKGROUND:** Porsche is most well-known for its luxurious sports cars, but did actually build tractors. The Dr.-Ing. h.c. F. Porsche AG, or Porsche AG for short, was founded in 1931 by Ferdinand Porsche. The company was founded in the city of Stuttgart, Germany and has resided there ever since. Porsche did not actually start off building cars under its own name, but offered motor vehicle development and consultation to the construction of cars for other companies. One of the first assignments that this new company received was from Germany, and they wanted Porsche to build "a car for the people." This is actually where the birth of the Volkswagen Beetle took place. The leader of Germany at the time, Adolf Hitler, wanted a simple car that would be mass-produced for his country's new road network. Although Porsche did not directly build the VW Beetle, as it was manufactured by Volkswagen, Porsche did have influence and input on the car's construction. VW also started producing military versions of the Beetle, while Porsche had almost secured a permit to build tanks for the World War II effort. Porsche lost both of the contracts to design tanks to Henschel and Son Co, which led to the creation of the Tiger I and Tiger II tanks that were used in the war. There was still, however, some influence from Porsche in the design of these tanks. The chassis that the tanks were constructed on was designed by Porsche, and they also designed the Maus Super Heavy Tank in the final stages of the war. Things were dark within Porsche at this time though. While things appeared to be good on the surface, the company had made ties with the National Socialist German Workers Party, or the Nazi Party. There were people working in VW/Porsche plants that were being used for forced labor. Subsequently, at the war's closing in 1945, Ferdinand and his son were arrested for War Crimes. While Ferdinand was serving his 20-month sentence in prison, his son Ferry Porsche was released 6 months into his sentence. He then decided to build his own automobile. His reasoning for doing this was because there wasn't a car on the market that he liked or was interested in buying, so he built his own. Ferry Porsche led the company through difficult times, even through his father's prison release in August 1947. Even with this going on, the early production stages of Porsche's model 356 car were in the works, and was completed and put on the market in 1948. Ferdinand Porsche then died in 1951 at the age of 75. the early production of the Porsche company's model 356 car. If we take a few steps back and look at the tractor side of Porsche, the initial plan to design and build a tractor was in the works at the same time as the plans for the VW Beetle. The original plan was to build a "Volks-Tractor," and that was to be sold alongside the VW Beetle. By 1934, there were three working prototypes of VW tractors, and they featured hydraulic coupling of the engine and transmission, which was very odd and unique for the time. This eliminated the need for a clutch whilst shifting while the tractor was moving. Porsche had been involved in other tractor designs beforehand involving both gas and diesel power plants. It occurred to Dr. Porsche that there needed to be different sized tractors, with different horsepower ratings. Porsche had most of their designs for the Porsche tractor in place, but that's when the war had ended. Only companies that had built tractors or similar implements prior to the war were allowed to continue building them after the war. As a result, Porsche licensed its tractor design plans to Allgaier of Germany, and Hofherr Schrantz of Austria. The tractors were produced with the names of Allgaier-System Porsche and Hofherr-System Porsche, respectively.



. Eventually, the rights to Porsche's diesel engine were sold to the Mannesmann company and Allgaier Tractor Designs. A new production facility was built in an old zeppelin factory in 1954, and a wide series of tractors under the Porsche-Diesel Motorenbau GmbH name, before production ended in 1963. The tractors were very far ahead of their time, as they were built with all of the new technological advancements that were applicable at the time. High prices and local German competition meant that the Porsche diesel tractors did not enjoy the same popularity as they had overseas. We'll get into production numbers of the Porsche Diesel Junior next.

**PRODUCTION:** The Porsche Diesel Junior production started in 1956, and ended in 1963. According to *Automobilemag.com*, 125,000 Porsche diesel tractors were produced, but only 1,000 made it to the continent of North America. There are no real numbers for what this tractor cost in the run from 1956-1968, but the tractors are selling for around \$15,000 if you're lucky today.

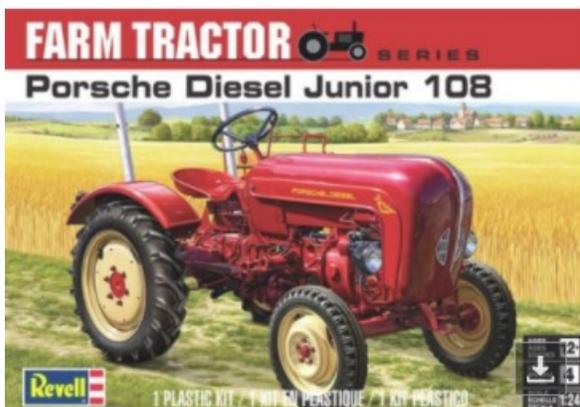
**VARIANTS:** The Porsche diesel tractor was offered in four variants: 1-Junior(14hp) 2-Standard(25hp) 3-Super(38hp) 4-Master(50hp).

**ENGINE INFORMATION:** As a general rule, Porsche used a single-cylinder, air-cooled diesel engine in their tractors. Before the Mannesmann company bought the rights to the Porsche diesel engine, production of the Allgaier AP17 began in 1950, which boasted a two-cylinder air-cooled diesel engine capable of 18hp. In 1953, Allgaier had produced a lineup of air-cooled engines that made 11hp, 22hp, 33hp, and 44hp.

**MODEL FEATURES:** There is no real diecast version of this tractor, but there is a plastic model kit available. I built this model of a Porsche Diesel Junior Model 108, and it is quite interesting. It is in 1:24 scale, but offers a detailed engine compartment, rubber tires, a sitting platform on the fender, and a detailed dashboard.

**SOURCES:** [https://en.wikipedia.org/wiki/Volkswagen\\_Beetle](https://en.wikipedia.org/wiki/Volkswagen_Beetle) , <https://silodrome.com/porsche-tractor/> , <https://en.wikipedia.org/wiki/Porsche> , <https://classicsworld.co.uk/guides/cars-influenced-by-porsche/#> , <https://roadscholars.com/junior-tractor-the-porsche-story-you-may-not-know-about/> , [https://en.wikipedia.org/wiki/Ferdinand\\_Porsche](https://en.wikipedia.org/wiki/Ferdinand_Porsche) , <https://www.automobilemag.com/news/porsche-diesel-tractor-models-history-origin/> , <https://www.livemint.com/> , and my general knowledge.

Well, I hope you enjoyed this! This was quite a bit of research and work to put this together. I hope to bring back the Sand-box Series next year, and showcase many new models I received this year! Please stay safe everyone, keep out of reach of Covid, safe travels, and Happy Holidays!!



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