

# Cast Iron Quarterly

Bluebonnet Antique Tractor Club, Branch 171 of EDGETA  
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<http://bluebonnetatc.webs.com/>



Here's a big hello to all you guys and gals in the club. Now that we have replaced all those pipes that froze last January it's time to look forward to show season. I am looking forward to seeing the new tractors and engines that were acquired or restored during winter. I myself have been busy making parts for a rare engine I acquired last October and should have it ready to show this year.

## Hale Center

Let's start off with some pictures from an agricultural museum I visited last fall. This is in Hale Center Texas which is about 30 miles north of Lubbock. There is no charge, but donations sure help to keep places like these around. In a past news letter I showed you pictures from the museum in Lubbock. This place is twice the size and 3 times as many things to look at. This is but a small sampling of what you will see if you visit this museum.









## Tool Definitions

This was sent to me by Bobby Wright, (must be why I don't hang around his place when he is working).

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh no!"

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**SKILL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

# Tech Section

Here's the situation. You have this rare engine, tractor or implement that is missing a part or two, or there is a part that is broken beyond repair. What do you do? Well if you have a common tractor, engine, or implement, you can usually find the parts you need as long as you are patient and have deep enough pockets. Suppose you're not working on a John Deere, (some of you can't relate to that), or a Farmall, but on a Hoyt Clagwell or some other rare piece of machinery. What do you do when there are no parts to be found? Well you're going to have to make the part you need.

There are several ways you can go about doing this. You can adapt a different part to work in place of the original. In the old days when these machines were used for work and not show, this was done often. I have seen several engines with old blacksmith repairs. Your other choice is to make a part that is original looking or close to it.

If you have the original part, or can borrow one, you have a model to go by to make the new part. If the part is missing, you'll have to do some research to find out what the part looks like and how it functions. Once you know this, you can come up with a plan of attack. Depending on the part, you can have another part cast and then machine it like the original part. This is time consuming and expensive. It will require an original part or a model to make a mold of it. The other choice is to make the part from scratch.

This is where this month's feature leads us. Back in October I acquired a circa 1910 Sherman and Smith 3 horsepower engine. It was missing several parts, but otherwise was in good condition and the price was right. So pour yourself some coffee, sit back and see how I go about making a missing intake valve cage / fuel mixer (carb), for this rare engine. This should encourage you not to be afraid to make your own parts if need be. If I can do it, you can too.

First step was find out what the part I needed looks like. I was able to find a few pictures on the internet. It seems this engine was made in Throttle Governed and Hit & Miss. My engine is Hit & Miss and I was able to find only one picture of the part I need. Because of copy rights, I can't include a picture from the internet.



Here is a picture of the place the missing part went. Second picture is the elbow I will use for the intake port and valve seat. Third picture is making a plate to bolt to the engine and weld the intake to. This will make more sense as we progress.





Next you see the hole cut for the valve guide. The valve guide was made from a piece of ½ inch round stock. I used a Chevy small block intake valve I had laying around to center everything up before brazing it together. The next picture is the plate brazed to the intake assembly. I could have used nickel welding rods to do this, but because this part doesn't get hot I chose to braze it as the brass weld looks cleaner and files much easier.



Looking in my junk pile I found a gas burner from an old water heater. I cut one end off to make the fuel mixer from and brazed it to the intake valve assembly. Next I cut the valve seat.



Now we see the mixture valve assembly. The long tube with a washer goes up in the narrowest part of the intake to create a vacuum that will draw the fuel into the intake. There is a needle valve on the inside of the adjustment and I found a knob to replace the pin handle. This assembly goes in from the bottom. The last picture is the assembly on the engine. You can see the mixture knob on the bottom. While it doesn't look exactly like the original it looks close enough to pass, (as I am not likely to find an original). To see what the original looks like you can go to this web site and see.

<http://www.oldengine.org/members/sundry/images/WebSSmith2a.jpg>



# Temple Texas show

Last October my wife and I went to the Texas Early Days Tractor and Engine Association show in Temple. This show is always held the first full weekend, (Friday, Saturday & Sunday), of October. This is the one show, if you can only go to one show, you have to attend. This is the largest show in Texas and has the most variety of any show in Texas. This year the weather was perfect except for some light showers Saturday afternoon. I went in the wife's mini-van not expecting to buy anything big. Wouldn't you know it, I bought a rather large engine and fortunately Bobby Wright was there and I was able to beg him to haul the engine home for me. Thanks Bobby!

There was over 200 tractors and over 50 engines. This year I think I am going to try to bring some engines to show. Here are just a few pictures to water your mouth and get you to put the Temple show on your calendar for October.

















# Brazoria 2010 Show

Here are a few pictures from the Brazoria Texas show in March. One of our own members David Peltier won an award. Congratulations to David Peltier! Just goes to show, you don't have to have the prettiest tractor to win. Matter of fact, your tractor didn't even need to run to be in the parade, (look at last picture).











## Secret Camera

Next time you see Lonnie Fisher, ask him to give you some sugar.



Here we see Lonnie Fisher extracting sugar from sugar cane.

## What's fer sale!

Here is a model H John Deere. The "H" was restored in 2006 The price is \$ 3900 OBO





2 hp Cushman stationary engine, asking \$800.00. Engine is in very good condition. Contact: Lonnie at (281)-383-2052 or [l-jfisher@verizon.net](mailto:l-jfisher@verizon.net)

### For Sale;

Attached are the pics of the Super C I have for sale. It's a 1953 and starts and runs good. Planters and cultivators are 99% original and complete. They do work. Asking 3000.00. Dean Olson cell # 281-831-5331, [deano@deanolson.net](mailto:deano@deanolson.net)



For sale





1929 Fordson, built in Cork, Ireland. It does have a lot of the features, unique to 1929 Irish Fordsons, although it has some features that reportedly were only offered on later production, some even after production was shifted from Cork to England. It was in running condition when I bought it, but it requires cranking by hand and I have decided to downsize. The tractor is not painted in the original color scheme and is missing the original air cleaner although an air cleaner off of another make tractor is provided. The original fenders are also missing, but only a tractor fanatic who knew the difference would know that it even was factory equipped with rear fenders. I do have the original tool kit and owners manual and a few other parts and manuals to go with it. It is an ideal parade tractor as it was fitted with the optional French and Hecht wheels mounting pneumatic tires, so it is not on steel. There were fewer than 10,000 Fordsons built in 1929, so it is one of the rarest year models. I am asking \$2,000.00 firm, which probably is less than I have invested in it.

It can be seen at my location in Katy, conveniently located near I-10.

Cell phone: 832-659-5881. Email address: [modeltwoods@yahoo.com](mailto:modeltwoods@yahoo.com) Terry

## For Sale or Trade:



JD Plow:

2 bottom plow John Deere in excellent condition \$250.00. Will consider trade for a good walking plow. Contact: Glenn - [glenc@consolidated.net](mailto:glenc@consolidated.net)

**For Sale:**



F-12 w / road gear in transmission. Includes set of 36" round spoke wheels and other parts for restoration. Engine is stuck from sitting. \$1,200.00

Contact: Glenn - [glenc@consolidated.net](mailto:glenc@consolidated.net)



## For Sale:

Used tires: 2 Goodyear 11.2 X 38 4 ply tires and tubes (\$80.00 for the pair). 2 5.50 X 15 tires and tubes (\$30.00 for the pair). All tires are weather cracked but, have about 25% usable tread. These tires were in use on a Farmall H. For more information contact Dave: 281-489-7752 or email [sdmiller@yahoo.com](mailto:sdmiller@yahoo.com)



For more items check our web site on a regular basis. <http://bluebonnetatc.webs.com/>

## Member Spotlight

This month we feature Bryan Yates.

My story is not that much different than some of the others. It goes back to when I was very young. One of my first memories is sitting on my grandfathers lap with my hands on the wheel of his farmall H. This is similar to one of my other early memories of sitting on my uncles lap with my hands on the wheel of his bright orange Plymouth Roadrunner. It is funny how this can influence you as I now have tractors, and I still want a Roadrunner.

I was born in 1968 and grew up in Seabrook, Texas. I graduated from Clear Creek High School in 1986, and then graduated from Sam Houston State University in 1991 with a bachelor's degree in agriculture education. When I was a kid I would spend summers with my grandparents in Huntington, Texas. I helped my grandfather bail hay for others, and we did a lot of hay. He had two International 674' s, and an International 986 that we cut and bailed with. The farmall H was gone by now, but he showed it to me later when we passed by the man's place who bought it and he had begun to fix it up. He also had an International 274 that he used for his very large garden.



When I started college I would spend my weekends at the place my folks bought near Buffalo, Texas. It was closer to go there every weekend than it was to go home. A few years earlier my dad had bought a Bolens G194 to use there. When I started spending so much time there I decided I needed a bigger tractor than the Bolens, even though it was and still is a very handy size to have. My dad still has the Bolens, and they now live there. I started looking for a tractor and thought I would get an international until I came across a John Deere 430 at the local Buffalo dealership. I decided this tractor would work for me and the price was right. This started it all for me as now I was hooked on John Deere 2 cylinder tractors. I have since then gathered up a few project tractors and some old equipment. I still have and use the 430, and it still earns its keep along with going to many of our events.

I got involved with our club by chance. I was attending Horn auction with Dennis and Zach Cunningham and met Joe Deford while admiring an Allis Chalmers WD he had bought. He had trouble shutting it off so we helped him figure it out. We got to talking with him and found out there was a tractor club in our area. This is just what we needed. I now live in Santa Fe, Texas with my wife Ann and my daughter Hailey and our second child on the way. I work as a welder for Mepco inc. and do mostly tig welding.

Our club has been a blessing as I have made many friends who treat you like family, my wife Ann is even our secretary now. I don't really have anything restored yet, but eventually will, as it is hard to do with a family. There is probably more that I could write, but I am not a writer and this covers the basics.



## ***PRESIDENT'S MESSAGE - 1st QUARTER***

Hi folks, as we're now well into the first quarter of the new year, we've already had club members participate in several events, and all but one, was *NOT* rained out (a first for 2010 for as you may recall, most every event in the first quarter of last year *WAS* rained out).



To date, a parade was held for the opening of the Galveston County Fair & Rodeo and although there was supposed to have been an all day tractor and engine display, that portion was a rain-out. Next up were four separate events, those being the annual East Texas Tractor Show & Swap Meet in Canton; the annual Cotton Gin Festival, Tractor Show & Pull in Burton; the annual Memories of Yesteryear Tractor Show & Pull in Henderson; and one other show & parade held in Dayton. It's nice that members are participating in these events as the more our \*club's name gets out in front of the viewing public, the better we'll be remembered. Please check the calendar on our website for more upcoming events.

While on the subject of websites, I have to hand it to and congratulate Corwin Horn for not only setting up the club's new website, but also volunteering to be our webmaster, which is a time consuming task all of its own. When Corwin first asked me if I had ever thought of such a site for our club, I stated that "yes, I definitely had", but knowing of all the hard work involved in setting one up, and then having the expertise and computer knowledge to maintain it, plus the annual expense, that I'd simply never given the idea a second thought. When he told me that he thought one could be set up at no annual expense and that he would maintain it, I very quickly replied that he should proceed with setting it up, and folks, within just a few days, he not only had us up and running, he had a finely designed, first class website for us to enjoy, he has continued to enhance the site by adding links, swap & sell items, tech info, event photos, and on, and on. Corwin has also come up with a BATC membership card (separate from your EDGETA card) for all of you and is currently working to get those printed. So next time, you see Corwin at a meeting or event, please tell him how much you enjoy the website as well as the accomplishments he's putting fourth for the club.

While on the subject of "Events", I sadly have to report to you that it's not looking very inviting for us this year for the annual Martyn Farm Festival Days event in November at the Armand Bayou Nature Center; (though I haven't been officially told that by the center's new director, I did speak to him by phone recently and he advised that he'd have to let me know after a meeting in mid April by the volunteer committee which makes those decisions). From what I was told, it seems that some of the volunteers out there think that our tractors, implements and engines, though vintage as they are, simply don't fit into the scheme of the era of the farm that they're trying to present. Additionally, they're thinking of cutting back the event to one day only due to the current economy and they also want the area we would normally occupy for a music and dance venue. As soon as I get the official word however, whichever that may be, I'll post that info for all to know. If we're not invited back, I guess we can all look back and say that at least, we had a good four year run at ABNC. At present, there is a possibility for us to attend another event on or about the same time in November, and it will be located very close to us. I'll let everyone know about that also, if and when it becomes official.

On two other notes, we're still working on a club tractor ride and a plow day, provided we get interest from enough members to participate in such; however, at this time I haven't received replies from but about a half dozen members wanting to do a ride and only four to five who want to do the plowing.

Lastly, I want all of you to know that our club, which has been in existence for only five years now, boasts over eighty members, who collectively own over three hundred vintage steel wheeled, rubber tired and tracked tractors, implements and early day gas engines. I'm personally overwhelmed at the enormous growth we've had and continue to experience as I never dreamed such would ever happen



back when I was forming the group. All I can say is "a sincere thanks" to each and every one of you, for it's you the members who have made this a reality. I hope to see you at our next meeting on June 24th, and/or at an upcoming event.

Larry

\*We're working on getting some club (logo and name) placards for members to place on their tractors for parades & shows

**BATC Contact information:**

**Larry Steed, Club President – 281 485-9764 (h); 713 899-5888 (c) [candy3505@comcast.net](mailto:candy3505@comcast.net)**

**Joe DeFord, Club VP – 713 294-2749 (c) [jdeford@verizon.net](mailto:jdeford@verizon.net)**

**Ann Yeates, Secretary – 409 316-1229 (h) [YeatesBrian@yahoo.com](mailto:YeatesBrian@yahoo.com)**

**Candy Steed, Treasurer – 281 485-9764 (h) 713 898-8122 (c) [candy3505@comcast.net](mailto:candy3505@comcast.net)**

**Dan Hinton, Safety Officer – 281 487-3698 (shop) 281 460-2280 (c)**

**[golddusters5703@earthlink.net](mailto:golddusters5703@earthlink.net)**

**Corwin Horn , Webmaster - [www.bluebonnetatc.webs.com](http://www.bluebonnetatc.webs.com)**

**Vernon Achord, Jr., Newsletter Editor – 409 925-8029 (h) [inthelt@aol.com](mailto:inthelt@aol.com)**