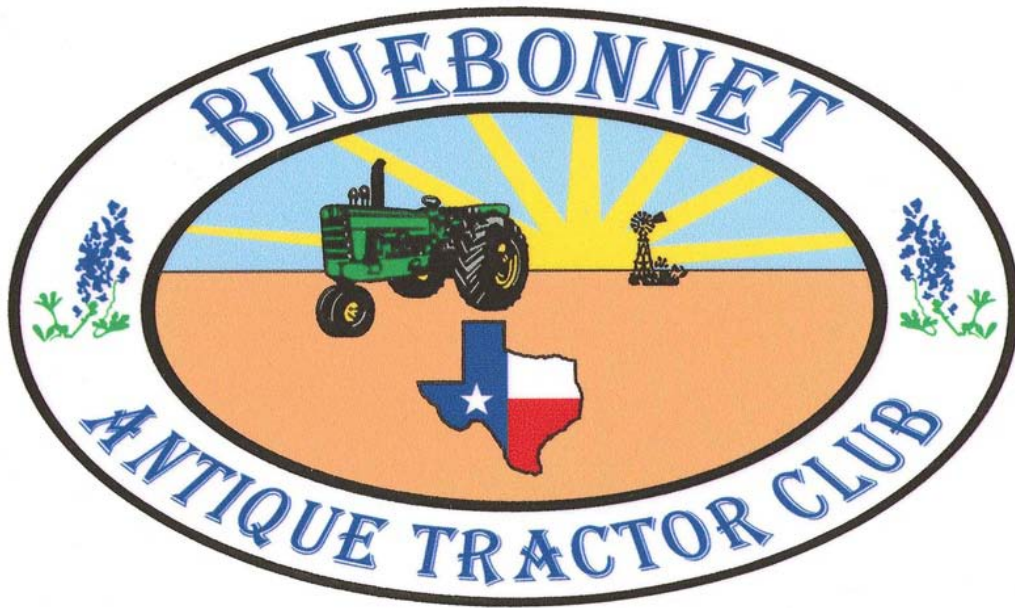


Cast Iron Quarterly

Bluebonnet Antique Tractor Club, Branch 171 of EDGETA
March 2013 Edition, Volume 16

<http://www.bbatc.org>



Keeping our agricultural history alive!

Spring is here!

Sorry that this letter was late, but with starting a new business, computer problems and the wife going to school, I'm lucky I got it out at all.

Well it's time to drag out the old iron. Check the fluid levels, air up the tires. Grease what needs greasing and fire up that machine, or at least try. Better to work on them at home then at the show.

This is the year we do our own show. There is much to do and for this show to be a success, we need to all pull together, (get it? Tractor club, pull together. Ha ha). Anyway I hope you all can at the least bring something to display. We have a large membership yet, there are many of you whom I have never seen your toys. Please consider bringing your tractor or engine to this show. *** Saturday, May 11, 2013 Billy's Hall, Pearland, TX ***

As of yet this year there hasn't been many shows, so I don't have a lot of pictures for this News letter. VA

Brazoria

Not much green.









Tech Talk

So, you just finished painting that tractor. It is prettier than the day it left the factory. It not only looks sweet, but it runs like a Swiss watch. You're proud of what you have done with that rusted, busted pile of iron that got dragged in from the field, and rightfully so. To show your wife and friends that they were wrong when they told you, "you'll never get that thing running", you have invited all those naysayers over for a demonstration of how sweet your tractor runs.

They are amazed at how shiny the paint it is. Even the tires and hoses are shiny. Someone says, "It's pretty, but will it run?" This is what you have been waiting for. In your mind you think, "Now they will eat their words!" With the graceful move of a ballerina, you reach for the ignition switch and give it a quick twist only to hear "click click click". Amid snickers, you jump down to check the battery cables. They are clean and tight. You wonder if the new battery has gone bad. After the hecklers have left you hook up the battery charger and come back 30 minutes later. Dang thang fires right up. So, while it is running, you tear up the shop to find your volt meter. Once connected you see the battery volts are 11.6. "No wonder! It's not charging."

If you work on tractors or old cars, (even newer cars), sooner or later you're going to run into one with a charging problem. There are several things you can do to fix this, or do nothing, (we will get to that later). The first thing you have to ask yourself is what is the purpose of this tractor? Are you going for show room originality? Is it used for work regularly or just once in a while? Is it a trailer queen and only runs in parades, and shows. Next does it have a generator or alternator?

If you have a generator, there are a few things the average gear head can do. First take the cover off on the end opposite of the pulley. You should see two, three, or four brushes in there. Check to make sure they are free and are riding on the commutator. They should also not be worn down. Next question is, did you polarize the generator when you put the tractor back together? If you didn't there's a chance you fried the voltage regulator. While we are at it, did you hook the battery up right? You may think this is silly, but many tractors are positive ground. "Well if I had hooked it up backwards, the starter would spend the wrong way!" Not true. All non permanent magnet starters will spin the right direction regardless of polarity. OK, so far everything seems OK. At this point you can haul the tractor to a shop, or you can pull the generator off and tear it down. Take your ohm meter and place one lead on the shaft and run the other lead around the commutator. The meter should read infinity. If you have a growler, odds are you don't need to read anymore of this article because you know how to check a generator. A good tractor manual will tell you how to check your system. You can also take the generator and regulator to an auto shop that specializes in charging systems. I know of two. One in Manville, and one in Galveston called Galveston Battery. Galveston Battery used to stock a lot of old parts, but they lost their inventory to hurricane Ike.

Another option is replace the generator with an alternator. If you're not concerned with originality, this is the route to go. Most people use the single wire Delco alternator. You can also use the 3 wire unit if your wiring skills are OK. You can get these at any auto parts store and they hold up and charge better than a generator. You will have to modify your mounting

bracket to get an alternator to work in place of a generator. CAUTION, these are 12 volts, negative ground. If your tractor is 6 volts and or positive ground, you will have to change some things, or you can get special alternators that are 6 volts and positive ground, but expect to pay more for one.

If your tractor has an alternator already you will have to refer to the manual to find out how to "full field" it to check the regulator. On the Delco units there is a "D" shaped hole in the back. Straighten out a paper clip, with the engine running, stick it in the hole till it grounds out. You should see the voltage climb over 14 volts at a fast idle. If the voltage jumps up, the internal voltage regulator is bad. These are not very hard to replace, but most people just go buy another rebuilt alternator.

OK, now, there is one more option. Don't throw rocks at me when I tell you, but you can choose to do nothing. Yes you read right. If your tractor rarely sees any work, and is run very little, and it has a good battery you can just leave it alone and run it that way. Do you have a trickle charger? When you know you're going to need your tractor, put the charger on the day before. I have a JD MT that someone put a Delco alternator on before I got it. The alternator has only worked a couple of times. I have the same battery in it I put there 8 years ago. I charge it and use the tractor to mow. Takes about 2 hours to mow. I usually get about 3 mowings per charge. One of these days I will get around to fixing it.

Well there you go. Remember to use all safety rules when working on electrical systems. Disconnect the ground cable first. If the battery is next to the gas tank, be careful not to short the battery out on the tank and burn a hole in it, that would not be pretty.

Lonnie Fisher

Sent these fine pictures of his cane press.



Packratitis

The wife decided she wanted to rearrange the wash shed, so I decided I needed to take some of my old engines and parts to the barn. It's amazing how this stuff just accumulates. All this just from the wash shed. VA



Canton Show

Dan Hinton and Corwin Horn received an award for the best club set-up and display!

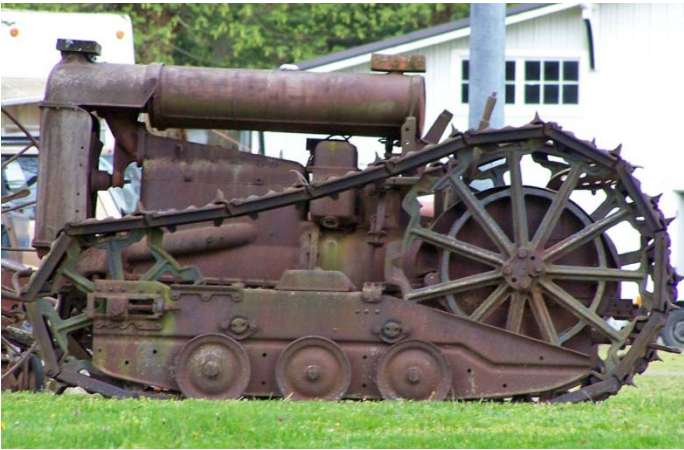
Here is proud Bryan Carr at Canton.



Fantasy Tractor Show

Since there haven't been many shows so far I thought I'd post a few pictures that I would like to see at a show, (but never will).









Requests

If you would like to be in a future news letter under the Member Spotlight section, or you have a story of how you acquired your tractor or engine, please contact me, Vernon, (409) 925 8029, or Inthelt@aol.com

Galveston County Fair & Rodeo

Parade



PRESIDENT'S MESSAGE

Well folks, while sitting here typing this message, some of our club members are hopefully settling in for the night after eating a wonderful meal cooked by the host club at this year's annual East Texas Tractor Show & Swap Meet in Canton, Texas.

And while on the subject of tractor shows, there are some great events coming up through the spring and into the summer, so please refer to our website calendar to view the dates and locations of these events. That said however, we need to

seriously make an all out effort to not only participate with iron in our own upcoming show coming up on May 11th, but also to pitch in and do our part in making this event successful.

Lastly, as we're focusing more and more on safety issues, if you haven't yet viewed the EDGETA safety rules, I encourage each of you to visit their website and read those rules, so that you too are aware of what we all must do to not only comply by said rules, but more importantly, so that we remain safe as individuals, keep those around us safe and keep our precious iron undamaged.....!

Larry

What's fer sale?



1930's Witte throttle governed, (not hit & miss), 2 or 3 hp engine. Runs well, has chip in flywheel hub. Engine has almost no wear, and great compression. \$550, Vernon 409 925 8029, inthelt@aol.com



For Sale: Farmall Cub (sickle mower is not included). The tractor has a clicking noise in 2nd and 3rd gear, but otherwise performs as expected. Asking \$1,200.00.

Contact:
George
pgtwist@yahoo.com



For Sale: Farmall 450 on propane. Tractor runs and drives great. Asking \$2,500.00

Contact:
Tom
409-502-0065
kdsantafe@aol.com



For Sale: 1954 CJ3B, fully restored and parade ready. Asking price is only \$12,000

Contact:
ZimmermanM@cvsolutions.com
PH: 972.894.8306
512.557.4263



For Sale: John Deere H - hand start with fenders. Every day low price \$3,000

John Deere B on full spokes, fenders, and new rubber. \$4,200, (see below)

Contact:
Bobby Wright
bcw54800@gmail.com



[Bobby Wright](#)



**For Sale:
Farmall with new tires \$2,500
1942 John Deere Model B, serial #159741 Wilco series C. The cultivator is \$500 extra.**

Contact:
Vance or Greg
PH: 361.564.8880
PH: 281.639.3073
Ad expires 9/5/2013



Early 1950's homemade tractor. Made from a truck frame. Has running 6hp Wisconsin engine, Ford model A transmission, 1936 Ford coupe shortened rear axle. Hand operated implement lift. Tractor is well made and fun to drive. \$300, Vernon 409 925 8029, Inthelt@aol.com.

BATC Contact Information;

Larry Steed, Club President, 281 485 9764 (h), 713 899 5888 (c), candy3505@comcast.net

Joe De Ford, Club Vice President, 281 337 5417, jdeford@verizon.net

Candy Steed, Treasurer, 281 485 9764, candy3505@comcast.net

Stacy Gonzales, Secretary, 281 667 5097, HPDestimator@yahoo.com

Dan Hinton, Safety Officer, 281 487 3698 shop, 281 460 2280 (c), golddusters5703@earthlink.net

Corwin Horn, Webmaster, Corwin@bbatc.org

Vernon Achord Jr., Newsletter Editor, 409 925 8029 (h), Inthelt@aol.com