

LETTER FROM THE EDITOR

I hope everyone is having a great fall. It has been a busy one around here. I have been working extremely long hours at my full-time job and then trying to complete my HAPCO and LGT News tasks in between naps. It looks like we are finally starting to get caught up at work which is refreshing to me considering how close we are to the holidays. This is also the time of year that I try to take a moment (usually while sitting in a deer stand) to reflect on the blessings I have been given. We all live in a fast-pace society and it is so easy to forget about appreciating the simple things in life. More importantly, we often don't take time out of our busy schedule to enjoy being with our loved ones.

A few weeks ago I attended Paul Magin's Deerefest and it



was a great time! It was some great camaraderie and I took a lot of photos. I am putting together an article on this event for an upcoming issue.

I want to extend an apology to Mike Schiefelbein for an error that I made in the September/October 2004 issue of the LGT News. Photo #6 was of a 140 owned and restored by Mike. Mike put close to 200 hours into the restoration of this masterpiece. I am sure it was disheartening for him to see this photo with no mention made about him. I was under the assumption that it was owned by another party,

however, I should have checked into this before adding it to our photo lineup.

Are you planning on restoring a John Deere lawn and garden tractor this winter? If so, you may want to take photos of it from the beginning to the restoration phase. We are thinking about adding a section called "The Total Lawn & Garden Tractor Makeover." This would be a great way for you to share with the readers the steps you went through to make your lawn and garden tractor look showroom new.

As always, thank you for being a subscriber to the LGT News. We could not make it without your help.

Have a wonderful Holiday Season!

Brandon Pfeiffer

Brandon Pfeiffer, Editor

Ron Jungmeyer

RESTORATIONS

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STAN'S ARTICLE: Tractor Events and People

Submitted by Stan Barnes of Vernon, CT

My first John Deere tractor was a partially restored 1940 "B" which I bought in 1994, and my first L&G tractor was a nice '67 112 bought in 1998. I figure my wife Lois and I have attended at least fifty tractor events in these past ten years. I say "events" because we've participated in plow and harvest days, tractor rodeos, historic day displays, agricultural expos and many tractor shows. At these events we've seen a never ending variety of machines and equipment but one of the things these events have in common is the people. People who come to see the exhibits, watch the activities, peruse the vendors, amuse their children for a couple of hours, or just wander in to see what's going on.

Over the years we've found the visitors to tractor events, at least those who stop to talk with us, tend to fall into six general categories; Gee Whiz, One Like That, Disinterested, Wants to Know, Know It All, and Enthusiast. Of course there are exceptions, but in general the majority of visitors fit into one of these categories regardless of age, gender, or background. So, here's my assessment of the kinds of people we meet at tractor events.



Gee Whiz: Often on their first visit to a tractor event these people are impressed with the old equipment on display. They are even more surprised at the age and appearance of restored tractors and ask many questions about how they work, how much they're worth, where they come from, etc. These people are fun to talk with and appear to be having a good time.

One Like That: A common refrain here is something like, "We used to have one of those", "Sure was a good tractor", or "Dad has one like that". What usually follows is a few minutes of reminiscing about the old tractor and in some cases might even include, "We still have one out in the shed, haven't used it for years. Think anyone would be interested?" Well, shucks, I'll take a look at it for you, just to see if it's worth anything.....

Disinterested: Now I don't want to appear sexist here, but along with men this category often includes bored teenagers and women with baby carriages or a couple of small kids in tow. A momentary glance, a brief pause to check out crafts Lois may be displaying, and off they go. About all I do is keep an eye on the kids to make sure they don't climb on a tractor. However, if a parent asks permission for a small child to sit on a tractor that's different, and Lois or I will help the child get on the seat to prevent scratching the paint. We always like to encourage the younger generation.

Wants to Know: It's refreshing and enjoyable to talk with people who are truly interested in the history of old tractors, how they work, and what's involved in tractor restoration. Young or old, they ask intelligent questions and soak up information like a sponge. They are surprised at the number and quality of restored tractors and ask all kinds of questions about finding old tractors, the different models and years, parts availability, etc. They make going to tractor events even more fun and I could talk with these folks all day.

STRIKING GOLD

Finding a Sweepster Golfer

Submitted by Ron Jungmeyer of Russellville, Missouri

For years there were three John Deere Sweepster Golfers driven around the grounds at tractor shows I attended in Indiana and Ohio. Two of them were owned by my good friends from Ohio named Earl Scott and Don Wilson. I let Earl and Don know that I was seriously interested in buying a John Deere Sweepster Golfer. I asked them both if they would keep their eyes open for me.



The tractor on the left is the 110 Golfer as it looked when Earl delivered it to me at the Portland show. The operators of the tractors from left to right areas follows: Shirley Jungmeyer, Donna Scott and Marilyn Wilson.

One night in June of 1998 at around 11:30 p.m., I received a phone call from Earl's wife Donna. She and Earl were at a tractor pull in Marion, Ohio. The first words out of her mouth were "how much money do you have?" I asked why and she said "I found a golf cart!" Earl got on the phone and said it was the other one we had seen before at the shows and Donna had seen it running around on the grounds that evening with a For Sale sign on it. She asked the owner to hold it until the next morning because she knew of someone who was very interested in it. I didn't like the asking price because it was more than I wanted to spend. My wife Shirley was listening to Earl's and my conversation on our other phone. She spoke up

and said "I think we should get it. When will you ever find another one?" (How many of you guys have a wife like that?) I decided to take Shirley's advice. Earl went ahead and brought it to his home and then we met up a couple months later at the Portland show to make the exchange.

The story of how the previous owner found this Sweepster Golfer is quite interesting. He was visiting a dealership in Indiana and found it stored there in brand-new condition. By the time I purchased it, it had been painted green and had a few stress cracks. It also had a total of 16 holes drilled in the fiberglass for taillights, a trailer hitch, an umbrella and who knows what else. (Someone must have given the previous owner a new electric drill for Christmas.)



My 112 and Sweepster restoration nearly completed.

Stripping the green paint off the fiberglass was not a problem; however, repairing the holes in the fiberglass took some time. The bumper needed a lot of work and then it also had to be re-chromed. I decided to trade off the 110 that

This Old Garden Tractor, Part 7

In this issue we will discuss the final stages of putting the engine back together. This process was definitely the most thrilling that I have experienced so far with this project.

Our first step was to install the ignition system. Mike Wolf, our lawn and garden tractor mechanic extraordinaire, removed the plug from the sight hole on the bearing plate. He slowly began rolling the engine over until he could see the letters SP (through the sight hole) on the back side of the flywheel. He then lined the SP up with the mark on the bearing plate.



Points and condenser ready for installation



Lining up SP with mark on the bearing plate

Next, Mike installed the points plunger. He said that when rebuilding an engine, it is crucial

to replace the old plunger since it has incurred some wear and may allow for oil to get past the plunger. Also, the wear may cause the plunger to catch on the groove which would prevent it from operating correctly.



Installing Plunger

Once Mike replaced the plunger, he then installed the points assembly. Next he set the air gap on the points at .020. To properly set the gap, make sure the SP on the flywheel is lined up with the mark on the bearing plate. Next, roll the engine over counter-clockwise 180 degrees and then set the point gap at .017 to .020.



Installing Points Assembly

The Soo Loader

Submitted by Richard L. Brandt of Cedar Rapids, Iowa

We have all heard of the rare Johnson loader and the even more-rare Danco loader. Most likely very few collectors have ever heard of the Soo loader.



The Soo Loader was manufactured by the Soo Tractor Sweeprake Company of Sioux City, Iowa which was founded in 1942. The company started out manufacturing sweeprakes with large, stout teeth for handling stacked hay. Early rakes were horse-drawn and made of wood. The models that followed were made out of steel and were pulled by tractors. Later, Soo began building and selling front-end loaders for farm tractors which were sold through equipment dealerships.

The decision was made to expand the company into the lawn and garden tractor loader market. As a result, they came out with the model 150 Soo loader in 1966. This new attachment had double acting hydraulic cylinders with a lift capacity of over 350 pounds and a breakaway of 600 pounds. A counterweight of 250 pounds was required to insure proper and safe operation of the loader. A 2-spool 750 P.S.I. double acting integral relief valve set was used for the control mechanism. The hydraulic power system consisted of a 4.8 G.P.M. filtered hydraulic pump. The average lift height from the lower bucket pin was 72 inches. The total

weight of the loader was 350 pounds. This height and weight did vary some with different mounting kits required for certain brands of lawn and garden tractors.



A close-up view of the hydraulic pump on Richard L. Brandt's 1972 model 112

The loader had two double acting hydraulic cylinders for the bucket dump mechanism. There were two options for the bucket when ordering the loader. The standard bucket size was 40 inches in width and came with six removable square tine teeth. It also came with a replaceable, hardened cutting edge. If the customer wanted a larger bucket, a 54-inch width unit with replaceable, hardened cutting edge could also be ordered. Unlike the Johnson loader, the Soo came in only one color which was off-white outdoor enamel.

Several accessories were also available which were as follows:

- 54" front-mounted straight dozer blade with replaceable, hardened cutting edge
- Adjustable fork lift
- Boom Hoist
- Ballast Box
- Universal weight carrier with suitcase type 25 lb. weights. Carrier holds up to ten weights (250 lbs.)

ASK THE VETERANS

Question:

I am restoring a 210, 212 and a 214. I know that the frame, engine and transmission are painted black. What I don't know is what color black should be used. Can you give me any insight on the proper color to use?

Answer:

Although many different shades of black are used to restore the 200 series John Deere lawn and garden tractors, the general consensus is that John Deere Blitz Black is the closest match to the original color. It is not glossy and is not flat. It is also a little less glossy than semi-gloss paint. If any of our readers would like to comment on this, we would love to hear from you.

Question:

What is the difference between the John Deere model 200 eight-horsepower engine and the John Deere model 208 eight-horsepower engine?

Answer:

This is a great question. The model 200 was at a higher price-point than the model 208 which was built to market to lower price-point customers. The designers at Deere most likely felt that the 200 should be built to run as quiet as possible since it was an upscale machine. Consequently, they chose the Kohler K181QS eight-horsepower engine. The Q stands for quiet and the S stands for electric start. When the model 208 came out in 1977, it was equipped with an eight-horsepower Kohler K181S. Notice there is no Q in this model

number but it does have the S. Therefore, the engine in the 208, although it had the same amount of horsepower as the 200, did not come with the noise dampening shields and quieter exhaust system.

Question:

I have a John Deere model 318 with an 18 horsepower two-cylinder Onan engine. The approximate hours are 840. When the engine has been running for 35 to 45 minutes, and I shut it off, it is virtually impossible to start. We were told that the problem is spark ignition. We have replaced the following items in this order: Condenser, spark plugs, coil, and plug wires. These replacements have not corrected the problem. Any suggestions on what could be the problem?

Answer:

I would first pull one of the spark plugs and ground it on the head. Turn the engine over to make sure you have spark. If you don't there is definitely something wrong with the spark ignition. Something else that you may want to consider is that you may be experiencing some type of fuel vapor lock when the engine gets warmed up. You may want to remove the fuel hose at the outlet to make sure you are getting adequate fuel. If you are not getting sufficient fuel supply, you may be dealing with a faulty fuel pump or some type of blockage in the fuel system. These are just some suggestions that you may want to try. I would also contact the gang at www.weekendfreedommachines.org to see if any of the members may have additional ideas to correct your problem.

CLASSIFIED ADS

For Sale: 1966 Model 110, serial # T2314010309M, complete restoration with mower deck. Also **For Sale:** 1965 Model 110, serial # A32094, restoration started, complete engine rebuild, have an extra engine, tractor is complete with mower deck. Have some extra parts and decals.

Asking: \$1,500 obo for the pair. Delivery possible. Haven't lost interest, just time. Contact Robert Ervin 810-223-8158.

For Sale: No room to store, 1964 Model 110, Serial # 13385. Restoration project tractor is painted, engine rebuilt, new belts, Needs minor work to finish, 3-speed, Asking: \$1,000. Contact: 937-364-6215. Lynchburg, OH

For Sale: 1967 Model 110, Serial # 69357, repaint, starts and runs well, 4-speed, Asking: \$800 Original muffler ordered and will be provided. Contact: 937- 364-6215. Lynchburg, OH

For Sale: N.O.S. grill for 1964-67 model 110 or 112, Asking: \$100. Contact: 937-364-6215.

For Sale: 1970 112 Patio, S/N T0655 160363M with hydraulic lift and Tecumseh engine. Includes Patio front blade, chrome hub caps and a new hood painted April Yellow, Asking: \$1,450. Located in N.E. Wisconsin. Contact: 920-989-2176 after 6 pm.

For Sale: 1970 model 110, eight horsepower, rebuilt carburetor, engine runs rough. Needs tires, overall condition decent. Asking \$350. Located in Louisville, KY. Email for phone number. Email address: rraclin@bellsouth.net

For Sale: 1970 110 with new-style mower deck, everything works but variator is a little slow, engine smokes a little. Also **For Sale:** 1965 110, all original rough looking but worth restoring. Asking \$800 for the pair. Assumption, IL Contact: 217-226-4193.

For Sale: Remanufactured row markers for Brinly one row planter. Row marker is primed and comes with the hardware. Asking: \$65.00 plus shipping and handling. Satisfaction Guaranteed. Contact Jim Buske at 701/742-3277 or email at Buske.weasd99@yahoo.com

For Sale: 1967 John Deere model 60 Lawn Tractor. Serial no. 10892. Frame up restoration. Every part was sandblasted, primed and painted (used hardener in paint). Motor over-hauled, transmission new seals. New stat., battery, tires and wiring harness. All new decals. Looks and runs like a new one. Many more new parts. Have receipts to prove it. \$1,750 obo. Restored by J.D. Lawn Tractor Restoration. Ask for Mike Taylor. Ph: 618-988-1192



For Sale: 1974 John Deere model 70 lawn tractor. Nice repaint and runs great! Serial Number T2091-05312M. \$550 obo. For Sale: Forty-Nine inch Snow Blower (Patio but painted yellow). Good Shape. Fits 140, 300, 316, 318. Serial Number E0600-1067M. \$250 obo. For Sale: Black plastic

wheel weights (Case) \$75 obo. Call after 5:00 p.m. No collect calls please. Genesco, IL. Ask for Dave. Phone: 309-441-5915.

For Sale: For 10 Horse Power SS Tecumseh HH100. One new 20 amp Solid State Ignition Coil (Magneto) Part # 610906. (Re-certified factory test) \$45 plus shipping. One 20 amp SS Flywheel \$45 plus shipping. Ask for Rodney Hunter. Ph: 712-372-4938.

For Sale: 1970 Red Patio 110. Serial #: 160804. Runs good. Recent valve job. Restorable condition. Contact: Kraig McMath. Ph: 217-935-5919

For Sale: John Deere model 112 with hydraulic lift. Tecumseh Engine. Type number T2616. Serial number 011876. Includes mower deck, snowplow, tire chains and hubcaps. \$1,200 obo. Also have John Deere Model 210 with mower deck. Engine smokes. \$700 obo. Morengo, IL. Ask for Jerry. Ph: 815-923-2365

For Sale: Pincor Generator. Model GBRF 1000 Serial #: 4363, 1,000 watt, 110 volt. Fits 120 and 140. Rebuilt and repainted. This item is an approved John Deere attachment, includes copy of the original literature. Phone: 517-414-6601 days or 517-629-6545 after 5:00 p.m. eastern time.

