

OHIO TWO-CYLINDER CLUB

15136 County Road 75
Kenton, Ohio 43326

(567) 674-8132
e-mail: deererun@dbscorp.net

MARCH 2008 NEWSLETTER



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A Message from the President, Dave Badger

We are still getting snow – February 22 – but there are little signs of spring. A few of the spring migration birds have already arrived. It is so good to think of spring with the newness and freshness it brings to chase away the winter “blahs.”

Interest is building for EXPO V at Springfield, OH. Several people have called with questions and some pre-registration forms have arrived. The only real reason for pre-registration is to speed things up when the crush of entries hits on Tuesday and Wednesday before the show starts. We expect 650 conveyances coming through the gates with their “precious goods.” EXPO IV had over 1000 tractors and implements shown. We have plans in place to hopefully improve efficiency of moving exhibitors and vendors through the gates quickly via pre-registration. I have talked to quite a number of people that have never been to our shows before and others that are bringing things for display that have not been shown before. So, folks, things are already shaping up for a wonderful show. We look forward to “The Green Reunion,” where we can all see John Deere items of the past. It is a time for us to renew friendships and share stories of the past. Looking forward to seeing you there.

Membership Meeting

A general membership meeting will be held on March 29th, 2008, 1 PM at the Huber Museum in Marion, Ohio.

OTCC Membership

Our club roster to date is at 404 members. Club membership dues of \$10 per year must be renewed by the end of November annually. You are welcome to renew for more than one year at a time, and lifetime memberships are available. Check the mailing label on your newsletter. The number following your name reflects the year that your membership expires. You may also register at any club-sponsored event. Dues should be mailed to:

The Ohio Two-Cylinder Club
15136 County Road 75
Kenton, Ohio 43326

OTCC Newsletter
Phone: 567-674-8132
e-mail: deererun@dbscorp.net

Contributing Editors

If you have an interesting story or experience that you would like to share, please mail or e-mail it to us. We would like to see more members involved with your newsletter. I'm sure many of you are experts in your field and want to pass on some advice on restoring or collecting. Mail or email your articles to 'OTCC Newsletter' at the address above.

OTCC 2008 EXPO V

The dates for EXPO V at the Clark County Fairgrounds in Springfield are June 26th, 27th, & 28th, 2008. Flyers are available. Check the website for the latest information. (www.ohiotwocylinderclub.org) June will be here before we know it. Take time this spring to think about what you can bring to **EXPO V**. This issue of the newsletter includes a pre-registration form for your show entries and copy for friends who are not OTCC members. Industrial and original unrestored tractors are the feature this year. Thanks in advance for your participation.

Make Plans to Attend...

Longaberger Basket Festival
May 15-18, 2008 held at
John Deere Commons in Moline, Illinois
www.longaberger.com/JohnDeere

Eastern National Two-Cylinder **EXPO V**
Sponsored by The Ohio Two-Cylinder Club
June 26, 27, 28, 2008 in Springfield, Ohio
at The Clark County Fairgrounds
www.ohiotwocylinderclub.org

The 2008 Dover Show
Featuring the Ohio Two-Cylinder Club and Case steam engines
August 15, 16, 17, 2008

Tractor Magazine Subscriptions

It's never too late to subscribe to one of the popular tractor magazines. They make great gifts!

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Two-Cylinder Magazine

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www.antiquepower.com

John Deere Parts Manuals

John Deere Distribution Service Center
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Parts, Operator and Service manuals

Welcome New Members

Phil Laing
Arnold Fitzsimmons

Joe Slater
E.E. Dillinger

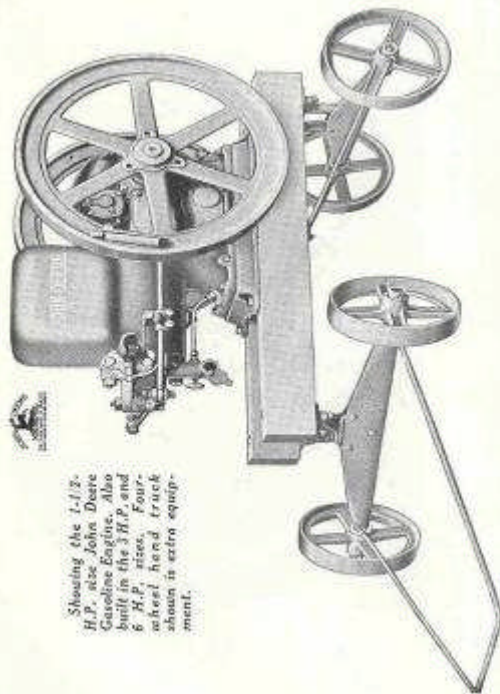
Asa Sharp
James McCormick

John Tucker
William Hilbrunner

Tractor Trivia

Eugene Mowrey was the winner of the December trivia question. The last 92 Model D's produced were called "Streeters" because they were assembled in the street from spare parts after the production line shut down. Thanks Eugene.

We all know that the JD two-cylinder era ended in 1960 with the introduction of the New Generation tractors. There was one exception to this. **Do you know which model JD two-cylinder tractor continued production throughout the 60's and in what country were they built?** If you know the answer to this trivia question, be the 1st to give the correct answer to Skip Shepherd. Winners will receive a free hat or pair of EXPO coffee mugs.



Showing the 1.17 H.P. Gasoline Engine. Also built in the 1.17 and 1.17 H.P. Ford Model A and Ford Model A shown in extra equipment.

John Deere Gasoline Engine

John Deere Engines are saving money, saving time, saving muscle, and doing away with many tedious jobs for thousands of farmers. Pumping water, shelling corn, running the grindstone, sawing wood, grinding feed, churning, separating cream—John Deere Engines will do all of their jobs and many more.

The John Deere is the enclosed engine that will last! It is far ahead of its field in design and construction—it places the farm engine on a plane with other types of modern power machinery. The complete enclosure of operating parts and the automatic oiling system, while outstanding features, are but two of the many improvements that make it a profitable investment for every farmer.

Completely Enclosed

All the important crank case parts—crankshaft bearings, connecting rod bearings, governor, timing gears, etc.—are completely protected within a dust-proof housing.

There is no more opportunity for sand and other foreign matter to get into the vital parts of the John Deere than there is for such particles to get into the motor of an automobile.

Longer life, less repair expense and better service necessarily result from this advanced design.

Automatic Oiling

This new design permits a simple automatic oiling system without the use of a single sight feed oiler or grease cup. There is no pump to stop—no oil tubes to get loose. Lubrication starts the moment the engine starts and stops with the engine—just like the automobile motor. Anyone can appreciate the reduction in wear and the simplification of operation that results where every vital part is constantly working in a bath of clean oil.

Safe and Easy To Operate

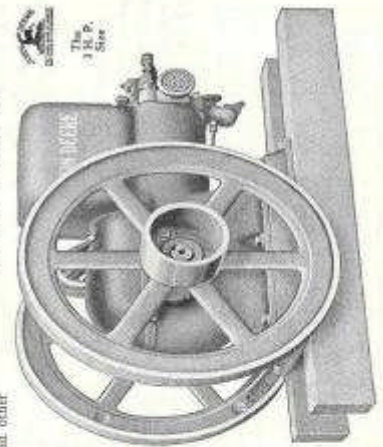
All gears are enclosed and no shafts are exposed, thus the John Deere is unusually safe

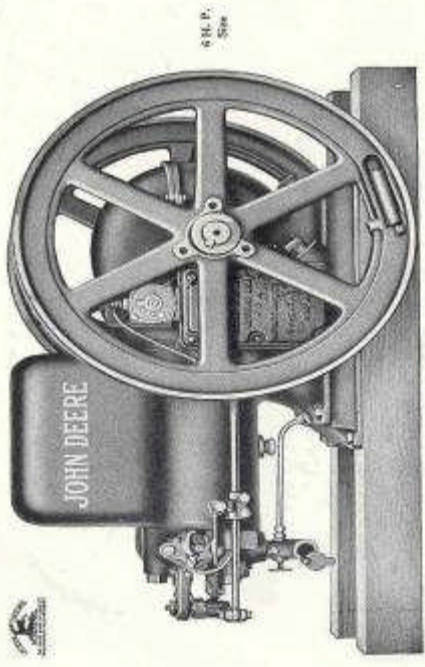
to operate. There is nothing on which to catch clothing. After fuel, oil and water have been supplied, there is nothing to do but start and stop the John Deere. No adjustments to make—nothing to watch—the engine does its own oiling. The womanfolk like this engine also because it is clean to work around. There is no occasion to spill oil over it.

Easy to Start

Close the air shutter, turn the flywheel and the magneto supplies a hot, fat spark at low cranking speed that insures instant starting in all kinds of weather. This built-in, simple gear-driven magneto with only one moving part requires no adjustment—just oil it occasionally. It has an oversize spark igniter with outside bearings—the most satisfactory and reliable type ever built. Whether rain or snow, heat or cold, there is no effect on it.

(CONTINUED ON NEXT PAGE)





6 H. P. Size

Simple Mixer

The mixer on the John Deere Engine is very simple. It has no delicate parts. A simple fuel needle valve and air adjustment, or choke, are the only parts requiring any attention, and then only when starting and stopping.

Anyone can start the John Deere without difficulty. Its simplicity of operation appeals to every user.

Simple Fuel System

The entire fuel system, including mixer, has no moving parts. A solderless, seamless, one-piece tank in base of engine can be easily filled or drained. Gasoline is taken through top of tank—a system approved by insurance companies.

Governor Accurately Controls Speed

By merely turning a hand nut located on the outside of crank case, the speed of the engine can be varied from one-half normal speed to ten per cent above normal speed without stopping engine. The vital parts of the governor and the hook-up mechanism are hardened to resist wear. The governor is entirely enclosed within the dust-proof case and operates in a bath of oil.

No Vibration

Smoothness of running is a feature that every user appreciates in the John Deere. Because the operating parts are carefully balanced, this engine runs without vibration at any speed.

Conservatively Rated

John Deere engines are conservatively rated. This means excess power to take care of emergencies. If called upon, the John Deere will develop its maximum horse power continuously over long periods of operation without distress.

Simplicity Throughout

The John Deere has the fewest possible number of parts to wear and get out of adjustment. It is so simple, anyone in the family can utilize its economical power.

If the user will follow the simple instructions that go with this engine, it will prove a safe and reliable power plant that will prove a profitable investment for years to come.

Gives a Lifetime of Low-Cost Service

Protection of the many parts from dust and dirt; automatic lubricating system; hardening of parts subject to wear—valve operating parts, ignition parts, governor, hook-up mechanism—perfect balance which eliminates vibration, and simplicity; these are the few things built into the John Deere that give it long life and low repair cost. Frequent adjustments are unnecessary. The John Deere is an ideal engine for economical and satisfactory farm use.

Hand Trucks

Four-wheeled steel hand trucks can be furnished for all engines. Trucks for 1-1/2 H. P. and 3 H. P. engines are interchangeable.

Extra equipment is furnished optional on special order at additional price.

EXTRA EQUIPMENT			
Plain Pulley	Posit Pulley	Friction Clutch	6-H.P.
1-1/2 H.P. S.I.P.	1-1/2 H.P.	6-H.P.	6-H.P.
Interchangeable Diameter / Face	Diameter / Face	Diameter / Face	Diameter / Face
4-1/2" x 5"	3-1/2" x 5"	12" x 8"	12" x 8"
8" x 5"	10" x 5"	16" x 8"	16" x 8"
12" x 5"	16" x 5"	20" x 8"	20" x 8"
16" x 5"	20" x 5"	24" x 8"	24" x 8"

JOHN DEERE GASOLINE ENGINE SPECIFICATIONS						
Rating	Normal Speed R. P. M.	Bore	Stroke	Over-All Dimensions		Approximate Shipping Weight, Lbs.
				Length	Height	
1-1/2 H.P.	600	2-1/2"	4-1/2"	33"	28"	200
3 H.P.	550	4-1/2"	5-1/2"	37"	30"	220
6 H.P.	500	6"	7-1/2"	48"	33"	300

Baby Johnny Popper-The Model "E" Engine

In the late 1800s, what were our options for power? We had washing machines, feed grinders, water pumps, threshing machines, etc. Steam was used to power the big machines. Small machines were cranked by hand, or in a few instances, treadmill powered by a dog or goat. How practical were these modes of power? How affordable were they? It is easy to see that children or slave labor did many demanding crank jobs.

Nicholas A. Otto is given credit for developing the gasoline engine. A lot of companies jumped on the bandwagon to build small engines. Referring to *The Complete Guide to Stationary Gas Engines* by Mark Meincke, over 3400 manufacturers and models are listed. The craze swept the country starting about 1890. It seems every small machine shop wanted to get in on the action. Some designs were good; some not so good. Few firms had a marketing organization. WW I came in 1918. Money was hard to come by. A lot of engine builders fell by the wayside. Their engines did not stand the test of time. Most of these engines had open crankcases and ignition systems that did not always meet expectations.

During this time Deere and Company had concentrated their manufacturing on plows and tillage tools. In 1902 International Harvester Company (IHC) was formed, by absorbing several of their competing companies. Now they had a strangle hold on the grain binder market with 80% share, as well as manufacturing many models of gas engines. The U.S. Government even threatened lawsuits charging IHC with monopolistic practices.

It was in this business environment that Deere and Company branched out into harvesting equipment (1912) and other farm-oriented machines. Deere dealers were selling gas engines made by numerous manufacturers. Deere and Company experimented with gasoline/kerosene burning tractors but was not making promising progress.

At this time some of the Deere and Company people learned the Waterloo Gasoline Engine Company could be bought at an attractive price. The board of directors felt Deere must make this bold move to meet IHC's strangle hold. The purchase was made March 14, 1918. In one fell swoop Deere got a factory, equipped to build tractors and stationary engines. This had to be a bold move - remember this is WW I time. Money was hard to come by. Who knew what the future held?

Now that Deere and Company owned the Waterloo Gasoline Engine Company we can thank the engineering staff for stepping back to observe the gas engines that were offered at that time. The current engines had open crankcases that allowed dirt to enter the working parts contributing to rapid wear. The rotating parts flung dirty contaminated oil outside the engine. The rudimentary ignition systems were not always reliable.

Deere engineer Harold E. McCray set to work to make improvements. His designs led to three patents. The first patent was that the gears that drive the magneto were protected in the oil bath inside the closed crankcase, with the actual magneto on the outside away from the splashing oil. Second, was a patent for a new style governor, also in the confines of the closed crankcase. And third, there was a patent for variable crankshaft lubrication. We are not sure what is meant by this variable lubrication. But we do know that at serial number 326571 (late 1933) some improvements were made. Two little paddles were added to the governor casting to throw more oil up to the crankshaft. This required the oil cup (where the paddles spin) had to be made larger for clearance of the paddles. At this time a breather was added to the crankcase cover to control pressure within the crankcase. We think these changes improved lubrication but also reduced oil being pushed out the crankshaft bearings. The crankcase was enclosed with an easily removed cover. The cover kept the oil in and the dirt out! The cylinder head had coolant passages to improve reliability in that area. Deere engineers worked for three years redesigning these engines to build in durability, reliability, and simplified working parts. There were no grease cups needed. The internal parts all were oiled with oil splashed by the moving parts. This made the engines great for remote water pumping applications where they got little

attention or maintenance. Production started in the spring of 1922. Originally proposed sizes were 1 ½, 3, 6, and 10 HP. Production started with the 1 ½ and 3 HP models. The 6 HP was not introduced until 1926. The 10 HP was never put into production.

The major portion of model “E” engines were “hit and miss,” meaning the engines fired only as often as needed to meet the load placed on the engine. The flywheels try to maintain rpm. When rpm slows some, the governor allows the exhaust valve to cycle and the igniter to trip, signaling the engine to “fire” again.

The EK version was introduced in 1926 to burn kerosene. It used a modified carburetor and a throttling governor. The throttling governor made the engine fire every other revolution to maintain cylinder heat. (The four stroke cycle) Nearly all the EK engines were exported to Latin or South American countries where higher ambient temperatures helped maintain engine heat. Another variation was the EP model made only in 3 HP size. The EP had a sealed cover over the rocker arm area, an oil bath air cleaner, and a larger muffler. It was designed to live in dirty environments such as powering binders and feed grinders.

Another variation was the spark plug version. This one used a spark plug, battery and coil instead of the igniter and magneto. These engines were produced only from 1924 to 1928 with 2700 made. The coil was a buzzer-vibrator type like Ford’s Model T and the Fordson tractor. Stories tell of ignition problems on the Ford machines and most likely contributed to the short run of this engine variation. Some attempts were made to power the spark plug with a Wico magneto. Cost probably hindered this combination.

The 6 HP came in 1926 and was discontinued in 1941. It weighed right at 700 pounds. It was regarded as portable but not very easily portable! It was too big for a lot of jobs and not big enough for other jobs. The most common application was for the Dain #14 Stationary Hay Press. Our generation would know the hay press as a hand-fed, and hand wire-tied hay baler.

By the 1940s, tractors had made such inroads that when larger belt power was needed the tractor could be driven to location and belted up to power the feed grinders, corn shellers, corn husker/shredders etc. Also, by this time the LUS series of engines were available. These engines were essentially the same as used on LA tractors but made into skid mounted power units. The 1 ½ and 3 HP engines continued until the last production came in 1946. By this time the Rural Electric Association brought electricity to rural areas. The electric motors were considerably smaller in size, self-starting, and very quiet during operation. Soon the electric motor was the power of choice for the washing machine, cream separator, water pump etc. The production run for the model “E” engines came to 140,000. Just think of the work these engines saved for our farm families. We can easily surmise that all the boys that turned the crank in the cream separator, hand corn sheller or water pump appreciated what these little engines could do. Our Amish neighbors still use little gas engines today to power these machines.

(Information put together by Dave Badger and Jim Elwood in collaboration.)

List of sources for information:

Boyens, Chris. *The John Deere TRADITION Magazine*. Ogden, Kansas: John Deere TRADITION Magazine, June 2003, Volume 3, Issue 2, pages 20-25.
 Hain, Richard. *GREEN MAGAZINE*. Bee, Nebraska: December 2003, Volume 19, Number 12, pages 19-24.
 Serial Number List provided by Jim Elwood, Ohio Two Cylinder Club Member.
 John Deere Plow Company. *John Deere General Catalog, No. 100*. Columbus, Ohio: John Deere Plow Company, March, 1938, pages 283-286.

List of Possible Parts Sources:

Lightning Magneto. Mitch Malcolm. 45685 Co. Road 54, Ottertail, Minnesota 56571 Phone: 218.367.2819 Email: mitchmalcolm@hotmail.com
 New/Restored Magnetos & All parts for them, New Governors or Repair Yours, New Igniters & Parts, All Gaskets, Rings, & Spring, Poly Gas Tanks & Stainless Steel Oil Pans & Tanks, 1-1/2, 3 & 6 HP, Gears & Decals, Fuel Lines, Etc.

Robert Campbell, Eagle Grove, Iowa. Phone: 515.448.3420. Makes 4 wheel trucks, gaskets, poly gas tanks, rings and pistons.

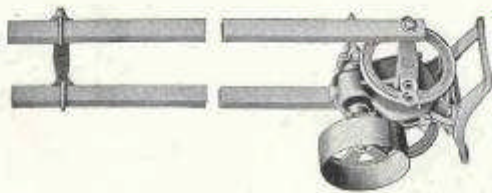
Jim White of Cedar Hill, Missouri. Phone: 636.285.2519 - Sells new and used pulleys for 1-1/2 HP engines.

Starbolt, 3403 Buckeystown Pike, Adamstown, MD 21710 Phone: 301.874.2821 (8AM – 4:30PM) Email: Starbolt4u@aol.com
 Engine parts for many makes of gas engines, including JD Model E. Catalog and Price list available.

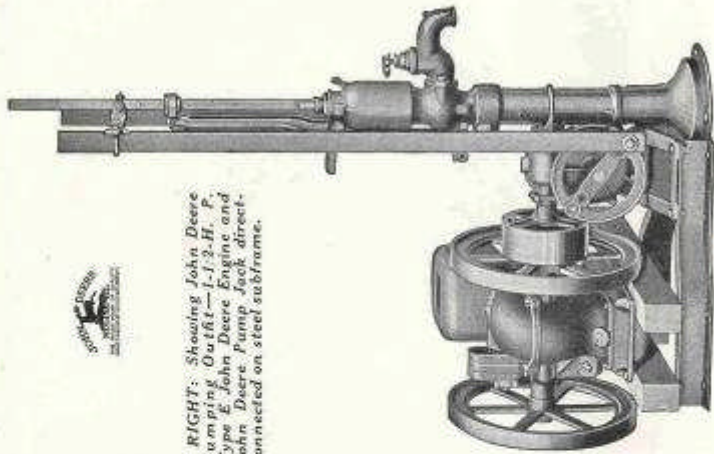
Serial Numbers for Type “E”, “EK” and “EP” John Deere Stationary Engines											
1923	235001 - 235520	(519)	1929	293419 - 309640	(16,221)	1935	330831 - 336008	(5,177)	1941	352434 - 354899	(2,465)
1924	235521 - 239584	(4,333)	1930	309641 - 320082	(10,441)	1936	336009 - 340879	(4,870)	1942	354900 - 355866	(966)
1925	239585 - 251330	(11,475)	1931	320083 - 324624	(4,541)	1937	340880 - 346131	(5,251)	1943	355867 - 356600	(733)
1926	251331 - 267415	(16,084)	1932	324625 - 325377	(852)	1938	346132 - 348081	(1,949)	1944	356601 - 360790	(4,139)
1927	267416 - 278809	(11,393)	1933	325378 - 326780	(1,402)	1939	348082 - 349924	(1,842)	1945	360791 - 365478	(4,687)
1928	278810 - 293418	(14,608)	1934	326781 - 330830	(4,049)	1940	349925 - 352433	(2,508)	1946	365479 - 367985	(2,506)



RIGHT: Showing John Deere Pumping Outfit—1-1/2-H. P. Type E. John Deere Engine and John Deere Pump Jack direct-connected on steel subframe.



Illustration, above, shows John Deere Pump Jack for operation with engine.



John Deere Pump Jack

This direct-drive pump jack has many advantages. Not only is it a most compact outfit which requires very little space and can be set up on any well platform, but it insures a steady and reliable delivery of water. Weather conditions have no effect on it. There are no belt troubles. The coupling drive will appeal to all who want a pumping unit that operates continuously without watching.

Fully Enclosed

Enclosure of working parts in the case provides complete protection from dust and dirt, and constant lubrication in a bath of oil. This feature alone adds years to the life of the outfit. The safety feature (no exposed gears) alone makes it a superior jack. No grease cups to turn down; no oil holes to fill up with dirt. Put transmission oil in the case through hole in top.

Sturdy Construction

Long, hardwood pitmans and adjustable cross-head permit the jack to be quickly fitted to any pump standard, and the stroke varied to suit requirements.

The use of a worm and gear in a pump jack provides the fewest number of working parts, and results in

saving of power. They operate quietly and smoothly causing no disagreeable noise or annoyance when located in or near the house. Gear wheel and worm are both pinned solidly and securely onto their respective shafts.

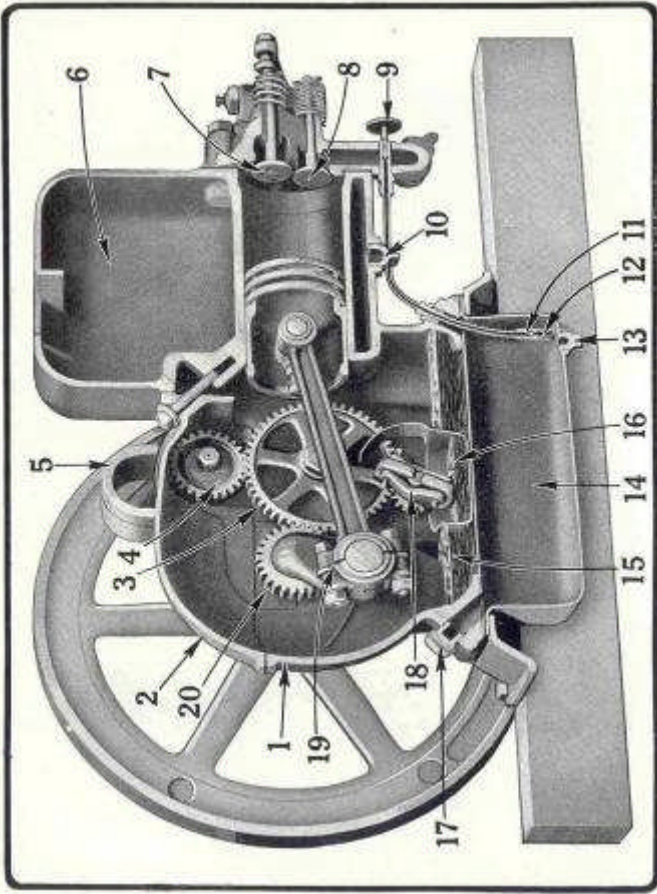
Reliability beyond comparison is attained in this outfit. The engine will run and water will be delivered until the fuel supply is exhausted or the engine is stopped. The engine has ample oil and water capacity to outlast the fuel supply.

This outfit can be assembled by mounting a 1-1/2 H. P. Type "G" John Deere Engine and pump jack on a steel subframe. The coupling is inserted between spokes of the flywheel and jack. The jack, being mounted on the pulley side of the engine, permits easy cranking and access to engine.

Maximum Capacity: 150-foot well and 2-inch cylinder working against atmospheric pressure.

Engine Belt Drive: Pulley—8-inch diameter—3-1/4-inch crown face—460 R. P. M.; Gear ratio—11-1/2 to 1; Stroke (adjustable) 5-, 6-, 7-1/2, 8-1/2-inch, 40 per minute.

For Electric Motor Drive: Pulley—14-inches x 3-inches.



Cross-Sectional View of the John Deere

The Inside Story of the John Deere Gasoline Engine

- 1. Crankcase**—Contains all important working parts and provides an oil reservoir for an automatic oiling system.
- 2. Crankcase Cover**—Combined with crankcase, it provides a complete dust-proof housing for main working parts. Dust and dirt cannot get into oil to cause wear on parts, frequent adjustments or replacement expense. Cover is easily removed without disturbing magnetos or other operating parts.
- 3. Cam Gear**—Drives cam shaft which governs ignition and valve-timing. It also drives magnetos and governor.
- 4. Magneto Gear**—Drives magnetos at same speed and in same direction as crank shaft.
- 5. Magneto**—supplies hot, fat spark for easy starting and continuous running under all weather conditions.
- 6. Water Hopper**—Its greater capacity eliminates danger of overheating.
- 7. Exhaust Valve**—Non-warping.
- 8. Intake Valve**—Non-warping.
- 9. Mixer Needle Valve**—Controls the amount of fuel used.
- 10. Drain Plug**—For draining water.
- 11. Check in Fuel Line**—Holds gasoline at the mixer.
- 12. Strainer Screen**—Prevents foreign matter from entering check, fuel line, or needle valve.
- 13. Drain Plug**—For flushing water and sediment from fuel tank.
- 14. Gasoline Tank**—Seamless, one-piece, heavy pressed steel construction; no solder joints. Fully protected from damage. No fire hazard.
- 15. Oil Reservoir**—Has capacity for many hours' continuous running. There are no grease cups or sight feed oilers to bother with on the John Deere. All main working parts are oiled automatically.
- 16. Oil Pan**—Revolving governor (18) splashed oil to all parts of crankcase thoroughly lubricating operating parts. Oil pan governs oil supply.
- 17. Large Gasoline Filler Hole**—Convenient oil-filler on opposite side of engine.
- 18. Governor**—Runs in oil. Insures uniform speed without even stopping engine.
- 19. Connecting Rod Bearings**—Die-cast, removable and replaceable. Metal shims for adjustment.
- 20. Main Bearings**—Fitted to crankcase. No strain on studs, replaceable die-cast bearings with metal shims for adjustment.

Pre-registration forms for tractors and equipment for Expo V at Springfield, OH are coming in.

I was recently asked about the deadline for pre-registration. The sole purpose of pre-registration is to speed up traffic flow as exhibitors are entering the show grounds. It will help you and us. You will need to fill out the form at the show if you did not pre-register or you could bring it with you pre-completed. Use the postal service or send it via email to Dave Badger at pres@ohiotwocylinderclub.org

Another area of concern is exhibitor traffic flow coming through the main gate. (Exhibitors are to use the northern-most gate as they come in from the South on Route 41.) I estimate around 400 exhibitors with the heaviest inflow on Wednesday before the show. We will do our best to have plenty of staff at the stations. Spreading out your entry will help us. Some of us plan to be at or posts by mid-morning of Tuesday, or as soon as we can get there. You exhibitors can do a lot to help us improve inflowing traffic at main gate. Experience from 2006 show tells me we have three groups of exhibitors: *Please keep in mind that for all three groups, you still need to register your tractors and equipment at the EXPO V registration tent.*

Group 1: Exhibitors that show their Ohio Two-Cylinder Club membership card that says "life membership" or "2008" will be waved through. WOW - easy!!

Group 2: Exhibitors that are not members of OTCC will be asked to pay \$5.00. This will make them "Show Members" for insurance reasons. If these people want to become an OTCC member they can go to headquarters office and pay another \$5.00 to become a member. A \$10 membership allows one vote at membership meetings.

Group 3: These are exhibitors that are OTCC members but do not have their membership card to show. These people want us to hunt through the membership list for their names. You will probably be asked to pull over to the side in the parking field until the membership list is checked in order to keep traffic flowing from the main road. We have heard the comment "You know me." This action greatly slows down our ability to move people through quickly. So, please, we need your cooperation in this matter. Please remember some of our staff will be "new volunteers" at these stations. They cannot be expected to "know" everyone. We change, you change, some of you have not been seen for a year or two by us - and then there is the matter of "I've seen too many people lately" or "senior-moment forgetfulness" that some of us seem to have!!

CAMPING REGISTRATION WILL TAKE PLACE UPON ARRIVAL. It is handled by fairgrounds staff and not the Ohio Two-Cylinder Club (OTCC)

Trading Post

We will run your ad for 3 consecutive newsletters unless you contact us and want it continued. Please contact us if your item has been sold or if you want it removed from the listing. Phone: 567-674-8132

(3) For Sale: 1936 JD "B" w/power lift Complete rebuild, restoration this year Over \$8500 invested, make offer 4 way hydraulic blade for 755 to 955 JD Make offer Bob Galayde 740-927-6865	(2) For Sale: late model JD 2-wheel ground drive manure spreader. Works good, good tires, good condition.	(2) For Sale: 1941 "H" restored to like new condition, new tires, paint, radiator, and battery \$6500. 1944 "LA" restored to like new condition, new tires, paint, radiator, and battery \$6500. 740-392-2805
(3) Wanted: John Deere 14" or 16" 3 bottom pull type plow with rope trip. 740-694-4981	(2) Wanted: Corn shellers No.1, 1A, 1B, No.2, 2A, 43 PTO on two-wheel cart 419-869-9022	(2) For Sale: 1951 "B" runs great \$2000. 614-595-9274
(3) For Sale: One pair of BO/BR rear wheels 8 x 28: Part number B1991R Cast centers Sand blasted and primed. \$450 OBO Bob Gaines 614-879-8201	(2) Wanted: Head for 1936 JD "A" 937-382-6387	(2) For Sale: JD 227 corn picker, good. Front rock shaft to fit "50", "60", "70" 419-937-1922
(3) For Sale: 1955 JD "60" power steering and 801 hitch, Restored with new engine Restored No. 44 2 x 14" pull type plow 937-526-5864 after 7 PM	(2) For Sale: JD 7' heavy-duty rear blade, like new \$450. 937-901-3330	(2) For Sale: 1965 JD "1010" special. Price negotiable 765-747-4117
(3) For Sale: 1930 GP, runs 1941 LA nice, runs good 1937 A fenders, not running, not stuck 1953 50 w/loader, runs Oliver Super 88 diesel, runs 937-866-2045	(2) For Sale: "D", "H", 52 "A", "620", "820", "8020" 419-448-1755 or 419-618-1755	(2) For Sale: 430W, 4 speed, fenders, metal excellent shape. Good shape overall. \$4700 304-496-7813 or rmwalls@frontier.net
(3) Wanted: Fertilizer drop tubes AP257B for side dress attachment. These are steel spiral type approximately 2" OD and 24 or more inches free length. (Not available from Deere) Also looking for a good set of 10 spline cut-offs for 36 inch tires for "B" tractor. Can trade 10 spline 38 inch cut-offs with 11-38 tires. Dave Badger 419-869-9022 E-mail: greenbarn285@cs.com	(2) For Sale: 1954 "70" gas, Serial# 7011118 Engine overhaul, new 2 pc. Manifold New tires and battery, runs great Sheet metal straight, needs paint 567-674-5576	(1) For Sale: 1936 "D" Rebuilt mag, head gone through, rebuilt carb, new oil and filter, degreased. Wheels, rims and fenders are sandblasted and painted. Needs sanding, paint and tires. Local tractor. Runs like a Deere. \$2900 Tecumseh, MI 517-423-4701

EASTERN NATIONAL TWO-CYLINDER EXPO V
Pre-Registration Form
Featuring

Industrial and Original Unrestored Tractors

Clark County Fairgrounds, Springfield, Ohio
June 26, 27, 28, 2008

All John Deere two-cylinder tractors, related equipment, lawn and garden and memorabilia should be in place by 10 PM on Wednesday, June 25, 2008 and should remain on the show grounds until 3 PM on Saturday, June 28, 2008. Tractors, equipment and displays must be removed by noon Sunday, June 29, 2008. There will be a \$5 insurance fee for all non-members, please pay when you check in at the Registration tent. Each Exhibitor will receive two 3-day gate passes.

(Please type or print)

Name: _____ Address _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell phone: _____

e-mail: _____

Approximate date and time of arrival _____

Tractor / Equipment Information

<u>MODEL</u>	<u>YEAR</u>	<u>SERIAL NUMBER</u>	<u>ADDITIONAL INFORMATION</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Will you need a loading dock? _____

INFO CODES

This form may be duplicated.

- T** = Tractor
- SW** = Steel Wheel
- O** = Original
- R** = Restored
- IND** = Industrial
- IMP** = Implement
- U** = Unusual
- LG** = Lawn & Garden

Return this form to: Dave Badger
285 State Route 604
Polk, Ohio 44866
Phone: 419-869-9022