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Lawn & Garden TRACTOR

Volume 16 Issue 5 | September/October 2022

Magazine

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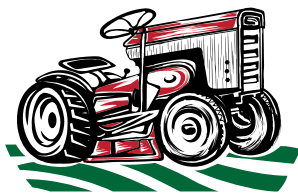
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Brandon Pfeiffer

EDITOR'S NOTES

I hope your summer is going well and that you have had the opportunity to visit some shows and have had a chance to take your lawn and garden tractors out for a spin. From what I am hearing, some of the show turnouts have been incredible while others are significantly down. The high fuel prices and inflation have taken their toll on people being willing to use their disposable income. One thing we have noticed is that people seem to be restoring more of their machines and staying home. This is not all bad. There will be more restored lawn and garden tractors to take to shows once the economy turns around.

Kate and I decided to consign some of our tractors on the most recent Aumann Online Lawn & Garden Tractor Auction. Originally, I felt a little hesitant about placing our equipment on an online auction, but I have been pleasantly surprised at how well they have been doing. I am starting to think that this style of auctions is the way of the future. I will let you know how it went in our next issue.

If you haven't been on www.hapcoparts.com lately, you may want to check it out. We have added a lot of new parts to our offering. The list below contains some of these items.

- Model 60 & 70 seat pan (powder-coated John Deere Green)
- Model 60 seat cushion (slides over model 60 seat pan)
- Shifter quadrant for 1965-67 models 110 & 112
- Starter belt guard for 1965-67 models 110 & 112



Andrew Pfeiffer on the Wheel Horse Ride-Away Jr. and his friend Seth Pigman on the 2012 8-speed, cruising around at the L> Extravaganza

- Muffler that fits many of the 1968-74 models 110 & 112
- Many new belts built to OEM specs
- Many new decals

We have plans to increase our parts offerings over the next year so you may want to check out the website from time to time.

I want to thank you all for being one of our subscribers. We feel truly blessed to have you, and we could not make it without you.

Have a Blessed Fall!

Brandon Pfeiffer

Brandon Pfeiffer
Editor



Justin Gyger and his daughter Maddison pose with their winning banner at the Extravaganza in Evansville, Indiana. Those eye-popping Case tractors are owned by Justin.

Greetings friends of Lawn & Garden Tractor Magazine!

I've spent some time over the last week picking grapes. The vines are over 20 years old and were planted across our ditch by another homeowner, and they still produce flavorful Concord grapes. I've picked them nearly every year since we moved into this house in 1998. Some years I donated my harvest to our church for communion wine. Other years, I've made my own wine, and it was quite delicious! I share the grapes with my mom, who makes scrumptious homemade grape jelly. She's made homemade grape jelly since I was a child. Growing up, my parents had grapes that they grew on an arbor. My sister Jessica and I vividly recall the terror of fighting spiders when mom added "picking grapes" to our chore list. These days, I enjoy the peace and quiet of picking them, knowing that my mere mention of bugs, snakes, moles, and spiders is guaranteed assurance that my family will have no desire to join my fun!

Kate Goelzhauser

FROM THE M.E.

812.455.5870 | kate@lagtmag.com
8977 Framewood Drive,
Newburgh, IN 47630

Our *Lawn & Garden Tractor Magazine* Extravaganza was down to 425 pieces of lawn and garden tractors and equipment in June, but the exhibits were outstanding! Our thanks to all who came to display, visit, set up vendor booths, and have fun with us! I'll be writing some fun articles based on some of those exhibits. Also, to get back to the format of featuring our three big brands in each issue (Wheel Horse, Cub Cadet, and John Deere), I have reached out to the Wheel Horse community on Red Square International Wheel Horse Forum for help in getting Wheel Horse back in each issue of the magazine. I've had an excellent response from the members there and am lining up stories for the next several months. I will be seeking Cub Cadet stories as well so that we will always have one of each in every issue, plus lots of other great brands as feature articles.

One last thing: We auctioned off one of our banners earlier this year and donated the proceeds to Sleep in Heavenly Peace. Our friend Justin Gyger won the banner, and I have included a picture of him and his daughter Maddison who brought and displayed the banner at our Extravaganza, along with some extra nice Case tractors. Thanks again, Justin!

Kate Goelzhauser

Kate Goelzhauser
Managing Editor

Reader MAIL



Dear L> Magazine:

We enjoyed three days of perfect weather at the Mow-In 2021. Lots of sunshine with cool breezes. It was soooo good to see dear friends for the first time in two years. All sorts of tractors, attachments, and accessories arrived. Our hosts, STEAM-O-RAMA, extended every courtesy and provided a vast variety of delicious food.

As we walked around, we noticed a pretty pair of Panzers side by side. We said, "That pretty pair of Panzers seems prepared to transport pickers to a pepper patch to pick pecks of pickled peppers." Naturally, our first thought was to share them with our favorite Panzer protagonist, the Managing Editor of *L>*. The 1969 1110 is owned by James Fairbank of Westminster, Maryland. The 1963 Panzer T70b is owned by Brad Hohman of Pleasant Valley, Maryland.

*Sincerely,
A Happy Subscriber*





Dear L> Magazine:

This is the little tractor my husband restored back in 2017. He was not doing well physically, and thought he had back problems when in fact he had a kidney stone. Needless to say, he did most of the work sitting on a mechanics rolling stool.

**Jim and Darla Demery
Bushnell, Illinois
Shared via Facebook**



Reader MAIL

Dear L> Magazine:

What a great opportunity I had this afternoon at the Evansville Wartime Museum! This is Evansville's own 1945 P-47 and my 1969 Hahn. Both built in Evansville, Indiana!

*Kevin Burton
Evansville, Indiana
Shared via Facebook*



NOV
29
1964

NOV



Dear L> Magazine:

I have been receiving your magazine since sometime around the start of it. I always filed them away after I was done reading them. After all these years, I had a very tall stack! I often wondered what I was going to do with all of them. That answer came two years ago at the Wheel Horse show. I was lucky enough to meet a young boy who was carrying some tires around. He had a huge smile on his face and told me that these were the tires he was looking for! His knowledge of Wheel Horses and tractors in general was nothing less than impressive. I asked him and his mother if they get your magazine, and they said they didn't. After talking with this kid for a while I quickly realized what I wanted to do with my stack of magazines! His mother was kind enough to give me their address after I told her I had something I wanted to give to her son. I sent him my stack of magazines and a large metal Power Stroke Diesel sign that I had. (I later found out that he put it up in his room!) Kate, I wanted to let you know that your magazines have brought happiness three times. Once when I received them, a second time when I sent them out, and a third time when they were received by this young man!! For this, I say, "Thank you!" I have your number and once I get my rear in gear, I'll be in touch with my Wheel Horse story.

Don Oliver
Southampton, Long Island, New York
Submitted via Red Square International Wheel Horse Forum

Reader MAIL



Dear L> Magazine:

I have been a subscriber for about a year now, and I absolutely love your magazine! Keep the great articles comin'. My name is Eric, and I just wanted to show all the readers mine and my stepdad's 1967 Craftsman tractors made by Roper. I have an 855C with a 6hp Tecumseh that I bought this past December in 2021 that is currently getting restored, and a 10hp Tecumseh 857C that I bought two years ago in August 2020 that was already restored. Both have headlights and electric start. My stepdad also has a 10hp Tecumseh model 856C that is now three generations owned, that his grandfather bought brand-new in 1967. It was sitting for 25 years under a tarp until 2018 when it was restored. Both my stepdad's 856 and my 857 are part of the current banner picture on the GTTALK tractor forum and were featured as "Tractor Of The Month" on TractorForum.com.

*Eric Latko
Berlin, CT*

The Story of the 110 and John Deere's Early Lawn & Garden Tractors.

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Filmed in the backyard of Horicon Works in the state of Wisconsin, this documentary rewinds the hands of time to when a few remarkable and talented employees paved the way for Deere & Co to enter into the consumer products industry. The rich history of this magnificent accomplishment is told by the men who actually created and marketed the first John Deere lawn and garden tractors.

Filming and production of this video was a joint collaboration between Brad Kimmel, creator of the popular TV series My Classic Car, and Brandon Pfeiffer and Kate Goelzhauser of Historic American Parts Co, Inc. and Lawn & Garden Tractor Magazine. Sit back and enjoy remarkable footage of vintage John Deere garden tractors, unforgettable interviews, and a rare look inside the current factory where the tractors are still made today.

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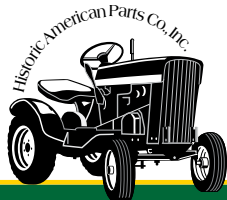
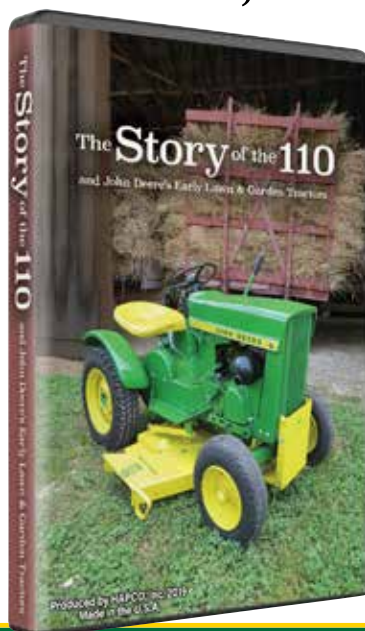
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At The Auction

Darrell Barrier Collection Auction May 2022

By Kate Goelzhauser | kate@lagtmag.com

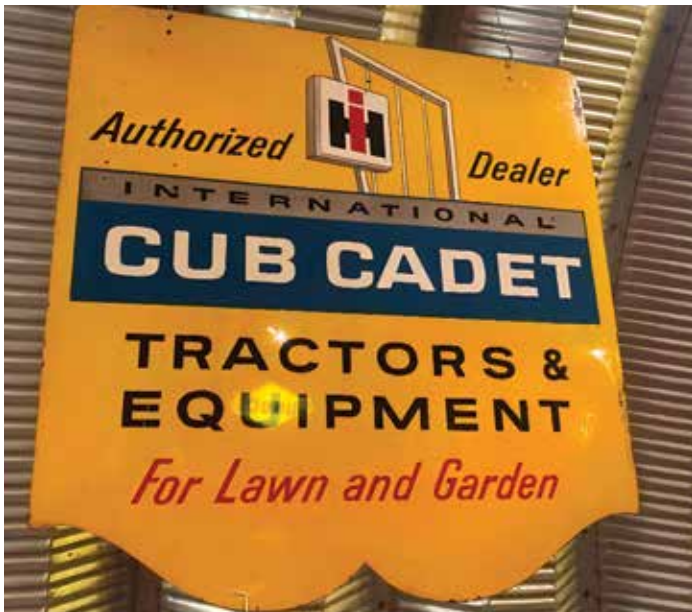
Many excellent auctions continue to fetch deals and collectibles over the spring season, and here is another example of just that. The collection of Darrell Barrier of Concord, North Carolina, was auctioned online by Aumann Auctions in May, spanning over three days. Tuesday, May 3, 2022 featured the “Outstanding Darrell Barrier Collection,” which showcased 73 farm and garden tractors. May 4, 2022 featured “Darrell Barrier Sign and Memorabilia Collection” with 110 items. May 5, 2022 featured the “Darrell Barrier Pedal Tractor Collection” with 280 items and the “Darrell Barrier Toy, Literature, and Memorabilia Collection” with 164 items. In this article, we will showcase garden tractor and lawn tractor-related signs and clocks but will list a few notable tractors at the end. To see the complete auction, visit www.AumannVintagePower.com.



Lot 51A: Original Cast-Iron Case Eagle on World
Description: Original condition, Abe the eagle standing on the globe, was used by dealers. This example has been repainted and is mounted on a fabricated steel sub-base. Cast iron #226.
Number of bids: 62
High bid: \$17,160

Lot 62: Briggs & Stratton Engines Clock
Description: Lighted with painted glass front, working lights, clock, and spinner. Measures 10 inches by 38 inches.
Number of bids: 23
High bid: \$330





Lot 116: International Harvester Cub Cadet Sign
 Description: Measures 41.50 inches by 50 inches
 Number of bids: 91
 High bid: \$4,015



Lot 151: Wisconsin Heavy-Duty Air-Cooled Engines Wall Clock
 Description: Made by the T.W. O'Connell Co., Chicago, IL
 Number of bids: 41
 High bid: \$495



Lot 61: Champion Double-Ribbed Spark Plug Sign
 Description: Painted tin, single-sided, embossed, made in the U.S.A., measures 14 inches tall by 29.50 inches wide
 Number of bids: 45
 High bid: \$852.50



Lot 91: Jacobsen Lawncare Equipment Sign
 Description: Painted tin, double-sided (one side is rough), measures 24 inches tall by 36 inches wide
 Number of bids: 17
 High bid: \$154



Lot 149: Case Garden Tractor Headquarters Lighted Wall Clock
 Description: 1960s era, original and in working condition
 Number of bids: 47
 High bid: \$1,155



Lot 150: Ford Lawn & Garden Tractors Lighted Wall Clock
 Description: Made sometime in the 1960s, all original, in working condition
 Number of bids: 40
 High bid: \$660



Lot 89: John Deere New and Used Pennant Sign
 Description: Comes with shop-made stand. Measures 50 inches tall by 32.50 inches wide.
 Number of bids: 62
 High bid: \$5,830



Lot 126: International Harvester Power Lawn Products Lighted Sign
 Description: Measures 37 inches tall by 61.50 inches wide, double-sided, in working condition
 Number of bids: 40
 High bid: \$1,155



Lot 159: Pioneer Partner Chainsaw Sign
 Description: Measures 58 inches x 48 inches
 Number of bids: 17
 High bid: \$253

Other items-

Oliver model 105 lawn tractor, serial number 53211, nicely restored with mower deck and new seat cushion; 30 bids; \$4,455

Allis-Chalmers model 620, serial number 41245, mint restoration with mower deck, hydrostatic; 65 bids; \$4,400

Massey-Ferguson model 8 lawn tractor with electric start, serial number 1590868220, mint restoration with mower deck; 60 bids; \$1,815

Pennsylvania Panzer model 1110 garden tractor with front blade, 10hp Tecumseh, mower deck, mint restoration; 74 bids; \$1,980

Snappin' Turtle Mower, prelude to the Snapper brand, self-propelled, original condition; 76 bids; \$1,017.50

John Deere LGT pedal tractor, 1965, by Ertl, chrome hubcaps, metal seat, some repainted parts; 35 bids; \$852.50

John Deere AMTeeny Gator, original, pedal-powered, all plastic; 29 bids; \$341

Cub Cadet 1996 pedal tractor, wide front, scale model, chrome hubcaps on rear; 13 bids; \$473

Thank you to Aumann Auctions for photos and descriptions.

Here is an article that was published in the 1968 August issue of *Lawn Equipment Journal*.



THE PARTNERSHIP of Jerry Stowe and Maury Foote is one of the most interesting success stories in the industry. They have one aim, "To build a quality tractor and sell it at the lowest price in the industry." Several hundred Speedex owners say they have accomplished their goal.

S P E E D E X

Two Men and a Tractor

(FROM KOHLER ENGINE IN ACTION)

When you telephone Speedex Tractor Company at Ravenna, O., the boss answers. You may get W. Z. "Jerry" Stowe on the line, or you may get M. E. "Maury" Foote.

Either one will be happy to discuss the Speedex tractors they build, and either one will be happy to sell you one or a dozen or a hundred tractors powered by Kohler engines.

Both are bosses. Jerry and Maury are owners, managers, and salesmen. Both like to work directly with their customers, even to the point of splitting their lunch hours so that one or the other is always on hand to answer the telephone when you call.

Although their roles overlap, Maury concentrates on production and purchasing, Jerry on sales and design.

Jerry and Maury and their Speedex tractor make an interesting combination. Before the two men bought Speedex Tractor Company 11 years ago, Jerry was a highly successful potato grower, specializing in varieties for the potato chip market. Maury, a graduate of the Eastman School of Music, was a teacher, then a manufacturer of road sign hardware, then a structural steel designer, fabricator, and salesman.

The Speedex tractor they build is equally interesting.

It is a pioneer among garden tractors, tracing its forebears—four-wheel fore-

bears, that is—back to 1935.

Jerry and Maury have definite views on how to build and sell tractors. Says Jerry:

“We build a quality tractor and sell it at the lowest price in the industry.

“We spend very little on advertising. Speedex owners are our best advertising.

“We have only one salesman for the entire country.

“Add the savings, and you can see how we keep the price down.”

Maury points out another factor that keeps costs down and owners happy:

“We don’t change our tractors every year. We make improvements, yes, but basically the tractor and its parts are the same today as they were 20 years ago.

“A plow or cultivator we build today will fit any Speedex tractor going back 20 years and more.

“Moreover, we design and build most of the attachments for the Speedex — plows, cultivators, mowers, and the like.

“We build our tractors for hard work,” Maury adds. “Even the wheels are large — 16 inches — to give better traction and higher clearance.”

And a Speedex owner in Missouri sums up the feelings of Speedex owners everywhere:

“My Speedex runs wonderfully after almost 20 years of hard work. Hope to buy the same kind of Speedex tractor if this one ever wears out.”

With a good product, a new factory building, capable employees, a history of successful sales and satisfied customers, Jerry and Maury, at left and right respectively in the photo on the facing page, have everything going for them as they market their Speedex tractors in 1968.

Road Trip ads are FREE to subscribers! Send your Road Trip ad six months prior to your show. Include the date of the show, location, show name and show feature. Additional information may be included but your ad may be adjusted due to space. Please include a contact name, phone number, and website. Send Road Trip ads to Kate@lagtmag.com or mail to Kate Goelzhauser at the address on page 5 of this issue.

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Lawn and Garden Items at the **IRISH** **AGRICULTURAL** **MUSEUM**

By **Cindy Ladage** | Cindy.ladage@royell.org



1: The hand-pushed Eaton rotary mower



2.

3.

You can find the Irish Agricultural Museum on the estate grounds of Johnstown Castle in Wexford County, Ireland, in the 1810 Regency-era farm courtyard. The museum includes an excellent array of lawn and garden items among its vast collection of agricultural equipment.

Pierce and Wexford, a company started in the 1830s by James Pierce, made a few interesting push mowers. Beyond lawn and garden items, they made a variety of agricultural and forge equipment, first producing lawnmowers in 1928. According to an *Irish Farmer's Journal* article, they remained in business until 2002. The museum houses an example of a cylinder lawnmower made locally in Wexford.

Another fun hand-pushed rotary mower on display is the Rotoscythe, which has a small two-stroke petrol engine that spins the blades very fast! These models were known as “vacuum cleaner mowers” and were made by the J.E Shay Ltd. of Basingstoke, England, in 1960. The placard shares that they took over Power Specialties, Inc. of Maidenhead, which brought the model to the market in 1933.

The Flymo looks like a spaceship mower. Swedish designer Karl Dahlman invented this hand-pushed mower after watching a hovercraft in action. Flymos were initially manufactured at Newton Aycliffe Co., Durham, England.

Besides mowers, both metal and wooden carts are displayed. There are commercial-type mowers like the Atco petro-engine cylinder circa 1935. I like the wording on the description: “To obtain a well-manicured lawn, a cylinder mower with roller is required. With its grass collecting box, this machine was the type favoured for bowling greens and tennis courts. It is self-propelled by a J.A.P. side-valve engine.”

Charles H. Pugh started the Atco (Atlas Chain Co.) of Birmingham, England. Another neat mower is the hand-pushed finger bar mower by



4.

Lloyds circa 1935. Powered by a Villiers two-stroke engine, it was used for light trimming and maintenance of grassed areas. It was marketed as “Lloyds Patent Autoscythe.” The company was established in 1878, and the placard states that they still manufacture mowers today, including some for the British royal household and the test match cricket grounds.

Another ATCO from 1925, with a grass collecting box on the front, is on display. I learned that Charles Pugh, the manufacturer, was also an early bicycle maker.

The display got better and better. There is a lawnmower on display that was drawn by a pony. They have a picture, and the caption reads, “Before small, light petrol engines became available, mechanical lawnmowers could either be steam-driven, hand-pulled, or drawn by a pony or donkey. The animal drawing the lawnmower could be fitted with leather boots to avoid leaving hoofprints. The Pennsylvania lawnmower on display was made in the early 1930s by the American firm of Lloyd, Supplee, and Biddell. The pony boots were made by H. Pattison & Co., Streatham, London.”

2: A diagram of the Pattisson horse boots

3: A vintage Pierce Tools sign

4: This flame thrower was used for weed control.



5.



6.



7.



8.

5: The Wexford reel mower manufactured by Phillip Pierce, Co.

6: A rotary mower Rotoscythe made in 1960 by J.E. Shay Ltd. of Basingstoke, England

7: A three-wheel dumper truck

8: Made in 1935, this seeder was used in extensive gardens for vegetables that were planted annually, such as carrots.

There is also a diagram of the "Pattison Horse Boots."

Another interesting sign shows Pierce Edge tools and a display of gardening tools. One questionable gardening tool is the hand-held flame gun, possibly made in Norway. It was used in St. Augustine's School Blackrock, County Dublin, for burning weeds. I'm just glad I wasn't that garden worker.

There is also a Simar British rototiller

displayed. We also saw a hand-pushed garden seed sower circa 1935, which was used for seeding single-row seeds like carrots and parsnips. It was manufactured by Baker & Sons of Bedford, England.

The lawn and garden collection is just a small part of the Irish Agriculture Museum, which also includes restored tractors, carts, ploughs, threshing machines, stationary engines, and dairy equipment. 🇮🇪



Pierce and Wexford, a company started in the 1830s by James Pierce, made a few interesting push mowers.

9: An Atlas chain-driven mower with a side-mounted sickle mower

10: The Lloyds Autoscythe is hand-propelled with a power-operated sickle knife.

11: A pony-drawn Pennsylvania lawnmower

12: Have you ever seen a hover mower? This Flymo was made in Durham, England, by Newton Aycliffe Co.



THE MYSTERY OF One Special 330

By Dale Whitesell | whitesellknives@gmail.com

1: 1986 330 or 332 with incorrect serial number tag and fuel kill knob

In 1986 John Deere introduced the model 330 garden tractor. The 330 is a diesel machine using a 16hp Yanmar 3-cylinder diesel engine. The 330 was like the model 316 tractor with the Onan diesel engine instead of the Onan gasoline engine. Like the 316, the 330 had manual steering, H1 hydraulics, and one brake pedal. John Deere only manufactured the 330 in 1986; then, in 1987, the model 332 was introduced and used an 18hp Yanmar diesel engine, power steering, H2 hydraulics, and individual brake pedals for left and right rear-wheel brakes. You can think of it as a model 318 with a diesel engine.

I recently photographed a John Deere 330, owned by friend and fellow club member Patrick Ziegelbein. As you will discover, it is more of a 332 than a 330.

Most collectors will think the same thing I did when I first saw this model: It is just a 332 with a 330 hood or decals. But that is not the case! The serial number is for a 330, and while we are on the topic of the serial number, you will see that it's another odd thing on this tractor; the first part of the number is the standard bold, black print, but the last numbers on the tag are machine stamped in a series of dots making out the numbers. That is item number one on the list of oddities.



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Item number two is the power steering. The typical 330 did not have power steering. The power steering is precisely like the 332's, with the frame reinforced at the front.

Item three is the individual turning brakes, again just like a 332.

The fourth thing is the H2 hydraulics. The model 330 had H1 hydraulics.

The fifth and final oddity, which is not odd to the 330, is the mechanical fuel shut-off knob used to shut down the engine. This is like a choke knob on a gas engine. The 332 has an electric fuel solenoid that is activated with the key switch.

Patrick is the third owner of this tractor.

As for the history of this tractor, the previous owner said that, according to the original owner, it is a factory 330, but no one has any documentation to support that.

This is a very interesting tractor. The two things that make us think that it is as if it came from the factory are the manual fuel kill knob and that very odd serial number tag.

Whether it is a true 330 or a 332 with a manual fuel shut-off and 330 decals, it is one cool and interesting machine.

If anyone has any knowledge on any special order tractors that may explain this machine or has any thoughts on it, let me know. You can call or text me at 573-569-0753. 🍀

2: Serial number tag. Note the print of the numbers after X.

3: A view of the H2 levers and steering cylinder

4: Dual turning brakes

5: Red lower knob is mechanical fuel shut-off

Father and Sons RESTORE Allis-Chalmers 912H

By Brandon Pfeiffer | Brandon@LagtMag.com



1: Brogan sprays primer paint on the stripped-down tractor.

2: The wholly restored Allis-Chalmers 912H





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3: Brogan with his restored Allis-Chalmers 912H, which he restored with help from his family

4: Another great view of the tractor



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The story behind this tractor is neat. The Allis-Chalmers 912H had been parked under a lean-to at the neighbor's place for a couple of years before Brogan Goebel took ownership of it. He couldn't keep his eyes off the old Allis-Chalmers. His dad, Andy Goebel, owned an Allis-Chalmers model D-14 farm tractor, and Brogan thought it would be great if he could acquire it so that they both would have machines of the same brand. Brogan and his brother Ivan had gone with their dad to local shows where the D-14 was displayed, and they plowed gardens for friends. That is where the passion for these old tractors began for the boys. One day Brogan couldn't wait anymore, so he went to his neighbor Rick and asked him if he would sell the 912H. After some serious negotiations, Rick sold the lawn and garden tractor

to Brogan.

Brogan and his dad drug the 912H home. In short order, they cleaned out some mouse nests, repaired the wiring which the rodents had damaged, cleaned the points, added a fresh battery, poured some gas in the tank, and turned the key. That old 12hp engine fired right up. Brogan's eyes lit up at the sound of his first lawn and garden tractor purring. He and his brother couldn't wait to take it for a spin. Their dad jokingly said they nearly drove the wheels off it that fall and the first part of 2020.

Midway through 2020, after having some fun operating the AC 912H, Brogan, Ivan, and their dad decided it was time to give it a makeover. As a family, they disassembled the tractor and began cleaning each part. Next, it was time for the bodywork. Andy had never done bodywork



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up to this point, but he felt up for the challenge. This part of the project kept him and the boys busy up through the end of winter.

Andy stated that the people at Performance Refinish Supply in Evansville, Indiana, were more than eager to help them source the correct paint and the additional supplies needed to prepare and paint the AC 912H. He was so thankful that they were patient and willing to share their knowledge to ensure that prepping and painting went correctly. Brogan and Ivan's grandpas also provided expert painting advice.

The engine had significant compression, ran well, and didn't smoke. They decided that there was no reason to rebuild it. They did rebuild the carburetor and then repainted the engine black like the original.

After the engine was completed and the parts were painted, wet sanded, and buffed, it was time for the assembly. Brogan and Ivan were armed with wrenches, ratchets, and sockets and ready to work. The entire project was completed on July 1, 2021. Brogan and his dad signed and dated the completed tractor with a permanent marker to signify the completion date.

"The restoration was more than just a pretty orange tractor at the end," said Andy. "The memories and skills learned during this process were priceless. The boys now know the difference between a 6 and 12-point socket, 3/8 drive from 1/2 drive, a combination wrench, and so much more. I am forever grateful for these memories and my amazing wife, Michelle, who stood beside us through this project, encouraging our success every step of the way." 🚧

5: After priming, sanding the hood to a smooth surface is necessary for a clean paint job.

6: The engine was painted black, as it would have been when the machine was brand-new.

7: The left-side view of the machine

8: Brogan and his dad signed the Allis and dated it as a reminder of the memories they made together.

NEWS FROM ACROSS THE POND

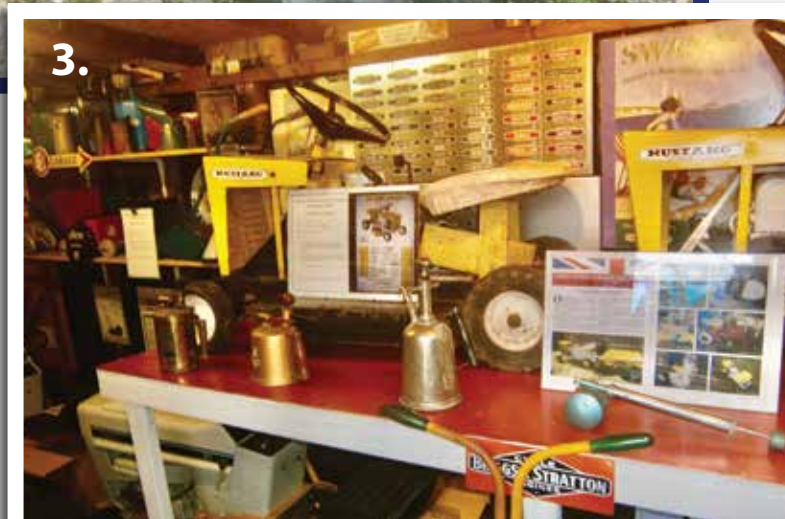
By Paul & Wendy MacKellow | paulmackellow@talktalk.net
Crowborough, East Sussex, United Kingdom

A SUSSEX COLLECTION

1: A photo of the rolling chassis for Mayfield Merlin, as bought

2: This is the Lawn-Boy 26 riding mower.

3: The second Mowett Mustang added to our collection





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I have been exhibiting at shows in the United Kingdom since 1983. At first with tractors, barn engines, and motorcycles, but, since 2005, Wendy and I have been attending shows with horticultural machinery, so our interests have expanded. Our collection started small with a Tarpem generator, hedge cutter, Qualcast mower, and an Iseki MC1 tiller that used to belong to my late grandfather.

Our first garden tractor arrived after meeting Chris Sutton at a show in 2008. Chris is the UK Wheel Horse guru and collector who happened to have a sad-looking Commando 7 for sale at this show. We talked while examining the tractor. He showed us a copy of what was then called *Lawn & Garden Collector Magazine*. We realized that a garden tractor would go well with our collection and that there seemed to be a lot of interest in them.

We took out a magazine subscription and obtained parts to bring the Commando 7 back to good condition. We also acquired a dump cart for it (not a Wheel Horse one, though), which was painted in the correct red and white colors to

match the tractor. As we already had a trailer or two, transporting the Wheel Horse to shows was not an issue.

More Horses soon followed, including a Commando 7/8 hybrid, a B115, and a very sweet and original 1968 Commando 8 (which we still have.) The Commando 7 was sold on eBay, and its eventual selling price enabled me to trade up to a 1971 Raider 10 (also from Chris Sutton). Additional Horses in our collection: 1960 Suburban 400, 1966 Lawn Ranger, 1970 R26, and 1967 Reo RR67.

The next machine to arrive was a very sad-looking International Harvester Cub Cadet 100, which was rescued from a friend's back garden before his son turned it into a racing mower. This was coaxed back to life by Chris as it had not run for many years. Before long, it was joined by a 1971 Cub Cadet 128 that we bought in Dorset. Other Cubs include a '76, '81, and an '85 "bath-tub," all of which we still own.

Cub Cadets are rarely seen here in the UK and, as such, command a premium price if they

4: The Wheel Horse Suburban, as purchased

5: The restored Lawn-Boy Loafer at the 2020 Tractor World show at Malvern

6: A view of the Wheel Horse shed on our 2022 Open Day

7: Cub Cadets at the Ardingly Smallholders & Country Show in 2016. Left to right: 100, 128, 76, and 81.



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8: This is the first Mowett Mustang with dump cart, as seen at the Kingsfold Rally in 2019.

9: The unrestored Lawn-Boy Loafer on display at Tractor World 2020

10: The Pacemaker on the left and the Lawn-Boy RE8e at our open weekend 2022

11: The reverse view of the Cub Cadet collection at Ardingly in 2016

do show up on eBay or other sales. I believe this is because they were more expensive in their day than an equivalent Wheel Horse or Bolens, so I assume not as many were imported.

A 5hp Mowett Mustang popped up for sale not far from us. I was intrigued by this basic little machine and amused to find out that it fits in the boot of a Ford Focus Estate sideways! We later bought an 8hp version but sold it due to a lack of space and funds. That was not the end of the Mustang story, and the collection now numbers three. I also made a custom cart after seeing one in a brochure.

Mustangs 2 and 3 came about after we took the first one along with the dump cart to a local show. A visitor got talking and said he had the rolling chassis of one and asked whether we would be interested. Not a great deal of money was mentioned, so I went to have a look. He also had a complete one, so I did a made and bought the pair!

We have an ever-growing collection of Landmaster tillers and other equipment. From looking at the Landmaster brochures in our

collection, I knew that they also marketed ride-on tractors, so when one appeared on eBay in Wales, I wasted no time bidding.

The little tractor arrived on a pallet at our local collection yard and was soon safely tucked up in the shed. It has a Briggs & Stratton 4hp motor and was complete and running. It needed a paint job and decals, which it duly got. Later, a Landmaster Gilson mower appeared for sale on a UK tractor forum. This was soon added to the collection and awaits its turn in the restoration queue.

Another themed collection of ours is that of the Westwood. We have a couple of tillers and gas-powered mowers in the collection. A friend was selling one of the little Lawn-Bug mowers, which we usually see end up being turned into racing mowers, but not this one! A Honda had replaced the original Tecumseh motor, but since it was all complete and running, as I say, "If it ain't broke..."

A friend in Norfolk worked for the UK Lawn-Boy leading dealership and had amassed an extensive collection of Lawn-Boy machines. He was thinning out his collection, and over the years,



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most of it has ended up in East Sussex with us. We now have a large collection of push and self-propelled Lawn-Boy mowers and a selection of tractors, including two Lawn-Boy Loafers (and a front-mounted mower deck) and a 26-inch riding mower, and the latest addition is a RE8e ride-on mower complete with rear bagger.

An unusual addition is a Pacemaker mower. These little machines were imported into the UK from Italy and had a Tecumseh motor. Dimensionally similar to a Mowett Mustang, this little machine was featured in a past *Lawn & Garden Tractor Magazine* issue in the Reader Mail section. Ours was restored by its last owner in dark gray (it should be red, apparently), but I like that color, so I doubt it will be changed!

Ransomes is a well-established UK brand of lawn and garden equipment that has been in business for many years. Amongst their ride-on mower offerings were Ransomes Hahn tractors. Hahn tractors were imported and given dual-make badging.

I had been after one of the little Ransomes

Hahn LTD 500 tractors for a while, and one appeared on a UK Facebook selling site. It was not too far away and was in good order, so it was soon added to our fleet. I also bought a Ransomes Hahn badged tiller, which will pair with the tractor to make an excellent future display.

The last tractor in our collection is the rarest: a Mayfield Merlin. Only 109 of these were built in West Sussex in the mid to late 1960s, and a friend who was downsizing his collection offered us this one. It's mostly complete and will need the attention of a welding torch and finding some missing parts to bring it back to good order. It is another one in the restoration queue but is safely in storage at present.

At our open weekend (June 3 & 4, 2022), many of the tractors in our collection were on display. The photos accompanying this article are a mix of the weekend and old pictures of the current collection and previous machines.

The collection is about where we want it to be now, although if anyone has a Cub Cadet Original they wish to sell... 🚧

12: The Westwood Lawn-Bug, restored

13: The Wheel Horse in Yorkshire 2018. Left to right: Commando 8, R26, and Lawn Ranger L106.

14: This is the Reo RR67, as bought in 2021.

15: The Wheel Horse at the Newark Vintage Tractor and Heritage Show in 2019. Left to right: Lane Ranger, R26, and Suburban.

The Garden-All Tractor Company

and the Gard'n Mast'r J-Series Tractors

By Rob Bush | oldiron1@yahoo.com



1: The left side of the 1954 JE model

2: The right side of the 1954 JE

3: A view of the left side of the 1954 JR

4: A view of the right side of the 1954 JF

5: This JS is from the collection of our friend, the late Mark Jackson.

6: The back of a brochure advertising the available attachments for the J-series

As Garden-All's recent splash into the seemingly crowded riding tractor market had proven initially to be relatively successful, Glenn Heilman and company decided to expand their Gard'n Mast'r riding tractor lineup with a new "J-Series" of riding tractors. These new models were relatively short-lived. They were introduced in 1952 and manufactured through 1957, according to my research using the literature I've studied, which helped me date the engine serial numbers.

It's important to note that Garden-All put an ID tag on the J-Series tractors, typically an oval-shaped tag, riveted to the left side of the frame rail. It identified the tractor model number and serial number. I have not noticed a serial numbering method that depicts a date of manufacture, at least not yet anyway. The

only way I've been able to date these tractors is by dating the Wisconsin or Briggs & Stratton engine, assuming it's the original engine of the tractor. Currently, there are a total of 52 J-Series tractors documented on the Gard'n Mast'r registry, which helps the collector group immensely when trying to document production changes. The information shared in this article is purely based on the data observed and every new tractor that surfaces to study; each former Garden-All employee met and all of the literature found help narrow down the gaps even more.

These three new models, JE (J Economy), JR (J Regular), and JS (J Super) tractors, had a slightly lower stance and center of gravity than the original model G series tractors. I believe this was an effort to differentiate the two series of tractors. Unlike the G tractors



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that are difficult to get on and off of from the rear and, for guys like me with long legs, not very comfortable to sit on and operate, the J-series tractors fixed that. They have a “step-in” design, making it easier to climb on from the side rather than climb over the rear to sit. Another significant difference is that the clutch on the J-series tractors was hand-operated, alleviating using your leg and foot to operate. Freeing up that “floor” area provides an open space for the operator to rest their feet.

The drivetrain on these new models was similar to the G’s because they used recycled automotive driveline components, specifically Chrysler rear-end and transmissions. The engines consisted of a 6hp Wisconsin AKN with 6:1 gear reduction on the smaller JE and JR models. These models were identical, except for the tiller steering and lack of hood on the less expensive JE model. Both models had 7.00x16 rear tires and 14x4.5-6 inches General Jumbo Jr. tires in front. Rope start was standard, with electric start never being an option to my knowledge.

The similar looking but slightly larger model was the JS, which was offered with either an 8hp Clinton 2540 or Briggs & Stratton 23R6D with gear reduction. The Briggs engine option seems to have been the standard, or certainly more popular option of the two, as I’m currently only aware of just two Clinton-powered JS models to date. While it used the same 14x4.5-6-inch General Jumbo Jr. front tires as the JE and JR models, the rear tires were slightly larger, 8x16.

6. Standard Model JR

6 h.p.

54" Wheelbase

QUALITY AT LOW COST!

The Gard'n Mast'r 6 h.p. MODEL JR is an economy unit which appeals instantly to the man who would otherwise have to settle for a heavy-duty walking-type model. Look at the quality features! The Model JR is designed to do a lot of jobs and it's really built to handle them with speed and efficiency. So why walk when you can do all your work sitting in comfort? The JR is so easy to handle, so powerful and efficient! It's so extremely versatile that you will find work for it in

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every month of the year! The Gard'n Mast'r Model JR is ideal for estates—where considerable plowing, mowing, bull-dozing, etc., are required. And it is perfect for between-the-row cultivation in nurseries, green-houses and other applications where narrow row width is desirable. Study the specifications and the list of attachments and you will see how you can apply the time and labor saving versatility of the Gard'n Mast'r Model JR to your own needs.

YEAR-ROUND VERSATILITY WITH THESE FINE ATTACHMENTS!

The 236 3 ft. (for Model JR) and GS 4 ft. (for Model G) SICKLE BARS

The reliable guards on both sickle bars have removable ledger plates. Each has Finlon and Finlon tapered roller bearings and individual knives for separate control. Trenching suspension makes adjustment and detachment easy. Adjustable mowing height. Mower can be raised or lowered for mowing through grass or for transporting.

THE GMS GANG LAWN MOWER

For use with both tractors. Consists of three 20-inch parallel blades, front drive mower units, individually suspended from a full-floating head, over rough terrain. Cutting width approximately 48 inches.

THE DT DUMP TRAILER

For use with both tractors. One-piece all-steel dump body—12" wide, 30" to 100 lbs. of load capacity and is capable of hauling up to 1000 lbs.

THE GU 36" AND GU 48" UTILITY SCRAPER

Both scrapers are ruggedly constructed of reinforced plate and structural steel. Mounted to front frame cross-member and to drawbar. Cutting angle—center of side rail—easily obtained by inserting a pin through the control rods (used for back-filling, sand leveling, snow plowing).

JU for Model JR

GARDEN-ALL TRACTOR, INC., 110 West Union St., LIBERTY, INDIANA

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The J SERIES TRACTORS are built in three sizes to provide a selection according to need. The JE TRACTOR, both sturdy and economical, is built with all the basic features for efficient operation yet without the deluxe features that dress it up.

The JR is the regular model in the J Series. This tractor has a 6 horse power engine, oversize tires, and all the deluxe features.

The JS Model is the super model in both power and performance . . . in every way! The 8½ horse power engine is capable of handling a 10" plow in practically any soil condition — is incomparable in features and performance. The JS is truly sensational for a small tractor. Try it and you'll agree that it is the finest and *most complete* tractor on the market today.



Shown above:
MODEL JE

Show at left:
MODEL JR

Cover illustration:
MODEL JS

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<p><i>Garden-All</i> 2-wheel WALKING DREAM model</p>	<p><i>Garden-All</i> 4-wheel "PUP" . . . A RIDING DREAM</p>	<p><i>Garden-All</i> "BIG" PERFORMANCE TRACTOR</p>
<p>MODEL D Imagine yourself behind a Garden-All 2-wheel model . . . riding your lawn and garden jobs with ease and pleasure. The Garden-All is light, too . . . light enough for members of your family to enjoy sharing outdoor work.</p> 	<p>MODEL F Climb aboard the Garden-All "Pup" for a riding dream in gardening pleasure. A small 4-wheel tractor that does the big jobs . . . an easily maneuvered tractor that is priced down with the 2- and 3-wheel garden units.</p> 	<p>MODELS J & G Larger Garden-All models for major performance and heavy duty. Both are master performing units. Built for versatility. The job is too big and no other unit of comparable horsepower can match their performance.</p>  <p>Model G</p>
<p>Choose from a FULL LINE of ATTACHMENTS for YEAR 'ROUND BUTY!</p> 		
<p>MANUFACTURED BY GARDEN-ALL, INC. LIBERTY, INDIANA</p>		

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7: Another advertisement showing JE

8: The rear view of a 1954 JR

9: An early 1950s brochure cover

10: Here is the left front view of JS.

11: 5: A brochure from 1955 showing the different tractor models

Like the G models, however, a wheat drill was also offered for JS and JS. Equipped with the drill package were optional tall and narrow 5x21 rear wheels and tires, like the ones offered on the Gs. I've only seen two or three JS setups like that, which is a unique treat. This larger model of the new J-Series trio was only offered with a hood and steering wheel. Although I've seen

these models with added electric start, I don't believe electric start was ever a factory option.

If you own one of these neat little J-Series models, feel free to email me pictures and the serial number so I can add it to our growing registry, as every tractor helps to fill in the gaps.

Until next time, cheers! 🍷

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Restoring My **POWER KING** *to Help Restore the Planet*

By **Harry Cunningham III, Riverview, Florida** | hciiatesl@gmail.com

1: This is the way the Power King looked with Harry acquired it.

The first tractor I learned to drive was my grandfather's Gravely. I was around seven years old, and growing up on 24 acres in Tampa, Florida, meant there was always plenty of mowing and plowing.

My grandfather never let me or his Gravely out of sight at first. But by the time I was 10 or so, I was skilled enough to operate the tractor on my own. It had wheels, and I got to drive it. 'Nuff said.

When I wasn't working the fields, I could be found swimming in Lake Carroll with my buddies, dodging the alligators as only a bunch of

Florida kids could. Growing up as the son of two botanists, I naturally gravitated toward anything outdoors. My father, Harry Jr., served on Miami's Fairchild Tropical Botanic Garden board. My mother, Catherine, taught landscaping, flower arranging, and other botanical classes for Hillsborough County's adult vocational program.

I eventually left my parents' nest and married my sweetheart, Vonda. Her relatives had a family farm, and I couldn't help but notice that several of the tractors on the property were in less-than-cared-for condition.

I had my eye on one in particular: the 1979 Power King 1614.

I'd always wanted a small tractor, and I'd always wanted a Power King. After years of watching that tractor go unused, I made my move in 2011. The Power King was abandoned under a shed, covered in rust, grease, and cobwebs. It didn't run, but mechanically it was fine. I didn't want to see it wasted, so I took it home, like an animal lover rescuing an abandoned puppy.

And, boy, did that puppy need work.

My background as an electrical engineer came in handy as I rebuilt the engine and gear housing. I hired someone to sandblast it and repaint it bright orange. By 2014, the old, abandoned tractor had a new lease on life.

But I wasn't done yet. Over the years, I've continued to give my Power King the royal treatment. I've installed a twin battery setup, removed and saved the agricultural gear, and built a trailer hitch assembly on the front for various yard projects. Vonda and I now live on a single acre—but I still use my Power King nearly daily for work and pleasure. I built a trailer with cushioned seats so I could lead family and friends on joy rides around the neighborhood. In December, I added a string of Christmas lights.

But my favorite place to drive the Power King is on volunteer job sites throughout West Central Florida. I serve with several preservation nonprofits, including the Tampa Bay Estuary Program, Tampa Bay Watch, and Keep Pinellas Beautiful.

2: Starting the overhaul

3: Out of the paint shop and back together

4: Ready to go home

5: Front-end hitch finished and tested





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6: Final test pull

7: This isn't quite ready yet.

8: First attempt at a riding wagon

9: Early days before the wagon was finished

I also participate in the Great American Cleanup organized by Keep America Beautiful. With the Power King, I can carry equipment, transport my fellow volunteers, and haul the loads of litter we remove from the waterfront. I've kept the entire unit to 4 feet in width, so my tractor can reach trails that are too narrow for larger vehicles.



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I've had other tractors, including a John Deere and a Massey-Ferguson. But these days, my Power King is the only one for me. I store it in the 28-by-50-foot garage I built to house all my toys, including my Chevy Silverado 3500, Thor Motor Coach RV, and tools for my various projects.

Starting a project can be intimidating. Finishing can, too. When I began working on my Power King, I feared I would take it apart and be unable to put it back together. The longer I put it off, the more intimidated I became. But as with most endeavors, the stewing is worse than the doing. If there's a tractor upgrade you've been putting off, I say go for it. You can complete

many projects in an average-size garage and still have room to park your car if you're careful. If you don't have the knowledge, equipment, or space to complete every step on your own, then ask for help. Tractor shows are a great place to meet experts.

My next big project will be to convert the Power King from gas to electric. I want to cause less pollution and set an example at the nature preserves where I volunteer. With the help of my Power King, I'm doing what I can to preserve the land I loved as a child for future generations of tractor-driving, alligator-dodging kids to explore. 🛠️

10: Finally finished for the show

11: Full load from the shoreline

12: Hauling trash from the bay

13: The helpers get to ride

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My Best SIMPLICITIES

By David Watson



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1: The 2011 Simplicity Legacy (XL) 4x4

2: The 1985 Simplicity 4211

3: The 1969 Simplicity SERF 525

Dear L> Magazine,

I have not been able to attend any tractor shows in three years. One reason was the pandemic, but the main reason is that my dad has been having some health problems. Since I have had to spend more time at home lately, I thought I would write and send in this story about my Simplicity tractors.

My parents purchased this Simplicity model 4211 for me on April 16, 1985 so I could mow my grandma's and neighbor's yards to earn some extra money. The tractor I was using was a 1969 Simplicity Serf 525 with a 5hp rope-start engine and a small

28-inch cut mowing deck. The yards I cut were just shy of five acres, so it took me a little time to get the mowing done.

The model 4211 had an 11hp engine with an electric start and a 36-inch cut mower deck. It was like a different world with this new tractor. I was only 12 years old at the time, so the difference in size was a big deal.

Over the years, the yards I mowed grew to the point that led me to the lawn services I do now. I used that 4211 every year until 2011 when I semi-retired it with the purchase of a brand-new Simplicity Legacy (XL) 4x4. This

new machine has a 27hp engine, front-end loader, 48-inch cut mower, and power steering. It was like a different world all over again.

The 4211 has served me well for the 37 years I have owned it. I don't know the total hours on this tractor, but I know it's a lot. In those 37 years, it's only had two major breakdowns. The first time was within the first half hour of using it when it quit running. I found that the fuel tank had water and buildup in it. It sat outside the dealership without its fuel cap, but they fixed it at no cost.

The second time happened in 2007 when the input shaft on the transmission broke and, in turn, broke other things. Surprisingly, I purchased a brand-new, complete transmission from Simplicity.

The 4211 still has the original paint, rear tires, and engine. The engine has never been taken apart, and it does not leak or burn a drop of oil. The tractor still runs well, if not better, than it did when it was new. It is like the Energizer Bunny – it keeps going, going, and going! Not bad for a tractor that cost \$1,575 37 years ago.

I still use the 4211 now and then just because I want to. It is like a member of the family. Although I've had offers, I would not sell it for any price. I also still have the Simplicity Serf. It, too, is retired and living the good life. It frequently attends tractor shows alongside the 4211 and my 24 other Simplicity machines.

*Your friend and loyal subscriber,
David Watson
Muncie, Indiana*

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FOR SALE

Speedex 1630 with 3-point & hydraulics; 38" Brinly sleeve hitch box blade; 1975 Cub Cadet 1250; 610 Bolens & miscellaneous garden tractor equipment. For more information, call Woody in IN at 317-696-7447.

Supplying parts for General Electric Elec-Trak, New Idea and Wheel Horse Elec-Trak tractors. Clean Power Supply 717-859-4234.

1948 Roths BesRo 3-wheeler, 1950 Roths BesRo 4-wheeler, 1955/56 Roths Country Boy, 1958 Roths Little Jeff. Located in Central Michigan. Call Dick at 989-513-3302.

Colt, Case, and Ingersoll tractor parts and attachments, new and used. Contact Barneveld Implement in WI at 608-924-1662 or www.barneveldimp.com.

Reasonable Bush Hog T-63, JD 60, JD 110, JD 214, Shaw Duall, Sears Custom, Jacobson Chief, Honda HT 4213, Cub Cadet 76, Massey Executive, Ride-Away Senior Hood. Contact Dennis in AZ at 928-300-7426.

Four 1967 John Deere 110, 1969 John Deere 110, John Deere 140, 1948 Gibson, Massey Ferguson 7HP, 1948 Bolens Ridemaster, Allis Chalmers 8 HP. Call Dave in MI for pricing at 810-869-4387.

Due to the death of my son, I wish to sell his collection of his Bolen's garden tractors - HT20, 1886, H16XL, 1054, 1000, 1253, 1053, 750 - plus many attachments, tires, wheels, parts, etc. Please call Don in Minnesota at 320-864-5636.



One-cylinder and two-cylinder Wisconsin Engines. Call Buck in IL at 618-558-6918.

David Bradley attachments for sale for Tri Trac, 1960 Suburban, and Walk-Behind. Some already restored. Too many to list. Contact Al in IL at 618-757-2298.

Simplicity Powermax & other models, parts for tractor & mower deck. Call Red in MI at 810-241-1341.

One Gravely wing mower, one Gravely wing mower deck and one Gravely wing mower frame. Asking \$975.00 for all. Contact Daryl in OH at 440-281-6926.

Two David Bradley walk-behind tractors, one Sears walk-behind tractor - has steel spoke wheels. All engines turn over. Two plows - one regular, one two-way, two discs, one blade, one sickle-bar mower, three cultivators. Asking \$700 for entire group. Call Richard in MN at 218-732-1392.

Troybilt Tomahawk chipper-shredder two-in-one with manuals, excellent condition. Asking \$100. Contact John in IA at 563-886-7302.

All fit John Deere round fender 110/112. Grill: \$30; pulley cover: \$30; PTO clutch: \$25, snow blade \$175; or all \$225. Located in south-central IN. Contact # 812-322-9036, no texts or VM.

Two mid-60's Bolens tractors: Model 1050 and Model 1220. Both are all original, 2nd owner, both run well, have mower decks also. Contact Clifford in MA at 413-250-1863.



Cozy Cab for John Deere 318, 420, and 430. No rust, excellent condition, asking \$700. Contact Al in IN at 317-446-0751.

Garden tractors: 7 Bush Hogs V-4-7, T63, V47, Javelina with front-end loader, Javelina with dozer blade, plus others. Also have 7 Livy articulator front-wheel steering and walk-behind. Also 2 Model T Frazer. Contact Ray in OK at 405-651-9642.



1967 John Deere 110, fully restored w/ mower deck, blade and #50 steel dump cart. It's been sandblasted, repainted and clear coated. Also has new tires, decals and mats. Has a Kohler engine/runs great. Asking \$2,650. Contact Jeff in IL at 708-903-4715. See photo above.

Two sets fenders, 2 starter generators, voltage regulator, various covers and shields, lift assist spring and rod. All fit 110 round fenders, one price takes all - make offer. Contact Delbert in IA at 319-283-0505. See photos to the left.

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WANTED

Cab for John Deere X700, must be for Ultimate Series tractor, soft or hard-side cab. Also, front slab weights and brackets for John Deere round fender 110. Contact Jan in OH at 419-825-3333.

Simplicity Super or Special Wonderboy. Also Clamshell rear-fenders for early Wonderboy. Call Walt in PA at 570-596-4126 after 3 pm.

David Bradley tractor made from 1939-1941, sold by Sear Roebuck, Co. Not looking for a walk-behind tractor. Contact David in IL at 815-246-4545.

The book, 'Straight From The Horses Mouth, Volume 2'. Contact Ryan in IN at 812-528-2292.

Information on a mini-track crawler supposedly built in Martinsville, Indiana. Contact Roy at 765-533-6494 or roybrummett@hotmail.com.

Gibson tractor items and hitch assembly for first model of Gibson. Also, one-cylinder Deutz engines, manuals and parts. Call Buck in IL at 618-558-6918.

Steering wheel for a Wheel Horse, model 312A. Call Isaac Beverly in IN at 812-767-1093.

A hood for Wagner garden tractor, or would buy a complete parts tractor. Also, 6 HP Briggs engine with starter on it. Contact Steve in OH at 937-935-4833.

Lawn Boy Loafer and/or parts and information. Winchell mowers and/or parts and information. Contact Jack in PA at 484-889-7783.

Stick or steer Gibson and 2-wheel Garden-All tractors. Contact Charles English at 812-449-6108.



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2022

September 1–5, 2022 Pontiac, Illinois

74th Annual Threshermen's Show held at Threshermen's Park, 14975 E. 2200 N. Road. Featuring International Harvester and the national Graham Bradley show. A great showing of Roof brand mowers and garden tractors. Contact: centralstatethreshermans@gmail.com.

September 3, 2022 Sterling, Illinois

Farm & Fleet Antique Tractor Engine and L> Show. Contact Dan for information, 815-625-9028.

September 8–11, 2022 Lanesville, Indiana

47th Annual Lanesville Heritage Weekend, featuring Ford tractors, Ford lawn & garden tractors, Keck Gonnerman steam engines, New Holland gas engines. FREE ADMISSION and FREE PARKING. Contact: lanesvilleheritage@gmail.com (email), 812-952-2027, www.lanesvilleheritageweekend.com.

September 9 & 10, 2022 Hopkinsville, Kentucky

Hopkinsville Antique Tractor & Small Engine Show at the Cherokee Park Showgrounds. Free admission and parking. Featuring antique tractors, vintage lawn & garden tractors, arts & crafts, stock antique tractor and lawn mower pulls, mini rod and hot rod tractor pulls, remote control tractor pulls, live demonstrations. Contact Howard Jones at 270-348-5883 for more information or go to our Facebook page: Hopkinsville Antique Tractor and Small Engine Show.

September 16–18, 2022 Wellington, Ohio

51st Annual LaGrange Steam, Gas Engine, Tractor & Antique Car Show featuring Michigan-built steam engines, Ohio-built tractors, dairy industry engines, and related equipment. Visit www.lagrangeengineclub.com for details.

September 17, 2022 Atkinson, Illinois

7th Annual Vintage Farm Equipment Show featuring historical reenactments,

horse-drawn equipment, tractors, lawn & garden tractors and more. Visit www.VintageFarmEquipmentShow.com or call Dave at 309-441-5915.

September 17–18, 2022 Madison, Indiana

Madison Vintage Thunder Vintage Hydroplanes and Vintage Tractors on the Madison Riverfront. Contact 812-820-4423 for more information.

September 23–25, 2022 Valparaiso, Indiana

Fall Harvest Festival & Antique Equipment Show at Sunset Hill Farm Co. Park, presented by the Northern Indiana Historical Power Association. Feature garden tractor: Economy. www.nihpa.org.

Scottsburg, Indiana October 1, 2022

Kent Vintage Tractor Club 5th Annual Show at Orscheln's Farm and Home Show, 8:00 a.m. to 4:00 p.m. Contact 812-820-4423 for more information.

October 14–16, 2022 Boonville, Indiana

Antique Steam & Gas Engine Club Summer Show. Featuring Case tractors and engines. Tractors, steam engines, hit-and-miss engines, garden tractors, toy shop, and large flea market. Contact Tim Forston at (812) 686-6466.

October 13–16, 2022 Evansville, Indiana

Eville Shindig Hot Rod Kustoms and Rockabilly weekend at the Vanderburgh County 4H Center. This event features 1972 and older hot rods, customs, vintage camping rally, swap meet, live rockabilly music, car corral, vintage race cars, food trucks and more. Hosted by the Eville Do-Rz Gearhead Club. For more information, visit evilleshindog.com or call 812-774-7800.

October 15–16, 2022 Frederick, Maryland

31st Annual Antique Tractor Show by the Maryland Two-Cylinder Club. All tractors welcome. Free admission. Tractor and garden tractor pulling,

hayrides, tractor parade, and much more. See www.mdtwoycylinderclub.com for more information.

2023

May 26–28, 2023 Bernardston, Massachusetts

47th Annual Gas Engine Show, Giant Flea Market & Tag Sale at Pratt Field. For more information, visit www.UnitedChurchofBernardston.org.

June 9–11, 2023 Evansville, Indiana

Lawn & Garden Tractor Magazine Extravaganza, featuring Ford Fordson tractors, Ford garden tractors, Emerson and Brantingham gas engines and pumping engines. The Extravaganza welcomes back the 4x4 custom tractors! All makes, years, and models are welcome! Contact Kate for information, 812-455-5870.

June 15–17, 2023 Lebanon, Tennessee

Classic Green Reunion at the Wilson County Expo Center, featuring the John Deere model D, model 110 garden tractors, Gen II tractors, E engines and bicycles. Anything that is branded John Deere is welcome at the show. For more information, visit ClassicGreen.org or contact Darren Redding at 765-432-2571.

July 6–8, 2023 Portage, Wisconsin

Garden Tractor Daze, featuring John Deere. Contact Bret for more information, 608-297-7400 or 608-697-3690.

Note: *Lawn & Garden Tractor Magazine* is not responsible for listing show cancellations. We encourage you to contact all shows prior to attending to ensure they are still being held.

Our advertising rates are reasonable and can help you boost your show attendance! Visit www.LagtMag.com or call 812-985-0828 for current rates on display ads and information about frequency discounts.



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