July 2013

PRESIDENT’S MESSAGE

Here it is July already and I would like to know where the year went to. So far this year some of us have participated in a number of shows like Vintage Tractor Days, Rio Linda, Grass Valley, Sacramento County Fair, Floyd Percival Tractor Ride and others. We have more shows coming up and I hope that you will make as many as you can. I hope to see you at the next shows and that you enjoy going to the shows as much as I do.

At the Annual Meeting in February Lee Hardesty announced that he will be stepping down at the end of this year. He is willing to train a new person to take over the job of Editor. At present no one has come forward and shown any interest in becoming the new Editor. Due to a medical issue that I have to deal with I will also have to step down at the end of this year or sooner. Kim Blodgett our Membership Person will not be running for office this coming year and one Board member will not run for re-election. I am pointing this out because I care about Branch 13 and want to see it continue but we need people to step up. My job can be easily filled but the two offices which will be hard to fill are Membership and Editor. Organizations do not run themselves; they need volunteers to run them. So please step up and volunteer; it can be rewarding. You can contact me any time by phone and I will fill you in on some of the duties of the office that you are interested in.

President LeRoy Diede

Visit our website at www.branch13edgeta.com
**First Monday of Each Month**  
Monthly Breakfast at Denny’s Restaurant Hwy 49 North from Auburn towards Grass Valley Exit Hwy 49 N from I/80 Auburn, Ca  
Bob Currie 530-333-1028  
tracturs@gmail.com

**First Wednesday Of Each Month**  
Monthly Breakfast at Coco’s Restaurant  
Sunrise at Madison, Citrus Heights, Ca  
Ken Green 916-782-2759  
kgreen@surewest.net

July 4th, 2013  
Carmichael July 4th Parade  
Carmichael, Ca  
Erwin Graves  
916-792-6523

July 25-28, 2013  
Amador County Fair  
Plymouth, Ca  
Richard Blodgett  
916-952-5669  
richblodgett@ymail.com

August 17,18,2013  
Carson Valley Days Annual Event  
Gardnerville, Nevada  
Pat Geary  
775-291-2001

October 4-6, 2013  
McFarland Ranch Gasup  
Galt, Ca  
Julie Alvey  
209-748-2800  
jlurion@softcom.ne

Oct 26-27, 2013  
Annual Swap Meet  
Yolo County Fairgrounds  
Woodland, Ca  
Rich Cleland  
530 867-7560  
vircengines@live.com

Nov 27, 2013  
Loomis Thanksgiving Parade  
Loomis, Ca  
Frank Vantacich  
916-652-9397  
rustymetal@sbcglobal.net

This list is Just Branch 13 information. Please see our website for many more dates from many Branches

From Larry Vorris

At the National Board meeting at Morrow, Arkansas, May 19, 2013 we met with our insurance agent for a very informative meeting, discussing our insurance policy.

First, it is getting very hard to obtain an insurance policy like the one that EDGETA has and it is even harder to keep a policy like this in force. We can tell by the tractor pulling clubs that are applying to EDGETA for membership in our organization. They can not obtain a policy at a reasonable price and they only want to be a member of our organization for our insurance benefit program only. They want our insurance program but want to use their pulling rules. Our requirements state 3.5 mph in all classes, no exceptions. If you read the exhibition class, it is 3.5 mph too. If you are pulling classes over 3.5 mph then EDGETA is not your choice. There are companies that will insure tractor pulls with the higher speeds, but they are getting harder to find and are clamping down on their benefit programs too. If you want to put it into prospective, “with the EDGETA program, you are buying a Cadillac for the price of a bicycle”.

The EDGETA tractor pull is a “traction contest” not a speed race.

Second, we have had several little fender benders and it was the decision of the Board of Directors that the member involved in an incident be responsible for the $1,000.00 deductible on the insurance policy. The reason being, the members must have some responsibility if an incident should happen.
BUSINESS - PAGE 3

BOARD MEETING MARCH 20, 2013

Meeting called to order by newly re-elected President LeRoy with all board members present except Julie Alvey in our new board location. Visitors in attendance are Frank and Sondra Fuson, Frank and Shirley Weckman, Elia Kilpatrick and Richard Blodgett. As a quick note on new board location, this will be changed for next meeting as the room was so noisy, most are unable to hear what’s going on at the other end of the table!

Minutes from the previous meeting were reviewed, items added, corrected and approved. There was no additional correspondence.

Treasurer Nancy reported a beginning balance from December 31, 2012 was $5278 and current balance of $4695. A combination of an infusion of cash from dues and annual dinner receipts and major expenses to the Elks Lodge for our dinner and the $400 payment to the lucky raffle winner Floyd Schmall makes for the difference.

Membership Director Kim reported that we had a total of 315 members for 2012/2013 and 110 members already for 2013/2014. About the same position as the prior year.

Old business began with a lively continued discussion of holding an event at the Gibson Ranch. The board voted to pass on this opportunity.

New business began with a review of Branch 13’s by-laws, primary purpose the Branch was organized and other items of interest. One of the outcomes of this discussion is that new Board Member Bob Lobdill has agreed to act as a docent in connection with talking about the engines at each of our shows.

Next we have a possibility of a new show at Burke’s Junction in Cameron Park. More info to be obtained and seems like it’s something we can do. A date will be set soon.

Since our last engine raffle ended in a cash payment, we will begin selling tickets for next Annual Meeting raffle. Bob Lobdill has agreed to complete the engine and be sure it is in running condition.

Bob Lobdill has also agreed to be our safety officer for the coming year with another new board member Jon Timm will be his apprentice.

The Grass Valley Gas Up contract with Nevada County Fairgrounds is in at a cost of $300 plus $125 for trash, and the fairgrounds gets the camping fees. This contract was quickly approved, signed and returned to the fairgrounds.

Proxy voting came up at our annual meeting and was again discussed. It is decided that we will continue our voting procedures as in the past and not allow proxy voting. Proxy voting is a disadvantage to write in candidates.

A $100 advance was approved for our membership Director for postage and other expenses she is incurring.

Final announcements: Frank Weckman discussed Rio Linda Farm Days, and everyone is welcome to show their stuff as in the past. There will be pot luck dinners both Friday and Saturday nights. Jon Timm spoke of a possible show day at the Ely Stage Coach Stop on Highway 23, near Clear Lake, more info to follow, and lastly Frank Fuson announced that the Folsom Railroad Museum will have an event in September.

Meeting was adjourned at 7:55PM.

BOARD MEETING APRIL 17, 2013

Meeting was called to order 6:05 PM by President LeRoy with all board members except Odes in attendance. Guests includes Richard Blodgett, Charla Hardesty and Elia Kilpatrick. Minutes from previous meeting were read, corrected and accepted.

Correspondence included a letter from the CEO of the Sacramento County Fair inviting us to participate with our engines and tractors. Even with short notice we have a few members that will join the festivities over the Memorial Day weekend, and if this works out well will schedule this event in future years.

We also received special notice from our National Association asking for us to review our new insurance regulations concerning how to handle all accidents and reporting thereof to National and our insurance carrier. It is the boards desire to comply with their requests.

Our Treasurer Nancy reports we had a March 20th beginning balance or $4695 and an ending balance on April 15th or $5248. The complete report was read and approved. Membership director Kim reports we have 141 total members currently.

Old business began with our dues conundrum where we voted at our Annual Meeting to raise all sections of dues $5.00. We then discovered when a formal notice from Ken Green indicated our By-Laws have a specific limit applying to dual members so the board simply agreed that the correct dual member fee has to be $18. This may have to be readdressed prior to next year’s Annual Meeting and voted on again. Or not.

We’ve been invited to have a small one or two day event at Cameron Park, another free to us.

Continued Page 6
Briggs & Stratton: How Engine Production Began

Dennis Tackett

Briggs & Stratton small gas engines, seemingly, meet the power needs of the world. Briggs & Stratton Corporation is the one of the world's largest producers of small, stationary, air-cooled, gasoline engines. Dennis Tackett explains how Stephen Foster Briggs and Harold Mead Stratton came together to form Briggs & Stratton in this article from Gas Engine Magazine.

Briggs & Stratton small gas engines, seemingly, meet the power needs of the world. Briggs & Stratton Corporation is the world's largest producer of small, stationary, air-cooled, gasoline engines. What follows is brief history of how it all began.

Mr. Juneau, who was a coach at South Dakota State College, introduced Stephen Foster Briggs, an engineering student from South Dakota College, to Harold Mead Stratton, a successful grain merchant with entrepreneurial ambitions.

Mr. Juneau was well aware of the outstanding engineering talents of Mr. Briggs. Mr. Briggs had developed a 6-cylinder, two stroke gas engine while attending South Dakota State. Mr. Briggs hoped to produce his gas engine in order to enter the expanding automobile industry. Mr. Juneau felt that Stratton (who owned a farm next to his) and Briggs might make a good team.

The combination, which emerged from this initial meeting, operated as a partnership. The first location of the Briggs & Stratton Co. was a rented space in a building located in the old Third Ward of Milwaukee, Wisconsin. Briggs & Stratton incorporated as the Briggs & Stratton Company on April 16, 1909, in the city of Milwaukee, Wisconsin.

The first project of this new partnership was Mr. Briggs' gas engine. This six cylinder engine was too costly to produce. It was short lived.

The second project of Briggs & Stratton Co. was an automobile. Briggs & Stratton produced three cars, two touring cars and one roadster.

The cars were produced from components, which were supplied by outsiders. These cars were produced under the name of "Superior." Unfortunately, the cars were also too costly to produce.

Briggs & Stratton applied for a patent for a gas engine igniter system on February 2nd, 1909. The patent was granted on February 22nd, 1910. This new venture allowed the company to stay solvent. Although the gas engine igniter system was not a huge success, it did launch Briggs & Stratton's rise to the top of automotive electrical component production.

In 1910, the grandfather to the first Briggs & Stratton small gas engine began to appear on the streets of England. The Wall Auto Wheel, which was sold as a power booster attachment for the bicycle, consisted of a one horsepower, single cylinder, air cooled gasoline engine. This engine was mounted on a twenty inch bicycle wheel. The Wall Auto Wheel was attached to the side of a bicycle.

The Wall Auto Wheel was patented by Auto Wheels-Limited of London, England. All manufacturing rights to the motor wheel were owned by Auto Wheels-Limited.

An American manufacturer, A. O. Smith, was vacationing in England, in late 1912. A. O. Smith felt that the 'motor wheel' would be a big success in the States. Smith secured manufacturing rights to the motor wheel from Auto Wheels-Limited. This acquisition occurred around November 19, 1912.

Once he was back in the States, Smith redesigned the Wall Auto Wheel. The new, bright red Smith Motor Wheel was considerably more advanced than its 'Wall' predecessor. After nearly two years of research and development, the Smith Motor Wheel went to market in October, 1914.

Once on the market, the Smith Motor Wheel was offered in four separate models. The A model was offered in late 1914 and 1915. The B model was offered in early 1916. The BA model was offered in 1916 and 1917. The C model was offered in 1918 and early 1919. While the basic design stayed the same, each new model exhibited slight engineering advancements. Each model was rated at one and a half horsepower.

In 1916, the A.O. Smith Corporation developed their version of a flyer. The Smith Flyer was a unique automobile. It had a steering wheel, wood slat frame, two bucket seats, two axles with twenty inch bicycle style rims, and a lifting device. The lifting device was attached to a motor wheel, which was mounted at the rear of the small car. When lowered, the motor wheel would push the little car along its way.

Briggs & Stratton officially entered into an arrangement to begin producing small gas engines on May 19, 1919. Although the deal was worked out at some prior time, this is the official date. On May 19, 1919, Briggs & Stratton purchased the rights to manufacture the motor wheel from the A. O. Smith Corporation. The acquisition was worked out by Stephen Foster Briggs and the A. O. Smith Corporation.

The relationship between these two companies dated back to the attempt by Briggs & Stratton to produce the "Superior" car. A. O. Smith had supplied the frames that were used to produce these three automobiles. The Briggs & Stratton Company had provided the A. O. Smith Corporation with blueprints for an internal flywheel magneto, for the motor wheel. They provided these on several occasions. One such occasion was March 10, 1915. This shows that the Briggs & Stratton Company was at least familiar with the motor wheel, prior to acquiring the manufacturing rights to it.

The Briggs & Stratton Company redesigned the C model Smith Motor Wheel. They increased the horsepower rating to two horsepower. They utilized an internal flywheel magneto, which was similar to the one that they previously offered to A. O. Smith.

The newly redesigned Briggs & Stratton Motor Wheel was deemed the D model. The only other model of...
AVERY TRACTOR CONFUSION
Allan Avery

This will try to provide some of the information to clarify the Avery tractor confusion it is no way complete but will give the basics..

The Avery family name has been in North America since 1640 in the colonial times. As a result there are a great many Averys in the USA today and in past years that are related. If the name is Avery, it is most likely related. I am a 10th generation Avery. Non-tractor names are AVERY LABELS (my 1st cousin Stanton Avery), Mary (Avery) Garrison on Branch 13 Board (my ‘kissing cousin’), TOBASCO SAUCE (from Avery Island, LA), Route 66 (founded by Cyrus Stevens Avery), Grass Valley, CA (first panned for gold by Joseph Conrad Avery in 1848) and Corvallis, OR (founded by the same Joseph Conrad Avery after he hit paydirt in Grass Valley, CA).

AVERY COMPANY (founded in 1866 by the brothers Robert Hanneman Avery and Cyrus Minor Avery) as the RH and CM AVERY COMPANY was an American farm implement builder. In 1872 they reorganized and restarted as the AVERY COMPANY. In 1883 the company was renamed the AVERY PLANTER COMPANY. In 1891 they enlarged their product line to include steam traction engines. In 1899, the company was renamed the AVERY MANUFACTURING COMPANY. Their tractors used the best steam engines of the day, and the boilers were reinforced to withstand extra pressure. The line included unique tractors with top-mounted steam engines resembling locomotives more than typical farm tractors of the day.

Avery made a variety steam engines, including 18 horsepower (13 kW) 30 horsepower (22 kW), 40 horsepower (30 kW), 50 horsepower (37 kW) and 65 horsepower (48 kW)

In 1909, Avery began manufacturing gasoline tractors. They shortly gained a reputation for producing huge tractors, including the very large for its day 40 horsepower (30 kW) Avery steam traction engines, weighing 25 short tons (23 t) each. Large tractors were needed across the prairie to turn the virgin sod, from North Dakota to Texas, oftentimes with roots as thick as a man's thumb, into tillable soil.

The company entered bankruptcy and went into receivership in 1923. Former officers of the bankrupt Avery Company organized a new, smaller firm in late 1925 as the AVERY POWER MACHINERY COMPANY. As the Depression waned, the company was restarted in 1936 as the AVERY FARM MACHINERY COMPANY. In 1938, it produced the Avery Ro-Trak tractor, which had an unusual front-axle design that could be converted from a narrow- to a wide-front tractor.
It was the first Avery tractor in a dozen years, but this was doomed to be its last tractor. World War II interrupted production again, and the company closed its doors in 1941.

BF AVERY PLOW COMPANY Benjamin Franklin Avery first began a plow company in in 1825 in Clarksville, Pennsylvania, selling the company to a brother after returning to Aurora after the death of his father. Along with a nephew, Daniel Humphrey Avery, he moved to Louisville, KY and began his new plow business in 1847. When Daniel moved on in 1850, the company was organized as B.F. Avery Plows. Operation was suspended during the Civil War, but reopened after the war as B.F. Avery & Sons, and now included his three sons. The first motorized machine was the Louisville Motor Plow, a 20hp engine on a chassis with two plows mounted underneath and was built from 1914-1917. In 1930, Avery began marketing tractors built for them by Huber Manufacturing of Marion, Ohio. Records indicate that 355 Huber tractors were delivered to Avery, mostly the Huber 20-36 and two Huber Light Four Tractors.

IN 1936, B.F. Avery developed a new tractor and approached Cleveland Tractor Co., or Cletrac to manufacture it. Cletrac built the General GG three-wheeled tractor for B.F. Avery, and they were also sold by Massey-Harris and Montgomery-Wards (Wards Twin-Row) and the (Co-Op).

Cletrac ceased building the General GG during World War II, and B.F. Avery acquired the equipment and began manufacturing it as the B.F. Avery A.

BF AVERY V / MINNEAPOLIS MOLINE
V / BG 1947-1955

During some lean years, B.F. Avery agreed to sell out to Minneapolis-Moline on January 8, 1951. Some of the B.F. Avery models continued in MM's lineup for a number of years, before the manufacturing facility in Louisville was closed for good in 1955.

Continued from Page 3 probably mostly engine type show, we’ve put this off until later in the year as we have a lot scheduled already.

We are also being invited to another event at the Ely Stage Coach Stop, a newly completed museum near Clear Lake that we were told about by Greg Dills at our last McFarland, Galt show. Again we will get more info on this, and a time which could be associated with their local Pear Festival. More to follow.

Grass Valley Show buttons are in and appears the gas up will happen. Show director has had only one volunteer let him know that he will do the Garbage Detail. Thank you Allan. I know others are anxious to do their part, so call or e-mail Jody.

New business began with Amador County Fair. The contract was read, agreed to, signed and to be sent back. Show will run from July 25 to 28, 2013. They again are including up to 400 gallons of gas and 50 gallons of diesel. Richard will be needing volunteers to help at this event. Give him a call

More discussion was given on the Sacramento County Fair and the Accident Review Requirements.

Julie announced the City of Galt will be doing a one day show on September 7, 2013 from 10AM to 4PM. More info to follow on this show.

Last item was the approval of $600 to restock our store trailer. Seem like we’ve had good luck at depleting our stock.

After announcing our coming months shows, and confirming our future board meetings will be on the 3rd Wednesday of each month at Coco’s the meeting was adjourned.
Combs Tool Corner

Darrell Combs

This issue’s tool, a monkey wrench patented in 1904, needs little explanation as the drawing tells the whole story. It is a perfect example of American ingenuity, a simple, down to earth, basic tool, few parts, rugged and easy to manufacture.

The lower jaw, #3 is free sliding on bar handle #1 and as soon as contact is made on a work object and operating pressure is applied to handle #, the tension spring #5 in the recess of jaw #3 pulls the locking link #6 into a mechanical bind on handle #1, preventing jaw #3 from moving.

Please note that handle #1 pierces both jaw #3 and link #6, this is not a very well done patent drawing as that should have been clarified by additional views.

To open simply release pressure on the handle and thumb link #6 down as shown by the dotted line, freeing the mechanical lock and allowing jaw #3 to slide freely.

Until next time, here’s hoping you have a grand time this show season.

Darrell Combs

For Sale

Older single axle 16’ Travel Trailer
Has dry rot!
Convert to flatbed engine trailer for
Easy show display.
2” ball hitch, 7 pin plug, currently licensed
Make reasonable offer
Gene Borsoff 916-451-0893

Board Meeting
June 19, 2013

This night’s meeting opened promptly at 6:05 PM with all board members in attendance except Laszlo Bocsikai and Jon Timm. Visitors included Elia Kilpatrick, Charla Hardesty and Julie Alvey’s sister Vicky (?)

Minutes from last meeting were perused and approved as written

Treasurers report shows that on May 13, 2013 we began with $5063, with income of $1145 and expenses of $1624 with the largest items being dues collected of $873 and our store inventory replenishing of $1000, and we now have a balance of $4584 as of June 17th, 2013.

Membership chairman Kim Blodgett states we now have 193 members which is considerably less than the 252 we had last year at this same time. We expect to add more at Amador, McFarland and our Swap Meet. The board is concerned about this information and will ponder possible ways to increase renewals and create interest in obtaining new members. Any and all ideas are welcomed.

Old business began with a report on our recent Grass Valley Gas Up. It should be noted that all agreed that member Jody Stover did a great job acting as Show Director for his very first time. The Nevada County Fairgrounds sent a letter commending us for how clean we left our area and refunded our cleaning deposit. They did point out a couple of problems dealing with the fact that our contract didn’t include the use of the restroom (by anyone other than the campers) and they expect us to remain and play only in the area we rent (not supposed to drive our tractors around the fairgrounds.) They want to meet with us at the end of this year to discuss next years contract.

Next item is our next annual meeting will be February 22, 2014, Woodland Elks Lodge. $200 deposit to be sent to lock in the date. All other details to be worked out.

Amador County Fair newspaper information has been submitted, and show button has been ordered. $250 budget was also approved.

A report on the Sacramento County Fair was given and it was a huge success, particularly with the crowds coming by to see our displays. We’ve been promised a larger area next year and the count was very happy with what we brought even on such short notice.

Our store inventory has been boosted by $1000 in TShirts and another $200 has been approved to add hats to sell.

New business began with a request to furnish some tractors, engines and any other farm related equipment for the San Juan High School Centennial on October 26, 2013. This will be for a few hours on this day only, unfortunately it is the same day as our Swap Meet, but hopefully we can get someone to make this a memorable day for those celebrating this truly big occasion.

We’ve also been invited to another Tractor Supply opening, this time in Placerville. Don’t have a date yet.

Next Board Meeting will be July 17, 2013, 6PM, Coco’s at Sunrise and Madison Ave, Citrus Heights. Come early to get your dinner order in.

As usual, if you want more in depth information on this meeting, Secretary Nancy Pearson will be happy to see you get it.
motor wheel which was offered by the Briggs & Stratton Company was the SD model. This was employed on the first motorized scooter to be produced in the United States—the Briggs & Stratton Scooter. The flyer car remained in production as the Briggs & Stratton Flyer.

The many uses to which the motor wheel was applied demonstrated the need for a stationary power source. Realizing this, Briggs & Stratton rid the motor wheel of its horns, thus producing the P model Briggs & Stratton gas engine. This was the first stationary Briggs & Stratton small gas engine to be produced.

In December 1920, Briggs & Stratton accepted a contract to sell 1,150 one horsepower portable, or P model, gas engines. These engines were to be sold to Mr. Frank Held. This contract gave Mr. Held exclusive rights to use the P model engine on his cultivators until January 1st, 1923. The P B and F models soon followed the P model. Briggs & Stratton gas engines were soon being sold to such companies as Gilson Manufacturing (which is now Bolens), and F. B. Zieg Manufacturing Company, which manufactured washing machines.

The success of these engines could not have come at a better time. The motor wheel and related items were not producing the profits that were hoped for. Briggs & Stratton sold the manufacturing rights to these items to Automotive Electric Service Corporation, of North Bergen, New Jersey, around February, 1924. The motor wheel did produce big profits in that it helped Briggs & Stratton find its niche in the manufacturing world.

The Briggs & Stratton Corporation has sold well over 100,000,000 small gas engines. They have developed dozens of different models, each model with its own application. The next time you see a Briggs & Stratton engine in use, you'll know how it all began.

THE SCYTHE
Michael Perry
Reprinted with permission from the author From His latest book Visiting Tom
Harper-Collins Publishers

One day Tom and I are rummaging in his machine shed for a piece of steel when I spy a scythe hooked in the rafters, just the same as mine. I start telling Tom about my scythe and how I’ve been using it. I tell him about how I sharpen it, using the three stones in sequence, keeping them wet, and how I follow the arc of the blade.

“Yah, sounds like you’re doin’ that about right,” he says, and inside I glow a little. There are certain skills a man ought to have, and putting an edge on a blade is prime among them; to have Tom’s imprint in this instance is doubly meaningful. I tell him how I’ve been refining the way I swing the scythe, hoping he might give me some advice on how to better handle the thing, but he just says, “Yah, that’s pretty much how you do it.”

I am feeling expansive now, not just because of his approval, but because I am imagining it must be heartening for him—the old-timer—to know that some of us in the trailing generations are taking up the old ways again, studying them, doing our best to preserve fundamental traditions in the face of an uncertain future. The scythe is a cultural baton, and we are passing it down the generations.

“Y”know what really works good?” asks Tom.

I give him my full attention, determined to keep my scatterbrain in focus so that whatever secret he is about to share, that I will be able to carry forward, hand it to my own children, be a living link.

“One’a them gas-powered weed-wackers!”

Continued from Page 2

Third, in the youth driver program, the youth must test and be certified on every tractor they drive.

Fourth, for all the rest of us, we probably need to go through a driver program too. We must be a defensive driver. It is not tunnel vision when we get on a tractor; we must be watching the other drivers and looking at the whole picture. Try not to get yourself in a position that you feel uncomfortable.

Fifth, loading and unloading a tractor or any kind of equipment is probably one of the most dangerous things we do. If you see something that is not right, stop and keep your distance. If help is need, offer only if you see what the problem is and that you can make it safer. Try to keep all spectators at a safe distance away from all loading and unloading areas. We all like to watch people come in to a show and unload their equipment. It is also scary to look at some of the trailers that tractors and equipment are being hauled on.

Sixth, some of the ramps being used are not safe. I have watched people load & unload row crop tractors using only 2 ramps and some want to use a wooden 2 x 8 for the front wheels. If one falls off a ramp, it is instant; you don’t have time to prepare yourself for the fall. Loading and unloading in wet weather is especially dangerous. A rubber tire on a dry metal ramp is slick, but on a wet metal ramp is bad. And all ramps should be the same length.
APPLICATION FOR NEW OR RENEWAL MEMBERSHIP

NAME___________________________________________________________________________________
ADDRESS_______________________________________________________________________________
CITY_____________________________________________________
STATE______ZIP_______________________________________________
PHONE___________________EMAIL___________________________
ASSOCIATE or JUNIOR NAME(S)______________________________
PRINCIPAL______________DUAL_______________NEW______________RENEWAL________
I can help with:__________________________________________
__________________________________
I have read the safety rules and agree to abide by them.
Sign_____________________________________________________________________________________

Annual membership runs from April to April and is not prorated.
Please include $30 for each principal member, $22 for each associate and Junior, $18 dual (include copy of your membership card) $12 for subscription only member. Make checks payable to EDGE&TA Branch 13 and mail all to %Membership Director Kim Blodgett, 7533 Lucky Ln, Citrus Heights, Ca 95610.

CLASSIFIED ADS

For Sale: Vintage Tractor Days DVD Professionally Produced $20+S&H (about $3) Contact Rod Hisken 530-692-0919 hisken@succeed.net

For Sale: Two bottom 3 pt plow Looks good and solid $250, 3 pt forklift attach looks solid and well built. $250. Farmall Super A 51? new tires on back very good tin eng, free Neighbor says the engine was rebuilt $1200. Allis Chalmers. G 53 ? new rear tires plus extra wheel and tire Eng free Supposed to run well. Great tin good paint. Rear protection bar. Been in barn for at least four years $2500. 530 673 6280

For Sale: David Bradley Windmill, 8’fins, about a 20’ tower, ran good when taken down, Xlnt condition, $500 OBO. Call Bill Maupin 530-304-3380

For Sale: Buzz Saw with 6HP Fairbanks on trailer $600, engine free but has frozen exhaust valve., and Heavy duty cement mixer with 4 HP Cushman engine on trailer. Call Bill Maupin 530-476-2889


For Sale: two old Briggs Stratton engines and extra parts. Contact John Paur 530-677-3937 or johnjpaur@directcon.net

For Sale: Thinning out my collection. Pictures of tractor and all engines for sale can be seen on my web site: hitnmiss.lonax.com. Tractor and engines located in Auburn, CA. Any questions email me at hitnmiss@lonax.com Glenn Crockett. TRACTOR FOR SALE: Cat Ten, 1930, $5500.00, OBO. ENGINES 1926 Fairbanks Morse, 3hp, on cart, $600.00. 1914 International Harvester, 2 HP, on custom cart, $4500.00. 1914 International Harvester, 4 HP, Hopper Cooled, farm fresh, new sleeve, on cart, $5500.00. 1916 Economy, 5 HP, saw rig. $1500.00. Weber, Type G, 6 HP, very different, on cart, 3500.00. Bullseye, Type GE, 2 HP, has magneto, original skids, mag needs rebuild, on cart, $6500.00. Call Glenn Crockett 916-784-0726

Wanted: 3 or 6HP John Deere engine on cart that runs. Rob Anderson, branch 8. Fresno, Ca. roundwillows@gmail.com.

For Sale: Oak executive desk, file plus 2 additional drawers on each side, and center drawer in knee hole. Top is 37”x72”. Make offer I can’t refuse. Call Lee Hardesty 916-961-6316 or email at hrdst@comcast.net.

Western Antique Iron Trader

A monthly publication for tractor and engine collectors in the western states.
⇒ Show dates & locations
⇒ Swap meet dates & locations
⇒ For sale & wanted ads for tractors,
⇒ engines & misc.
⇒ Unlimited free ads for subscribers
12 issues: $18 year US or $22 Canadian send $1.00 for recent issues
Send check or money order payable to:
Western Antique Iron Trader
24696 SW Daniel Rd
Beaverton OR 97007-5491
e-mail:irontrader@ispwest.com
Visit our website at: www.irontrader.com
(503)649-3576; Fax (503)848-8828

Be sure to check our web site for more classified ads, most with photos.
Branch 13, one of the largest branches in EDGE&TA, was founded in 1971 in Sacramento, CA. We pride ourselves on being among the best, with an annual show schedule that offers many activities, various locations, and opportunities for our active members. Our branch newsletter, "The Chugger," published three times annually, is very informative, highly regarded, and is also available to nonmembers.

An application for membership must be completed and may be obtained at any of our events, or by contacting our Membership Director, Kim Blodgett. Annual membership is good through April 15th of each year. Individual dues for principal members are $30.00 per year which includes National membership and insurance. Dues for auxiliary (family) members or dual membership with another branch are $22.00 each per year. For newsletter-only subscriptions, please send a check or money order for $12.00 to the Membership Director and indicate your purpose.

The Chugger may be read online at www.branch13edgeta.com.