

gears and then getting caught between the gears and causing the transmission case to explode, but the last 2 times the teeth on the gears were sheared off at an angle so I then knew the case was failing before the gears. This is the problem we have and no way to fix it. Because of the length and width of the transmission case there is not enough room for a gearbox like many of my competitors have. The main problem is that the power comes in on the top shaft and leaves on the pinion shaft which is 6 " lower. Whereas on International, Allis Chalmers, White and big block John Deeres the power comes in and leaves in a straight line. This means I will have to put in a drop box which takes up more room. It does not matter whether it's a 4010 John Deere housing or the latest housing available for a small block John Deere, the problem is the same. As for the clutch housing, you never know when it might break again. The axle housing problem can be fixed by going to a heavier housing.

In retrospect, what I am asking for is a variance for mechanical and safety reasons, I want to remove the clutch housing, and the front of the transmission case and install a drop box, gear box and clutch can with one piece frame. I figure I will lose 250 lbs. by removing the clutch housing and the front of the transmission case, but in return, I will put on 150 lb. heavier axle housings which are located 3 foot further back than the clutch housing and with the 1 piece frame from front to back being heavier than the frame I now have, the moveable weight should be about the same.

Even though the rule book says no component tractors, we have tractors in the super stock class that are. Now we have a new rule which allows the white tractor to get rid of cast between engine and rear housing, which is exactly what I want to do. I'm not asking for anything many of my competitors do not already have. There is not enough money in this sport as it is and when you breakdown as often as I do, it sure takes the fun out of it. Tim Engler said he could fix my tractor and put the same components he has installed in other super stock tractors at a cost of \$10,000.

1 Piece frame	\$ 4500.00
6" Drop box	1000.00
4 Speed trans.	3500.00
Truck differential	<u>1500.00</u>
	\$10000.00

This is a lot cheaper than destroying \$17,000.00 worth of parts like I have the past 2 years. This isn't counting the lost purse money, points and my labor. As you know, I believe strongly in a tractor keeping stock appearance.

Sincerely,

Douglas H. Roberts