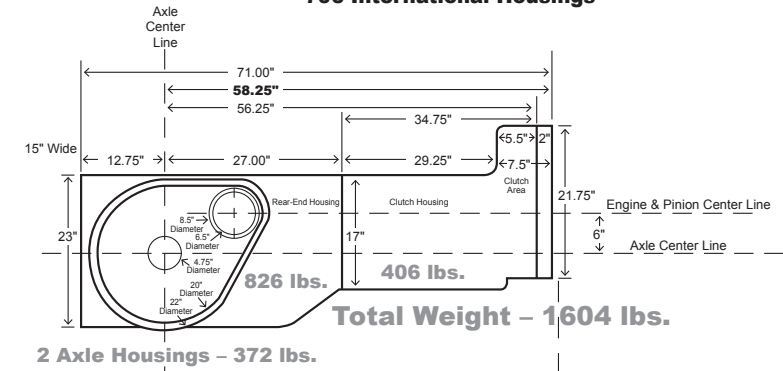
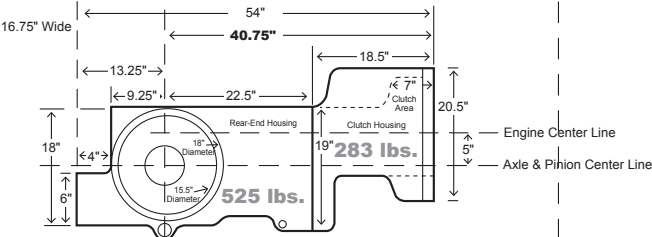


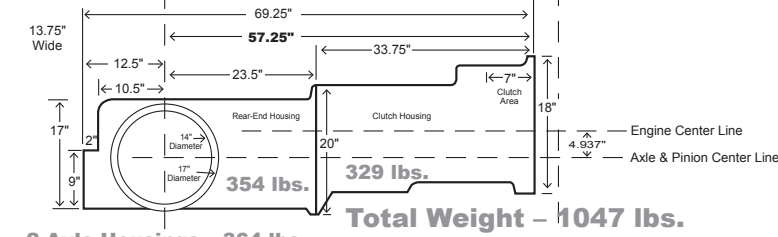
706 International Housings



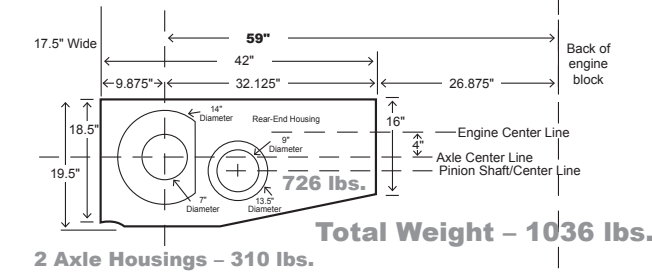
4010 John Deere Housings



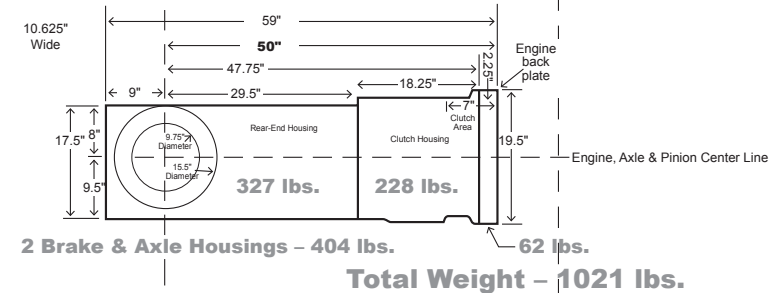
5000 Ford Housings



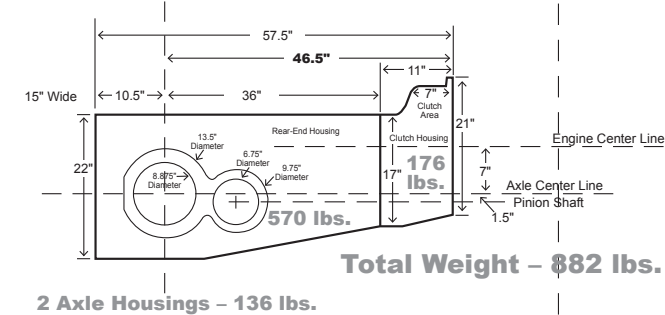
1800 A Oliver Housing



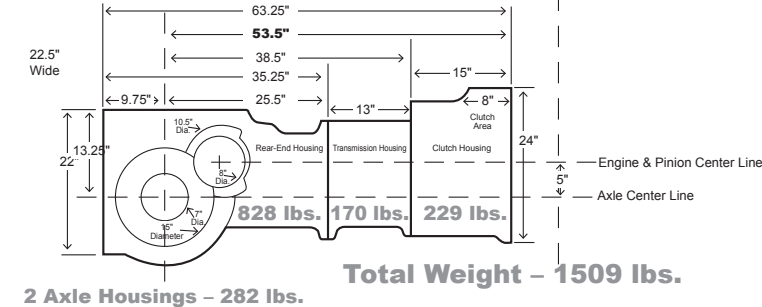
8006 Deutz Housings



830 Case Housings



D21 Allis Chalmers Housings



OEM CAST COMPARISION

The goal is to have fair competition with all these different brands of OEM cast housings in the Light Super Stock class. Front end weight is everything in this class. Some brands were better suited for the LSS class than others because of location of engine, weight of cast, etc. Without a change in the rules some brands will disappear and this is not good for the future of this class. Right now we have International and John Deere at opposite ends of this class. All the rest fall in between. My goal is to handicap these different brands with weight to have even competition. The only common denominator in all brands is the 114 inch wheel base so front axle weight is what we have to look at. We now have different weights with diesel to alcohol powered tractors and now we need to do that with different brands to even up the competition. We can then put a sticker on the back of each tractor showing the certified weight for each vehicle.

ENGINE LOCATION

The John Deere engine is located 40.25 in front of rear axle while the International is 58.25. This almost 1/3 difference (18 inches) forward means an International with a 1800 lb. engine has 285 lbs. more on the front axle. All the other brands fall in between these two except for the Oliver/White which is at 59 inches. Then add the roll cage and driver moved forward this same 18 inches and that is an additional 55lbs. on front axle for a total of 340 lbs. more front axle weight on an International than John Deere.

OEM CAST WEIGHT

The International being the longest it is also the heaviest at 1604 lbs. total weight. The next heaviest is the Allis Chalmers at 1509 lbs. That is why these two brands were the last to make weight in the cast 7,500 Super Stock class and now the LSS class. The John Deere is in about the same group as the Deutz, Ford, and Oliver/White in weight at 1086 lbs. even though it is from 9.75 to 19 inches shorter than all of those. Only the Case is lighter at 882 lbs. The main difference is with our rules that no external holes in cast housings gives me a place to make sure all brands do the same thing. I can then handicap the weight of different brands from that. Our rule for factory OEM holes is that they can be opened up to the gasket that covered the opening. International has the best advantage here as they have 7 openings from 6 to 16 inches in area, where as John Deere has two holes, a 5 inch round filter hole and a 3 x 4 inch triangle for oil valve. Plus with the massive International axle housing removed you can lighten lots of areas. With this said an International can get lighter than a John Deere on OEM cast. Then the 340 lbs. on engine location and roll cage gives it a front axle weight advantage.