
ANTIQUUE ENGINE & TRACTOR ASSOCIATION, INC.

July, 2011 NEWSLETTER



Coming this weekend!!! We are still in need of items for the auction. Please take a look in your barn, shed, garage, basement, or where ever you keep your best treasures and see if you have anything you are willing to part with. Please contact Paul Kouski or Vern Mariman ASAP to be included in the auction. Auction items may be brought any time this week.

As important as selling is, come with your checkbook and be prepared to scoop up someone else's valuables that they are willing to sacrifice to help the club. BUY—BUY—BUY is the motto of the day!

The auction starts at noon on Saturday so don't be late. There will be plenty of parking and lots of good friends. Bring your lawn chair and an umbrella for shade if you wish. Food and beverage will be available to purchase on the grounds.

Wheat will be threshed and the straw will be baled on both Saturday and Sunday. The grounds will be open both days from 8 AM—4 PM. Threshing demonstrations will be held at 10 AM and 2 PM.

Check the Mariman Auction website (<http://www.marimanauction.com>) or the club website (www.ae-ta.com) for the most complete list.

CHECK OUT THESE SHOWS

Two-Cylinder Day—August 5—7, 2011

Grand Detour, IL, for further information contact John Deere Historic Site, 8334 S. Clinton Street, Grand Detour, Dixon, IL 61021-6406, phone 815-652-4551 or email: [John Deere Historic Site](http://www.john-deere.com/historic-site)

Stephenson County Antique Engine Club—Aug. 5—7th

The dates this year are Aug. 5, 6, and 7th. Feature Tractor is CASE, and International Harvester Gas Engines. For more information, contact Jerry C Klever or email at jcklever@frontier.com.

Wheat Harvest By Tom Hitzhusen



About 30 threshermen gathered at the Bill Smith farm on July 7 to setup, bind and load wheat bundles for use at our club threshing demonstrations. At any given time it appeared about 3 of the 30 were working – that would suggest it requires 10 managers/advisers for each worker bee to bind wheat. It was a fun day and everyone seemed to enjoy the good-natured kidding and camaraderie as well as being a part of the recreation of history.

Once in the field the trusty old John Deere binder pulled with Chuck Bos's unstyled A was a perfect combination. It tied knots and dropped bundles faster than our 6 man team could load them. The wheat straw was a little too wet so we cut only 1 rack full which will be threshed at the summer show in July.

After a few more drying days we reconvened a crew on July 12 (If this was not the hottest day of the summer it was too close to tell) consisting of Chuck Bos, Paul Kouski, Roger Mixer, Kevin Bos, Dusty and Devin Olson, Don Schupp, Tom and Scott Hitzhusen, and Steve Elmer to cut, bind and load 4 more racks of bundles. It was good clean standing wheat which will work well for our fall threshing exhibit. As we backed the last full rack into the old barn at the club grounds it began to sprinkle – sort of a confirmation that the timing was just right.

Thanks to Bill Smith and Bill Rutherford for donating the wheat, and to all who participated in the event. We successfully recreated some history and at the same time renewed our appreciation for the modern combine!

SOME NOTES ON THE FALL SHOW

The Thresherman's Dinner will ONLY be held on Friday, Sept. 16 this year. It will be catered by the Iowa Machine Shed and the tickets are \$20 each. The cost includes entertainment. Call Paul Kouski (309-523-3047 or cell 847-404-3148) for reservations.

Last chance to add information or copies of pictures in the "Anniversary Book of 50 Years of the Antique Engine & Tractor Association". It is in print now for a proof read so call a committee member soon. Committee Members: John Boyens (563-370-0966), Charlie Riess (309-236-2186), Dave Carton (309-441-5915), Larry Goodwin (309-945-8664), or Skip Farnum (309-945-8867).

John Deere 1971-1979 By Larry Gay

John Deere introduced three new tractors for the 1971 model year, all powered by the 6-cylinder, 404-cubic-inch John Deere diesel engine, made famous by the 4020 tractor. The 4320 was a new model with 115 PTO horsepower and was advertised as the turbocharged version of the 4020. The 4620 replaced the 4520 and produced 135 PTO horsepower with a turbocharged and intercooled version of the 404-cubic-inch engine. The new 7020 was a 4-wheel-drive tractor built by John Deere and its turbocharged and intercooled engine was set to deliver 145 PTO horsepower. The 7020 was the first tractor with an intercooled engine tested at Nebraska.

For the 1972 model year, the 2030 with 60 PTO horsepower replaced the 2020. The 6030 replaced the 5020 and was unique in that it was offered the first year with a choice of two engines. The naturally aspirated, 531-cubic-inch diesel engine was rated at 141 PTO horsepower and the turbocharged and intercooled version at 175 PTO horsepower. The 175 horsepower version was the only offering for the second year. The 7520, a second size of 4-wheel-drive tractor, was added for 1972. It too produced 175 PTO horsepower with the 6-cylinder, 531-cubic-inch turbocharged and intercooled diesel engine.

Generation II tractors were introduced on August 19, 1972 at the John Deere dealers. The new 4030, 4230, 4430, and 4630 row-crop models featured new styling and the Sound-Gard body. PTO horsepower ratings were 80, 100, 125, and 150, respectively. The larger three models were built with the 404-cubic-inch engine, with the 4230 being naturally aspirated, the 4430 being turbocharged, and the 4630 being turbocharged and intercooled. The 4030 was initially offered with a choice of gasoline or diesel engines, but the gasoline engine was dropped after the first year. For 1974, all models of John Deere farm tractors were diesel powered.

The 830, 1530, and 2630 were new utility tractors for the 1974 model year, replacing the 820, 1520, and 2520 models. The 830 and 1530 were equipped with 3-cylinder diesel engines rated at 35 and 45 PTO horsepower. The 4-cylinder 2030 remained in the line at 60 PTO horsepower and the new 2630 with a larger 4-cylinder engine developed 70 PTO horsepower.

The 8430 and 8630 4-wheel-drive tractors with 175 and 225 PTO horsepower replaced the 7020 and 7520 for the 1975 model year. These two models featured new styling with the Sound-Gard body and were powered by turbocharged and intercooled diesel engines. The 8430 was built with a 466-cubic-inch engine and the 8630 stepped up to 619 cubic inches.

The utility models were revised for 1976 with the 2040, 2240, 2440, and 2640 replacing the four 30 series models. The styling was changed to match the row-crop and 4-wheel-drive tractors. The 2040 and 2240 gained 5 PTO horsepower to be 40 and 50. The 2440 and 2640 remained at 60 and 70 PTO horsepower. A 2840 model with 80 PTO horsepower was added for 1977.

Five new models of row-crop tractors were introduced for the 1978 model year. Advertised as The Iron Horses, the 4040 was rated at 90 PTO horsepower, the 4240 at 110, the 4440 at 130, the 4640 at 155, and the new 4840 size at 180 PTO horsepower. The four larger models were built with versions of the 466-cubic-inch engine.

The 40 series was completed when the 8440 and 8640 4-wheel-drive tractors replaced the 8430 and 8630 for the 1979 model year. The rated horsepower did not increase, but there were numerous improvements to the engines and transmissions.

Antique Engine & Tractor Association, Inc.

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COMING EVENTS— - - -

July 23 & 24—AETA Summer Show, show grounds

Sept. 16—18—Working Fall Farm Show at AETA show grounds

Follow the Antique Engine & Tractor Association on Facebook, check out the constantly updated and changing website: ae-ta.com

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