
ANTIQUÉ ENGINE & TRACTOR ASSOCIATION, INC.

MAY, 2006 NEWSLETTER

“Chuck’s Comments”

This is a continuation of the article started in last month’s newsletter regarding the trip Chuck and Diane took to Texas, where they attended the Houston Livestock Show to see the display of FFA project tractors.

As the tractors are unloaded at the exposition hall, a panel of judges has the students start the tractor, drive it forward and reverse and test the function of all attachments, such as power steering, three point hitch, etc. The tractors are then moved into the hall and lined up and the workbooks are put on display along with anything else the students think will help them win the contest. 34 tractors were displayed including the oldest, a 1929 John Deere D and the newest, a mid70’s John Deere 4440. Judging took place on Wed. with the winners announced on Thurs. Prizes start at cases of oil and small toolboxes and increase to large Snap-On boxes with tools, portable welding machines and similar items.

Ag. mechanics projects were on display in addition to the restored tractors. These ranged in complexity from feed bunks for livestock up to a computer controlled burning table, a hydraulic backhoe attachment for skid loaders and a folding beaver tail semi trailer. Trailers built by the students ranged from small single axle utility types up to large hydraulic dumping gooseneck types. These projects are judged for quality of workmanship, paint, wiring and accuracy. Tape measures are used to check for squareness and size on trailers.

An unusual aspect of the judging is the “showmanship” portion of scoring. Secret judges wander through the exposition hall and ask questions about the projects. Students are scored on their knowledge of the project, how they present themselves, how friendly they are, etc. This makes for an aggressive group of students, especially if you walk around the hall with a large camera hanging around your neck as I did.

Diane and I were really impressed with the quality of the tractor restorations and the variety, complexity and quality of the ag. mechanics projects. We also found the students to be very knowledgeable and friendly. Diane and I really enjoyed talking to the kids down there and we could easily get used to being called “sir” and “ma’am”.

The top tractor at the show was Tyler Rashka’s John Deere 530, though I had several tractors picked as outstanding restorations.

Our trip back to Abernathy included a stop at a Bos Machine customer and stops at several antique stores. Once back at Abernathy, I traded the small trailer for a larger model, picked out 3 John Deere tractors, 1930 D, 1938 D and a 1939 D, visited a salvage yard and bought a 1953 M&M UTS propane. We then loaded the 720 LP and the 1930 D and headed for home. Since returning we have purchased a 1963 John Deere 3010 propane in Oklahoma and a 1949 John Deere R in Texas. In case you have been trying to keep count, I have hauled 2 home and have 6 more to bring home. Please let me know if you are going to Texas and returning with an empty trailer. I may need a place to live if Diane ever starts to count up these purchases.

I hope we can interest our local youth in mechanical things through the activities of our club as I feel it is very important to maintain these skills for future generations. Each of us can help accomplish this by involving young family members, friends or neighbors in our restoration projects or helping them with theirs.

Chuck (tractor poor) Bos



Chuck and Diane with two of their “Texas Treasures”!

APRIL GENERAL MEETING

The club event for April was a tour of Bob Young's barn and antique collection. We started with breakfast at Skello's and then drove to Bob's farm where we were greeted by an impressive display of tractors and equipment. Bob collects a wide variety of antique farm equipment from several different manufacturers. Most of us can appreciate how much work was required to get everything out and set up, and then of course it all has to be put away again after the tour. Bob conducted a walking tour of the display and offered some interesting insights on the equipment. There were many unique items including a Hayes 2-row horse drawn planter (manufactured by Wistrand Company of Galva) which did not have a ground drive- the meter mechanism was driven by the cross-check wire. Not many people could identify the elevating stove dolly, used to move the cook stove out of the kitchen in the summer. He also showed us his Case Crossmotor and an extensive collection of plows.



Bob Young's Case Crossmotor and unique barn.

We then were treated to a personal guided tour through the barn which was designed and built by Bob, his brother and his father in 1949. No doubt it was a major undertaking in its day and is still an impressive structure today. It's a 40' x 84', gothic round roof, three level building which was used for crop storage and a dairy operation. The first and second level floors are 7" reinforced concrete all mixed on site with a 2-sack skip type mixer and a 1943 John Deere A with manure loader. Beef cows and hogs were fed on the lower level, the main floor was the dairy, and the top floor was for hay and straw storage. The rafters are curved, laminated, glued and nailed which were manufactured by Super Structures of Albert Lea, Minnesota. There are many unique features in the design of the barn that reflect a lot of thought and careful planning. For example the milking parlor had a raised floor so that the dairyman could stand up. The large homemade overhead doors had a cable and counter weight system and they still operate effortlessly today. All the concrete columns have embedded angle iron corners for long life, and the gates were designed to be adjustable to

accommodate the accumulation of manure. Milking parlor doors were on an incline to close by gravity, and floor drains discharged all the wash water. A unique system to handle loose hay including a drier was designed in the haymow. The entire facility was very functional and was designed to meet their specific needs.

Thanks to Bob Young for a well planned and interesting tour.

EARLY FORD TRACTORS By Larry Gay

In 1907 Henry Ford asked Joe Galamb, an engineer designing the Model T auto, to build a tractor in 3 days. Galamb later reported the first Ford tractor was built in one week and used a vertical 4-cylinder engine from the Model B car which was cross mounted on the frame, a planetary transmission, and grain binder wheels for the rear. Other components came from the 6-cylinder Model K car, and a large vertical tank served as the radiator. The tank was added at the front of the tractor. Although this was an experimental tractor, a picture of it with Henry Ford as the driver appeared in the Nov 5, 1908 issue of *Farm Implement News*. Today this tractor is on display in the Henry Ford Museum.

After the Model T was placed into production in Oct 1908 and proved to be a success, Henry Ford renewed his interest in a small tractor in 1913. This time he had Joe Galamb and his assistant Gene Farkas design a tractor using the 4-cylinder engine from the Model T car, a planetary transmission, and a worm-gear drive for the necessary speed reduction. A fuel tank was placed on the right side of the hood and a similar tank for more water capacity for the radiator was added to the left side of the hood. The driver was positioned on the left side in a bucket seat. This light weight tractor could pull a one-bottom plow, and about 12 of these models were built with variations in the frame and wheels.

Rumors began to circulate in the industry that Henry Ford was developing a tractor. However, the Ford Motor Company denied any tractor development, until one of the executives mentioned it in a speech in 1915. Then Henry Ford announced he was developing a tractor which he hoped to sell for \$200 and many of the trade magazines showed a picture of the Model T type of tractor with their news stories.

While all this publicity was taking place, Henry Ford had Gene Farkas start designing a heavier type of tractor. Because the other stockholders of the Ford Motor Co didn't want their rich dividends diluted by a tractor project, Henry Ford established a separate Henry Ford and Son Company for his new tractor project on Oct 1, 1915. Joe Galamb remained with FMC as the engineer for the Model T, but Farkas was moved to the new company along with Charles Sorensen who started to convert an old brickyard into a tractor factory. Farkas reported the first prototype was tested in December 1915.

This two-plow tractor used a unitized type of construction with the 4-cylinder engine, transmission case, and final drive housing providing the frame. The selective shift transmission provided two-forward speeds and a worm-gear drive, with the worm mounted above the rear axle, provided the speed reduction. By the spring of 1916, the design was changed to three-forward speeds and the driver's seat and steering wheel were moved to the center of the tractor. Fifty of these tractors were built for testing on Ford's farms during 1916.

In January 1917, Ford shipped two of the prototypes to England for testing. England needed more tractors for food production during WW I and in April 1917 decided to manufacture this tractor. Sorensen and some of his staff went to England in May to help start production, but the English decided to concentrate on airplane manufacturing and asked Ford to build the tractors. Farkas quickly made a series of design changes, placing the worm under the gear, removing the water pump and oil pump to reduce costs, and combining the transmission and final drive castings to eliminate one joint in the unit-frame body. About 12 or 16 of these last prototypes were built and serial number 9X is owned by a collector in Ohio.

Production started in October 1917 on the contract with England for 5,000 tractors and this sequence of events has resulted in confusion and controversy. Although some writers and collectors insist these were Fordson tractors, others point out that there was no identification on the tractors and the Fordson name had not been coined at this time. They refer to these tractors as MOM tractors, using the initials of the Ministry Of Munitions, the government agency in England buying the tractors. Also, different sources claim there were either 5000, 6000, or 7000 of these tractors built. Actually all three numbers are correct. The original contract was for 5000. The British wanted more, so Ford agreed to build an additional 1000 units. And by the spring of 1918, Ford was building tractors faster than they could be shipped to England, so he built 1000 tractors for Canada. A few of these MOM tractors have survived in England and Canada.

SWAP MEET – MAY 12 & 13

The Swap Meet will be at the club grounds on Friday and Saturday May 12 & 13. Officially the show is from 8:00am – 3:00pm, but the coffee will be on at 6:00. General admission is free, but registration fee for vendors is \$10. (Vendors will receive free coffee all day both days) The lunch stand will be open both days. On Saturday, Perry Bolhous will give a corn planting demonstration with check row wire on a JD 290 planter. This demo was very popular last year so hopefully the weather will allow it to happen again this year. Also, this year we will have a pulling sled and a dyno available if you want to check out your tractor.

Tractor rodeo events are planned for youth – tractors will be provided for this event. Bring a couple tractors and come enjoy a spring day at the farm.

Monday, May 8 we will have a workday to get the grounds ready for the Swap Meet. Join us at the grounds at 5:00pm if you can help. At 7:00pm Gary Frisk will join us to discuss the tractor show plans for the Henry County Fair.

GENESEO TRACTOR SHOW

Larry Goodwin reports that the annual Fathers Day show and parade will be held in Geneseo on June 17 & 18. Set up will be on Friday June 16 in the north end of the Geneseo City Park, and the parade will be at 2:00pm on Sunday. Be lined up and ready to go at 1:00pm. Sorry, no steel wheels. All colors of tractors, garden tractors and implements welcome, restored or unrestored. You are welcome to unload and park trailers at Larry Goodwin's building on Stewart St. For more info contact Larry at 309-944-2670.

FARM AND FLEET SHOW

The 2nd annual Farm and Fleet tractor show will be held at the Geneseo Farm and Fleet lot on Sunday, July 23, starting at 8:00am until 4:00pm. Our club hosts this show. It was a big success last year and we plan to have a good show again this year. Flyers are available so each member is encouraged to pick these up and distribute them to help promote the show. Contact Dave Carton, 309-441-5915, John DeReu, 309-944-6118, or Russell Gray, 309-949-2491.

Our club has 2 banners promoting our fall show. If you are visiting other shows this year, take a banner along to make people aware of our show and to encourage them to exhibit. Contact Dave Carton at 309-441-5915.

MOWING SCHEDULE

Skip Farnam reports that the mowing schedule for the club grounds this summer will be as follows:
April and MaySkip Farnham
June.....Dick Zobrist
July.....Dick Zobrist & Tom Hitzhusen
August.....G.T. Frimml
September.....Roger Mixer
Thanks to each of these individuals for their help in keeping our club grounds looking good.

*****BULLETIN BOARD*****

FOR SALE: JD 322 garden tractor, 3 cyl Yanmar gas engine, 50" deck, 1200 hrs, excellent. JD 332 diesel garden tractor, 50" deck, 1290 hrs. Choice of either for \$2500. Contact Larry Goodwin (309-944-2670 in eve.)

FOR SALE: Topper for 8' PU box. Bed liner. Chrome wheel covers for dually truck. Ron Jackson (309-658-2420)

FOR SALE: '49 Oliver 77 NF, overhauled, new paint, good rubber. \$2800. Call C. D. Eyrich (815-537-2195)

FOR SALE: Original Cub Cadet s/n 32524, fenders, creeper gear, oil bath air cleaner, new short block. \$800 OBO. Contact Ray Brown (563-285-8308)

FOR SALE: Rare early '64 #70 Cub Cadet with original Square Two blade and factory mounted 38" deck. S/n 90522. Call Larry Klawes (262-723-4560 or 492-0333)

FREE: Classified ads for club members. Your ad will run for three months. Send ad information to Tom Hitzhusen, 24762 Hazelwood West Rd, Geneseo, IL 61254, 309-441-5720, thomaseng@geneseo.net,

2006 OFFICERS AND DIRECTORS

PRESIDENT: Chuck Bos.....(309)944-2886
VICE PRESIDENT: Neil West.....(563)332-5501
SECRETARY: Larry Goodwin.....(309)944-2670
TREASURER: Roger Mixer.....(309)792-2416
EDITOR: Tom Hitzhusen.....(309)441-5720
FEATURE: Carol Ann Wells.....(309)935-6022
DIRECTORS: Ed Mayhew, Dick Zobrist,
Rich McNeill

Web site: www.atkinson-engine-tractor-assoc.com

*****CLUB ACTIVITIES*****

MAY EVENTS

Work Day: Monday, May 8 beginning at 5:00PM at club grounds to get ready for the Swap Meet.

Swap Meet: Friday and Saturday, May 12 & 13 at the club grounds. 8:00AM – 3:00PM. Coffee on at 6:00AM. Check row corn planting demo on the 13th.

JUNE EVENTS

Board Meeting: Monday, June 5, 7:00pm at Club Grounds.

Geneseo Parade: June 17 & 18, Father's Day parade and tractor show, Geneseo city park. See article in this newsletter for more details.

Henry County Fair show: Sunday, June 25, tractor show at the Henry County Fair. More info in June newsletter.

*****NEWS FROM OTHER CLUBS*****

May 27-29, Central Hawkeye Swap Meet, Waukee, Iowa.

June 3 & 4, Tractor Show and Tractor Rodeo in Hillsdale. Contact Dick Black 309-658-2273.

June 16 & 17, Two-Cylinder Expo XVI, Amana Colonies.

June 29, 30 & 31, JD Collectors Center 6th Annual auction, tractor show and tractor ride, at Deere & Co Headquarters. (800-240-5265)

Antique Engine & Tractor Association, Inc.
P.O. Box 267
Atkinson, IL 61235