
ANTIQUÉ ENGINE & TRACTOR ASSOCIATION, INC.

APRIL 2007 NEWSLETTER

“Roger’s Comments”

How about this weather? Enough said! At this time, I am hoping it warms up some or it will be a cold PLOW DAY. See more about that event in this issue.

Our spring event this year will be a Rural Heritage Day the 12th May. Please spread the word to all your friends to come and enjoy the day. Help us make the day enjoyable for them.

We are still looking for demonstrations of life on the farm from 1900 to 1950. What do you remember or can help us get organized. Remember that each demonstrator will get a free button and free lunch. Contact any Board Member or me if you can help with a cream separator, butter churning, rope making, rug making, seed corn grading, weaving, quilting, and spinning. I think you get the idea of what we are looking for. Yes, we will have an area for buying and selling old iron; literature; craft items; and flea market items. All vendors selling items will be registered for \$10 (another \$10 if you need electricity) and that will get them a button.

Gate admission is free and a Rural Heritage Day button will be available for \$3. We have space and will be happy to have you display any items that were used in rural America in the early 1900’s.

I have received an announcement of two brothers who plan to leave Michigan on the 6th of May and travel along US Route 6 to San Francisco driving an 1954 Oliver Super 88 and a 1956 John Deere 60 that were owned by their grandfathers. They would like some company and a wave will receive about 10 mailings per year and you can come to the club grounds and work all you want along the way. Check out their web site at www.heartwalk.kintera.org/toledooh . They hope to be in California in two weeks.

See you soon. Roger Mixer, President

MEMBERSHIP

On your address label is a Code in the upper right corner. If the Code does not say 2007M, LIFEM or LIFEF, you are not on our long term mailing list. If we do not hear from you at the spring or fall event, you will not receive any mailings after February of 2008. If your Code is 2007M or LIFEM, you will receive all ten mailings each year. Membership is only \$20 per year and you can come to the club grounds and work all you want.

News from the Board

The layout of the cropland at the show grounds will be changed for 2007. Oats will be planted along the west side of the crop area and in a strip between the corn and soybeans. The corn and soybean rows will run north and south. People movers will drive on the oats ground between the corn and soybeans to give better access and viewing of the field demonstrations. A farm committee of Tom Hitzhusen, Scott Lewis, and Kevin Bos will be in charge of the crops. Tom reported that they have contracted 1000 bu. of corn at \$3.18 for this year. Last year it was \$2.18.

PLOW DAY

Mark your calendar for the 21st of April 2007 for a PLOW DAY starting at 8:30 AM. We have arranged with Rich VanWynsberghe to plow 10 acres of alfalfa sod south east of Geneseo. The plowing will be tough, as it is mostly clay and will be up a small hill and down the other side. The plowing will be straight lands, not contours. If we have enough plows, he also has 20 acres of flat heavy bean ground along the creek we can plow.

DIRECTIONS: Four miles South of Geneseo on State Route 82 to 1500 N (just north of HillCrest Home). East on 1500 N for 3 miles until you come to the “T”. North on 1700 E one half mile to another “T”. East on 1550 N for about one half mile. Rich’s house is on the north and the field is across the lane to the south. We will unload in the field.

Please call Roger Mixer, 309/792-2416 if you want to plow so we can better plan the day. We will have some tools to help adjust tractors or plows. As we are guests, we expect to all plow the same depth and be able to turn a furrow without having to repeatedly clean bottoms. Steel wheel plows and track equipment will be acceptable.

Would you like to plow but don’t have a plow? Call us as we will have a couple of extra plows for you to hook to. Just want to watch, come and enjoy the day. We plan to send someone to town for lunch.

Massey-Harris Tractors 1930-1946

By Larry Gay

Massey-Harris entered the row-crop tractor market in 1930 with its General Purpose Four-Wheel Drive model, rated at 16-25 horsepower. This tractor, with front wheel steering, could straddle two rows of corn with 30 inches of clearance with its drop-axle configuration and four 38-inch diameter wheels. The wheel tread was not adjustable, but there were four width options of 48, 60, 66, and 76 inches. It was powered with a Hercules 4-cylinder engine, had a 3-speed transmission, and was painted gray with red wheels. An improved version with an overhead valve engine was introduced in 1936 and was painted dark green with red wheels.

The Massey-Harris 25 standard-tread tractor was an improved version of the Wallis 20-30 model and was built from 1933 through 1938. The smaller Wallis 12-20 became the Massey-Harris Pacemaker and this standard-tread tractor with a 2-3 plow rating was produced for 1936 and 1937. The Massey-Harris Challenger was a row-crop tractor with two closely-spaced front wheels and an adjustable rear wheel tread with large diameter wheels mounted on a straight bar axle. Built in 1936 and 1937, it was based on the Pacemaker model with the same 4-cylinder engine and 4f-1r transmission. These three models were unstyled, featured the combination boilerplate frame and crankcase, and were painted dark green with red wheels.

The styled Massey-Harris tractors, painted red with yellow wheels, appeared in 1937. The 3-plow Twin Power Pacemaker replaced the unstyled Pacemaker and the 3-plow, row-crop Twin Power Challenger replaced the unstyled Challenger for 1937-1939. The Twin Power feature used a switch to increase the governed engine speed for increased power when the tractor was doing belt work. The Massey-Harris 25 model was styled for 1938-1940.

In 1938, Massey-Harris introduced the 101 model with a 6-cylinder Chrysler industrial engine, which produced a 2-3 plow rating. It became the 101 Super in 1939 when a 101 Junior with a 4-cylinder Continental engine and a 2-plow rating was added to the line for 1939-1946. Both models were available as row-crop or standard-tread versions. The 3-plow 101 Senior tractor with a 6-cylinder Continental engine replaced the 101 Super in 1942 and was built through 1946 in row-crop and standard-tread versions. These models used purchased engines, instead of engines built at the Racine tractor factory.

During 1940 and 1941, Massey-Harris sold the 3-wheel Cletrac General tractor in Canada for the small tractor market. Then in 1941, Massey-Harris introduced the small 81 model with a 2-plow rating in row-crop and standard-tread versions. The 81 was built with the same Continental engine used in the first 101 Junior tractors, but had a lighter frame. Production extended through 1946.

For the Great Plains, Massey-Harris built the standard-tread models 201 and 202 with 6-cylinder engines for 1940 and 1942. The 4-plow 201 was equipped with a 292-cubic-inch Chrysler engine and a 290-cubic-inch Continental engine powered the 202 for a 4-5 plow rating. The 203 started in 1940 as a distillate-burning model, but in 1944 a gasoline engine was made available. Production of the 203 continued into 1947.

REVISITING THE JOHN DEERE 1941-42 PRICE BOOK

PART II

TRACTORS, STEEL VS. RUBBER BY FRED STICKLER

In 1941 and 1942 Deere tractor purchases were affected by the transition from steel wheels to rubber tires, and I can imagine that issue was the subject of many discussions, along with open-pollinated vs. hybrid corn and other technological advances. The sales log from my hometown dealership, Danielson Imp. Co., Villisca, IA, indicates that about one-fourth of the 1941-42 sales, essentially all Model "A"'s and "B"'s, were on steel (rear). Most of these tractors had rubber tires on the front.

Along with "tradition", cost was likely an issue in deciding whether to go "rubber" or "steel". See the price data below, and note that the rubber-tired Model "A" and "B" tractors included the 6-speed transmission vs. 4 speeds with those sold on steel wheels. (Most of the Model "A" and "B" tractors sold on steel were later converted to rubber and the 5th and 6th gears were added).

Model "B" Tractors

Rubber Tires Equipped with 6-speed transmission, disk front wheels with 5.00x15-in. 4-ply tires. Rear cast wheels with 10-38 4-ply tires. **Price: \$980.**

Steel Wheels Equipped with 4-speed transmission, disk front wheels with 5.00x 15 in. 4-ply tires. Rear skeleton wheels with cast lugs. **Price: \$800.**

Model "A" Tractors

Rubber Tires Equipped with 6-speed transmission, disk front wheels with 5:50x16 4-ply tires. Rear cast wheels with 11-38 4-ply tires. **Price: \$1139**

Steel Wheels Front wheels with 5:50x16 4-ply tires, and with rear skeleton wheels with cast lugs. **Price:\$948**

The decision to spend \$191 more for rubber tires on cast wheels plus a 6-speed transmission for most farmers should have been an easy one. Any young boys in the family, I'm sure, pushed for rubber and 6 speeds.

Model "G" Tractors

Rubber Tires Front wheels with 6:00x16 4-ply tires and rear cast wheels with 11.25x36 in. 6-ply tires. **Price: \$1232**

Steel Wheels Front wheels with 6:00x16 4-ply tires and rear skeleton wheels with cast lugs. **Price: \$1046.**

The Model "G" data provides a true comparison of cost differences between steel and rubber, since both involve the same (4-speed) transmission. The Model "A" and "B" comparisons are not "pure" as mentioned earlier.

For a Model "G" purchaser, the \$186 (18 percent) additional cost would probably have been considered very carefully. Other uses for that money could have been a Model 4-B 2-bottom 16 in. plow (\$130) or a 8-ft. Model JB 8 ft. disk harrow with 18 in. blades for \$135.

WWII disrupted the market driven trend toward rubber tires by rationing the manufacture of tires for civilian uses along with the sharp reduction in the number of tractors built.

REVISITING THE JOHN DEERE 1941-42 PRICE BOOK - ENGINES

BY FRED STICKLER

Even in 1941-42, Deere was a major player in the engine business through sales of three very different families.

Type "E"

These 1 ½-, 3- and 6- H.P. single-cylinder engines provided power for a variety of tasks in rural areas such as grinding feed, shelling corn, and pumping water. Rural electrification eventually rendered these engines obsolete, as most farms, at least in Iowa had electricity by 1947. Production of the 6 H.P. model was, in fact, discontinued in May 1941.

The "E" engines, in addition to their simplicity and versatility, were reliable and easy to maintain. Their major selling point was the enclosed crankcase. Introduced in 1922, several improvements and modifications (ignition systems, primarily) were introduced during their many years in the Deere line.

(The 1 ½ H.P. version was discontinued in May 1945, and the 3 H.P. model in June 1946).

Prices were \$73 for the 1 ½ H.P. version and \$107 for the 3-H.P. model. A variety of types and sizes of pulleys was available. The "trucks" retailed for \$8.70. Have you priced a well-restored "E" engine and/or a set of trucks lately?

For more complete and authoritative information on the "E" engine family, see the article by Chris Boyens in the June 2003 issue of "**John Deere Tradition**".

Model "LU" Power Unit

These were the engines from the Model "LA" tractor with the following specifications:

2-cyl 3 ½ x 4 Engine, complete with Engine House, Governor, Magneto, Carburetor, Fan, Flywheel Housing, Clutch, Fuel Tank, Radiator.....etc.

Price w/ direct drive and 6 ¾ x 6 ⅜ pulley....\$240.

Later, improved versions of these engines were made available for the 12-A combine, and perhaps other applications.

Type "W" Stationary Engine

The No. 111 and 113 engines were basically Model "D" tractor engines, with the 113 version adapted for "pumping", I assume primarily irrigation. A two-plate clutch was standard, with provision for converting to a three-plate clutch.

Price: No. 111 was \$700 to 738, depending on the pulley.(Fuel pump was \$8.00)

No.113 was \$700 to 709, depending on the pulley.

Annual Geneseo Father's Day show and parade

will be June 16 & 17, 2007. It will be in the same location as in the past. Tractors, garden tractors, and equipment will be staged in the north half of the New City park. All colors are welcome. I just ask that NO steel-wheeled tractors attend. You can unload and stage your machines on Friday eve. if desired and can leave Sunday afternoon after the parade. Contact Larry Goodwin 309-944-2670

Geneseo Farm & Fleet and AETA is again sponsoring a show. It will be Sunday July 22 from 10-4. All colors of tractors, equipment, and garden tractors are welcome. There will be plenty of exhibitor prizes and door prizes. Contact Larry Goodwin 309-944-2670. Pre registration is encouraged.

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

FOR SALE: - 1949 Oliver 77 - All shields - Good Rubber, New Paint, New Motor and Overhaul. \$2,750 OBO Call 815-537-2195. The other one is - For Sale – 1941 Oliver - 60 - Good Rubber - New Paint - Good Motor - Belt Pulley, New Water Pump. \$1,800 - OBO Call *Cleon Eyrich* 815-537-2195. (a)

FREE: Classified ads for club members. Your ad will run for two months. Send ad information to Neil West, 6205 Shadowbrook Dr, Bettendorf, Iowa 52722 Phone 563-332-5501 E-mail nlwest@mchsi.com

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

APRIL EVENTS

Plow Day: Saturday, April 21st plow at the Rich VanWynsberghe's farm. The location is some 3 miles south and 4 miles west of Atkinson. More details in this newsletter

Board meeting: Monday, Apr. 30, 6:00PM.

Trappers' Creek Grill in Geneseo

MAY EVENTS

Heritage Day: Saturday May 12.

JUNE EVENTS

Annual Geneseo Father's Day show and parade will be June 16 & 17, 2007.

Hay & Tool Swap Meet and Show + North

American Dairy Convention June 8 & 9 Weeber Homestead Farm, Iowa City, IA phone 319-683-2299

2007 OFFICERS AND DIRECTORS

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