
ANTIQUÉ ENGINE & TRACTOR ASSOCIATION, INC.

June, 2009 NEWSLETTER

From the Prez...

It looks like we're making progress on the new show grounds. The restroom building is off to a good start. The footings were poured and there has been a start on the block work. We also have the main building laid out.

The June General Meeting is scheduled for June 16 at 7:00 pm at the new show grounds. Be sure to bring chairs with you. We will be discussing the fall show and looking for volunteers to help out with that.

We are also planning an auction for this fall to help out financially with the new show grounds. There have already been several tractors and other items donated for the auction. The club will be looking for more items to be donated. Sellers may either donate the entire sale of the item or a percentage of the sale on larger items. If you don't have a way to haul your items, the club will be able to pick them up for you. I have asked Dave Swanson, Don Buysse and Vern Mariman to help us out with the auction. We will still need a volunteer to be a main contact for people with items for sale and also to take care of the advertising of the auction. Be thinking about if this is something you would like to be involved in. If anybody knows of someone that may have equipment or other items for the auction, let us know.

We look forward to seeing you at the meeting.

Kevin

June 16 - 7 PM Club meeting at new show grounds.

Bring lawn chairs! Directions to show grounds: From Geneseo, go north on IL 82 to IL 92 – then west ¼ mile to East 1350 Street. New Show Grounds are on the south side of IL 92.

If you have ideas for entertainment in the BIG tent during the fall show, please contact Ron Miller at 944-3156.

We now have 2009 Show Directories available for \$15. If you are interested in purchasing one, please contact Randy Goddard at 309/936-7494 or Roger Mixer at 309/792-2416.

Oliver Tractors 1948-1959

By Larry Gay

The Oliver Corporation celebrated its centennial on June 30, 1948, tracing its history back to the beginning of the Nichols & Shepard Company in 1848. At this celebration, Oliver introduced a "New Fleet of Quality Tractors." These three models with their attractive new styling came to be known as the Fleetline series and are very popular with Oliver tractor collectors.

The 2-plow 66 was equipped with a 4-cylinder Waukesha-Oliver engine and the 2-3 plow 77 was built with a 6-cylinder version of the 66's engine. The 3-4 plow 88, with its larger Waukesha-Oliver 6-cylinder engine, was the same tractor as the 88 introduced in 1947, but with the new Fleetline styling. These three models had a 6-speed transmission, independent PTO, and were available in row-crop and standard-tread configurations. Six-cylinder, direct-starting diesel engines were added for the 77 and 88 in 1949 and a 4-cylinder diesel for 66 was added later. By 1956, Oliver was advertising it was making 43 percent of all the diesel tractors on wheels.

Production of the Oliver 90 and 99 was moved from Charles City to South Bend Plant No. 2 in 1950. A separate engineering group was established which started making improvements, such as clam shell fenders to permit larger rear tires, a torsion-spring seat, and double disc steering brakes. In 1952, Oliver announced the 22-year-old, 4-cylinder engine and unstyled radiator were being replaced with a 6-cylinder Waukesha-Oliver gasoline or diesel engine and a Fleetline style of grill and hood, but without the engine side panels. This tractor is known as the "Styled 99." However, the rear half of the tractor continued with the 4-speed transmission and the transmission-driven PTO.

The Oliver XO-121 was an experimental tractor built from an Oliver 88 chassis in 1954 to determine the increased performance with a high-compression engine. The 4-cylinder gasoline engine with a 12 to 1 compression ratio was built from a Hercules diesel engine block and burned special high-octane gasoline. The XO-121 is on display at the museum in Charles City, Iowa, along with other Hart-Parr and Oliver tractors.

In July 1954, Oliver started producing the Super 55, a utility type of tractor with a 3-point hitch. It was equipped with a 4-cylinder, gasoline or diesel Waukesha-Oliver engine and a 6-speed transmission. In late 1954, the Super 66, Super 77, and Super 88 replaced the 66, 77, and 88 with more power. The engine side panels were discontinued and the wheels were painted green instead of red, until January 1, 1957 when the red wheels reappeared.

Oliver introduced two standard-tread tractors to replace the Styled 99 in late 1954. The 4-5 plow Super 99 continued with the 6-cylinder gasoline or diesel engines and the 5-6 plow Super 99 GM was powered with a GM 3-cylinder, 2-cycle diesel engine. These two models had a 6-speed transmission and an independent PTO. The Super 44, an offset 1-row cultivating tractor with a 2-plow rating and a 4-cylinder Continental engine, was added in 1957.

The "3-digit model" Oliver tractors were "new for 1958" with revised styling and new green and white colors. The 440, 550, and 660 replaced the Super 44, Super 55, and Super 66. The 770 and 880, which replaced the Super 77 and Super 88, were available as row-crop and standard-tread tractors, along with an orchard version of the 770. A new option for the 770 and 880 was the Power-Booster Drive which permitted clutchless downshifting in each of the six forward and two reverse gears.

The 5-6 plow 950 and the 6-plow 990 GM models replaced the two Super 99 versions for 1958. The 990 GM was also sold as the Massey-Ferguson 98 and the 995 GM Lugmatic was the 990 GM with an added hydraulic torque converter.