
ANTIQUÉ ENGINE & TRACTOR ASSOCIATION, INC.

March, 2010 NEWSLETTER

FROM THE PREZ—

This is a big week for AETA and John Deere lovers worldwide. It is time for the Gathering of the Green, March 18th – 20th. Tour groups for viewing the new show grounds will be arriving between 9am and 2:30pm on Saturday March 20th. Club members are encouraged to stop out and welcome visitors, answer questions, etc.

Club members are also welcome to park their tractors and implements for display on the grounds. This is also a great chance to see the latest work completed on the barn! The back doors have been completed.

We could also still use a couple of volunteers to help at the River Center on Saturday for manning the booth as well as tearing down the booth at 3:00.

If you can help with this event, please call me at 309-945-1440 shop, or 309-945-8117 cell.

After the excitement of the event is over, mark your calendar for our next breakfast meeting. It will be held Saturday, March 27 at the Moose at 8:00am. Hope to see you there!

Kevin

EMAIL REMINDERS

Everyone is busy these days and our calendars quickly get filled up. If you are a person who regularly checks your email, you might be interested in this way to receive AETA information. In this instant electronic age, we want to offer you another way to receive AETA information that is current and up to date.

If you would like to receive your newsletter, reminders, and other announcements by email, please let us know. If you would like to have your newsletter sent by mail but want to get other reminders on email, we can do that as well.

We will not sell the list or allow anyone else to have it but we can use it to send out notices on work days, reminders of meetings, let you know of needs for fall shows, send out news that may need to get out before the next newsletter, etc. This will also help to hold down AETA costs.

Please email Dick Mowers at kcc41@mchsi.com to get signed up for the AETA email group or if you have questions.

2010 OFFICERS AND DIRECTORS

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Web Site: www.ae-ta.com

Coming Events

March 16 & 17, 2010— John Deere Memorabilia Conference. Tuesday 8 AM—5 PM, Wednesday 8 AM—noon. River Center, Davenport, IA, email Chris Boyens for more information, BoyensChristopherJ@JohnDeere.com.

March 17—20, 2010—Gathering of the Green, River Center, Davenport, IA

March 20 - Gathering of the Green tour of new show grounds

March 27—AETA Breakfast—Moose Lodge, 8 AM

May 15—Bureau Valley Antique Club—8th Annual Spring Preview—Harold & Margie Steele Farm Museum, 1/2 mile west of Rt. 34 at Dover, IL between Princeton and La Moille. Includes demonstrations, homemade ice cream, and more. Call Dave Carton for more information, 309-441-5915

June 19—20, 2010— Father's Day Show and Parade, Geneseo Music Fest by Geneseo Chamber of Commerce, Geneseo City Park. For details, call Larry Goodwin, 309-944-2670.

July 10 & 11, 2010— 5th Annual Rock Falls Chamber Summer Cookout & Antique Tractor Show—Jeff Bright's RV Center in Rock Falls, East Rt. 30. Contact Terry Hadaway, 815-440-9679.

Sept. 17—19, 2010 AETA Fall Show at new show ground

LOOKING FOR INFORMATION ON THE ANN-ARBOR HAY PRESS

The club owns an Ann-Arbor Hay Press. I was told that years ago, one of the club members would run it during the show, but he has since passed away. I would like to get it cleaned up and run it during the future shows. I would like to talk to any member that remembers ANYTHING about the hay press. If anyone has old pictures of the press or any information on it, I would like to see it. I think having it in operation during the shows would be an asset to the show. If anyone would be interested in helping me with this project, please contact me.

Chris Koehler, crkoehler@frontier.com, 563-260-2883.

AETA DVD's FOR SALE

Dick Mowers has put together several DVD's for purchase by anyone who is interested. You may purchase the following by contacting him at (309) 945-1477 or kcc41@mchsi.com or send a check and shipping information to 728 Cardinal Ct., Geneseo, IL 61254

Building of the new show barn—1 1/2 hours for \$20.00 (1 DVD)

Photo DVD of the new show barn— \$10.00

Fall Show at Atkinson—3 1/2 hours for \$20 (2 DVD set)

Photo DVD of fall show—\$10

Binding Wheat DVD — 1 1/2 hours—\$15.00

*** BULLETIN BOARD***

FREE Classified ads for club members. Your ad will run for two months.

For sale: Climax 2 cyl Power Plant, Made in Clinton, IA. Engine is free but not running Crank included, Engine is in Good Condition Hood is missing. \$700 Contact: 309-945-5045 To request picture: email: gardener2@everestkc.net Janice Young

For sale: 1960 Farmall Cub with 1 bottom plow and snow blade; new clutch; \$2500 obo. 1951 8N Ford with some new parts; Ferguson 2-bottom plow, cultivator, 6' blade and dirt scoop; 3 pt. drawbar, \$4500. Gabe Anderson, 309-230-5048.

Minneapolis Steel and Machinery Company

By Larry Gay

The Minneapolis Steel and Machinery Company (MS&M) was the third company in the merger that created the Minneapolis-Moline Power Implement Company in April 1929. MS&M was also the youngest of the three, being organized in 1902 by five men who had earlier built grain elevators, Corliss steam engines, and steel for bridges and buildings. MS&M entered the tractor business by building a few Joy-McVicker tractors and engines for J. I. Case and Reeves.

MS&M's first tractors were the Twin City 40-65 in 1912, followed by the 25-45 in 1913, and the 15-20 and 60-90 models in 1914. The 40-65 was a large tractor with 84-inch diameter rear wheels and weighed almost 12 tons. It had a 4-cylinder, vertical, lengthwise engine. The smaller 25-45 was similar, but had a horizontal engine mounted crosswise. The 60-90 was equipped with a vertical, 6-cylinder engine. The 15-30 started with a horizontal cross-mounted engine, but later changed to a vertical inline engine. All four featured a horizontal barrel-shaped radiator with open tubes, but the late 15-30 tractors changed to a vertical core-type radiator.

The contract tractor building business expanded when MS&M built 500 tractors for the J. I. Case Threshing Machine Company and then started building thousands of tractors for the Bull Tractor Company in 1914. Engines for the Bull tractor were first supplied by Ludington, then Buda, and eventually by Toro. Although the small three-wheel Bull tractor with only one-drive wheel was plagued by reliability problems and soon disappeared from the market, it was the tractor that started the trend to smaller tractors for Midwest farmers.

After World War I, MS&M added Twin City trucks and threshing machines to its line. An agricultural depression started in mid-1920 and caused MS&M to reduce its production numbers to almost zero. To provide some income, MS&M turned one-third of its factory into a railroad locomotive repair shop which could rebuild 25 locomotives at a time. A Bankers' Committee was formed to supervise the company's financial decisions, because the company did not have the money to repay its loans. In May 1925 the banks sent Warren MacFarlane to be the general manager of MS&M and to either liquidate the company or make it profitable. His experience as an engineer and treasurer of other companies, and the improving agricultural market, enabled MacFarlane to get the company back on course. He saw the trend to power farming and concentrated the company's efforts on tractors and threshers, dropping the truck line, and not renewing the locomotive rebuilding contracts when they expired. MacFarlane became the president of MS&M in February 1926.

In 1919 MS&M started building the Twin City 12-20 with an inline, 4-cylinder, 340-cubic-inch engine with 16 valves. It had a cast-iron frame, two forward speeds, a core-type radiator, and a hood over the engine. A much larger 20-35 with a 5-6 plow rating, but similar in configuration to the 12-20, was added in 1920 with a 644-cubic-inch, 4-cylinder engine and a 2-speed transmission. After their Nebraska tests, the 12-20 became the 17-28 and the 20-35 became the 27-44. New for 1926, the 21-32 was built with a 4-cylinder, 382-cubic-inch engine and a 2-speed transmission. All three models were standard-tread tractors and were painted gray with red names and TC logos.

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