
ANTIQUÉ ENGINE & TRACTOR ASSOCIATION, INC.

February, 2012 NEWSLETTER

From the Prez— - - -

With this month's newsletter comes the sad news of the death of one of our founding fathers. Mr. Ronald Miller passed away on February 25, 2012 at his home. Ron played a very important role in the AETA as one of our founding fathers and our first president. Over the years he spent a lot of time working on his tractors and equipment and working for this organization. I would like to ask everyone to take a minute and think back to a time when Ron was at one of our shows or you may have had the opportunity to work with him. Ron was a kind man who gave a great deal to the Club, he will be missed greatly. Keep Ron and his family in your thoughts and prayers.

As another month has passed by, please be thinking forward to the upcoming events for this year. We are planning on having an auction at the summer show. If you have anything to sell or know of anyone who has something that they would like to donate to this sale, please contact one of the directors. This auction has been a good way for the club to make some money.

The board has been working on updating the by-laws and we are planning on introducing them at the meeting on March 10th. This is long overdue considering the growth in our club and the lack of revisions for many years. If you have any questions or concerns, please contact a board member before April 2th. Our last general breakfast for the winter will be on April 14th.

We are planning on having the window stickers available at the coming breakfast meeting.

We hope to see you on the 10th at 8 AM at the Geneseo Moose Lodge. Breakfast will cost \$8 and you pay at the door. Please join us for this meeting. Youth 12 and under who attend will be provided free breakfast.

Curt



SAVE THESE DATES:

AETA Summer Event—July 28 & 29

AETA Fall Show— September 14—17

March 10th—Breakfast meeting, Geneseo Moose Lodge

Mar. 13th—Geneseo Ag Alumni Used Oil Drive , River Valley Coop Parking Lot, Progress Lane, Geneseo, money raised goes to Ag Alumni scholarships

Apr. 14—Breakfast meeting, Geneseo Moose Lodge

Mar. 14—17—Gathering of the Green, River Center, Davenport

April 21—Franklin Grove Swap Meet, contact Larry Hackbarth, 815-493-2952

Follow the Antique Engine & Tractor Association on Facebook. Check out the constantly updated and changing news and announcements.

AETA WORDSEARCH PUZZLE

(For those cold and rainy days while you are waiting for spring to come.)

Z T I B A T C B Q C W Y G X L U U L E C F O X O R H H J Q B
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(?) ADVANCE

(?) AETA

(?) ALLISCHALMERS

(?) ANTIQUE

(?) ATKINSON

(?) AULTMANTAYLOR

(?) AVERY

(?) BAKER

(?) BINDER

(?) BLACKSMITH

(?) CASE

(?) CATERPILLAR

(?) COMBINE

(?) CORNCOB

(?) CORNCRIB

(?) CORNPICKER

(?) CORNSHELLING

(?) DUALL

(?) ENGINE

(?) FARMALL

(?) FORDSON

(?) GENESEO

(?) HEIDER

(?) HISTORYBOOK

(?) HITANDMISS

(?) INTERNATIONAL

(?) JOHNDEERE

(?) LANZ

(?) MASSEYHARRIS

(?) OILPULL

(?) OLIVER

(?) PLANTER

(?) PLOWING

(?) PORTHURON

(?) REEVES

(?) ROCKISLAND

(?) RUMELY

(?) SAWMILL

(?) SILVERKING

(?) THRESHER

(?) THRESHERMEN

(?) TRACTOR

(?) TWINCITY

(?) WINDMILL

Allis-Chalmers 1926-1937

General Falk appointed Harry Merritt as the manager of the Tractor Division in January 1926 and told him to make the division profitable or close it. Merritt was a long-time tractor salesman, having worked for Hart-Parr and Holt before joining A-C. When a Bankers' Committee took control of the Hart-Parr Company in 1917 and brought in Walter Dray, an engineer, to replace Charles Hart as the general manager, Merritt worked for Dray as the company sales manager.

One of Harry Merritt's first acts was to redesign the 20-35 tractor to reduce its manufacturing cost and lower its retail price to \$1,495. This revised tractor was identified as the E20-35 and became the E25-40 in about 1929. Allis-Chalmers started building a tractor in 1929 for the United Tractor and Equipment Company. This arrangement didn't last very long and then Allis-Chalmers sold this tractor as the A-C model U, the first A-C tractor to be painted orange. Its 4-cylinder Continental engine provided a 19-30 horsepower rating. A row-crop version of the model U was added to the line in 1930 and it was identified as the UC, with the C denoting it could cultivate. In 1932, the Continental engine was replaced by one designed by A-C and built by Waukesha.

The Tractor Division grew by buying the Monarch Tractor Corporation of Springfield, Illinois, and its line of crawler tractors in 1928; the LaCrosse Plow Company of LaCrosse, Wisconsin, and its line of tillage tools in 1929; and the Advance-Rumely Corporation of LaPorte, Indiana, and its line of threshers and large combines in 1931. The most important part of the Advance-Rumely purchase was its extensive distribution system with 24 sales branch houses and 2,500 dealers.

In the fall of 1932, during the depths of the Great Depression, Allis-Chalmers, Firestone, and Goodyear introduced low pressure, pneumatic tires for farm tractors. Skeptical farmers were soon convinced of the advantages of air tires after seeing plowing demonstrations with two tractors of the same make and model, except one had steel wheels and the other had air tires. Allis-Chalmers started by making air tires available for the model U.

In 1934, A-C announced the model WC which had been designed to use air tires. This 2-plow, row-crop tractor was built with an Allis-Chalmers 4-cylinder engine and a 4-speed transmission. It was tested at Nebraska with both steel wheels and rubber tires and the drawbar test results confirmed the advantages of rubber tires. The WC quickly became A-C's most popular tractor. The E25-40 standard-tread tractor was revised in 1936 to be the model A with a 4-speed transmission. The 4-cylinder engine was rated at 44 belt horsepower and then increased to 51.

After Allis-Chalmers bought the rights to a small 5-foot combine from California, the A-C engineers worked from 1930 to 1934 to improve this "baby combine." One of the primary engineers at LaPorte for this development program was Walter Dray, so now the roles were reversed with Dray working for Merritt. The final result was unique with a 5-foot wide cylinder and a crosswise separator. The combine was eventually named the All-Crop, because it could harvest 84 different seed and bean crops. The All-Crop obtained 50 percent or more of the small combine market during the 1930s and ended the reign of binders and threshing machines in the Midwest.

As a result of Harry Merritt's leadership in developing new products and expanding the distribution system, Allis-Chalmers moved from a distant seventh place in farm equipment sales in 1929 to a solid third place in 1936.

AETA 50th Anniversary Show History Books hot off the press. As you know, we featured John Deere this past year. They are now available for purchase at the nominal fee of \$20. If you would like them mailed they are \$26. They are spectacular and include pictures of many AETA members and will provide many hours of enjoyable reading and reminiscing. For information, to pickup those pre-ordered, or to purchase, contact Larry Goodwin 309-945-8664 or goodwinl@mchsi.com

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Bulletin Board:

Wanted - 3-point hitch 2-row corn planter and cultivator. Steve Elmer @ 309-944-7076.

Wanted - Blacksmith tools for the AETA Blacksmith shop. Please Contact Bill Cole 309-781-7285

Wanted - 290 or 490 JD Planter. Please Contact Bill Cole 309-781-7285

FOR SALE: John Deere 6 ft. rotary mower trail or 3 point, Paul Holevoet, 309-936-7570

***REMEMBER TO RENEW YOUR DUES FOR 2012. Send \$25 to treasurer: Paul Kouski,
PO Box 112, Geneseo, IL 61254***

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