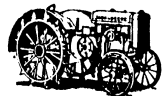


President
Wesley Thompson
320-269-8470

Vice-President
Gerald Kleene
320-367-4000

Secretary
Marlys Heath
320-769-4638

Treasurer
Leslie Bergquist
320-226-7878



Minnesota Valley
Antique Farm Power & Machinery Association



5030 Twentieth Avenue Southwest
Post Office Box 226
Montevideo, MN 56265

MARCH 2011

Website: www.heritagehill.us

Directors

LuVerne Bangsund
320-843-3836

Ronald Molde
320-226-2542

Mick Sellman
320-269-8604

Erwin Winter
320-321-1027

Eugene Zeller
320-847-3131

Ex-Officio
Richard Emch
320-367-2932

PRESIDENTIAL STATE OF THE HILL ADDRESS:

Greetings from Heritage Hill. Signs of spring are on the way. The snow will soon be melting and after a long winter, the landscape will soon turn green, again....or at least that is what I keep telling myself. After some more snow fall in February, the flooding concerns have heightened even more. The next month or two should be interesting for those who reside in close proximity to the rivers and streams. Due to the heavy snow accumulations, all remains dormant out at Heritage Hill. A few weeks ago I visited the hill just to be sure all was secure. What snow was on the roofs was very minimal. The wind at HH is always blowing, and it seems like the wind velocity at Heritage Hill is always twice that of anywhere else. I guess that is a good thing when it comes to the snow accumulation on the roofs as the winter precipitation all seems settle on the ground. Once again the insurance companies are quite concerned about roof failures. Many policy holders, including Heritage Hill, have received reminders from their respective insurance companies regarding the snow removal from the roofs, especially the pole sheds. The overall risk of shed roof failure has probably greatly diminished. Those older structures, with lighter load bearing specification, probably all failed in the winter of 1996-1997; the surviving structures, which proved strong, are still in use today. I would guess the shed roof load bearing specifications and designs have greatly improved in recent years. Speaking of sheds, the need for storage space at Heritage Hill continues to increase. In addition there is an ever increasing demand for exhibitor and vendor space during the annual Swap Meets and Threshing Shows. The directors are currently exploring the possibilities of constructing a new pole shed at Heritage Hill. If this project should move forward, the dimensions, exact site and a means of paying for the construction costs all needs to be determined in advance.

The Great Minnesota Get Together was held Saturday and Sunday, February 12th and 13th at the Lac qui Parle Valley High School. The weather was perfect, the number of vendors and exhibitors filled the school, and the spectator numbers were more than ever. Heritage Hill was present promoting the Swap Meet and Threshing Show, as well as selling raffle tickets. Thanks are extended to all HH members who helped in the booth. The 2011 raffle sales are off to a great start with another 232 tickets being sold during this two-day event. Actually, at times, there were people standing in line to purchase tickets – the public support for this fundraiser has been very overwhelming. The Get Together is appropriately named to say the least. This trade show really has become a great place to visit with old friends, meet new people, uncover endless opportunities, and discover new ideas for the promotion of Heritage Hill.

Saturday and Sunday, February 19th and 20th Dorraine and I traveled to Sioux Falls for the annual Greater Midwest Toy Show. The two-day event was held at the Ramkota Inn Convention Center. Unfortunately, due to the pending President's Day weekend blizzard, we decided to cancel out early and headed back home. That was a good decision as the visibility became very limited and roads became impassible as a result of the storm. Collecting toys and attending toy shows is only half the fun. After of many years in the hobby, I have become acquainted with many people who share in this common interest. The convention center was full and I did not have to walk far until I ran into somebody else I knew. People interested in the hobby, and even many who are not, were in attendance, just another means of getting out of the house and coping with cabin fever. The last thing I needed was more toys, but of course I could not have come home empty handed. A Farmall 300 with a loader, a two-row international corn planter and a Ford 5000 tractor just got added to the collection. Toy shows are not necessarily Dorraine's forte, so like most toy show trips, the area shopping centers benefited from our visit, too.



The President's Day blizzard, which dropped another 17" of snow around Montevideo, affected many things in central Minnesota including the February membership meeting. After much debate, the directors decided to cancel the meeting. It was necessary as many rural roads were impassible throughout the area counties. The February meeting was not rescheduled due to various conflicts. Therefore, all business, including the annual election of officers and directors will be held over to the March 21st membership meeting. I hope to see you then.

Finally, I would like to extend sympathy to the family and friends of Robert Anderson. Robert died on Thursday, February 17th and his funeral service was held Saturday, February 19th at Salem Lutheran Church, Montevideo. Bob loved his family and time spent on the farm. He was very active in the Montevideo area organizations and will be remembered for his many years of service to his community. Blessed be the memory of Robert Anderson.

Thank you, Wesley Thompson, President

HERITAGE HILL BAKE SALE:



The 2011 Bake Sale fundraiser is scheduled for Friday & Saturday, **April 8 & 9, 2011**, from 10:00 am to 4:00 pm at the former Runnings in Montevideo in conjunction with the 2010 Montevideo Xpo. Heritage Hill members are asked to donate baked good for this fundraising event. Please deliver your bake good by 9:00 am to Runnings on either bake sale date. Members who are unable to bring baked goods are asked to make a \$20 cash donation toward the fundraiser. 2011 raffle tickets will be sold at the event. Volunteers are needed - anybody interested in helping with the fundraiser please contact Lola Dambrotten, 320-564-3852 or Joyce Bigaouette at 320-564-4132.

Thanks, Joyce Bigaouette & Lola Dambrotten, Co-chairs

Gerald Kleene, the one wearing the tie, as seen during the 2011 Florida Flywheelers Antique Tractor and Engine Club, Fort Meade, Florida, February 23rd to 26th, is promoting the 2012 Gathering of Orange to be held at Heritage Hill.→



SWAP MEET/THRESHERS KITCHEN – 2011 The annual Swap Meet is scheduled for Friday and Saturday April 15th and 16th, 2011. The Threshers' Kitchen will be open on Friday and Saturday starting at 7:00 a.m. serving breakfast. Members are needed to help serve meals in the kitchen; please contact Dorraine Thompson at 320-269-8470 if you are able to volunteer. As in past years members with last names that begin **A through L** are asked to bring a cookie sheet pan of uncut bars. Please deliver all bars on Friday. **Please bring the bars un-cut – the bars will be cut by the kitchen staff to ensure uniformity.** (M through Z will be asked to donate at the 2012 Swap Meet). *The Kitchen Committee.*

Clessie L. Cummins – The chauffeur and more.



No one makes more large diesel engines than Cummins Engine Company, Inc. The company's other products--filtration and exhaust systems, natural gas engines, engine components, and electronic systems--have come to provide most of the company's profits, however, as the truck engine market has shrunk. In addition to trucks, Cummins diesel engines are used for drilling rigs, boats, industrial locomotives, compressors, pumps, logging equipment, construction equipment, agricultural equipment, municipal and school buses, and a variety of other applications. The company's founder and the man who adapted Rudolf Diesel's engine design for mobile use was Clessie L. Cummins, the chauffeur of a 1909 Packard touring car owned by Will G. Irwin, a wealthy industrialist and philanthropist in Columbus, Indiana. Cummins was regarded by Irwin as indispensable, since he was the only man who could keep the Packard in running condition. When shortly before World War I, Cummins demanded a pay hike to \$85 a month, Irwin threatened to fire him. The two men reached a compromise, however. Cummins would accept a salary reduction if the family garage were equipped with tools so that he could do engine repair work. In 1917, Cummins began making wagon hubcaps for the U.S. Army, while reading news about Germany's diesel-powered U-boats. Most diesel engines at that time were large and smoky, and entirely impractical for any kind of transportation. Cummins started working full-time on diesels in 1919 when he heard that Sears, Roebuck & Co., would buy three-horsepower farm diesels made on a European patent. He persuaded Irwin to negotiate a

contract with Sears and established Cummins Engine Company, Inc. The beginning was inauspicious; Sears said the engines were defective, and Irwin had to financially rescue his chauffeur. Neither Irwin nor Cummins was quitting, however. Irwin gave Cummins \$10,000 to correct the initial defect and, eventually, poured more than \$2.5 million into the company. The problem with diesel engines at that time was that engineers kept adding devices to them to give them more power. Cummins accepted only one common premise, that of 'combustion ignition,' or fuel oil in the cylinder bursting into flames to provide power, and systematically disposed of any other 'add on' parts. He initially reduced engine horsepower, but ultimately got his diesel to run faster than other models. For ten years his experimental engines ripped the bottoms out of fishing boats or tore themselves to remnants, but Cummins still would not quit. His breakthrough was what he called 'the Sneezzer,' a device that discharged every last particle of fuel oil into the cylinder to ensure that no oil was released as smoke. He also created a fuel injector experts described as 'simpler than a fountain pen.' With his diesel at last perfected, he installed it in a Packard and drove the 792 miles from Columbus to New York City on \$1.88 worth of heating oil without refueling. He then exhibited the car in the 1930 New York Automobile Show. When skeptics suggested that he had used more fuel than he admitted, Cummins proved them wrong by driving across the country on \$9.36 worth of fuel. He also entered a Duesenberg race car at the Indianapolis Motor Speedway and finished 13th while establishing a record speed for a diesel-powered car of 80.389 mph. Cummins's fuel pump and injector were now regarded as the best in the industry, but truck manufacturers refused to use them and continued to manufacture gasoline engines, while trying to design their own diesel engines. Irwin came to Cummins's rescue by having the engines of delivery trucks used by his grocery chain of Purity Stores in California replaced by Cummins diesel engines. The truckers liked these new engines, which were powerful, fuel-efficient, and reliable. As these truckers recommended the engine to their colleagues, the business began to flourish.



Antique Engine History – by Larry Harding

The Apple County Antique Engine and Tractor Association, Hendersonville, North Carolina will be hosting its 25th Annual Fall Harvest Days Antique Engine and Tractor Show, October 21 to 23, 2011. If you are looking for some autumn travel, this adventure will include fall colors and a wonderful engine/tractor show all rolled into one. Association member Larry Harding shares some history of antique engines.

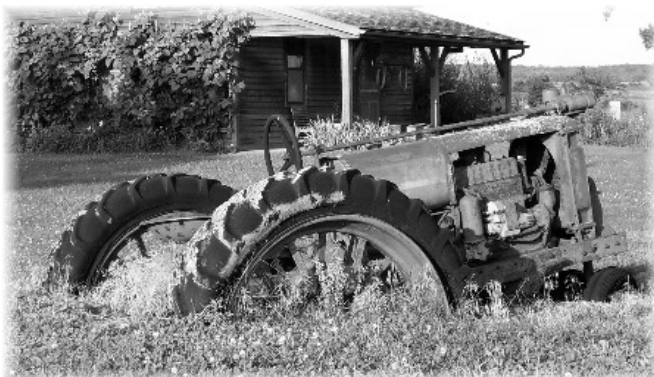
As you walk around the show grounds and see flywheels turning, hear the popping and see smoke, you may wonder what these things are and what purpose they could have served. You may find it hard to believe, but these are gasoline engines and the forerunners of the high speed, fuel injected, electronic ignition engines used in today's cars, trucks, motorcycles, airplanes and garden equipment. I hope to give you a little history lesson and some insight on this hobby. I dare say that no other invention of our times has touched more lives and changed the course of the world more than the internal combustion engine. There are still people in remote parts of the world that have never seen a cell phone



or a computer, but you can bet they have seen an airplane, automobile or something using an engine. It is hard to picture a time with no cell phones, walkmans, or even electricity, but that is the way it was 200 years ago. All work was done by hand, with the help of animals, water or wind power. In the late 1700's, James Watt had developed a practical steam engine that was able to save a lot of physical work and even led the way to power steamboats and locomotives. The steam engine had its drawbacks though. They were big, cumbersome things and required constant tending to keep them operating, hence the term engineer. You had to build and maintain a fire in the boiler and there was always the chance of a boiler explosion. By the mid 1800's, Otto in Germany, as well as several others had developed crude internal combustion engines. These early engines used city gas, illuminating gas, or producer gas. Gasoline and kerosene fuels came in a little later. Even as crude as these early engines were, they were a lot easier to use than steam engines. By the turn of the century, nearly every city big enough to have an iron foundry and machining facilities had someone building engines. Hundreds, if not thousands, of engine manufacturers sprang up all over the civilized world. These engines were a boon to farmers and industrialists alike. The farmer with the purchase of just one small engine could now run his cream separator, wood saw, butter churn, corn sheller, feed grinder, gristmill and pump water. Everything from small shops to factories could be run on engines now. Here in the South, large heavy oil (semi-diesel) engines were often used to power cotton gins. These engines could usually be started in just a few minutes time, without waiting for a head of steam to build up before operating machinery. The heyday of these heavy single cylinder engines was not to last forever, though. In 1935, the Rural Electrification Administration was created to bring electricity to the countryside lessening the need for engines. Industry was turning to more efficient multi-cylinder engines as well as electric power. Companies such as Briggs & Stratton and Wisconsin were producing lightweight high speed air cooled engines for portable machinery. Some of the old engines continued to give service for many years to come running wood saws, water pumps and so on. Except for some of the big engines still in use in the oil fields, most have become collector items. Nothing today sounds quite like a hit & miss popping along at a show. Let's hope these relics of the past will be here for future generations to enjoy.

Greetings from Boy River, Minnesota:

Hi everybody. I do miss coming to the membership meetings and seeing everybody. Elda and I have been enjoying retirement in the North Country. We have our house built and are looking forward to spring and yard work. I have 380 feet of driveway to mow and blow plus the yard and road ditch, a big change from a 40 x 80 foot yard. I do look at the website, read the newsletters regularly and try to keep up on what is going on. Keep up the good work and good luck for the coming year! As ever, **Lynn Wittman**



MEMBERSHIP MEETING MINUTES: February 21, 2011 – Canceled due to snow storm

DIRECTOR MEETING MINUTES: March 4, 2011 - Marlys Heath, Secretary

President Thompson called the meeting to order at 7:00 pm at the Country Kitchen, Montevideo.
 Quorum: *Present* – Thompson, Bergquist, Heath, Molde, Zeller, Sellman, Bangsund, Winter. Absent: Kleene, Emch.
 President Thompson led the Pledge of Allegiance.
 Secretary Heath read the minutes of the February 4, 2011 Directors' meeting. M/S/P Zeller/Bangsund to approve the minutes.
 Treasurer Bergquist gave the February financial report. M/S/P Sellman/Zeller to approve the report.

- **Hagen House:** M/S/P Bergquist/Molde to transfer \$3,100.00 from the Operating Fund to the Hagen House Fund.
- **Events:** Thompson requested volunteers to help sell tickets on Tuesday, March 8th and Wednesday, March 9th at the Willmar Ag Show. Thompson extended his thanks to everyone that helped at the past shows in Granite Falls and at LqP Valley School. 57 tickets were sold at Ole & Lena Days during the 4 hour show. 232 tickets were sold at LQP Valley during the two day event. The same spot has been reserved for next year's event at LqP Valley. The Montevideo XPO will be on April 8th & 9th at the old Runnings building. A HH bake sale will be held during that show.
- **Blomkest Show:** A request was made to borrow the people mover for the 2-day show June 24th & 25th at Blomkest, MN. Thompson approved that they could borrow the mover with the stipulation that there would be advertising for the HH show posted on the people mover.
- **Membership Meeting:** M/S/P Sellman/Bergquist to change the date of the April membership meeting to April 12th instead of April 19th to allow for the membership meeting to be held before the Swap Meet which is scheduled for April 15th and 16th.
- **Directors and Officers Insurance:** M/S/P Bergquist/Winters to drop the Directors and Officers Insurance Policy that is currently purchased by HH. This will be an annual savings of \$900.00.
- **Building:** M/S/P Sellman/Zeller to propose to the membership that a building be constructed on Heritage Hill needed for inside vender spaces and storage. Price quotes will be submitted to the members during the March Meeting.

MEETING NOTICES & COMING EVENTS

<u>EVENT</u>	<u>DATE/TIME</u>
<i>Heritage Hill Membership Meeting – Montevideo Community Center (March Servers: Dennis/Beatrice Olson; Steve/Carmen Haugen; Wes/Dorraine Thompson; Floyd/Waunita Kanten)</i>	<i>Monday, March 21, 2011 – 7 pm</i>
<i>Directors' Meeting – Heritage Hill</i>	<i>Thursday, April 7, 2011 – 7 PM</i>
<i>2011 Montevideo Xpo/Bake Sale – former Runnings Building, Montevideo</i>	<i>Friday/Saturday, April 8 & 9, 2011</i>
<i>2011 Swap Meet</i>	<i>Friday/Saturday, April 15 & 16, 2011</i>
<i>2011 THRESHING SHOW – Featuring Ford/Fordson Tractors</i>	<i>August 19, 20 & 21, 2011</i>

EXTRAS: Ole the furniture dealer

Ole, a furniture dealer from up at Hagen, MN, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find. After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine. As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house. Before long, a very beautiful young Parisian girl came to his table; asked him something in French, which Ole could not understand. He motioned to the vacant chair and invited her to sit down. He tried to speak to her in English and Norwegian, but she did not

speak his languages. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her. After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music. They ordered dinner.....after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up. Back at their table, the young lady took a napkin and drew a picture of a four-poster bed. To this day, Ole has no idea how she figured out he was in the furniture business.



Iowa Collector locates Junkyard Treasures

This 1913 Empire, owned by Bill Briney, Oskaloosa, IA came out of a junkyard. Those treasures may be the end of the line. "I still go to the junkyard," Bill says, "but I don't find anything there anymore." If his show display is any indication, he can afford to rest on his laurels. His trailer boasts a 1909 Deyo, a 1914 St. Mary's, a 1911 Rawleigh-Schryer, a 1913 Gade, a 1913 Empire, and a 1913 Root & Vandervoort. Bill's had uncommonly good luck hunting for engines in junkyards. His 1-1/2 hp Empire is a classic example his junkyard finds. Built by Alamo Manufacturing Company, Bill's find was missing the hopper and the main bearing caps when it turned up like a diamond in the rough. Now fully restored, the Empire is a fine addition to his show display. The Alamo Manufacturing Company, incorporated in 1903, was located in Hillsdale, Michigan. The Alamo "Blue Line" engines were a new and modern series introduced in 1913. Initially this series was built in sizes from 1 to 15 horsepower. Blue Line kerosene engines were built in sizes from 3 to 15 horsepower. These engines were throttle governed while the regular gasoline engines used hit-and-miss governing. An air pre-heater was mounted over the exhaust pipe. Air dampers permitted precise regulation of the intake air temperature. A water valve on the engine allowed the use of water with the air-fuel mixture to reduce or prevent pre-ignition. The company reincorporated in 1917 as Alamo Engine Company.



TREASURER'S REPORT: February 2011

Financial Statement: February 1, 2011

Internal Accounts

\$20,695.52	General Fund
\$1,478.39	Chapel Fund
\$913.00	Decibel Reduction Fund
\$17,539.14	Farming Fund
\$3,500.00	Holt Caterpillar Fund
\$1,034.26	Hagen House
\$1,299.10	Threshing Fund
\$323.30	Tractor Pull Track Fund
\$24,010.51	Wayne Ost Memorial Fund
\$70,793.22	TOTAL

Investment Accounts

\$1,347.70	Citizens Alliance Bank - Checking
\$69,445.52	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$70,793.22	TOTAL
\$0.00	Loan Balance - Citizens State Bank

Operating Statement

\$70,793.22 **Balance: February 1, 2011**

RECEIPTS

\$120.00	Dues/Membership
\$24.32	Interest
\$25.00	Margaret Emch Memorial
\$1,445.00	Raffle Ticket Sales
\$1,614.32	TOTAL

\$71,237.86 **Balance: February 28, 2011**

DISBURSEMENTS

(\$265.70)	Electricity
(\$44.00)	Office Supplies/Postage
(\$400.00)	Pedal Pull Down Payment
(\$25.98)	Threshing Show: Advertising
(\$74.00)	Two 6' Tables
(\$360.00)	Website Annual Fee
(\$1,169.68)	TOTAL



Financial Statement: February 28, 2011

Internal Accounts

\$18,015.16	General Fund
\$1,503.39	Chapel Fund
\$913.00	Decibel Reduction Fund
\$17,539.14	Farming Fund
\$3,500.00	Holt Caterpillar Fund
\$4,134.26	Hagen House
\$1,299.10	Threshing Fund
\$323.30	Tractor Pull Track Fund
\$24,010.51	Wayne Ost Memorial Fund
\$71,237.86	TOTAL

Investment Accounts

\$1,768.27	Citizens Alliance Bank - Checking
\$69,469.59	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$71,237.86	TOTAL
\$0.00	Loan Balance - Citizens State Bank

Leslie K. Bergquist, Treasurer