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Minnesota Valley



Antique Farm Power & Machinery Association

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MAY 2020

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PRESIDENTIAL STATE OF THE HILL ADDRESS:

Greetings to all. After much discussion and weighing options, the Heritage Hill Board of Directors has made the decision to cancel the 2020 Threshing Show. Several options were discussed including a postponement to an alternate weekend but none seemed feasible. Much of what had planned can be rolled to the 2021 Threshing Show, however new ideas and plans must be generated to help set the Heritage Hill Threshing Show apart from the others.

Recent news reports have indicated people are becoming very stressed and anxieties are running high amid the COVID-19 situation. Two things have really helped me deal with the issues. One was getting out in the field. There is so many things to concentrate on while sowing a crop that everything else pales in comparison. Another thing I have done is distance myself from the news and play some of my favorite artists off Amazon prime (non-paid endorsement!). People who immerse themselves in continuous 24/7 news feeds, and the unsubstantiated social media opinions, probably suffer the most stress. Decades ago, other crises erupted but we were not continually bombarded with such news. Taking a break from the news feeds and listening to alternate entertainment, the likes of Waylon Jennings, Hank Williams Jr, Charley Pride, Loretta Lynn, Dolly Parton, gives me the needed break..... well, you get the idea. Music helped pass many hours in the tractor growing up and is still good therapy today. It takes me back to a time when things were a whole lot easier. When I hear a certain song, I think of what year it was popular, what I may have been doing, and what was important in the world at the time. In 1978 I remember splurging for an FM radio in the tractor. The sound was so much richer than the old AM radio; I was shocked at what I heard coming out of the speakers. What goes around comes around. Now when listening to radio I have gone the full circle, once again finding enjoyment in the informal and freelance format found on many AM stations. KLQP-FM in Madison is that way as well.



Activities have continued this spring out at The Hill. A couple pieces of construction equipment have been moved out to the show site. These acquisitions have been made possible through a generous monetary donation from a member. There are other folks in the area who are in the process of procuring some additional equipment in an effort to add other attractions at the annual Threshing Show. The farming crew is in process of planting soybeans at Heritage Hill as well as the rented land. The crop production and related donations have been a constant source of net revenue over the years.

With the cancellation of the 2020 Threshing Show, overhead expenses will need close monitoring. There are various projects that need completion at some point. If any member would like to sponsor a project, please feel free to contact me or any other director. There is a list of projects that would welcome some volunteer labor.

Better days are ahead – think positive. The change in the weather is a positive as it is much easier to get out and walk or just enjoy the wildlife. Hopefully we can resume meetings and enjoy some fellowship sooner than later.

Thanks, Chip Grube, President



MEETING NOTICES & COMING EVENTS

Membership Meeting	Monday, May 19, 2020. CANCELLED DUE TO SOCIAL DISTANCING REQUIREMENTS.
Board Meeting	Sunday, June 7, 2020 6:00 pm @ Heritage Hill
Heritage Days 2020	June 19 - 20, 2020 CANCELLED DUE TO COVID-19.
Christmas Party	Saturday, December 12

MEMBERSHIP MEETING MINUTES: April 21, 2020 – Grant Schmeig, Secretary

COVID-19 Cancellation

DIRECTOR MEETING MINUTES: May 3, 2020 – Grant Schmeig, Secretary

COVID-19 Cancellation

The John Deere 8010 Legend



John Deere began in 1953 on the development of a series of tractor that would become known as the "New Generation" models. The new series of tractors were designed differently from its 2-cylinder predecessors with many innovations in mind. The initial focus started on the 50-70 horsepower range tractors. This was the power size most suitable to nearly every farm and would likely be the John Deere best seller. However, the company wanted to test the limits of smaller and larger capacities. Deere wanted to catch the world's attention when they diverted away from the two-cylinder engine and they did it in a big way. It was a 10-ton powered unit larger than any competitor's product of the day. Deere Day was held in Dallas in August of 1960. Into the area of Dallas stadium drove a king-sized 200-horsepower tractor. Attached to its 3-point was the small 1010, which in comparison was the size of a small toy. Dealers were amazed at this machine which was the largest modern-day unit produced. Deere stated that this four-wheel drive machine could plow 50 acres a day with the giant 8-bottom pick-up plow or disk up to 185 acres a day. While the 8010 did get a lot of attention, its market was very limited. A loaded model cost \$33,000 in 1960; a \$286,000 inflationary adjusted cost in 2020. Since there were not any other tractors this big on the market, there were no compatibly sized tillage equipment being manufactured or available other than Deere's 8-bottom plow. It was soon learned the 8010 was plagued with transmission problems. John Deere then initiated a recall. 100 8010 tractors were manufactured, and 99 of the 100 tractors were transported to Moline for upgrades. After several modifications including increased horsepower, all 8010's, minus 1, were rebadged as a model "8020". For John Deere and its customers in 1960, it was too much horsepower too early. Today every large-scale farm operator has a 200+ tractor on the farm. For most, that is not even the biggest horse that is found in the shed. Today nearly 9 out of 10 of the 8020s exist and their locations are still known. Even the illusive single remaining 8010 is hiding out comfortably in a private collection somewhere in Wisconsin. Although this model was not the success that Deere had anticipated, it paved the way for great successes in all future years.

TREASURER'S REPORT: April 2020

Financial Statement: April 1, 2020

Internal Accounts

\$22,382.90	General Fund
\$4,513.00	Chapel Fund
\$17,500.00	Farming Fund
\$10,000.00	Insurance Fund
\$54,395.90	TOTAL

Depository Accounts

\$2,816.10	Citizens Alliance Bank - Checking
\$51,579.80	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$54,395.90	TOTAL
\$0.00	Loan Balance - Citizens Alliance Bank

Operating Statement

\$54,395.90 **Balance: April 1, 2020**

RECEIPTS

\$210.00	Dues/Membership
\$6.36	Interest
\$217.30	REC Dividend
\$433.66	TOTAL

DISBURSEMENTS

(\$355.00)	Advertising
(\$207.76)	Electricity
(\$953.00)	Liability Insurance Premium
(\$110.00)	Office Postage
(\$85.90)	Repair
(\$1,711.66)	TOTAL

\$53,117.90 **Balance: April 30, 2020**

Financial Statement: April 30, 2020

Internal Accounts

21,104.90	General Fund
4,513.00	Chapel Fund
17,500.00	Farming Fund
10,000.00	Insurance Fund
\$53,117.90	TOTAL

Depository Accounts

\$1,531.74	Citizens Alliance Bank - Checking
\$51,586.16	CAB - Preferred Money Market
\$0.00	CAB - Certificate of Deposit
\$53,117.90	TOTAL
\$0.00	Loan Balance - Citizens Alliance Bank

Leslie K. Bergquist, Treasurer

Social Distancing Reflections:

- Half of us are going to come out of this quarantine as amazing cooks. The other half will come out with a drinking problem.
- I used to spin that toilet paper like I was on Wheel of Fortune. Now I turn it like I'm cracking a safe.
- I need to practice social-distancing from the refrigerator.
- Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom.
- Homeschooling is going well. 2 students suspended for fighting and 1 teacher fired for drinking on the job.
- I do not think anyone expected that when we changed the clocks, we would go from Standard Time to the **Twilight Zone**.
- This morning I saw a neighbor talking to her cat. It was obvious she thought her cat understood her. I came into my house, told my dog.....we laughed a lot.
- So, after this quarantine.....will the producers of My 600 Pound Life just find me or do I find them?
- Quarantine Day 5: Went to this restaurant called THE KITCHEN. You have to gather all the ingredients and make your own meal. I have no clue how this place is still in business.
- My body has absorbed so much soap and disinfectant lately that when I pee it cleans the toilet.
- Day 5 of Homeschooling: One of these little monsters called in a bomb threat.
- I'm so excited --- it's time to take out the garbage. What should I wear?
- I hope the weather is good tomorrow for my trip to Puerto Backyarda. I'm getting tired of Los Livingroom.
- Classified Ad: Single man with toilet paper seeks woman with hand sanitizer for good clean fun.
- Day 6 of Homeschooling: My child just said "I hope I don't have the same teacher next year".... I'm offended.



The following an article that was written for The Allis Connection

EXTRA: Allis-Chalmers 190 – by Chip Grube

One-Ninety: My father purchased a 1964 Allis-Chalmers One-Ninety diesel in 1969. The date on the block is 6-24-64 which makes it exactly two months older than I am. The serial number is 1413 which, as near as I can estimate, makes it built during the first six months of production. It had about 1200 hours on the engine. That was quite a step up from the Farmall 400 diesel that we traded on it. It had 18.4-34 rears on it and 9.5L-15 front tires on it. It also had an old rattle trap cab on it with a sliding door to get in and out. Within a couple of years, we drove down to Mankato and bought a new Year-Round cab for it. We had our Allis-Chalmers 1200 field cultivator expanded to 16.5' from 14' so we could really cover the ground. We pulled a Melroe model RR 4-16" plow with it. We farm in rock infested country so a lot of plowing was done at 3 miles per hour but where there were no rocks, we often plowed in 5th gear. We also pulled a 10' chisel plow with it. The early One-Ninety's and XT's came out with a transmission, differential and final drive that wasn't quite up to the power that the 301 diesel could put out. We rebuilt the transmission and differential on it several times over the years. After it was too late, we found out that Allis-Chalmers had a program where the rear main could be exchanged for the heavier duty one for \$2500. The good thing is that as this One-Ninety still has the original parts in it, makes it somewhat rare. The shifting pattern is 1-2, 3-5, 4-6, and 7-8, which is different from the later ones which were 1-2, 3-4, 5-6, and 7-8.

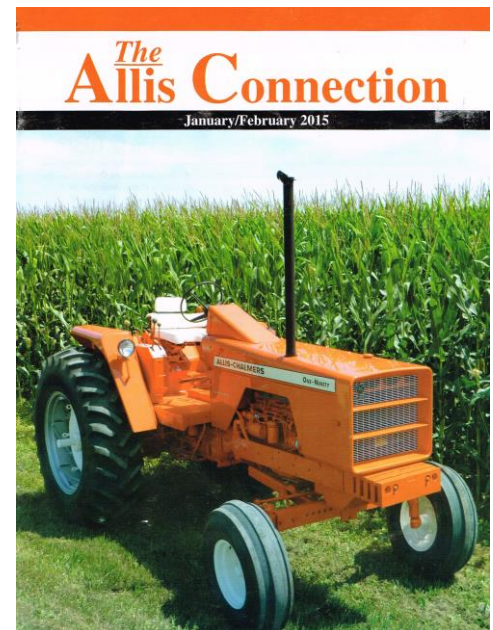
The One-Ninety served as our main tractor until 1977 when at the age of 13 I rented some land and bought a 1966 190XT diesel. At that point, the One-Ninety became relegated to row crop cultivating, pulling grain wagons and helping out with light tillage during the spring and running a stalk chopper with a disc behind in the fall. Within a couple of years, I bought a 5-18" plow to pull behind the "XT". Due to our lighter soils and hills, we spring plowed everything. We put the four-bottom behind the One-Ninety and the 5 behind the XT and were amazed at the ground we could cover with 9 bottoms running at one time. We soon bought an 8-row planter and 21' press drill so the One-Ninety became our planting tractor.

In 1993, I purchased the One-Ninety from my father. The One-Ninety became a yard and utility tractor doing haying, fertilizer spreading, auger work, running on the grinder mixer, snowblowing and the like. The duties became less and less to where about all the tractor did was run on the rock picker in the spring and the auger in the fall. In the fall of 2003, the One-Ninety spent a day on the set of a movie being filmed in the area. The scenes were set in the later 1960's. I taught an actor how to drive it for a couple of scenes and it was topic of conversations in a couple more scenes. The movie was eventually named Sweet Land and came out in 2005. Unfortunately, all the scenes featuring the One-Ninety ended up on the cutting room floor.

In the fall of 2011, I decided to restore and retire the One-Ninety. I took the Year-Round cab off and installed the original style of fenders. I fixed the few leaks it had and overhauled the engine as it was getting tired. I had the lower block bored and sleeved as it was pitted where the o-rings seal the bottom of the wet sleeves. New sleeves and pistons were installed as was a rebuilt injection pump and injectors. A dilemma I ran across was that this tractor was old enough that it had "soft" timing gears in the engine which were pitting. After searching for some time, I had no luck finding good gears so I ended up putting the old ones back it. It probably won't get enough hours on it to ever ruin the gears. According to the service manual, to put the hardened gears in, the camshaft has to be replaced. The tachometer is driven off a gear machined into the center of the camshaft. The newer camshafts don't allow for driving the tachometer. They drive off the alternator. After running the tractor on the auger one more fall to make sure I had the leaks fixed and to help break in the engine, I was satisfied with the results and had it painted.



right one. My One-Ninety and an XT would make a nice pair in my stable, joining the C, WD and the WD45.



It made it's debut at the Gathering of the Orange at Heritage Hill near Montevideo, MN in August of 2012. With over 10,000 hours on it, the One-Ninety is now in full retirement. In the future, I hope to find an Allis-Chalmers four bottom plow to match it. A 190XT will be my next project, when I find the