



THIRD QUARTER 2018 NEWSLETTER

A BUSY QUARTER BEGINS!

Welcome to the newest issue of our Club's Newsletter. We've got a lot of shows and information for the next few months.

Inside, you'll find a lot of information about our busy fall schedule, the second installment of Charlie Daehler's A-C Story, and something really special.

CALENDAR – CLUB MEETINGS CAPS + OTHER EVENTS

2018 SUMMER CLUB MEETING – Join us at the 18th Annual Osage River Antique Power Association show at the **Miller County Fairgrounds in Eldon, MO**, August 24-26. Our Summer Meeting will be **2pm Saturday**, in their new air-conditioned hall. www.orapa.org, has more details or e-mail info@orapa.org, contact Ron Eggen (573.375.3703), or JW Vann (573.220.2401). Below is information on the tractor ride. Contact Ron and JW if you are interested in their possible banquet Saturday night.

ORAPA TRACTOR DRIVE

SAVE THE DATE

Friday, August 24, 2018

Registration 8:00 - 9:00 am
25 mile Drive 9:00am - 12:00 noon
\$30 fee
Includes lunch and 3-day
admission to show
Contact: J. W. @ 573-220-2401



2018 Gathering Of The Orange – Pontiac, IL, August 30-September 3, sponsored by the Central States Threshermen’s Reunion. This is the 55th Anniversary of the D21 and they hope to show 100+ D21s arranged by serial number; the very first and very last D21s are scheduled to attend. Also, plows are featured and Sunday may be a plow day. See www.threshermensreunion.org or e-mail CentralStatesThreshers@gmail.com for details.

Missouri River Valley Steam Engine Association Show – The MRVSEA will be September 6-9, at the Brady Show Grounds in Boonville. While Case is the show’s main feature, our Club will feature the D-series and “early greenies” in and around our building (contact Danny Friedrich if you would like to display inside the building). We had a great turnout at the last show and need to keep going! Plus, we need to have the building open during the show to meet our obligations to MRVSEA. See www.mrvsea.com for all that’s happening at MRVSEA.

2018 FALL CLUB MEETING – Allis-Chalmers is the feature tractor at the 57th Annual Steam-O-Rama sponsored by the Ozarks Steam Engine Association, Inc. and the Southwest Missouri Early Day Gas Engine and Tractor Association, Inc., Branch 16. Show dates will be September 13-16, 2018, at the showgrounds at **7175 W Farm Road 170, Republic, MO**. The 2018 Fall Club meeting will be at 2pm on Saturday. Their website is <http://steamorama.com/> or you can contact Dean Voris at 417.445.2507 for more information.

	<p style="text-align: center;"><u>2018 Featured Equipment</u> Portable Steam Engines & Rock Island Gas Engines Allis-Chalmers Tractors and Equipment <i>Proudly Hosting the</i> Missouri Allis-Chalmers Club, Inc.</p>	 
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Plow Day – David Backer has invited us to a day of plowing and playing in the dirt. This is open to everyone and any color tractor/equipment; meet at the Wise Brothers dealership (3361 Old US Hwy 40, Kingdom City) any time after 10am on Saturday, October 13; lunch will be available at noon. If October 13 is too wet, the event will be on October 20 (if it’s still too wet, plan on next year). Contact David at 573.642.6395 (o), 573.219.6611 (c), or wisebrothersequipment@gmail.com for more information.



2018 WINTER BANQUET & CLUB MEETING – The Backer Family has graciously invited us back to their Wise Brothers dealership for our Banquet on Saturday, December 8, 2018. We will have a social time starting at 12noon and the meal at 2pm. Ticket prices (pay at mealtime) and RSVP information will be in a future newsletter. We will hold elections for some Officer and Director positions during the Club Meeting. If you would like to serve as an Officer or Director, please contact Michael Crowe (816.898.7277; moacclub@gmail.com).

2019 SWAP MEET & CLUB MEETING –March 1-2, 2019, at our Club Building in Boonville. Contact Randy Grothoff (573.690.3033; randyandcamille@yahoo.com) to reserve a spot indoors or for more information. Watch for more details in future newsletters.

2019 MEETINGS: Let us know of any shows featuring A-Cs for 2019. We are looking for Summer or Fall shows that would be interested in hosting our Club Meetings. Shows will be included in the newsletter and website (space permitting and **IF** you let us know); so, if your local club is doing something, let Dale Bauer or another Director know. We would like to be able to vote on options at the Winter Banquet December 8, 2018.

2023 Gathering of the Orange – The Adrian club will host the 2023 GOTO June 23-25, 2023. It's early but planning for the show is already underway and you should think about it, too!

NEWSLETTER NOTE

If you have a story to tell, show or auction to promote, or an idea for an article, contact Dale Bauer. We will fit as much A-C stuff in as possible; but we need your input! If you go to a show featuring A-Cs, let us know what you experienced. For example:

- ❖ **ILL-MO Invitational Spring Crank-Up (April 28)** – The Maldeneys visited the Daniel Boone Home in Defiance, MO, for a day of historical re-enactments and buildings, crafts, antique tractors, and hit-and-miss engines. Rick brought his WD45 and had a fun day at the first show hosted by the St. Charles County Parks Department and the ILL-MO Tractor & Engine Club. Photos of the event are on the Club's website.
- ❖ **Carlinville, IL Spring Festival (May 26)** – The Bauers joined the Maldeneys at the festival featuring A-Cs. Dale found a nice plaque made on a pedal-operated saw and some A-C factory gloves. A-Cs will be at the Fall Festival, September 15-16. <https://www.mchssociety.org/>
- ❖ **Surely You Go SOMEWHERE** – The Maldeneys and Bauers can't be the only ones to attend shows featuring A-Cs. Let us know where you go, what you like, what stands out, and if you have pictures we can post online. Contact Dale Bauer; otherwise this could become the "Maldeney/Bauer Road-Trip Newsletter".

MEMBERSHIP LEVELS

The Board of Directors has reopened the "8/10" and "Lifetime" Membership Levels if you are interested.

- "8/10" – For \$200, you will receive ten years of membership for the price of eight.
- "Lifetime" – For \$500, you will receive a lifetime membership that will never expire.
- "Regular" – For \$25, you will have a regular one-year membership.

Your dues status is printed with your address on this newsletter. 2017 or less indicates that you are not current. If you have a year with "8/10", you are a current 8/10 member through that year. If you have a year with "L", you are a Lifetime member. Contact Dale Bauer with any questions or if you would like to become an "8/10" or Lifetime member. He can be reached at 636.357.9286 or at bauerd44@yahoo.com

MY FAMILY STORY BY CHARLES DAEHLER *CONTINUED*

In the Summer of 1986, I traded my Gleaner "F" combine for the Prototype Gleaner R4. They asked that we run it for 2 years, and they would keep it running with repairs. If something would go wrong, it would be fixed by the Gleaner factory. Gleaner built 7 of the R4's and sold 5 to farmers for evaluation; besides mine, one went to farmers in Illinois, Indiana, Iowa, and Canada. My R4 was closest to Independence, so I had most of the problems. Gleaner had all of them visit Independence for training and updating my R4. I drove the combine home on August 16, 1986.

I started using it on red clover that I wanted for seed. It had too much green in it and the combine didn't work well. I started cutting soybeans on August 22, but had heavy rain, so no cutting till 26th. Started cutting, but lost power due to plastic in the shut off valve. Lost the chain for separator and distribution drives, and the straw spreader broke. Then the fuse blew for the power ladder, hard to get on and off. All fixed by the 27th.

By October 9, I had 3 hours of repair time on 41 engine hours and the bolts that hold the rocker arm failed. Gleaner rep Terry James was riding with me and he called the Gleaner plant, and next day they had a man from St. Louis with a new motor. It failed, too; ALL the motors had the same trouble, the bolts were not being torqued correctly.

On October 15, straw spreader got loose again, on the 17th the feed reverser belts broke. On the 18th, snap rings broke in the valve body and a company rep came to fix it. Then more rain.

November 8, lost power again due to plastic in the shut-off valve. The engine is now using oil. Set screw problem caused loose gears on the straw spreader. On the 15th, replaced the belt on the main header drive front feeder. Engine oil heater and the variable speed header drive broke. All was repaired by the 25th.

By December 19, I had 190 hours on the combine. I needed a rear wheel assist unit, but Gleaner would not put one on. On January 2, 1987, I was back in the field. On the 8th, while cutting soybeans, the sickle drive belt broke and 7 inches of snow came. Back cutting soybeans in the mud on the 17th.

Company came and picked the combine up for review on March 3. The reliability report stated it had a total of 247 hours on it and returned it to the factory for rework.

June 19, Gleaner returned the combine. We found bolts out of the main clutch for the grain bin unloader out of and other miscellaneous issues.

Cutting wheat on June 24. Found a break on the air duct for the cleaning shoe. Leak was fixed along with a broken switch for the unloader auger. These are only about half of the problems I had the first 2 years.

Still cutting wheat and the chopper clogged up, sheared the bolt in the torque limiter, auger drive u-joint failed, the header reel pump drive chain came off, bolts broke on the cylinder bracket that holds the cylinder wrench and the seat back was loose again. Wires got loose

on main drive connection, reel speed didn't work all the time, and wires were caught in the steering.

At 407 hours, I had to replace the transmission; with all the work it did it was all too loose and had to put on a starting motor. They didn't take it back to the plant to fix it this time. When I ran the next year, the cleaning shoe broke again, there was an oil leak in the cab, the feeder housing had been welded and broke and they asked if I wanted to keep the combine. I had a list that filled a legal-sized page full of things to be fixed; I said if they fixed this and I'll keep it. So, we took it back to the plant; they spent \$32,000 on it, the motor had to be overhauled, too. I could go into the plant to see what they got done on it in February 1988. When this was done, I got married in 1989 and my wife started to run the combine. This helped a lot while I hauled the grain in.

The problem with the combine then is that about half of that happen in the field in the first two years.

We farmed the place my Dad owned and took care of him; he was 90 in 1991. He passed away in May; I was cutting alfalfa hay that day. My wife was pregnant with my son; he was born on July 6, 1991. We were still farming for nine years; then my wife said she wanted a divorce. She was gone for seven months and my son was wanting to be with me. She came back and stayed for four more years. Ethan was old enough then to say what he wanted; that we started to buy more Allis tractors!

Ethan first got a CA that he borrowed from his grandfather from his mother's side. They bought it for him because he wanted one. Later, I bought a 310 Deluxe and a 314 Shuttle. I added a 918H Agco-Allis. Ethan wanted to collect still more so I got a D17 that needs fixing up (had to let somebody else do that), I have a Series IV D17 and 2 more D17s. In 2011, I got a D15, too. All are snap-couplers. I have bought several plows and mowers, a dirt scoop, and two blades. Ethan has bought a 6080 tractor, a R7 combine, and two loaders for the 6080.

Ethan has a 385 12-row corn planter, I have a 26-row 385 planter. This last fall I went to Minnesota and got a 1952 Model D Roadgrader that ran.

Now Ethan found a 4W 305 that needs a lot of work, it's here now. He also has a 26' restored 2500 disc. I have several tractors that need fixing up; a D19, a 200, a 5020 front-wheel assist with an Allis three-point mower, a 5020 with a belly mower, and I do have some things to sell when I have two of the same.

Ethan has two 8070 front-wheel assist; one needs repairs. The last road-grader I bought has a stuck motor; the HW 305 needs all new wiring on it, but that's going to be Ethan's problem.

I may have missed a few things over the years, but it's been fun.

Charles Daehler

PS: We are trying to keep things out of the mud pit...

HISTORY OF THE NEBRASKA TEST ALLIS-CHALMERS UC TRACTOR

Harry Clark is the oldest known owner of this 1935 Allis-Chalmers UC, Tractor Serial Number UC1704, Engine Serial Number UM2364. He purchased the tractor sometime in the 1930s. Mr. Clark was from the Emmerson, Iowa area. He sold the tractor in the early 1980s to his nephew, Mr. Leroy Henggeler, of Stanberry, Missouri, for \$200. Around 2000, the tractor was restored and painted by Albert Salsbury. At that time, it was discovered that the tractor was the **ACTUAL** tractor that had been tested at the University of Nebraska in January 1935, pursuant to that state's laws. Mr. Henggeler nicknamed the UC the "Beast".



Mr. Leroy Henggeler with the Nebraska Test Model UC (Picture by Michael Crowe)

At the Upper Midwest A-C Club's 2018 Orange Spectacular, Mr. Albert Salsbury introduced Mr. Henggeler to a member of the Missouri Allis-Chalmers Club and the two discussed the tractor and how it could be donated to our Club. On August 2, two members of our Club drove to Stanberry, had a nice visit with Mr. and Mrs. Henggeler, and picked up the donated UC.

The Missouri Allis-Chalmers Club owes a huge thank you to Mr. and Mrs. Henggeler for such a wonderful and historic donation. The Club plans to display the UC at the ORAPA show in Eldon, Missouri, on August 24-26, 2018.