

Made It Myself

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Half Size Thresher, Tractor

Building an exact 1/2-size threshing machine from scratch is a demanding job that takes lots of patience and about four years of work, according to Jim Gutenberg, Colby, Wis., who found out from first hand experience.

"I copied my old 1931 Deere 2850 thresher, taking measurements directly off each part and then making my own identical half-size parts. I reworked some parts from combines, manure spreaders, forage harvesters and other machines," says Gutenberg, noting that the majority of the parts in the thresher were fabricated from scratch in his farm shop.

The resulting machine, identical in every respect to the original except for the decal on the side that claims the machine was made at the "Jim Deere Harvester Works", now makes the rounds to old-time threshing reunions around the country.

The thresher is accompanied by a half-size John Deere "D" that Gutenberg built in one winter after completing his thresher in 1982. The D was built around the chassis and engine of a 1939 Deere H. Gutenberg cut the rear axle down 6 in., narrowed and shortened the frame, and then fabricated the rest of the components of the tractor to resemble a Deere D.

"I call it a reasonable facsimile," says Gutenberg, noting that he didn't copy the tractor exactly. "The H was the smallest horizontal 2-cyl. Deere made so it's a good one to use in making the D."

He uses the half-size D to power his thresher. "I like to stand back and listen to the comments of people. Some people claim they remember when the tractor was made and others ask me if Deere has started making this thresher again," notes Gutenberg.



Self-Propelled Auger

"I was tired of trying to maneuver my 61-ft. auger by hand so I modified the auger so it's now self-propelled. Now I can easily maneuver it into position against a bin or into a building," reports North Dakota farmer Dale Bang, of Killdeer.

Starting with a 61 ft. long, 8-in. dia. auger, Bang added a power unit which is the tractor portion of a Super 27 Massey Ferguson combine. He extended the combine's rear axle 5 1/2 ft. to give the auger more stability.

The auger's screw is also powered by the old combine. Bang used transfer cases to power it off the combine's

beater shaft which he geared down to 540 rpms.

For easy access to the combine controls, Bang ran cables to a control panel near the back tires so he can turn the auger on and off, and control engine speed from the back of the auger.

He also made raising and lowering the auger easier by using the electric starter from the combine platform to power the winch.

The back of the auger can be raised manually for transport.

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Portable Air Compressor

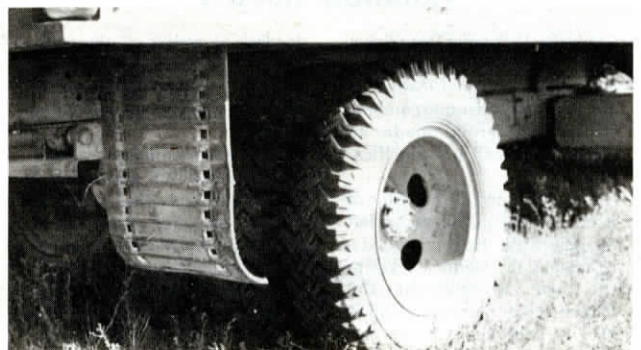
"I mounted an old air conditioning compressor on my field pickup in order to have compressed air anywhere I need it," says Rob Dewitz, Steele, N.D.

"I took the compressor off a Ford car and mounted it on the engine of my 1971 Ford pickup. I had to hunt around for the right mounting brackets and pulleys to fit the 390 cu. in. engine. Once I had it mounted, I put a 60-lb. freon tank on the fender, rather than in the engine compartment, so the hood would still close.

"I attached a spin-on oil filter to filter incoming air on the intake hose. On the pressure side, I welded a 3/8-in. pipe coupling

to the air conditioning fitting because the fittings have a hard-to-find thread. I put an electric pressure switch on the pressure side and ran the wiring to a toggle switch inside the cab. The pressure switch is set to kick in the electric clutch on the pump at 90 psi and out again at 110 psi. The pump fills the 60-lb. tank in less than one minute with the engine running at a fast idle so that it'll even power air tools in the field, if necessary. The entire system, with pump and brackets from a junkyard, cost less than \$50."

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Mud Flaps Made From Snowmobile Treads

North Dakota farmer Darrell Peterson, of Rollette, has discovered that old snowmobile treads make great mud flaps for farm trucks.

"They last longer than regular commercial flaps and are flexi-

ble enough to stay in one piece when caught between the wheel and an obstruction when the truck backs up," Darrell points out.

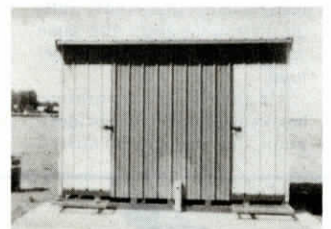
Portable Toilet Goes Where Needed

Farmer-inventor John Moellering, of Grinnell, Kan., designed and built a portable toilet for his hometown that goes where needed.

"In the spring and summer we put it at the city park. In the fall we move it to the school football field," Moellering explains.

The all-steel building features both a "men's" and a "women's" bathroom, each equipped with a pair of toilets and a sink. Besides running water, the building is also fitted with electricity.

The frame of the building serves as a trailer when fitted with two wheels and a tongue. Moellering simply tows it to the site and, in just a few minutes, hooks it up to sewer, water and electricity. At both sites the building rests on a concrete pad. The building is 8 by 12 ft. in size.



"We have about \$2,300 worth of materials into it, much less than what the town had originally planned to spend for two buildings. We've been approached by neighboring towns about the possibility of duplicating our design or possibly even renting the building from us," says Moellering, who has blueprints for the "toilet on wheels."

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