



McMillan sells a variety of tractor literature as well as this line of Oliver T-shirts. **FOR ANYONE WHO LOVES OLIVER TRACTORS**

## Farm Family Sells Oliver Collectibles

"I love Oliver tractors. That's why I started this business," says Jerry McMillan, Bradford, Ohio, who's been doing a booming business for the past two years selling a growing line of Oliver-related memorabilia including a company history "album", limited edition toy tractors, T-shirts, old company literature and shop manuals, clocks, thermometers, and so on.

McMillan, who works as a diesel mechanic and farms part-time, says that despite the growing success of his mail-order business, his first love has always been his collection of Oliver tractors and other equipment.

His most challenging restoration job was his 1953 Oliver 99 diesel that he found in a junk yard. With a blown engine and teetering on just three wheels, the ditched tractor had been used in a stationary position for many years to run a saw mill. He hauled the tractor home and spent 9 months and \$3,000 rebuilding it. He believes that there may have been only about 200 diesel 99's made in 1953.

McMillan says the most popular collectible item he sells is the Oliver Collector's Album, which he already has sold to collectors in Germany, New Zealand, Canada and about 43 states. The album contains 26 full-

color prints of Oliver equipment, manufacturing plants, and other related items. "It's for the guy who doesn't want to spend a fortune on old literature. In time we plan to cover the entire Oliver line from its start in the mid-1800's to the mid-1970's. You have to see this album to believe it. It's truly one of a kind, with high-quality beautiful laser color prints," says McMillan, noting that the limited edition albums sell for \$205. Additional prints are sold yearly.

His old shop manuals, available for a variety of Oliver equipment, sell for \$13.95 to \$17.95.

One of McMillan's most popular items is a limited edition Oliver 18/27 toy tractor. Only 136 were made and they sell for \$175. He's also had a lot of interest in his 9 3/4-in. Oliver clock and 12-in. dia. round thermometer. They sell for \$26.95 and \$24.95, respectively. A variety of tractor and equipment literature is available, as well as a line of Oliver "Widow" T-shirts, aprons, oven mittens, potholders, cookie tins, and other items for wives and girlfriends of Oliver enthusiasts.

For more information, contact: FARM SHOW Followup, McMillan's Oliver Collectibles, 9176 U.S. Rt. 36, Bradford, Ohio 45308 (ph 513 448-2216).

## RUNS ALMOST LIKE THE REAL THING

### Half-Scale "Oil Pull" Rumely Tractor

Mike Kolb, Sr., Oshkosh, Wis., built a half-scale "Oil Pull" tractor modeled after an old 1920 Rumely tractor that ran on kerosene.

The steel-wheeled tractor, made mostly from scrap iron, runs, rides, and drives almost like the real thing and is used to power a miniature Case threshing machine that Kolb also built. The tractor, 6 ft. long and 5 ft. high to the top of the steel roof, is powered by a 10 drawbar hp (20 belt) home-built 2-cylinder gas engine. It has a 3-speed Chevrolet car transmission that's chain-driven off the engine.

"I've always been interested in the Rumely Oil Pull tractor. Rather than trying to obtain and restore one I decided to build a half-scale model," says Kolb. "Kids love to drive the tractor in parades. Top speed is 2 1/2 mph which is a little slower than the

real Rumely tractors. It runs beautifully and looks and sounds like a real Rumely. Exhaust comes out an 8-in. opening on top of the radiator. It took me 1 1/2 years to build it."

Kolb modeled his tractor after a full-size 1920 Model 20-40 on a farm about 10 miles from his home. He made several trips to the farm, measuring and sketching every part of the tractor he could get at and taking numerous pictures. At an old time engine show he found a Rumely manual showing the breakdown of the engine, transmission, drive gears and running gears. He used channel iron to build the framework and axles and had the metal for the wheel rims rolled at a sheet metal shop. He then made the hubs and spokes from scratch and welded them to the wheels which are 20 in. tall in front and



Cotton farmer Joe Pate, Jr., left, and Paul Muncrief, former carpenter, demonstrate the flame resistance of their new cotton insulation, Insul-Cot.

## SAFER AND EASIER TO WORK WITH THAN FIBERGLASS

### New Insulation Made Out Of Texas Cotton

By Gene Schnaser

Texas cotton farmer Joe Pate, Jr., says a new kind of insulation he and his carpenter partner Paul Muncrief developed has the potential to become a major alternative to common fiberglass insulation.

"Our insulation is so safe, you can rub your face in it," says Pate. Called Insul-Cot, it's made of 80% low-grade cotton and 20% polyester fibers. Unlike fiberglass, cotton insulation requires no protective clothing nor breathing devices during handling, yet it has the same R-value per inch as fiberglass and will be priced the same.

The new product has passed all federal tests for insulation, including fire and moisture resistance. It will be available in batts and blankets for buildings, either faced with paper or unfaced, in traditional thicknesses: 3-1/2" (R-11), 6" (R-19) and 8-1/2" (R-30). Blow-in insulation is not yet available.

Poly fibers are blended into the insulation during manufacture. "It gives the cotton a recoil factor so that after storage and shipping it will regain its original shape. Then we add a non-carcinogenic flame retardant during manufacturing. The resulting insulation is up to 30% lighter than fiberglass, and also requires less energy to manufacture."

The new product has other applications, including non-woven horse blankets, heating and air-conditioning filters, insulation for appliances such as kitchen ovens and refrigerators, as well as insulation used in automotive and aircraft industries. Also high on the priority list is using the material to develop a wind barrier house-wrap and an oil-absorbent product.

The company has invested a million dollars in its start-up phase, \$250,000 to renovate a former textile mill in Post which closed several years ago. "Our plant is now able to process 12,000 bales of cotton a year with our single production line," Pate says, "and we have room enough for six lines as product demand increases. If we gain a significant share of the insulation market, we could be using as much as 500,000 bales a year within 10 years." The company is currently negotiating with both large and small insulation marketers who are considering adding Insul-Cot to their product line.

For more information on availability, pricing and local sources of Insul-Cot, contact: Cotton Unlimited, Inc., Old Mill Road, Post, TX 79356 (ph 806 495-3501; fax 806 495-3502).



Kolb's steel-wheeled tractor runs, rides, and drives almost like the real Rumely.

3 ft. high at the rear. He used sheet metal to form the radiator housing and electrical conduit to make cooling tubes. A pair of exhaust pipes lead from the top of the engine heads to the radiator. He made the flywheel by duplicating the flywheel on an old gas engine that he owned. He bolted a reduction gearbox onto the transmission to reduce speed. The transmission gear drives the rear axle which in turn drives a pair of larger gears bolted onto the rear wheels.

The last and most difficult part of the project was the engine. Kolb built the block, crankshaft, cam shaft and heads. He found that the connecting rods, piston and sleeve



This near half-scale 1939 Case threshing machine does a fine job of threshing.

assembly, cam drive gear and governor from a 1936 Case tractor were half the size of the Rumely so he used them in the engine. He used a 4-cylinder Jeep down draft carburetor and built his own oil pump. He starts the engine by rotating the flywheel by hand.

Kolb built his 1939 Case threshing machine on a 5 in. to 1 ft. scale. It has 1-ft. high steel wheels and is equipped with a 13-in. cylinder and a 23-in. wide straw rack. The 5-ft. long blower pipe can be telescoped out another 1 1/2 ft.

Contact: FARM SHOW Followup, Mike Kolb, 1362 Valley Road, Oshkosh, Wis. 54904 (ph 414 235-4314).