

Business Is Booming For “Cub” Website

Since more than a quarter million Farmall and International Cub tractors were built between the years 1947 and 1981, there’s a big market for parts. Ten years ago Richard Batstone tapped into that market with his website, www.farmallcubforever.com. He operates from his home in Berlin, Mass.

“I love Cub tractors and I always wanted to have a mail order business, so it grew out of that,” says Batstone.

In the past decade the site has attracted thousands of viewers who are looking for manuals, OEM parts, videos, or just have questions.

Cub aficionados from across the U.S., Canada and even foreign countries use the site. Gary Knowles of Miami, Florida used the website to network and locate parts for the 1952 Cub restoration that took him almost 6 mo. and 1,000 hrs. to complete. The rusted relic he acquired needed an engine, tranny and rear end overhaul. Knowles says the website gave him great service and the parts he needed, making his job much easier. His

like-new 1952 Cub, which he says might be the only one in Miami, now sports a shiny red and white paint job along with new tires.

Scott Swope of Jessup, Maryland restored a Cub as a tribute to his dad who passed away in 1984. Swope says he remembers plowing with the old tractor when he was 9 as his father taught him the “ropes” of driving.

The original Cub tractor was introduced in 1947 to help farmers with the transition from horsepower to mechanical power. The wheelbase was just over 69 in., the 4-cylinder C-60 gas engine had a displacement of 59 1/2 cubic in., producing about 9 1/4 hp. on a belt and 8 on the drawbar. In the 1960’s the engines had higher rpm’s and produced 15 hp. The 184 and 185 Lo-Boys had 18 hp. Early Cub models were painted red, those built in the ‘60s were Federal Yellow, with red as an option, and other models had red with white trim. Black striping was added to the Lo-Boys. IH also built Cubs in France starting in 1955 and called them the Super Cub.

Batstone says that thousands of Cubs



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are still used by vegetable farmers because they’re easy to operate, have good visibility, and have the power to pull a small plow, cultivate, push snow and mow grass. They can be equipped with 3-pt. hitches and loaders.

The Restoration page on the Batstone’s Cub website has extensive information and photos on how to repair engines, transmissions and rear ends. There’s even a heading devoted to “Ask Charley”, who’s the

walking encyclopedia of information on Cub tractors. Charley is a friend of Batstone who was a Case dealer for many years. Batstone says “if Charley doesn’t know it, chances are nobody does.” The website also has a “for sale” section where tractors and equipment are sold on consignment.

Contact: FARM SHOW Followup, Farmall Cub Forever, P.O. Box 296, Berlin, Mass. 01503 (www.farmallcubforever.com).

Dave Bernella used a broken ladder to make a toolbox that holds tools he takes with him in the bed of his 1-ton dump truck. He cut the aluminum ladder to fit the width of the dump bed and built a box out of plywood on top of it.



“Broken Ladder” Toolbox

“I drive a 1-ton dump truck and often take my chainsaws, gas and tools with me. I hate when the saws and tools bounce around in the truck bed so I used a broken ladder to make a toolbox to hold them,” says Dave Bernella, Pepperell, Mass.

He cut the aluminum ladder to fit the width of the truck box and built a box out of plywood on top of it. He made brackets for the sides of the box by cutting up the rest of the aluminum ladder. To suspend the box from the sides of the dump bed, he bent a couple sections of rebar to hook over the sides. The hooks can slide back and forth, depending on what else is in the truck. When it’s full of wood, Bernella slides the box all the way to the front.

The toolbox is painted red to match the truck. “An aluminum ladder makes a good frame for a big toolbox because it’s strong yet lightweight,” Bernella notes.

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Riding Mower Converted Into Self-Propelled Air Compressor

“I can drive it around anywhere on my farm where I need air, or drive it onto a trailer and operate air tools away from home,” says Shane Myrick, Pleasanton, Kan., who converted an old riding mower into a self-propelled air compressor.

Myrick does custom welding out of his shop and uses a big air storage tank to power all the air tools inside the shop. “I can roll the self-propelled compressor outside the shop, start it up and use it to fill the tank. The tank can hold enough air to run my air tools for two to three days,” says Myrick. “By moving the compressor outside, I don’t have to listen to it run or breathe diesel fumes as I work inside.”

He started with a Sears Craftsman riding mower equipped with a belt-driven transmission and stripped it down to the frame, keeping the transmission, steering system, wheels and axles. He remounted the steering wheel on the right side of the frame and mounted a small gearshift lever beside it. Then he attached a pulley to the starter motor off a Briggs & Stratton welder and bolted the motor under the frame. The push button-operated, battery-powered motor is used to belt-drive the transmission. A metal rod runs from the motor to the transmission and is used to make the machine go forward



Shane Myrick converted an old riding mower into this self-propelled air compressor. He uses it to fill a big air storage tank in his shop.

or backward.

He bought a 2-cyl. compressor powered by a 13 hp. Kubota diesel engine and mounted them onto the frame, along with a hose reel.

“It works great and is easy to operate,” says Myrick. “I push the button on the starter motor to engage it and put the transmission in gear. Then I walk alongside the compressor, keeping my left hand on the steering wheel and my right hand on the button. When I let go of the button, the machine stops moving.”

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How “Not To Clean” Greasy Air Filters

Tom Haller of Palmyra, Neb., recently responded to a story in our last issue on how a reader cleans greasy air filters on his Bobcat skid loader.

The reader explained how he sprays a can of starter fluid over the filter, inside and out. Then he soaks the filter in a small tub of water with Purple Power Degreaser cleaner added. The filter is submerged in water and left there overnight. The next day he shakes the filter out, rinses it, and puts it back into clean degreaser water. A day later he takes the filter out, rinses it off, and then uses compressed air on it, blowing from the inside out.

“I think washing air filter media this way will only lead to degrading of the media,” says Haller. “As far as I know this practice isn’t recommended by any filter manufacturer, and they should know with all the millions of dollars they spend on research.

“I don’t think anyone should rinse an air filter with solvent and then reuse it. I’ve worked in the transportation business for more than 40 years. Where I work, we’ve made lots of money from people who think reusing or cleaning air filters is a good idea to save money.

“A Cat, Cummins or Detroit over-the-road engine might require a complete overhaul after only 15,000 to 20,000 miles, just because the operator thought he could save money by reusing air filters this way. As far as skid loaders and other equipment go, I could be wrong but I think breathing fresh air is very good for any engine. I don’t work for any filter manufacturer – I’m just talking common sense.”

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