



Ben Summey converts old flat files or rasp bars into beautiful knives. Knife shown above was the first one he made.

Beautiful “Rasp File Knife”

What do you do with an old flat file or rasp bar that’s worn out? Convert it into a beautiful knife, says Gregory Korner Sr.

He recently sent FARM SHOW photos of an 11 1/2-in. long knife made from an old 12-in. flat rasp bar from a farrier shop. The teeth on the rasp bar show through on the sides of the knife.

The file was originally 1/4 in. thick. Ben Summey, the man who made the knife for Korner, had ground it down 12 1/2 thousandths of an inch on each side in order to smoothen out the rasp “teeth”.

“It takes a lot of grinding work with some serious grinding wheels to do the job, but when you’re done you have a knife that will stay sharp and is super tough,” says Korner.

Summey detempers the entire file by heating it up and letting it air cool. He drills holes into the file handle and fastens a wood or stag antler handle onto it. Then he uses a belt sander to shape the blade. He also puts a mirror polish on the knife, using a bench grinder that he converted into a buffer.

Summey says he has made and sold 15 ‘rasp file knives’ so far, with one of them now being used by a U.S. soldier in Iraq. “It’s a big bowie knife with tiny rivets in an oak handle. The blade is 3/8 in. thick.”

He makes the knives in back of a local plumbing shop that his grandpa used to own. “I have a workbench there that I use just for making knives. I use a handheld belt sander to do most of the grinding,” says Summey.



Greg Korner put a new handle on this “rasp file knife” that he bought from Summey and also made a leather sheath for it.

Summey says he finds old files or rasp bars at flea markets and yard sales that sell for as low as \$3. He charges anywhere from \$125 to \$225 per knife, depending on the knife size and complexity of design. Korner makes leather sheaths for any knife that Summey sells for an additional \$35.

Summey and Korner say they’d both like to hear from anyone willing to sell their old files at a reasonable price.

You can check out Summey’s work by going to facebook.com/search/top?q=BEN%27S%20ACES.

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This building on the site of Stew Paquette’s Historical Farmall Museum looks exactly like a 1950’s-era IH dealership.

“Red Power” Museum Looks Like A Vintage IH Dealership

Stew Paquette has grown his love for everything Farmall and International Harvester to an unbelievable level since he purchased his first red collector tractors in 2004. Today Paquette’s Historical Farmall Museum site has 5 buildings housing 100,000 square feet of vintage “red” items. Built new from the ground up, his showcase building replicates an IH dealership from the early 1950’s, complete with signage, memorabilia, parts, manuals, equipment and point-of-purchase materials found in that era.

“When I started collecting and restoring tractors I saw pictures of those beautiful old dealerships and decided to build one just like it,” says Paquette. “I found building plans for the typical IH dealership, and put together a collection of photos to work from. People who visit it now are taken back to that era because everything inside is authentic, including the parts counter, manuals, stools, display placards, signage, toys and literature racks. I’ve had farmers see parts on the shelf they’d like to buy, but none of them are for sale.”

Paquette takes authenticity a step further because many of his 15 volunteer tour guides are retired farmers who’ve owned “red” equipment or are mechanics who’ve worked on it. “They all have first-hand knowledge and can share quite the stories with our visitors, many who are farmers themselves or who love the IH brand.”

Paquette says visitors to his Leesburg, Florida museum tell him he’s got the largest and most unique collection of IH and Farmall branded items in the world. And amazing as it seems, the collection grows every year. Paquette says he learns something new about IH and Farmall every day and finds something new for his collection throughout the summer as he travels to IH collector events around the country.

“It’s a true passion, and it’s fueled by

the people I meet more than anything,” Paquette says. “These folks grew up with Farmall and IH and love to reminisce about their experiences, their tractors, trips to a dealership, and enjoyable memories from their time around the brand.”

Paquette’s Museum houses more than 180 tractors, several combines, a cotton picker, a corn picker, balers, International pickup trucks, Scout 4-WD vehicles, a semi tractor, lawn mowers, refrigerators, freezers and of course, an old cream separator.

His tractor collection includes many rare red power units, including two IH “mules” that were used to tie down the Goodyear blimp for many years. Those have 549 gas V-8 engines. He has all the International “gold” series tractors, a 1026 hi-crop, a 1026 rice tractor and the famous Farmall Garrett 4-wheel drive, built by a farmer in Illinois. He just finished restoring a 1206 Wheatland and a 1256 row crop. His winter project this year is to refurbish a 1972 International Travelall, a 4-door van-type vehicle with 42,000 one-owner miles. Paquette says he purchased that gem from a 95-year-old Pearl Harbor vet who wanted it to go to a museum rather than be torched and refitted into a hot rod.

Paquette’s museum has a steady stream of visitors throughout the year, including several thousand who attend his annual tractor show weekend. That 3-day event, on February 15-17, 2018, will feature two great music shows, tractor pulls, a tractor and antique parade plus displays that include the 5th Annual Vintage Trucks of Florida gathering. “People from all over the country come for that event and it keeps getting bigger every year,” says Paquette.

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Tractor Bed Perfect For Future Farmer

By Carolyn White

From the time he was in diapers, 6-year-old Aiden Houston has been riding in front of his grandfather, Vern Frost, on the tractor. “He’s always loved mechanical stuff,” Vern says.

So it came as no surprise when Aiden’s mother, Mindy, sent Vern a picture of a John Deere tractor bed, and asked him to make one. “I came across a pattern for it on the internet,” she explained, “and figured Dad could do it.”

Vern harvested spruce logs in the mountains and sawed the boards he needed on his own mill. What was the most challenging part of creating the tractor bed? “The wheels,” Vern says. “I had to hand-paint them to look like real tires.”

His wife, Connie, helped with the painting. The tires are black, the hubs are yellow, and the main body, of course, is green.

Deere tractor bed is complete with windshield, headlights, muffler and wheels.

