



Powered by a 3 1/2 hp Kohler engine, Krueger's go-cart hits speeds of up to 10 mph.

LOOKS LIKE A 1901 "RUNABOUT" CAR

Go-Cart Patterned After Antique Car

You've never seen a go-cart like the one built by John Krueger of Blanchard, Okla., who patterned it after a 1901 "Runabout" car.

"My grandchildren really get a kick out of driving it. It goes up to 10 mph," says Krueger.

The rig is made from a steel frame covered with plywood and has boat trailer fenders and a curled front end made from stainless steel sheet metal. It mounts on 8-in. wheelbarrow wheels that are attached to axles made from 5/8-in. dia. steel rod. The seat, which is wide enough for two and has a backrest, is plywood padded with foam and covered by upholstery vinyl. Power is supplied by a 3 1/2 hp Kohler engine that chain-drives one of the rear wheels via a friction clutch. A double reduction chain sprocket on one of the rear wheels reduces the rig's speed and increases its power. Steering is done with a "tiller rod" steering lever just like the one used on the original car.

"To steer it you simply push the tiller rod

left or right," says Krueger. "It's connected to part of a universal joint that's linked to a tie rod on the front axle. A steel rod runs from the front axle back to the rear axle and has an adjustable spring on one end that softens the ride.

"The go-cart has two pedals - one for the brakes and one for the clutch. To make the brake I cut a fan belt in half and anchored one end to the frame. The other end runs around a pulley mounted on the rear axle and attaches to the brake linkage, so that when the driver applies the brake pedal it tightens the belt against the pulley to stop the rig. Letting up on the clutch pedal also eliminates power to the rear drive wheel.

"Raising a hinged wooden lid against the rear seat provides access to the engine and fuel tank, and there's a storage compartment under the seat."

Contact: FARM SHOW Followup, John Krueger, Rt. 1, Box 539, Blanchard, Okla. 73010 (ph 405 392-4796).

BIG DEMAND ALL OVER NORTH AMERICA

He's Bringing Back Old-Style Weather Vanes

A Regina, Sask., craftsman is trying to rekindle interest in one of the oldest tools of weather forecasting - the time-honored weather vane.

"Even with all the sophisticated equipment used by TV and radio weather forecasters, people enjoy the simplicity and beauty of our ornate weather vanes," says Avery Sahl, who sells a variety of stock and custom-built weather vanes. "Many older farmers have moved off the farm into town and want a weather vane for the top of their garage to remind them of the farm. And younger farmers who aren't old enough to remember the old-style weather vanes want my vanes for their machine sheds."

Sahl's interest in weather vanes stems back to his father, who watched them to forecast rain in summer and warm and cold periods in winter.

"The funny part was, he was quite often right," notes Sahl who's in his late 60's. "As a boy, I was always trying to improve his forecasts by making little devices to tell which

way the wind was blowing.

"Once I retired, I again started playing with weather vanes, making them much more attractive.

"In the last four or five years, I've made over 2,000 vanes, which have been sold all over North America and one - in the shape of a bison - in France."

Stock weather vanes come in four basic groups - game animals, wild birds, domestic animals and farm equipment. Custom vanes range from ostriches to llamas to cattle brands and even an occasional wild boar.

The weather vanes are built out of steel and are coated with a special plastic for durability. They're 30 in. high with 30 in. long arrows.

Stock weather vanes sell for \$95 (Canadian), while custom vanes are slightly more.

Sahl also makes metal farm and ranch signs, light fixtures, and hat and boot racks.

Contact: FARM SHOW Followup, Avery K. Sahl, 3823 Shera Bay, Regina, Sask., Canada S4S 7E5 (ph 306 586-8149).



Photo shows Wendel's wooden Claas combine trailing alongside the real thing.

1/6-SCALE WOODEN CLASS COMBINE

His Wedding Surprise Is Now A Parade Favorite

"With Caterpillar's acquisition of Claas, it will likely remain the first and only combine of its kind ever built," says Eric Wendel, Ridgeville, Ind., who last year built a model Claas combine out of wood as a wedding surprise for a custom-harvester cousin who uses the "real thing".

Wendel spent more than 735 hours on the detailed, 1/6-scale model of the German-built Commandor 228 C.S. Mobile Trac. This summer, it appeared at 32 parades, four county fairs and even the Indiana State Fair.

Although it doesn't run, from a distance it looks like the real thing. Wendel built the replica in five sections so it can be quickly and easily assembled and disassembled to fit into his pickup.

He used 2 by 4's and plywood to build the frame of the model. The 30-in. sq. by 4-ft. high cab is fully carpeted with windshield, side panels, 26-in. wide by 4-ft. high door opening and round rear window made out of plastic storm window material. It's rigged with a steering wheel out of an old Gleaner combine, a brake and clutch out of a Deere combine, an electronic monitoring system out of a Massey 6600, a heater out of a New Holland combine and a C.B. radio.

The 5-ft. high by 3-ft. wide sides of the combine fold down to just 34 1/2-in. high on each side. The driver's side has actually a 5-in. dia., 10-ft. long grain auger - a cardboard tube donated by a local carpet outlet - extending out at a 45 degree angle. A grain spout is fashioned from a 14-in. long plastic pretzel can and is painted black. The auger system has a flood light that runs off one of two



The "Claas" features a grain auger made of a cardboard tube and rubber tracks off a Case-IH skid steer loader.

12-volt batteries mounted behind the driver's seat, as do 12 other lights including a yellow warning strobe.

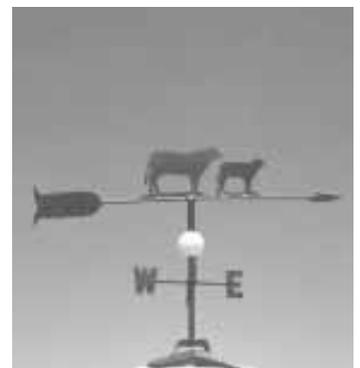
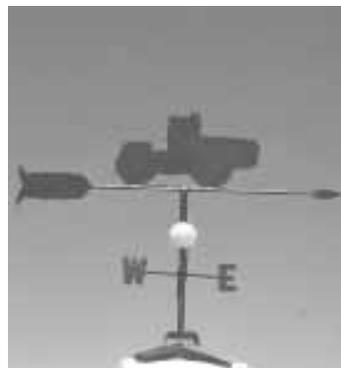
A 3-ft. wide by 4-ft. long by 16-in. high grain tank atop the combine is filled with 3 bu. of soybeans for parades and fairs.

The combine 'rides' on a pair of 77-in. long by 16-in. wide rubber tracks off a Case-IH skid steer loader. They're supported by 2 by 4's bolted to both sides of the trailer.

A rear-mounted "fuel tank", an authentic-looking paint job, and Claas's Teutonic-style lettering completed the project.

Wendel is now building a grain header for the combine.

Out-of-pocket expense was \$1,860. Contact: FARM SHOW Followup, Eric C. Wendel, 3537 E. Co. Rd. 1000 N., Ridgeville, Ind. 47380 (ph 765 584-5019).



Sahl can put your favorite tractor on a weather vane or your favorite livestock.