



Battershell's scale-model Gleaner R62 in area parade. That's grandson Jacob Smith, 9, driving, with Caleb, 7, in the seat next to him. Battershell walks beside.

A REAL PARADE FAVORITE

Scale Model Gleaner Combine Built From Odds And Ends

A real parade favorite in southeastern Illinois is this scale-model Gleaner R62 combine built by Frank Battershell for his two grandsons, Jacob and Caleb Smith.

"It's patterned after their dad's Gleaner and is not quite 1/4-scale," says Battershell of Robinson, Ill. "I built it because Jacob's so wild about farm equipment, always insisting on riding along with his dad in the combine during harvest."

The combine took about two years to build out of odds and ends Battershell either had around the farm or purchased for the project.

The combine is powered by a salvaged 14 hp Briggs & Stratton engine mounted inside the body of the combine and a 3-speed transmission out of an old riding lawn mower.

Battershell built a frame for the 12-ft. long machine out of angle iron and fitted axles and wheels with salvaged turf tires on front and lawn mower tires on back. He covered the frame with 18-ga. sheet metal he got at a lo-

cal heating and air conditioning shop.

A 6-ft. grain auger built from 4-in. dia. stove pipe is fitted on the side of the machine.

A shop-built, free-spinning, 6-ft. soybean head mounts on the machine in front of a cab. It was built from angle iron and steel.

The grain tank holds a couple 5-gal. pails of beans for extra realism.

"The hardest part was getting the rear-steer system correct," says Battershell. "I used a cable system made out of 1/4-in. dia. airline cable from the steering column back to the rear steering wheels."

Since completing the combine over the summer of 1997, the machine has appeared in five area parades where it's become quite a sensation.

"Reaction has been super," says Battershell. "It really draws a lot of attention."

Contact: FARM SHOW Followup, Frank Battershell, 309 Park Forest, Robinson, Ill. 62454 (ph 618 546-1172).

ONE-OF-A-KIND, BUILT-FROM-SCRATCH TRACTOR

Was This The World's First 4-WD Articulated Tractor?

"It's not for sale at any price," says Lynn Rothlisberger, who, along with his father Wayne, owns what might have been the world's first 4-WD articulated farm tractor.

It was built by Lynn's father-in-law, Herbert Walton and his father Arthur in 1947 and '48, meaning it predated the first Steiger tractor by about 10 years.

Rothlisberger and his father completely restored the tractor several years ago.

It's powered by a 200 hp Army surplus Hercules diesel engine and it has two Army surplus tank rear ends. Each one has to be in the same gear to operate it. There are two gear shifters, one on the right side of the tractor and one on the left side.

Articulated steering is provided by a pin and roller system and the rear axle floats side-to-side. Axles are fitted with 18 by 36-in. pneumatic tires.

The Waltons used the tractor for over 10 years to pull a 5-bottom plow, a disk, and a cultipacker all at the same time, Lynn says.

Later, after it was replaced by a couple of big 2-WD tractors they also built from scratch, the Waltons competed with the tractor in local tractor pulls.

"It could out-pull anything in its power range," he says.

Contact: FARM SHOW Followup, Lynn Rothlisberger, 7297 Co. Hwy. 124, Upper Sandusky, Ohio 43351 (ph 409 294-4646).



Brehm says his pig roaster solves two big problems associated with conventional roasters - flare-ups and the pig falling apart during cooking.

Portable "Piggy Roaster" Mounts On Car Chassis

After experiencing problems with conventional pig roasters, Paul Brehm of Cedarburg, Wis., decided to build his own portable "piggy roaster" out of an oil tank and mount it on the chassis of a Chevrolet Camaro car.

"I built it because I always noticed two problems with conventional pig roasters - sudden flare-ups from the coals caused by grease dripping down, and the lack of a stable holding system to keep the pig from falling apart as the cooking progressed. My roaster solves both problems," says Brehm.

Brehm started with a 275-gal. oil tank. He cut off the top third of it and hinged it to form a cover. He welded a double row of angle irons around the top of the bottom part to strengthen it and welded on an inside ledge that supports a flat grill for cooking chickens, corn, etc., when the spit isn't being used.

The spit, made from stainless steel, rests in a bronze cradle mounted at each end of the cooker and can be lifted out with the pig on it at any time. It consists of a 1-in. dia. stainless steel center bar with a point at one end and Lovejoy coupling at the other. An adjustable 8-armed "spider" slides onto each end of the spit. Holding bars are attached to the eight arms of the spider and are adjustable and lockable in any position. "The bars do a great job of holding and containing the pig and work far better than wiring the carcass," says Brehm.

The entire tank sits on the Camaro chassis and is towed backward. The tank fits into the front cross member which has a dip in it

where it supported the car engine. Brehm used 2 by 4-in. channel iron to lengthen the frame and then attached a trailer hitch for towing. Welded-on angle iron braces connect the cooker to the chassis. The car's tie rods were stabilized with a clamp and U-bolts - and not welded solid - so that the car wheels could be adjusted to track correctly. At the rear of the unit he fabricated a steel frame and mounted a 40-gal. well tank on it. When filled with water and pressurized, the tank not only helps to balance the unit so that it isn't tongue heavy but also provides water in case of occasional flare-ups.

The spit is rotated by a 1/2 hp electric motor that drives a 40:1 right angle gearbox via a chain and sprockets. The spit rotates at 4 to 5 rpm's. "This is just fast enough to keep the grease flowing around the carcass, basting it but not flinging it off," says Brehm. When the pig is fully cooked, the spit is lifted off and placed on a table. The meat is carved and placed in large disposable aluminum pans, and then, with the grill now in place on the cooker, the pans are placed back in the cooker and the cover pulled down, keeping the meat warm. The charcoal is placed on an expanded metal grate about 1 ft. above the bottom of the cooker. Brehm cut an opening in the bottom at each end of the cooker and placed an adjustable cover over it which serves as a draft.

Contact: FARM SHOW Followup, Paul Brehm, Box 454, Cedarburg, Wis. 53012 (ph 414 377-6005).



The Rothlisbergers' tractor was built in 1947-'48, predating Steigers by 10 years.