



Red Rock Mfg. makes a replica of the Dowden Foot Feed and sells it as a kit with everything included. Kit includes replica cast parts, which are made from patterns of a set of original cast parts.

Foot Throttle Kit For N-Series Fords

"Ford N-Series tractors were one of the most reliable tractors ever built," says Phil Smith, Red Rock Manufacturing. "The 2N, 9N, and 8N were built from 1939 to 1952. The most popular of these was the 8N, with over 500,000 of them built from 1947 to 1952. They've always been reliable tractors, with thousands of them still in service. Most parts - whether used or reproduction - can be found at farm stores today .

"However, there were many accessories for these tractors that were built by smaller companies which are often not available, such as the foot accelerator for 8N's. It was called the Dowden Foot Feed and it was made by Dowden Mfg. Co. They are very rare, if you can even find one, and expensive.

"We now manufacture a replica of the Dowden Foot Feed and sell it as a kit with



everything included. The parts are cast from patterns off a set of original parts.

"People are surprised how useful it is because it enables you to use your right hand for shifting and running the hydraulic control. It is especially handy when using a loader, rear blade, or dirt bucket.

"The hand throttle was standard on the N-Series tractors. Once this kit is installed, you can use either the foot pedal or hand throttle.

"We sell the entire kit for \$135 and that includes shipping. At this time, it is only available for 8N tractors. We would like to find one for other N-Series tractors so we could duplicate that, also."

Contact: FARM SHOW Followup, Phil Smith, Red Rock Manufacturing, 1117 Park Lane, Pella, Iowa 50219 (ph 641-628-9692; E-mail: pjsmith@kdsi.net).



Bob Sampson mig welded extensions onto worn harrow tines to bring all of them back to their original 16-in. length.

"I Saved The Price Of A New Harrow"

It took a lot of time but Bob Sampson says his harrow tine repair project was well worth it.

What he did was to mig weld extensions onto worn tines to bring all of them back to their original 16-in. length. He bought 20-ft. lengths of 7/16-in. cold rolled steel. Then he cut and added enough tine to bring each tine back to its original length.

"I made two welds on each tine, leaving space in between so they could flex a little,"

Sampson says. "I had a bit of a problem holding the pieces in alignment until I came up with a jig made of a split piece of 3/8-in. pipe. I used clamps to hold the pieces in place while welding.

"After a full season of use, none of the extensions have been lost. I saved the price of a new harrow."

Contact: FARM SHOW Followup, Bob Sampson, RR3, Box 115, Petersburg, Ill. 62675 (ph 217 632-2016).

Jack Fitted With Big Base

Commercial "handyman" jacks have a small base that can push down into the ground, making the jack unsafe to use. Clifford Brandenburg, Beecher City, Ill. solved the problem by bolting the 4 by 6-in. base on his jack to a much larger base that measures 20 in. sq.

Also, by removing a steel pin from the base of the jack he can reverse the jack 180 degrees on its original base so he can use the jack up close to a wall.

"I use the jack often to lift my garden tractor so I can work under it. The big base makes the jack a lot safer to use," says Brandenburg. He used 2-in., 1/2-in. thick sq. tubing to build the base.

"I always put a 1/2-in. dia. bolt under the jacking mechanism, so the jack can't come down even if the mechanism fails," notes Brandenburg.

Contact: FARM SHOW Followup, Clifford



Bolt-on big base makes jack safer to use.

Brandenburg, Rt. 2, Beecher City, Ill. 62414 (ph 618 487-5247).



Alan Wells and Jack Borden buy and restore junked International Harvester Cubs, like the one shown above.

Restoration Duo Saves IH Cubs From Extinction

If you have a Farmall Cub in need of restoration, you might want to get in touch with Alan Wells and Jack Borden.

The Oakville, Wash., farmers run a tractor repair and restoration business out of the shop on Well's farm. In recent years they started buying and restoring Cubs. They work on standards, highboys, or lowboys with IH, McCormick-Deering, or Farmall paint and decals. If they can be repaired to near original condition, Wells and Borden are up to the task.

They've bought and then resold most of the Cubs they've worked on, but Wells says, "We've also restored some for collectors and people who still want to use a Cub for work."

Borden has a special place in his heart for Cubs. As a 13-year-old, he sold an FFA calf for enough to make the down payment on a Cub and then did custom tractor work with it in order to make the \$43 monthly payments. While Cubs are a special favorite, Wells and

Borden will work on anything. They prefer it be red, though. They've restored a lot of Farmall A's, Super A's, H's and M's along with a few later models.

To date, nearly all the tractors they've restored have been from the Pacific Northwest. They're looking to buy junked and restorable Cubs within a reasonable drive from Oakville, just south and west of the Seattle area. And they'll sell a restored one to anyone who wants it. Wells says a Cub that sold new for \$550 in 1947 is worth \$3,000 or more now if it's properly restored.

"It doesn't matter if the tractor is part of a collection or is going back out to do field work, we restore them all the same," Wells says.

Contact: FARM SHOW Followup, Alan Wells, 7571 St. Route 12, Oakville, Wash. 98568 (ph 360 273-2454; E-mail: alankriswells@iwon.com).



Tractors are restored to near original condition.