

He Custom Machines Almost Anything

FARM SHOW editors recently spotted the following ad in a tractor magazine:

"Anything Custom. Custom machine solutions for your hard-to-find parts. Antique tractors, cars, trucks and heavy equipment. One-cylinder engines, custom bushings, rocker arms, rocker shafts and fuel pumps, pistons, guides, valve keepers and valves. Parts reproduced, repaired and designed."

We decided to check it out and talked to Joseph Hine, owner of "Anything Custom" based in Southbury, Ct.

"If you need to fix an old machine but can't find the part you need for it, and your local welder or machine shop can't help, I can probably make it. I can do everything from building custom radiators to making bull gears. If you can dream it up, I can make it for you," says Hine. "I have a small shop, and along with my uncle own a rare collection of about 150 antique tractors. We originally started our shop so we could make any parts we needed to restore the tractors. When other people found out what we were doing, they started asking us to make parts for them, too. I've done work for customers as far away as Alaska and Nevada."

While Hine specializes mostly in antique farm equipment, he says he can make parts for almost anything. "If I don't have a mold for the part, I'll make it by using the customer's part to make a casting. Sometimes

I use reverse engineering, in which I remanufacture the parts as close to OEM specs as possible.

"If you can't find a part you need, you can send the worn part to me and I'll look it over at no charge and tell you what it would cost to make. If you don't want the work done, all you pay is the UPS charge to have the part mailed back to you."

He got the idea for his business after working at a manufacturing engineer for a company that closed down and moved to China. So 1 1/2 years ago he started placing ads in farm magazines to see if he could do work for other people.

"Most of our tractors were built in the early 1900's so I've learned how to make just about anything that goes into the cylinder head - valves, springs, keepers, and retainers, etc."

"I've done some pretty crazy types of machining," says Hine. "I've made a custom carburetor and fuel pump system for a 15 hp single cylinder Otto antique engine. The customer didn't have a carburetor for it and didn't know where to get one. We found a 5 hp model and scaled it up to make new castings. Then I remachined all the pieces. It's working beautifully now."

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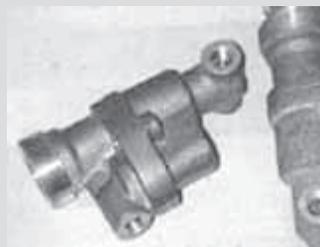
This cylinder head, off a 1915 Titan 1020 tractor, was cracked. Hine custom-machined the head and also made new valve seats for it. Then he pushed the seats in and reground them.



He custom made all the valves, springs, seats, keepers and retainers for the Titan cylinder head.



Titan cylinder head with the new custom made valves on top of it.



A customer with an Otto 10 hp single cylinder, natural gas slide valve engine wanted to convert it to a gas model. So Hine custom-built a new fuel pump (above), a new carburetor (below), and all the drive mechanisms. To do that he copied the components off a 3 hp Otto single cylinder engine and scaled them up.



He built this cam drive mechanism to operate the Otto engine's fuel pump. Top piece has a 1-in. drop eccentric drive in it. Bottom piece is the connecting rod.

Affordable Transmission Flusher

A Drake, N. Dak. man has invented a transmission flusher that he says is affordable for do-it-yourselfers.

Dean R. Kolschefski, says commercial transmission flushers sell for \$3,500 or more and have a lot of extra bells and whistles. His unit, however, requires no electricity and therefore no pumps and motors.

"It's very compact and simple. It weighs only about 40 lbs. and rides on a 3-wheeled cart. I think it could be marketed for \$300 to \$400," says Kolschefski.

The unit has clear acrylic tubes that allow the operator to see the oil being exchanged.

"It's kind of impressive. You can see the old black oil coming out and the new red oil going in," he says. "You fill the flusher with new oil manually, then when you're ready to remove the old stuff from your vehicle, you hook up to the vehicle's transmission and remove one line from the transmission. Once you've connected the two lines from the transmission flusher, you start the vehicle up and the vehicle does all the work. The flusher intercepts the old oil, which pushes a piston up, and forces new oil back in its place."

Once the vehicle's oil has been replaced, Kolschefski hooks his flusher up to an air



Dean Kolschefski says his transmission flusher requires no electricity and therefore no pumps or motors.

hose to remove the used oil. This process takes only about five minutes and then it's ready for the next job.

Kolschefski has used the transmission flusher on his own vehicles, as well as a few dozen times for other people, and says it has worked well.

"So far I've only used it myself, but I would be interested in producing and marketing my flusher, or even the idea," he says.

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Modification Solves Feeding Problem

George Wissinger of Huntington, Ind., fixed a common problem with his 1963 New Holland 268 small square baler.

"It's not unusual in that line of balers for the belt to slip on the pickup when you're in heavy hay or long stubble," he explains. "There's a simple solution to the problem. It took me an hour and a half after I got the parts."

Wissinger removed the belt drive (V-belt and the V-belt pulley) from the pickup and replaced it with a 10 ft. chain and sprockets. He installed the two sprockets he bought at a parts store with two "Weld-a-Hubs."

"I welded a 1 by 2-in. piece of scrap iron to the hub, and drilled a hole through this tab,

and also the sprocket. Then I put in a 1 by 2 by 1/4-in. thick shear bolt for protection. If something happens to the pickup, it will shear the bolt. In 20 years, I've only sheared two bolts. It's a totally different performing machine once you make this change."

Wissinger says the job was quick because he only had to weld one sprocket. The other sprocket is driven by the tab with the 1/4-in. bolt in it.

"I've done three of these balers - mine and two others in the neighborhood. It works great for everyone," he says.

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Gerald Bliss built this 10-ft. long "metal cooking" oven that lets him powder coat virtually any kind of metal. It has three heating elements that came out of kitchen ovens.

Do-It-Yourself Powder Coating

Gerald Bliss, who farms near Dutton, Montana, built his own "metal cooking" oven that lets him powder coat virtually any kind of metal, saving the cost of expensive commercially-coated steel.

Bliss also does custom powder coating of metal for area farmers. He uses an air gun to apply the powder coatings which are available in almost any color. He can also coat with baked-on ceramics.

The 4 by 4-ft. oven is 10 ft. long. It's built out of sq. steel tubing and lined with sheet metal both inside and out, with insulation wrapped around the outside. Heat is provided by three heating elements out of 1,800-watt household kitchen ovens. The stove cooks at a temperature of 450 degrees.

"I built it because I didn't want to pay the money for a commercial powder coating oven. I paid \$600 to build the stove and another \$4,000 for air guns. All together I spent about \$5,000 whereas an OSHA-approved

oven alone sells for \$30,000 or more," says Bliss.

"Powder coating helps steel stand up to chemicals better," says Bliss. "I do a lot of engine parts, including ceramic headers, manifolds and exhaust pipes. I do some ceramic coating work for race car drivers who want their engines coated with ceramic. The ceramic coating will drop header temperatures 300 to 400 degrees. For the same reason, I also do some engine work for big self-propelled sprayers. And I've done some work on motorcycle frames and metal fences. I powder coat a lot of wrought iron stuff, including hand railings for decks."

"The powder-coating material I buy consists of an epoxy mixed with other powders. When applied, it clings to the metal kind of like static electricity."

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