

Oliver 1250 Repowered With Isuzu Diesel

Melvin Erskin got an old Oliver 1250 up and running with the aid of a scavenged Isuzu diesel engine and help from family and friends. The Oliver 1250 was originally equipped with a Fiat gas engine. When Erskin saw it at the implement dealership where he worked, the engine was shot. When he retired, he asked about it and his boss said to take it.

"I needed a tractor and figured if I could find an engine, I could get it going again," said Erskin. "My son-in-law and a friend are machinists, and they told me if I found an engine, they would put it in."

A trucker friend gave Erskin an Isuzu diesel off a Thermo King refrigerated reefer. John Cornell, Erskin's son-in-law, and his friend, Kevin Buck, went to work. In order to slip the Isuzu with its 24-qt. oil pan into the Oliver, changes had to be made. The bottom half of the oil pan was cut away to fit the

frame of the tractor. With its reduced size, the pan still holds about 11 qts.

New motor mounts had to be made. The machining got more difficult when it came to the bell housing. In order to match the new engine to the tractor's bell housing, an adapter plate had to be fabricated. At the same time, the flywheel had to be cut down to fit the available space.

The engine was still two inches longer than the Fiat had been; so the three men cut the fan shroud down to fit it in. They also installed a hydraulic pump on front.

"The machining was so exact that we have never had to adjust the clutch since," says Erskin. "Without John and Kevin, I couldn't have afforded to have it done."

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With help from family and friends, Melvin Erskin repowered this old Oliver 1250 tractor with an Isuzu diesel engine.

Pattern Maker Specializes In Rare Cast Parts

If you need a unique cast part for older equipment, talking to Gary Martin might be your best first step. He has made models for castings that range from 25 grams to 25 tons. His work varies from miniature parts for antique tractor collectors to man-sized steam engine flywheels.

"I've been a pattern maker for 35 years and can make a model for anything that needs to be cast," says Martin. "I'm kind of known as a steam engine expert. I have done work on parts for antique railroads at Disneyland, Knox Berry Farm and various amusement parks and individuals who own their own trains. However, I also do a lot of antique car work."

In addition to making models or patterns for castings, Martin is the largest supplier of model engine flywheels in the world. He stocks more than 30 sizes from 3-in. to 22-in. dia. and has patterns for larger models and

full-size engines. He also makes and sells machine tool kits and engine kits, including a 3/10 scale Deere 1 1/2 hp Model E gas engine. It's priced at \$895.

"I made the patterns for it and oversaw the castings of the kit," explains Martin. "Jerry Frisbie of Dinky Deers developed the castings, drawings and instructions. It's a kit the first time machinist or father and son team can build."

Martin has also made patterns for and markets kits and castings for a number of machining tools, including a Quorn Universal Tool & Cutter Grinder for sharpening lathe tools and other cutting tools.

A former industrial arts teacher, Martin fears that skills such as his are going to disappear. He teaches pattern making through a local college and privately to individuals in his own shop. Classes run for ten weeks and cost \$300.



Gary Martin makes models for castings, ranging from miniature parts for antique tractor collectors to man-sized steam engine flywheels.

"My students are using their new skills to make antique car parts, wood plane and lathe parts, steam engines and other projects," says Martin. "Most classes meet once a week for ten weeks, but I am considering an intensive one week workshop if enough people are interested."

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He teaches pattern making through a local college and privately to individuals in his shop.

Tire Tool Repair Tool

"I discovered the Blue Cobra on YouTube a couple of years ago and realized it was a great product for our market," says Rock Tyson, VP of sales and marketing for Ken-Tool, the world's leading manufacturer of tire service hand tools.

Invented by a company in Brazil, the Blue Cobra is an ergonomic designed tool to demount tires off semi-truck rims (22.5 and 24.5-in. dia. tires on wheels up to 13 in. wide).

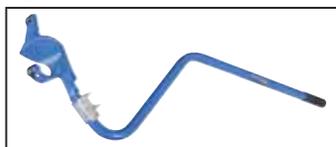
"It works because of the combination of the patented shape of the head of the tool, and the leverage you get from the handle. A normal tire bar is 37 in. long. This tool is 54 in. long and gives you much more leverage," Tyson says.

Place the tire on the ground and break the bead. Insert the end of the Blue Cobra between the tire and wheel and rotate it over the top to pull the top bead off. Reverse the motion, put the handle down to your knees, which gets the tool to the bottom bead. Rotate over the top again and pull the tire off the rim.

A video on Ken-Tool's website demonstrates demounting four tires in about a minute.

Made of powder-coated premium grade steel, the Blue Cobra will outlast brass and bronze competitors, Tyson says. The head has two industrial nylon rollers, which protect the rim and provide rolling fulcrum points to reduce user fatigue.

The Blue Cobra is available for about \$369 through auto part chains such as NAPA,



The Blue Cobra is an ergonomic-designed tool designed to take tires off semi-truck rims.



It works because of the patented shape of the tool's head, and the leverage that you get from the handle.

O'Reilly and Car Quest.

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Online Engine Maintenance School

Got a chainsaw that just won't run right? Or a push mower that needs a tune up?

If you're not an expert at that kind of small engine work, you might want to check out a new "service school" online that walks members step-by-step through preventative maintenance and small engine diagnostics.

"We film professional mechanics who work on chainsaws and other small engine tools every day," says Roger Simons, founder, ATTN (Advanced Technical Training Network). "They will walk through a repair scenario on all the things likely to be repaired through the life cycle of a product."

The preventative maintenance section of the website – which costs members \$9.95 a month – covers trimmers, edgers, commercial mowers, trailers and chainsaws. Chainsaw maintenance is broken into 13 segments, including Chainsaw Bar, Fuel Line, Oiler, Air Filter, Sprocket and Recoil. Overviews included "Clean, Inspect and Torque," covering basic tips such as not using excessive air pressure, especially on seals and gaskets.

Individual segments are easy to understand. Illustrations clearly define worn sprockets and other problems, using well-worn and damaged components. Even for an experienced chainsaw owner, the sessions offer a worthwhile refresher.

The diagnostics section covers identifying problems with both two-stroke and four-stroke engines. It uses "first glance" evaluations to identify generally what a problem might be. Related documents offer specific

diagnostic steps for problems such as no spark, compression or fuel delivery.

"Our goal is to show people who want to do their own maintenance or diagnostics how to do it," says Simons. "If repairs are needed, they may well decide to take it to the repair shop. However, now they'll understand the problem or its complexity and feel better about paying for the repair."

"If you understand the maintenance that needs to be done, you are more likely to notice if you can access this or that part easily," says Simons. "Something as simple as draining oil is important. Do you want to have to turn the motor on its side to drain oil out of the refill hole or do you want an engine with a drain plug?"

Simons understands how important the simple things are when it comes to maintenance. His background includes starting a technical training program for Stihl chainsaws in the U.S. He then did the same for Husqvarna and also supervised their call center.

"After years of talking to end users, there were a lot of simple things that people wanted to do, but didn't know how to do," he says. "We have the mechanic describe what he is doing as he does it. An important tip can be as simple as avoiding screw failure by cleaning out the slot first so you don't strip it."

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