

# Annual Field Day Showcases Antique Combines

Pull-type combines still get their day in the sun in Lincoln County, Wash., where the local historical museum holds an annual combine day on the Clayton Guhlke farm. Farmers young and old show up to see the vintage harvesters work.

"We get a heck of a crowd every year and 5 to 6 combines," says Guhlke, who started the field day with friend Gene Stuckle. "If the kids don't see them here, they'll never know about them. These old pull-type combines did a superb job of threshing, better than any self-propelled today."

Guhlke, Stuckle and other participants do their best to match up the vintage combines with the crawler tractors common to the time and the region. Guhlke notes that crawler tractors were popular on the region's farms where fields could have a 30 degree slope.

"Until the late 60's and early 70's, everyone in the area farmed with crawlers," he recalls. "I've been on fields where the combine slid down the hill."

Guhlke's farm has rolling fields with just enough slope to show off the auto-leveling devices most of the combines are equipped with. Several even have the older, mechanical leveling system.

"One year a man in his late 70's rode on a motorcycle with some friends," recounts Guhlke. "He was R.A. (Ray) Hanson, the inventor of the automatic leveling device for combines. He came back the next day and encouraged us to get the levelers fixed."

After World War II, Hanson had adapted crude autopilot technology to combines, selling them door-to-door with a lifetime guarantee. The inventor later became

internationally known for his engineering innovations.

"He told us the lifetime guarantee was still good if we had problems," laughs Guhlke.

The field day first started with a single combine, one Stuckle had stored in his shed. At Guhlke's urging, it was pulled out, restored and put to use on Guhlke's farm alongside Highway 2, west of Spokane.

"We didn't advertise it, but we drew a crowd," recalls Guhlke.

Participants spend about a month each year getting the combines ready for the field day. This past summer the units in use included a Harris 30-38 (30-in. wide cylinder; 38-in. wide separator) pulled by an HD11 Allis Chalmers crawler tractor. Guhlke explained that the 30-38 was the largest capacity pull-type built at one time and was used throughout the Pacific Northwest.

Other units at work included a 36B Deere pulled by an RD7 Cat crawler; a Case V2 pulled by a 9UD6 Cat; a 1936 galvanized McCormick Deering pulled by a Cletrac; and a 51 McCormick Deering pulled by an RD6. Vintage trucks from the 1940's and 1950's are on hand to haul away the grain.

"These combines could harvest from 1,000 to 1,200 bushels of wheat a day," says Guhlke, who ran one up until 1960. "The superior threshing was due to a second sieve called a reclean sieve. One year the wheat was rained on, and the local elevator manager was afraid our field day wheat would be bad. Even with the rain, the combines produced #1 grain with no trash and no problems."

For those wishing to see the field days, they are always held the last Saturday and Sunday



A local historical museum in Washington holds an annual combine day where you can see antique harvesters at work. Shown here is a 1936 McCormick Deering pulled by a Cletrac tractor.

of August. A fundraising dinner requiring advance tickets is held on Saturday night.

"This year a calendar was made up with pictures from the 2011 field day," says Guhlke. "It's priced at \$30, and like the dinner, profits go to the Lincoln County Historical Museum."

Contact: FARM SHOW Followup, Lincoln County Historical Museum, P.O. Box 585, 600 7<sup>th</sup> St., Davenport, Wash. 99122 (ph 509 725-6711); or Crayton C. Guhlke, P.O. Box 1272, Davenport, Wash. 99122 (ph 509 721-0130; crayton@centurytel.net).



Collecting antique outboard motors is a relatively cheap hobby to get into, say members of the Antique Outboard Motor Club. Pictured here is a 1912 Evinrude.



## Collecting Antique Outboard Motors

By Nancy Leasman

"It's a relatively cheap hobby to get into," says Woody Quiram, Star Lake, Minn., about his hobby of collecting antique outboard motors. He's a member of the Minnesota chapter of the Antique Outboard Motor Club and we caught up with him at a recent swap meet where he sold five motors and bought one.

The Gopher Chapter has about 100 members from all over Minnesota and a few from Wisconsin. They get together 8 to 10 times a year to swap motors and parts, along with tales of fishing and boat racing.

Bruce Reischl, who has 150 outboards in his collection, easily had the oldest outboard at the swap meet. His 1912 Evinrude attracted a lot of attention. Fellow collector Ben Dittmar of Oak Grove has been collecting motors since he was seven. "Evinrude started making prototypes in 1908 to 1909,"

he says, "and they started manufacturing them in 1910. They must have done something right because many still run a hundred years later." Dittmar owns a 1913 Evinrude and was a little envious of Reischl's motor. "There's quite a difference between a 1912 and a 1913," he says, and it's fairly easy for a practiced eye to tell the difference. For example, the 1913 has a magneto ignition which wasn't invented in 1912.

Other differences in the older motors: the 1910 to 1913 have small gas caps whereas the 1914 has larger ones. And the first flywheels didn't have holes whereas the 1912 does.

Contact: FARM SHOW Followup, John Stasieluk, President Gopher Chapter Antique Outboard Motor Club, 6016 Chapel Dr., Minneapolis, Minn. 55439 (jowh.e.stasieluk@seagate.com; www.aomci-mngopher.org).

## Life-Size Horseshoe Sculptures

English sculptor Thomas Hill has elevated horseshoe art to a whole new level of sophistication with his life-size sculptures.

His first horse creation, the size of a Shetland pony, was done in 2005. Since then, he has created a 10-ft. tall rearing stallion, a winged Pegasus, and two different racing horses, including one with a life-size rider. All of them were made exclusively from horseshoes.

Hill has also produced pigs, dogs, fox, hedgehogs, squirrels and a muntjac. And large animals like an elk, elephant, bactrian camel, lioness and a cheetah.

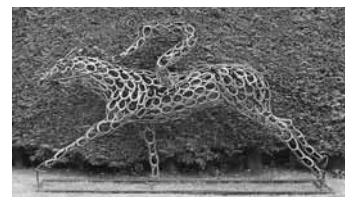
Hill creates his sculptures from new and recycled horseshoes. He gets them from farriers, farmers and local horse owners. Each shoe is carefully cleaned, straightened and molded to its desired shape for the artistic creation. The shoes are welded together, and then the object is dipped and polished to create a smooth sheen. Some sculptures are painted or powder-coated.

Each subject is carefully crafted to a life-like size and shape, including legs, neck, head and eyes.

Because each of Hill's sculptures are individually created no two are exactly alike. Hill uses a gas forge, an anvil and a hammer as well as various welding techniques to heat and shape the horseshoes that create his sculptures.

In May 2006, some of Hill's creations were exhibited at the Living Crafts Display at Hatfield House, a 400-year-old mansion located in Hertfordshire. It's listed as one of the 10 most famous palaces, homes and castles in England. From that exhibition Hill received orders for several of his sculptures. They were also featured on the BBC.

Contact: FARM SHOW Followup, Tom Hill, Tewin Hill Farm, Tewin Hertfordshire, England AL6 0LL (ph 01438 717336; www.tomhillsculpture.co.uk).



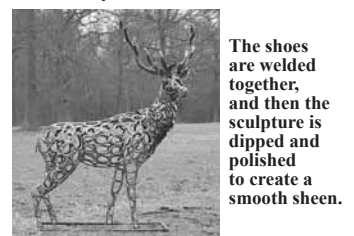
Thomas Hill uses horseshoes to make life-size sculptures, including this horse and jockey.



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