Over the past 30 years, Ohio farmer Richard Lynch has turned his ability to make sheet metal parts for Oliver tractors into a thriving business. "It started almost by accident," says Lynch, who was restoring an old Hart-Parr 70. He needed side panels but couldn’t find them at collector shows or through his contacts. Another 70 owner loaned him a clean set of side panels and Lynch found a metal shop that could stamp new replacements for him. Richard asked the shop to stamp a few extra as long as they were at it. Within a few weeks, Lynch had sold those extra panels at a Hart Parr Oliver collector show in the fall of 1990.

"I came home from that show excited about making side panels for old Olivers," Lynch says. "At the same time I knew I had to learn how to do the work myself in order to make any money at it." Although it took him nearly 10 years to acquire the know-how and equipment to do the work, Lynch was persistent. In 1990, he started Lynch Farms Tractor Parts after purchasing a milling machine. Today he and his son Ron build and stock more than 300 hoods and side panels for vintage Oliver tractors originally built between the 1930’s to the 1960’s. His reproduction panels are made for the FleeteLine 60, 77 and 88’s and the later “Super” models of those same numbers. He also makes parts for Oliver 3-digit tractors, the styled 60 and 70 series, and the Hart Parr Oliver model 70 side panels.

"Restoring old Olivers must be a huge business across the country," Ron says with first hand knowledge. “I have to order a new stock of sheet metal every couple months.” Their business has sold replacement panels throughout the U.S., Canada and even to New Zealand. “The cost to ship side panels ‘down under’ was outrageous,” says Ron. Luckily I was able to get 2 customers together. One was having a tractor shipped from the U.S. in a container, so we put the panels in with has as an extra.” All of the panels sold by the business are primed and ready to be painted by the customer ordering them. Over the years, he’s acquired and restored just about every Oliver ever made. He has about 450 in his personal collection, including a unique 1946 model 70 Orchard, which gleams like it just came off the factory paint line.

Richard Lynch builds and stocks more than 30 different replacement hoods and side panels for vintage Oliver tractors. All are primed and ready to be painted by the customer. He finds that plastics and rubber parts have a tendency to crack over time. He also has a 10-man crew that builds replacement panels. He says the show will go on.”

Lock-N-Stitch threaded inserts were used to repair a cracked Cat engine block.

Above “before and after” photos show how Lock-N-Stitch threaded inserts were used.

Lock-N-Stitch threads into holes or into a core plughole doesn’t have that integrity. Standard tapped pins will expand the crack due to what Reed describes as “cumulative spreading pressure”.

Lock-N-Stitch offers a special pin design called the Castmaster. The bottom of the fastener thread is 45°, but the top is a negative 20° and acts like a hook. The shoulder of the pin has a reverse angle to it and when tightened into a matched machining counter bore, pulls up on the thread. This draws the metal together.

“Castmaster pins add strength instead of spreading pressure,” says Reed. The Full-Torque hole repair system uses a similar thread pattern for bolt hole repair. Reed notes that freeze or impact cracks often result in cracked bolt holes as well. Stripped or damaged threads in spark plugs and other bolt holes can also be repaired with Full-Torque inserts.

“We can take a bolt hole split right down the middle, put an insert in and pull the metal back together,” says Reed. “The more you torque it, the stronger it gets. If it’s repairable, we can come up with a way to do it.”

Reed says Full-Torque inserts create a pressure-tight seal that can withstand 3,000 psi hydraulic pressure.

“We don’t just do stitching,” says Reed. “Damage to cast iron or other cast metals is caused by stress or design failure where it has cracked under normal operating conditions.”

In the first case, Reed uses stitching to repair the problem and bring it back to 100 percent. In the case of design failure, Reed adds reinforcements or brackets to attach.

Reed points out that cast iron is preferred for its traits of staying straight under heat and not warping. However, that same trait makes it extremely hard to weld any place but edges. Welding works best with things that can stretch and bend.

“Attempting to weld cast iron produces massive amounts of confined expansion and contraction that leads to more cracks, especially if the welding is in the middle of the part,” explains Reed. “Stitching avoids the heat issue.”

“That can’t be done on site or in frame,” he says. “That’s where stitching with pins and our inserts come in. They let you repair on-site quickly and get back in use. We do lots of ag equipment.”


Pickup owners often complain about their vehicle’s “nose diving” look when there’s no weight in the box. A Nevada company has a solution to that problematic situation with a product called Ready Lift. It’s an easy-to-install leveling kit that’s available for all pickup brands on the market today.

“We came up with this product because we realized that truck owners didn’t like the ‘nose down’ look, and furthermore they wanted to install larger tires,” says Ready Lift’s Brian McCormick. “The beauty of this product is that it’s made of aircraft-quality 6061 billet aluminum, which is tough, light and rust resistant. It has a hardness rating of 10.”

McCormick says the Ready Lift is easy to install by do-it-yourselfers. The spacers mount above the coil spring and bolt onto the spring pocket. The shocks and springs have to be loosened and removed for the leveling installation, but they don’t have to be cut or altered. Mounting studs supplied with the spacers are used to hold them in place. A wheel alignment is suggested after installation.

Since the Ready Lift provides only 2 to 3 in. of lift, depending on the vehicle, the OEM shocks are reinstalled. “The finished installation gives the vehicle a completely level appearance, front to back,” says McCormick, “and it doesn’t affect the ride or handling at all.” Having a Ready Lift on a truck also allows the vehicle owner to install a larger 33 to 35-in. tire and wheel setup. The Ready Lift spacers are available in black, red or blue anodized finishes.

Contact: FARM SHOW Followup, Ready Lift Suspension, 7490 Commercial Way, Henderson, Nev. 89001 (ph 800-549-4620; info@readylift.com; www.readylift.com).