

Cabinet-maker Sandhurst spent 500 hours and \$2,000 to build the wooden frame and body around the chassis and engine of an old VW Karmann Ghia.

## ENTIRE FRAME, BODY MADE OF WOOD

# He Built Himself A Wooden Car

by Lonnie Stauffer, Associate Editor

Latest new tourist attraction in Fulda, Minn. (population 1,212) is Vince Sandhurst's wooden car. The entire frame and body of the "Sandhurst Roadster" is wooden. Only the engine and chassis are metal.

Sandhurst, a carpenter and cabinet maker by trade, had an old VW Karmann Ghia he intended to restore conventionally. During the construction industry slowdown last spring, he had extra free time. That's when he decided to restore the car with wood instead of metal or fiberglass. The engine came from another Volkswagen and is mounted up front.

He says his rust-proof wooden car handles well, even at speeds up to 55 mph. And, it's sturdy enough so that he doesn't worry about it falling apart on rough roads. "I reinforced the frame so it's really solidly built. If it got hit by another car, it would probably get busted up, but I'm not worried that it would disintegrate."

The "Sandhurst" is built primarily of oak with black walnut trim for accent. "Basically, the walnut replaces everything that would be chrome on a regular car," says Sandhurst. He even built two air horns out of walnut and mounted them up front.

The entire car is protected with a waterproof body lacquer similar to the finish on a regular car. "You can even wax and polish it like a regular car," notes Sandhurst.

Although it's built like an old-fashioned roadster, Sandhurst says he didn't pattern it after any particular kind of car. It even contains a rumble seat hidden under an oak panel. The steering wheel bears the distinctive, hand-carved "Sandhurst" insignia. He intends to build a folding wooden top to make his car convertible for all-weather driving.

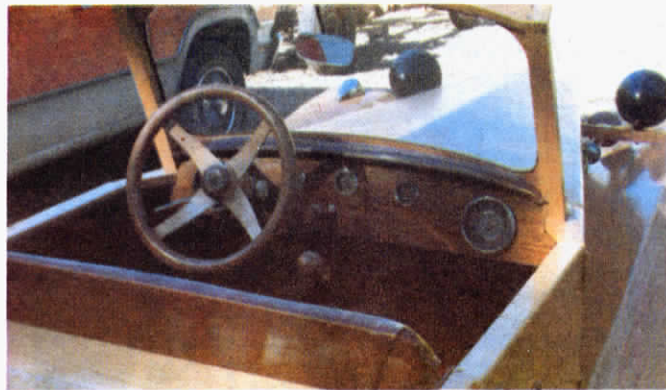
Sandhurst has become somewhat of a celebrity ever since he first drove his wooden car down the main street of Fulda.

"Most people keep asking the same questions. They want to know why I did it, what it's made of and stuff like that. A lot of people, with tongue in cheek, ask if I've had problems with termites." (He hasn't.)

He figures it took at least 500 hours and about \$2,000 for materials to build the car. His son Terry and friend Daryl Hassebroek helped provide part of the labor. Sandhurst says he'd consider custom-building a wooden car for any interested customers. The cost? About \$10,000, with the customer supplying the engine and chassis.

Sandhurst wants to build himself another wooden car, only bigger next time. "I've already got a straight-8 Buick frame to build it on."

For more information, contact: FARM SHOW Followup, Vince Sandhurst, Fulda, Minn. 56131 (ph 507 425-3154).



Steering wheel, dashboard, and windshield are all made of wood.

## ADAPTER KIT FITS MOST COMBINES

# Harvest Sorghum With A Corn Head

Attention sorghum (maize) growers! Ever thought about adapting your combine corn head attachment to also harvest sorghum?

"Works great," says Jerry Hurlburt, of Stanton County Implement, an Allis-Chalmers dealership at Johnson, Kan. He has designed a conversion package which adapts to most major makes of combines and their respective corn heads. The kit makes it possible to harvest sorghum with your conventional corn head. After harvest, it converts back to regular use as a corn head.

Here, according to John, is how it works:

"We manufacture a kit for do-it-yourself conversion of the Gleaner low-profile orange belly headers. For other makes of combines, there are too many things to change and alter so we do the conversion here in our shop."

"With our header conversion, there is no reel-shatter, as with a conventional grain platform. Even in good clean standing sorghum, a reel will knock grain out of the heads. Also, there is no reel knock-down of grain where there is tall material, such as cane, Johnson grass or weeds in the crop. In most conditions, the converted header aids in picking up downed or lodged stalks."

"Most farmers interested in our process already own corn heads, which can be converted to harvest sorghum at considerably less than it



After harvest, head converts back to regular use as cornhead.

costs to buy a manufactured "maize head", such as a Hesston, Roll-O-Cone, etc.

"Conversion cost depends on the brand of header, but it figures out to right at \$1,700 to \$1,800 to convert a 4 row header, \$1,900 to \$2,200 for a 6 row 30 in., and \$2,400 to \$2,600 for an 8 row 30 in. We suggest that customers consider converting only the low-profile style headers. We have had good results with converted Allis Chalmers, IH, John Deere and Massey Ferguson corn heads, and could possibly adapt the conversion to other makes and models as well."

"We've done about 33 conversions and, so far as we know, customers are happy with them, although we did have a storm go through here last fall which knocked the sorghum crop down. Harvesting with any kind of equipment was a headache. We like the report of one customer who confessed that, "At first I was a bit leery. However, after we began to harvest our crop, we wondered why we hadn't thought of it before."

For more details, contact: FARM SHOW Followup, Jerry Hurlburt, Stanton County Implement, Johnson, Kan. 67855 (ph 316 492-6861).

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