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Farmall F20, Ehrenberg's first model, weighs 105 lbs., has 346 parts, and 449 bolts.

WORK JUST LIKE THE REAL THING

Model Tractors True To Last Detail

By Alice and Robert Tupper

"The natural iron finish shows off the detail better than if they were painted," says Kermit Ehrenberg about a pair of painstakingly detailed 1/4 scale antique tractors he built and displays at Midwestern toy and threshing shows.

Ehrenberg of Appleton, Minn., spent a total of seven winters building the models of the 1937 Farmall F20 and the 1938 Deere G. A quarter of that time was spent measuring parts on the real tractors and then machining each 1/4 scale piece to within 1/32 of an inch, he notes.

"The tractors assemble exactly the way the originals did," he says. "Every bolt that was in the original tractors is in the models."

Here are highlights of each of the tractors:

- The F20 weighs 105 lbs, has 346 parts, and 449 bolts. It's complete with a brass oil can and grease gun with spring-loaded plungers that really work, as well as a crescent wrench that hangs from the seat and plank bolted across the drawbar.

The rear wheels of the tractor were ma-

chined from a 10 1/4-in. well casing that Ehrenberg fitted with lugs and spokes. "The lugged wheels were the most time-consuming part of building the tractors," he notes.

- The Deere G weighs 60 lbs, has 283 parts, and 358 bolts. It's complete with moving shift lever and brake shoe on a pulley. The steering wheel turns the front wheels through gearing mounted above the front end.

The radiator core is a section of car radiator that had a similar design to the original tractor. He enclosed the radiator in the

tractor shell.

Ehrenberg is currently working on a 1935 Allis-Chalmers WC tractor he plans to have ready for the shows he attends in 1997.

He's not interested in selling the tractors or building them for others.

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"CHURCH PEW" BACK SEAT AND HAND-OPERATED CLUTCH

John Deere "Car"

"I built this John Deere 'car' just for fun out of an old Jeep pickup and other miscellaneous parts. People really get a kick out of it," says Ronald Stalter, Atglen, Penn., about his one-of-a-kind car that's equipped with a hand-start crank, hand-operated clutch, and "church pew" back seat.

It's painted Deere green and yellow and is powered by a 14 hp gas engine from an old Deere 12A pull-type combine.

"It's a real show stopper," says Stalter, who built the car two years ago. "I already had a Deere Model L tractor and a Deere 3-speed girl's bicycle. I asked myself, 'Why not build a Deere car?' I made it without even making a blueprint. I don't have a welder so I drew all my plans on paper and took them to a local welding shop to have the various parts made."

Stalter bought a 1961 Jeep 150 4-WD "subnose" pickup at a junkyard for \$25. He stripped it down to the wheels, axles, 3-speed transmission, and front and rear driveshafts and used 4-in. channel iron to build a 9-ft. long frame. He bolted 2 by 6 treated wooden boards crosswise on the channel iron to make the floor and bolted an old steel tractor seat and the Jeep steering wheel onto the left side of the floor. He found an old 12-ft. long church pew and cut it down to 4 ft. and also shortened the legs. The seat mounts on angle iron brackets bolted to the floor. A 12-volt battery inside a steel box mounts on the floor behind the seat and is used to power a pair of turn signals that double as 4-way flashers.

He shortened up the rear driveshaft and



Deere car is powered by a gas engine from an old Deere pull-type combine.

bolted a 14 hp gas engine off an old Deere pull-type combine on front of the frame and mounted one sprocket on the crankshaft and another one on the transmission. The engine chain-drives the transmission which drives the rear wheels. The Jeep had another transmission that was used to drive the front wheels and was equipped with a lever instead of wheel lock-out hubs for switching to 4-WD. Stalter removed the lever but left an opening in the floor of the car, allowing him to reach down and engage the extra transmission to get 4-WD.

The hand-operated clutch is off the Deere combine and mounts on the right side of the floor. A steel cable from the clutch is guided by a pair of small dolly wheels behind the engine to a clutch lever on the left side of the engine. A throttle connected to

DAIRY EQUIPMENT SCULPTURE

"Barnyard Art Waterfall"

"Everything in it came out of the barn we used when we were dairying," says Bruce Gerdes of Wall Lake, Iowa, about a "barnyard art waterfall" he and a friend put together last year as a conversation piece.

The "sculpture" is 36-in. sq. by 7 1/2-ft. tall and weighs about 400 lbs.

Steel milking stanchions serve as the main frame. An antique hay knife mounts on each side. An old hay grapple fork out of the barn mounts on top and a cow bell hangs on front.

"Steps" of the waterfall are cast iron stanchion watering cups welded to a closed stanchion mounted at an angle in the main frame. The water reservoir is a 4-gal. stainless steel cream separator top tank equipped with a small electric pump. Water is pumped to the top of the waterfall through a hose fitted underneath the steps.

"You hardly lose any water unless it's a real windy day, but I keep a stainless steel milk pail beside the reservoir to use to add extra water when needed," says Gerdes. "It makes a great conversation piece for yards,



Waterfall is made entirely out of dairy equipment.

rock gardens, etc. We've even had people ask us to build them but we don't have any more dairy equipment for parts."

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the governor mounts beside the clutch. The shift lever, choke, and an emergency hand brake salvaged from an old Model T truck, mount under the steering wheel. He made a foot-operated brake by mounting a pedal on top of the Jeep's master brake and ran new brake lines under the floor to the front wheels.

"It took 1 1/2 years to make in my spare time," says Stalter. "Last year I mounted it on a trailer and showed it in a parade. The hand clutch really intrigues people. To engage the clutch I pull back on the lever in-

stead of pushing it forward like you normally do on a tractor. I mounted a leaf spring next to each wheel so it rides very smooth. It has three forward speeds and one reverse, as well as high and low in 4-WD. It'll do 30 mph in 2-WD in third gear but only about 18 mph in 4-WD. I made it as wide as I could for maximum stability. The engine and fenders are very square.

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