

Smörgasbord



Harold Johnson
Editor

Farmer wins combine lawsuit — An Oregon court has awarded custom combiner Eddie Maughan, of Hermiston, \$100,132 in damages in a lawsuit against Allis Chalmers involving three Gleaner N6 rotary combines which Maughan purchased new in June, 1979. He had serious problems with all three machines during the 1979 harvesting season and returned them to the dealership in the spring of 1980. He then sued Allis Chalmers and the company's dealership where he purchased the machines — Smith Truck and Tractor, of Pascal, Wash. — for close to \$300,000 to recover his down payment plus interest, money spent on replacement parts, and for lost custom-combining income. The jury trial, held at Pendleton in the circuit court of Oregon's Umatilla County, began last May 16 and ended June 7. Judge William W. Wells, following the jury's recommendation, awarded Maughan \$100,132, which represented his original down payment of \$77,772, plus interest at 9% per year from April 1, 1980, to June 10, 1983. Judge Wells also awarded Maughan \$30,000 for attorney fees, plus \$1,202 in statutory costs. Maughan was represented by attorney Michael Collins, of Collins and Collins, Pendleton, Oreg.

Deere's first tractor — Minnesota farmer Frank Hanson, of Rollingstone, has won a court case against Deere and Co., confirming that his antique tractor — a 1918 Deere All-Wheel Drive — was the first to bear the John Deere name.

In a decision by Judge Lawrence Collins in Winona District Court, Deere was enjoined from claiming that its 1923 Model D was "the first to bear the John Deere name." The decision, which didn't award any monetary compensation, allows Hanson to promote his 1918 tractor as "the first Deere tractor".

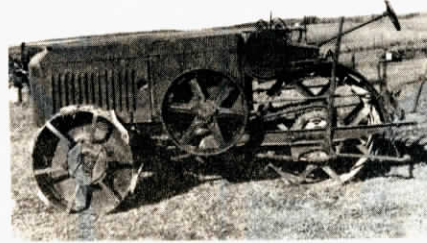
Hanson, who first discovered the tractor rusting away in a neighbor's junkyard, bought it for \$1,000 in 1962 after spending 14 years studying its history. Today, the fully-restored tractor is the envy of collectors who would pay \$500,000 or more for it, says Hanson. "But it's not for sale. I don't want it to fall into Deere's hands and stashed away someplace where the public can't see it," he told FARM SHOW.

Hanson says his green, yellow and red tractor, described in 1918 brochures and advertisements as "The John Deere All-Wheel Tractor" — was one of 200 built between 1916 and 1919, and that his is the only intact one in existence: "It bears serial no. 191879, which signifies that it's the 79th John Deere tractor manufactured in 1918, which is nearly six years prior to the introduction of the Model D, the tractor Deere has claimed to be their first."

Deere officials have acknowledged that, at one time, the company did make 100 or more of the tractors, but deny that it played a significant role in the growth and history of Deere and Co.

"The tractor had a tendency to tip over, which is probably one reason Deere refused to claim it as

their firstborn. Also, with only the single wheel in back, it probably didn't have enough traction under load," Hanson points out. "In court, we were



Hanson's 1918 Deere tractor as it looked before he painted and fully restored it.

able to prove that the 1918 tractor was sold as a fully developed John Deere, backed by a Deere and Co. guarantee."

What the court has now decreed to be the first Deere tractor was, in many respects, years ahead of its time. It offered a number of exclusive features, including front wheels that both drive and turn, and a transmission which enabled the operator to change gears from high to low, and vice versa, while under full load without stopping the tractor.

The Deere "firstborn", which Hanson plans to exhibit at fairs and shows, weighs 4,600 lbs., and develops 12 hp at the drawbar and 24 on the belt. It's equipped with a gasoline engine developed especially for tractor work by Walter McVicker, a leading Minneapolis engineer in the early 1900's. "One of the main features of this engine was the simple manner in which the pistons could be removed, and the connecting rod and main bearings adjusted and replaced," Hanson notes.

Machinery life — You'll enjoy this clever story, created by Ohio farmer Bill Priest, of Grover Hill, which first appeared in the Ohio Farmer.

John Deere married Allis-Chalmers. They had two children — a boy, **Oliver**, and a girl, **Minne**, who had several **International** travels, and had to **Ford** many rivers in their **Long** lives.

Now, if you think that's a **Case**, on return home they found their parents' farm, with a nice **White** set of buildings, had been purchased by **David Brown**.

The thought **Steiger** them! Their friend **Ferguson** told them to move to the city, but they had a **New Idea** of their own. They went overseas and settled in **New Holland**.

Now if you think this story is dumb, it **Deutz** surprise me because I'm just an old **Farmhand** trying to show my city friend that I can be sly as a **Fox** and very **Versatile**.

P.S. Those who think this isn't a very **Brillion** story should not be **Hesston** to say so.

—Bill Priest, P.O. Box 196,
Grover Hill, Ohio 45849

World championship tractor "slow race" — "Anyone who owns a John Deere 'two-banger' is welcome to compete. This contest is open to the world," says Rich Hultberg, chairman of the first ever World Championship "slow race" for two-cylinder John Deere tractors. It will be held Oct. 2 at Makoti, near Minot, in conjunction with the annual Makoti Threshing Show. Registrations will be accepted until 1 p.m. the day before the race. The entry fee is \$5.

"Slow racing" with tractors is a real crowd pleaser," says Hultberg. "We've been doing it for the last six years as part of our annual threshing show program. Tractors compete in either the steel or rubber-tired division, with each division divided into "small" and "big" tractors. Since many of the competing tractors are Deere 'two-bangers', we've staged a special race just for them the last couple years. This year, we decided to go all out and make this special race for Deere two-cylinder tractors a World Championship — the first one ever held," Hultberg told FARM SHOW. Here are the rules for the 200 ft. long race:

Only two cylinder manufactured John Deere tractors will be allowed to race. Tractors must remain stock, including the original manufactured ignition systems and wheel sizes. The last tractor to cross the finish line without stopping or stalling wins. The clutch must be fully engaged at the starting flag and the operator isn't allowed to touch the clutch until crossing the finishing line. Only throttle or choke adjustments by the operator will be allowed after the race starts. And the engine must be running on both cylinders for the entire race.

Hultberg notes that anyone interested in investigating "slow racing" with tractors as a possible new crowd pleaser for the county fair or other public event in their community is welcome to attend the first ever World Championship at Makoti, N. Dak., on Oct. 2 to "see for themselves how popular and exciting this latest new tractor sport really is."

Contact: Rich Hultberg, Garrison, N. Dak. 58540 (ph 701 337-5441).

Go ahead, buy the monkey — There's a time in every kid's life when he fervently believes he can easily become a ventriloquist, learn locksmithing at home for extra cash, and buy a monkey for \$19.95 — or a U.S. Army Jeep for just \$130.

Most advertisements hawking the surplus vehicles have no connection whatsoever with the U.S. government agency that sells the surplus, the Defense Property Disposal Service. The come-on companies don't even sell the Jeeps. They simply sell instructions, for a neat sum of about \$20, on how one might go about purchasing the surplus merchandise.

"These companies are selling information, not items, and usually the information being sold can be obtained free from your government," says the service. "The money sent to these companies is simply wasted. DPDS is constantly getting irate letters from people all over the country who feel they have been swindled by the companies which place these ads."

Vehicles that are in good condition yet excess to the needs of one military service are transferred to other government agencies in need of such vehicles. The hand-me-down trail is so long that most Jeeps are undriveable or scrap-bound by the time they might reach the general public.

Anyone interested in purchasing government surplus should request an application to be put on an official bidder's list from the service's BIDDERS Control Office-2, P.O. Box 1370, Federal Center, Battle Creek, MI 49016.

As for those \$20 buying instructions, save your money or go ahead and buy the monkey.

(Reprinted courtesy Mike Nickle of Autoweek Magazine, Detroit, Mich.)

Don't Miss A Single Issue

Many new subscribers have asked if they can obtain back issues of FARM SHOW. The answer is yes. Here's what's available:

1978 — All 6 issues still available except one (Vol. 2).

1979 — All 6 issues still available except one (Vol. 3, No. 5).

1980 — All 6 issues still available except one (Vol. 4, No. 6).

1981 — All 6 issues still available except one (Vol. 5, No. 5).

1982 — All 6 back issues for the year still available except two (Vol. 6, No. 2 and Vol. 6, No. 5).

1983 — Three back issues still available (Vol. 7, No. 1, Vol. 7, No. 2, and Vol. 7, No. 4).

Send your check for \$2.00 per copy to: Back issues, FARM SHOW Magazine, Box 704, Lakeville, Minn. 55044. Make your check payable to "FARM SHOW".