"Pan-It" is a 2-ft. wide aluminum pan that's as wide as the combine's shoe.

"Safest, Most Accurate Way To Set Up Combine"

"It's the safest, most accurate way there is for one man to set up a combine," says Jeff Peter who designed and built an automatic grain loss measuring system for his R-62 Gleaner combine.

Called the "Pan-It Grain Saver," the Hicksville, Ohio, farmer's system proved so successful for measuring loss from header, shoe and chopper, it's now being marketed for Deere, New Holland and Case-IH combines as well.

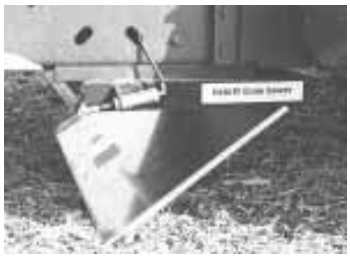
The system consists of a 2-ft. wide aluminum pan that's as long as the combine's grain shoe. It slides onto a frame underneath the shoe. A switch in the cab ties into a 150-lb. air tank, which activates a cylinder that drops the pan while the combine's moving along at harvest speed. The pan collects a representative sample of material discharged out the back.

When you check the pan, you use a chart to tell what your grain loss is over the shoe and chopper. Checking underneath the pan lets you know what your loss is from the header.

Then you simply adjust your monitor and/or header to compensate.

The system installs in 35 to 45 minutes in combines with existing bolt holes drilled in the frame (Deere, New Holland, Case-IH); slightly longer in combines where holes must be drilled (Gleaner).

Lists for $595 plus S&H.



An air cylinder drops the pan while the combine is moving through the field.

Checking the pan and a chart tells what grain loss is over the shoe and chopper.

Contact: FARM SHOW Followup, Farmer Fabrications Inc., Rt. 2, Hicksville, Ohio 43526 (ph/fax 419 542-6880).

Wahouske mounted the 40-ft. long, 8-in. dia. auger on a 1974 Chevy pickup. He uses four car door lock actuators to turn the auger on and off from up to 75 ft. away.

Remote-Controlled Grain Auger Mounts On Pickup

"When I used to pull my auger around with a garden tractor, it sometimes took up to an hour to move between bins if it was icy or there was snow on the ground. Now, I can move it in five minutes," says Bill Wahouske who mounted his grain auger on the frame of a pickup.

Another unique feature of the pickup-powered auger is that the Crookston, Minn., farmer can turn the auger on and off from up to 75 ft. away with a remote control switch.

He started with a 1974 Chevy C-10 4-WD 1/2-ton pickup equipped with automatic transmission, a 350 cu. in. V-8 engine and power steering. He stripped off the bed to expose the frame, which he says is heavy enough to handle the weight of the 40-ft. long, 8-in. dia. auger.

Wahouske dismantled the old auger, using the frame to make two A-shaped mounting brackets to fit the truck. The bracket on back consists of two 10-ft. long arms.

A 1,500-lb. electric winch mounts on a frame rail crossmember about 1 ft. behind the cab. The winch cable runs through a series of four pulleys to gear down speed so the auger doesn't raise or lower too fast.

The second bracket attaches to the truck's front bumper and is equipped with a 1,000-lb. manual boat winch. Its cable runs through a pulley on top of a sliding ring.

Wahouske used four electric car door lock actuators on the motor's main electrical switch box. They turn the auger on and off with a remote control from up to 75 ft. away. He can also turn the auger on and off manually with a lever running from the motor's switch box to the cab.

Out-of-pocket expense was about $2,500, including $650 for the pickup.

Contact: FARM SHOW Followup, Bill Wahouske, 818 Lowell St., Crookston, Minn. 56716 (ph 218 281-7966).

School Bus Mobile Home

"After reading about all the schoolbus conversions in FARM SHOW, we decided to send pictures of the 1978 IHC bus we turned into a motor home," say Dennis and Earl Panko, Eland, Wis.

"We first removed the seats and painted the ceiling. Then we installed 110 and 12-volt wiring and panelling below the windows. Next we framed up and panelled a back room, bathroom, and closet. We also installed kitchen cabinets with sink and ice chest, dining area, bunks, and two seats.

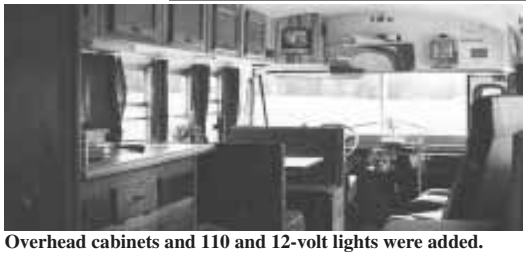
"Later, we added overhead cabinets, 110 and 12-volt lights above the counter and table, plus TV and stereo.

"We carry a generator with us for when we do not have an electrical hookup available.

"The bus sleeps three people in front, plus two more on removable bunks in the back room. We also use the back room to carry antique gas engines to the many shows we attend."

Contact: FARM SHOW Followup, Dennis & Earl Panko, N4830 Townline Rd., Panko, Wis. 54427.

Kitchen cabinets with sink and ice chest were installed.



Overhead cabinets and 110 and 12-volt lights were added.

School Bus Converted To "Lunch Room"

We've featured a lot of uses for school buses over the years. But we'd never seen one turned into a mobile lunch room until an apple grower wrote to tell us about the bus he uses to feed his fruit pickers on breaks.

Cor Versteegh, London, Ontario, bought the 1970's era International 56-passenger school bus for $500.

"We have a farm about two miles from our main place that has no buildings on it so the pickers needed a place to eat," he says. "We took out every other seat and turned every other remaining seat around so half the seats face backwards and half face forwards. Then we bolted 30-in. wide one-legged plywood tables to the wall between each seat. There are four tables per side and each table seats four people so seating capacity is 32."

Every other seat in the bus was turned around to accommodate 32 diners.

Contact: FARM SHOW Followup, Cor Versteegh, Applegate Orchards, 4067 Colonel Talbot Rd. N., London, Ontario, Canada N6P 1P1 (ph 519 652-3494).