



Original IH engine and front end could be easily restored by simply unbolting the "transplant", says Adams.

"Transplant" Gives New Life To Worn-Out Tractor

When Ken Adams' 3788 IH tractor developed engine problems, he knew he was either in for an expensive repair or a trip to the dealer.

Instead he hit upon the ingenious idea of performing a tractor "transplant". The result is a hybrid tractor that stops traffic wherever it goes.

Adams had previously bought a broken down Deutz DX 7.10 with a bad differential. He knew it had a lot of parts on it that he could use, including a nearly new engine.

So when the engine went out on the IH tractor, it seemed only natural to consider repowering it with the Deutz.

Rather than attempt to install the Deutz air-cooled diesel in the IH's engine compartment, Adams decided to "transplant" the front end

of the Deutz onto the frame of the IH.

A neighbor machined a 1-in. thick adaptor plate to match the engine to the clutch assembly. Only two small angle brackets were fabricated for front mounts. No cutting was necessary so all the original IH components could be fitted back in place if he – or any future buyer of the tractor – ever wanted to go back to a more conventional look.

The repower went much easier than Adams and his neighbors expected and the tractor already has a lot of hours on it with no problems.

Contact: FARM SHOW Followup, Ken Adams, RR, Kindersley, Sask. S0L 1S0 Canada (ph 306 463-3631).



When Rothweiler is gone for an extended period of time, he swings a lock bar across the ramp to keep out trespassers.

ATV Ladder-Ramp Saves Opening Gates

By Janis Schole

George Rothweiler uses an ATV to check his buffalo herd, but grew tired of always having to stop to open and close the gate. So he came up with a way to simply drive up and over the fence.

The Calahoo, Alberta man calls his invention a "quad ramp". It looks like a rounded ladder that starts on the ground a few feet away from one side of the fence and ends on the ground a few feet away from the other side.

Rothweiler welded rungs made out of 3/12-in. angle iron between the two side pieces, placing them 6 in. apart so the ATV's wheels could walk over them.

On a swivel at the side of the ramp, he also installed a barrier bar made from 1 1/2-in. steel. The bar can be swung across the ramp and padlocked in place to limit access to

trespassers when Rothweiler isn't using the unit for an extended period.

"My quad is only a two-wheel-drive, so I take just a little run at it when I drive over the ramp to get across the fence. A four-wheel-drive quad would have no trouble at all with traction," he says.

Rothweiler's wife, Mary, isn't brave enough to drive the quad over the ramp herself, saying the steepness scares her, but George has never had a problem.

"I've never fallen off the ramp yet," George says. "I guess a person could have an accident driving a car down the highway."

Contact: FARM SHOW Followup, George Rothweiler, Box 58, Calahoo, Alberta, Canada T0G 0J0 (ph 780 967-5674).

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Harold M. Johnson
Founder & Publisher Emeritus
 Editor/Publisher - Mark Newhall
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Axial Flow Combine Converted To Self-Propelled Straw Chopper

By Mick Lane

The time is coming when growers will no longer be allowed to burn small grain and grass seed residue left on the field after harvest. In some states, burning has already been banned.

But Craig Pope is ready for that time in Oregon. The Monmouth welder and fabricator modified an old International 1480 rotary combine into an efficient straw chopper. "It works better than flail choppers, especially for perennial grass seed crops. Since it does not contact the soil, it can't damage the crowns," he says.

Pope's modified combine can no longer function as a harvest machine. Its sole purpose, he says, is to chop straw. It's equipped with a finger pickup header to gobble up straw and residue from a 14-ft. direct cut header or swather. "As long as the straw is not spread, we can pick it up," he says.

Pope modified the combine's rotor to change it from a thresher to a straw chopper. He says the axial-flow machine lends itself to grinding straw without a lot of major changes.

Not only does the modified combine cut up the straw, it pulverizes it into small pieces, most under an inch in length, that are spread over the soil surface and are easily worked in with tillage. Even in no-till, the straw is no longer a detriment. The smaller pieces break down much more rapidly than whole straw left by the combine.

Pope is using his first conversion for custom straw chopping, charging \$25 an acre. He says the machine can handle about 40 acres a day. His main goal, though, is to



After a day of chopping straw, the converted combine sometimes ends up covered with dust.



Where straw-chopping combine has passed (right) no piles or bunches of residue can be seen.

convert combines and sell the rotary straw choppers. He figures a converted machine will sell for between \$50,000 and \$60,000.

Contact FARM SHOW Followup, Craig

Pope, Agriweld, Inc., 13000 S. Pacific Hwy. W, Monmouth, OR 97361 (ph 503 838-3960).