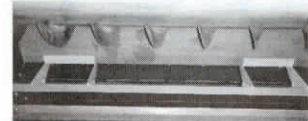


Reader Letters



Thanks for featuring my fold-out "Easy Step" for pickup tailgates in FARM SHOW (Vol. 19, No. 3). My neighbors told me for years it was the slickest way to get into and out of pickup beds they'd ever seen. That's why I decided to go into business building them. At the time your article was published, I still had a few loose ends, including price, to tie up. Now, I'm pleased to inform your readers that those are taken care of and my patent-pending "Easy Step" is in full production. We've even hired an ad agency to promote the product for us. Price of the unit, which mounts on a pickup tailgate with four self-tapping screws and folds out whenever you need it, is \$69.95 including S&H. (C.F. Garvert, Easy Step Co., P.O. Box 871, Garden City, Kan. 67846.)

We always had trouble with chaff and fines collecting in the grain tank, overloading the return system, and robbing power from the Cummins "C" diesel engine on our Axial



Flow "short sieve" Case 1680 combine. We tried all the quick fixes and nothing worked very well. We did some investigating and learned that all available air flow goes to the front 12 to 14 in. of the sieve area. So a couple of years ago we came up with a deflection panel to redirect some of the air from the front to the center and rear of the sieve area. Our panel cleaned all the chaff and fines out of our grain tank. It stopped the return system from overloading by blowing out this light material rather than recycling it continuously. It also increased available hp by at least 10%. Our air flow redirection system worked so well for us, we're now manufacturing it. It's simple to install in the fan mouth area with four bolts in existing holes where spreaders and sieves attach. It fits all Case model combines from 1440's to 2188's. On most 1400 series combines, the bottom sieve must be run in the level position for the system to work properly. On "long sieve" 1680 combines, a bolt on 3-in. lip must be removed to install the air flow panel. Sells for \$450 (Canadian). (Future Farming Solutions, P & D Meyers Farms, Ltd., Frontler, Sask., Canada S0N 0W0; ph 306 295-4062, fax 3637.)

A couple years ago I decided there had to be a better way to support logs at a comfortable height for cutting them into firewood. I experimented and came up with a device that takes all the wrestling out of firewood-cutting. I'm now manufacturing two models of the patent-pending device which I call the "Log-Hawg". One's a receiver hitch

mountable version (Model R), the other a free-standing version (Model FS). Both models consist of a steel frame that holds logs 30 in. off the ground. They have a stair step-like jaw that permits holding logs from 3 to 12 in. in dia. and up to 12 ft. long, of a weight the average man can lift. You can cut wood about twice as fast because you're not spending half your time moving logs. Both models are fully portable so you can cut wood quickly and comfortably anywhere. Model R weighs 17 lbs. and sells for \$119.95. Model FS weighs 42 lbs. and sells for \$139.95. (Bert Bent, Homestead Manufacturing, Lucerne Route, Box 97A, Thermopolis, Wyo. 82443; ph 307-864-3301 or 800-560-3301).

I'll pay as much as \$100 for a used pair of Levi jeans, which I sell to Japanese and European wholesalers. I pay top dollar for butterfly Levis with the "E" capitalized on the red tag beside the right back pocket; pants or jackets made by the Blue Bell Wrangler Company; Levi blue denim shirts with embroidered steer skull and Levi cowboy labels. This automatically dates the clothing - pre-1966, pre-1960's, and 1920's to early '60's, respectively - before I ever see it. But condition determines the price I pay just as size determines the price I'm paid. If you've got any of these items with no holes or stains, I'll pay \$100. If the item has a little snag, frayed pockets, or a small grease stain, I'll pay \$50 to \$75. If the item has a dime-size hole, I'll pay \$30 to \$50. If there are numerous holes, stains, etc., I'll still pay \$10 to \$20. I'll give you my best estimate of what I feel your used clothing's worth over the phone. Then, if it's only one or two items and you're a long way away, I'll overnight you a cashier's check for the agreed-on amount, then you overnight me the clothing. If it's numerous items - I recently paid \$2,460 for 42 items - I'll have one of my business associates at your door within 48 hours, or whenever it's most convenient for you, to collect the clothing and pay you for it. Incidentally, the Japanese are currently into the baggy look, preferring pre-1966 jeans, waist sizes 34 to 38 in. and the longer the better. (Warren Cole, 320 West Willow Creek, Amarillo, Texas 79108; ph 806-383-7484 or 806-995-2189 or 817-599-3515).

I relocated the exhaust pipe on both my 1977 Deere 4430 and 1965 4020 from the middle of the hood to the side. I did it so the exhaust pipe wasn't obstructing my vision while moving big round bales with the



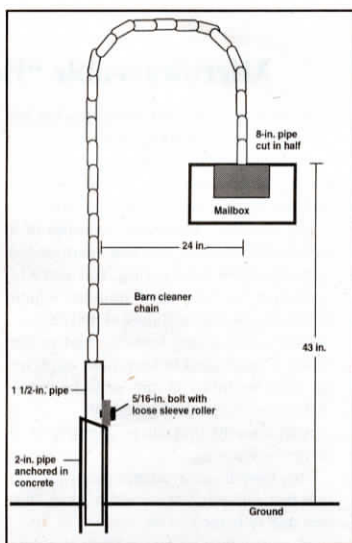
front end loader on my 4020 or planting with my 4430. The 4430 required a little more cutting than the 4020, but neither took a lot of work.

My pivoting mailbox stand swings out of the way if hit by a snowplow or other vehicle and then "rights" itself by swinging back out to its original position. It's an idea I saw in a previous issue of FARM SHOW and then adapted to fit the materials I had on hand.

Key to the idea is a piece of 2-in. stainless steel pipe - 40 in. long - that's anchored in the ground in concrete. The top end sticks out of the ground and is cut off at a 30° angle. A 16-in. long section of 1 1/2 in. dia. pipe fits down into the ground pipe. There's a 5/16-in. bolt screwed into the side of this inside pipe with a free-rolling sleeve on it that rolls up and down the angled edge of the ground pipe.

A long length of welded-together barn cleaner chain is welded to the pipe that fits inside the ground pipe. The barn chain arcs out toward the road (I welded it together by stretching the chain over a 55 gal. barrel). A conventional mailbox is held on the end by a short piece of 8-in. dia. steel pipe cut in half (so it fits over the top of the mailbox).

If anything hits the mailbox, it swivels up and to the side and then rolls back toward



the road by gravity.

(Dan Yehl, 2678 West Five Mile Rd., Allegany, N.Y. 14706)

On the 4430, there's an elbow of pipe off the turbocharger that the muffler bolts to. I got another cast elbow and welded it to the original. I removed the muffler and intake pipe so there was nothing on the hood except the fuel and radiator caps. Then I reformed a new pipe out of store-bought 4-in. dia. exhaust pipe and remounted it on the right side of the cab. I covered the holes in the hood with fiberglass and painted them.

My 4020 has a Year Around cab. I moved the exhaust pipe to the left side of the cab because there's an elbow off the manifold



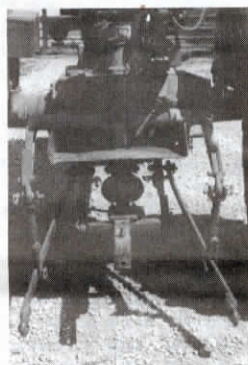
on the left side to begin with. I used pretty much the same technique as I did on the 4430.

I relocated the exhaust pipes to improve visibility, but it really improved my tractors' looks, too. Makes 'em look just like the new Deeres. (Robert Kohl, 4630 E. 4000 N. Bourbonnais, Ill. 60814).

Soon after I bought a 1953 WD-45 Allis-Chalmers tractor from a neighbor for \$1,300 a couple of years ago, I discovered the 3-pt. hitch attachment on it was useless. You had to take off the drawbar to mount the 3-pt. and that took 15 or 20 minutes. It took longer than that to take the 3-pt. off and put the drawbar back on. I needed something that would let me hook up to my snowblower, 5-ft. rotary mower, or 4-row sprayer right away.

So I built a 3-pt. hitch that mounts permanently on the tractor and doesn't interfere with any of the other operations I need it for. It makes my tractor much more versatile and convenient to work with. My 3 pt.'s made out of 1/2 by 2-in. flat stock. It's hinged and pinned in the middle to lift its arms. Factory-bought arms, which extend backward from the tractor's axle, are equipped with factory-bought swivels. Arms bolt to pieces of steel on each side of the drawbar underneath the rear end of the tractor.

In the future, I plan to make a 3-pt system for Allis D-17's, which came equipped only with a 2-pt. system. Meantime, I'm will-



ing to make blueprints available of the WD-45 3-pt. system if there's enough interest. (Paul Theisen, 3430 Central City Rd., Center Point, Iowa 52213; ph 319-395-9600).

I found your article on pedal-powered vehicles (Vol. 19, No. 4) very interesting. I used to make a 4-wheel pedal-powered "pickup," but have since discontinued it. I now make a series of pedal-powered one to four-passenger 4-wheeled vehicles. They're great fun and exercise. Good for golfing, plant/industrial use, police/security patrols, and commuting to work. My vehicles list from \$1,642 to \$3,154. (David Rhoades, Rhoades Car Dept., 7013, 125 Rhoades Lane, Hendersonville, Tenn. 37075; ph 615-822-2737).

"If it moves we can track it" is our motto at Omnitrac. We started building track systems for 4-WD tractors about a year ago.



Now we retrofit just about anything, including vineyard tractors, and we just came out with a new cushioned suspension system for 2-WD tractors. By this time, we're pretty