

Horton removed the center hub on Ford wheel (left) and welded it inside combine wheel (right).

He Mounted Odd-Size Combine Wheels On Tractor Hubs

"It's an idea that would work in most any kind of situation where you want to mount a wheel on a mismatched hub," says Harold Horton, Tremont, Ill., who replaced the worn-out wheels on his 1948 Ford 8N with drive wheels from an old combine.

The challenge was finding a way to bolt the combine wheels to the different-sized tractor hubs since the combine axle the wheels were originally mounted on was much larger. Horton solved the problem by removing the center discs from the worn-out Ford tractor wheels and mounting them inside the combine wheels.

"We let the air out of the combine tires and then welded the discs into place. We just welded a little at a time so the rim wouldn't heat up," says Horton, noting that it would be safest to remove the combine tire before welding the add-on disc in place. Horton says the disc fit perfectly inside

the combine rim and, once installed, he was able to easily bolt the wheel to the tractor hub. The opening in the center of the combine wheel was big enough that you can put the lug nuts on easily with a socket wrench. On other wheels, he says you might have to cut out the center of the combine wheel disc to get access to the bolts.

He used a similar idea on the front of the tractor. He wanted to replace the original front tires with wider auto tires that would "float" better with a loader on. He simply cut out the center discs on a pair of auto wheels and welded in the center discs from the tractor wheels and then bolted them in place.

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"All We Do Is Milk Cows"

"All we do is milk cows," Jim Vos, Two Rivers, Wis., dairy farmer said in a recent report by Al Morrow in the Wisconsin Agriculturalist.

Unlike most dairymen, Vos and his wife Cathy buy almost all the feed consumed by their 200-cow dairy as well as all the replacement heifers. They don't raise any young stock.

Cows are housed in a freestall barn and milked in an ordinary double six milking parlor. Grain supplements are delivered in semi-loads to the farm (a mix of 18 percent protein and 44 percent steamed, rolled corn). Cows are individually fed the grain mix with a computerized feeding system. Each wears an electronic transponder around its neck which tells a feeding station how much supplement the cow should get each day

according to its production.

Vos also buys almost all of his hay except for about 155 acres of hay which he has custom-baled to feed dry cows. They buy haylage from a neighbor who harvests and blows it into the silo for \$25 a ton. They also have 125 acres of corn for silage but have custom operators do everything from planting to putting the crop in the silo. Silage is fed five times a day in bunk feeders.

Because they have little investment in equipment, Vos figures they can buy hay and haylage as cheap, if not cheaper, than they can raise it. Vos tracks production costs and says his figures show he's very competitive with the average Wisconsin dairy farm that raises all its feed and replacements.

Dealers Join Forces To Compete

In an effort to strengthen their competitive position, three west central Minnesota Case-IH dealers have joined together to form a common corporation to improve service and lower operating expenses, according to a recent report by Gary Gunderson in Agri News.

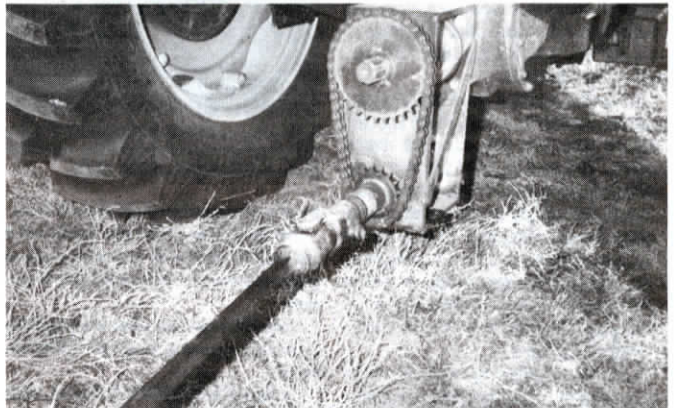
The new business, Consolidated Ag Services, Inc., has joined together Grant Hustad Co., Glenwood; Hoffman Implement in Graceville, Minn. and Rosholt, S. Dak.; and Boerboom IH in Montevideo and Marshall, Minn.

While none of the three dealers are in trouble, Scott Boerboom, a manager for the new company, says they're looking toward the future. "We want to stay in business," he says.

The idea is to buy in volume and pass the savings on to customers. "Our goal is to be

the best buy in the area. If Case-IH makes it, we'll carry it," says Boerboom.

The new company bought a closed dealership in a nearby town to use as a parts depot. Each dealership - they're all in different towns - will remain autonomous and keep its present management structure. But with the central parts depot, they'll all have better access to parts and be able to spread out the cost of keeping a much wider inventory. Each dealer will stock commonly used parts while the Dawson parts depot will stock less commonly used parts. Parts from the depot will be delivered to dealers within an hour. Gives customers immediate access to over \$3 million worth of inventory. In addition, Case-IH promises to get virtually any part to the depot within 24 hrs.



"Speed-Up" Pto Sprockets Let Him Run Tractor At Slower RPM's

"We can run our tractor at a slower speed and still have 540 rpm's on the pto shaft thanks to the sprocket attachment we mount on our tractor pto," says Lawrence Grabber, Hemingford, Neb. (Safety shield removed for photo.)

The speed-up sprockets, which double the speed of the pto shaft, drive an under-

floor bin unload auger.

Grabber says the arrangement reduces wear and tear on the Ford 800 series tractor. He runs a sweep auger inside the bin with hydraulics from the same tractor.

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Spray Shields Made Out Of Old Rubber Belting

When Jeff Thomas first got concerned about herbicide drift when band spraying with his ridge-till planter, he outfitted his planter with metal hoods. The problem with metal hoods, says the Edinburg, Ill., farmer is that if they hit anything they get bent out of shape.

To solve the problem, he got the idea of using old grain elevator belting to make flexible shields.

"Belting easily outlasts metal hoods since

it flexes when it contacts the soil and returns to its original shape," says Thomas, who mounts the shields on his ridge planter which he put together using a Deere 7200 planter fitted with Buffalo ridging attachments. It has wide sweeps which shear off the tops of the old ridges so beans can be planted with good soil contact.

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