

# Reader Letters



We've received inquiries and orders from all over the U.S. and Canada since the "Best Buy" report on our product in the last issue of FARM SHOW. I'm a dealer for Astro Seal and have used it to seal a weeping pto gasket on my semi tractor without having to do any draining or disassembly work. It seals through water or oil and doesn't harden or crack. It works in temperatures ranging from 50 degrees below zero to 220 above. It'll seal lead, asphalt, glass, wood, sheet metal, concrete, and all solid surfaces. Whatever you seal is paintable immediately.

Several people have asked if Astro Seal will work to seal pinholes in gas tanks. I called the distributor to find out and was told that it will seal pinholes just fine, but since Astro Seal never hardens the company suggests placing a small piece of scrap sheet metal over the product to keep it from getting scraped off by brush or road debris.

As an experiment, I drilled a 1/2-in. dia. hole in the side of a junked-out car battery and applied Astro Seal on it. I put a piece of metal over the Astro Seal so the battery acid wouldn't push through the product. I then refilled the battery with acid and the seal held. To the best of my knowledge, no one has found anything yet that Astro Seal won't seal.

I'm also a Woods/Tisco tractor parts dealer. (**Don Lasee, Don's Welding & Repair, 2486 Hwy. 32, Krakow, Wis. 54137 ph 920 899-3690**)

You can reduce seed splatter with a simple wood chute like the one shown in



this photo. It mounts on a couple wheels and is fitted with a handle across the top, making it easy to roll into position under the endgate. Made from plywood, it's simply a box that's higher in the back than the front, helping direct flow of grain down through the gates. (**Dave White, 32202 E. Second Rd., Farmersville, Ill. ph 217 227-3659**)

While traveling down a road near Cowden, Ill., I spotted a pickup mounted on what looked like a set of army tank tracks. I stopped and found out the "tank truck" has quite a history.



The tank itself was originally owned by a farmer near Pana, Ill., who actually

used it in the field. He sold it to another guy who replaced the tank turret with a Chevrolet pickup body. The tank truck was operational when it was sold to Robert Smith of Cowden, who owns it now.

The original tank was actually a 21,000-lb. armored personnel carrier known as an M 45 APC. The original tank engine was bad so it was replaced with a 440 Chrysler motor. The tracks and transmission are in good shape and it's rigged up to steer with two levers.

At this time the tank truck is not running since the engine needs work. Smith has it standing on the road as a conversation piece. He plans to get it running again soon. (**C.F. Marley, Nokomis, Ill.**)

I operate an excavating company and we've found a good use for broken up sidewalks and other concrete and ma-



sonry products. We simply dump them into gullies in farm fields to prevent wash-outs. In the photo, we plugged up a very large gully running down to a creek. Dirt was brought in to cover the broken-up concrete and it was sown to grass. Worked perfectly. (**Lester Hamlin, 19101 White Settlement Trail, Nokomis, Ill. 62075 ph 217 563-2016**)

I'm semi-retired and here's what I do for a pastime. One photo is a 1913 Model 14-30-F Rumley tractor, which I built to



1-in. scale. I used the original parts book and sales brochure to make the tractor. It's a working model that functions like the original. The second photo is a Red River Special threshing machine, which I also built from the parts book. Everything is true to scale and every part works like the original. These were fun projects. (**Richard Wolf, Box 325, Wishek, N.Dak. 58495**)

Please thank Rich Schanz of Langdon, N.Dak., for his comments and insight into the Case-IH 1010 grain header knife assembly. The knife section change that Mr. Schanz made to his knife assembly to prevent plugging behind the guard has been pointed out to us in the past and is currently on our project list to be resolved in the near future. At Case-IH, we are

making continuous improvements in our header and combine products with an eye on increasing customer profitability, productivity, and eliminating downtime. We value the comments of customers such as Mr. Schanz as they help us to identify areas where product improvements are needed. (**Jim Gessel, Senior Project Engineer - Headers, CNH Harvesting Product Engineering**)

This photo was taken on a ranch in Colorado. For several evenings, after they drank at a watering tank, these five head



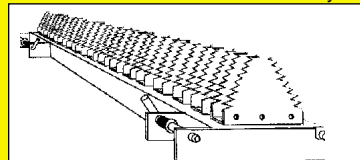
of cattle - who represent 5 generations of the same bloodline - would walk up the hill like this. Pretty amazing and everyone got a kick out of it. (**Laurence A. Sokol, Colorado, Springs**)

Thanks for your story in the last issue of FARM SHOW on the Allis Chalmers WC tractor that we converted to 4-WD.



Unfortunately, the wrong photo was used with the story. The tractor featured was another WC that we converted to 4-WD, using a different process. Here's the correct picture to go with the story. It has a lower profile than the one you showed. (**Dennis J. Landwehr, P.O. Box 3372, Ketchikan, Alaska 99901**)

Thank you for featuring our chopper kit for Axial-Flow combines in the 2001 Edition of Best of FARM SHOW. It lets you



fit the chopper bar with regular sickle sections, enabling the chopper to chop straw much finer, even when the straw is green or a little damp. It also spreads better. The sections wear well and stay sharp longer than conventional chopper blades. We came up with the idea for our own use and it worked so well, we put the kit on the market.

The chopper kit is easy to install and will fit all Case-IH Axial flow combines with an existing chopper. A set includes 13 cutter blades with bolts and complete instructions. Sells for \$99.95 U.S. (\$139.95 Canadian) plus shipping. (**Brian Skipper 4271 Gleeson Line, Rt. 1, Tilbury, Ontario N0P 2L0 Canada (ph toll-free 877 754-7737; Email: skippers@ciaccess.com; Web site: http://ciaccess.com/~skippers)**)



I noticed with interest the Grease Buster

tool that was featured in your 2001 Best of FARM SHOW. It's for clearing out frozen grease fittings. I'm sending a photo of a similar tool that has been around our farm for the past 60 years. My father owned it, and when he got it it was already old. We still use it occasionally. It's built very well. (**Dennis Howard, 1425 Walton Rd., Boyne Falls, Mich.**)

I built this hot rod tractor out of a WD9 IH tractor with a bad engine. I installed a 350 cu. in. turbocharged GM engine. A local machine shop custom-built the

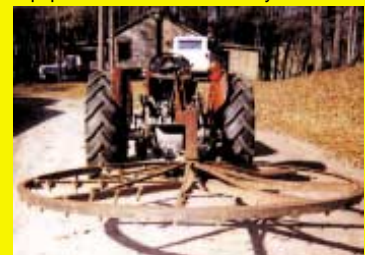


headers. I put 23.1 by 34 tires on and got a professional paint job. I plan to add wheely bars and a chrome roll bar.

I drive it in parades - crowds love it - but it could be used for tractor pulling. I've had it up to 42 mph. I think it'll run 60 mph but haven't wanted to risk it on the rough roads around here.

I'm thinking of selling this tractor and building another one. My plan is to power an Allis WD-9 with two 425 Caddy engines. (**Larry Sommerfeld Box 1781, Moosejaw, Sask. S6H 7K8 Canada ph 306 693-2352**)

Here's a picture of a round harrow I bought more than 30 years ago at a used equipment sale. It has many uses and



is a fine piece of equipment. The manufacturer's name on the harrow is Marvel Mfg. of Selma, Ala. I have been unable to find a dealer anywhere and would appreciate any information you or your readers could provide. (**Charles Ramsey, 1813 Bill Ramsey Rd., Clarkesville, Ga. 30523**)

I made several modifications to my Deere 1050 MFWD loader tractor to get it ready for plowing snow here in northern Michigan. I built the cab from scratch and am



really proud of it. Most home-built cabs rattle around like crazy, but mine is built solid with no rattles at all. The body is made from 1/8-in. thick steel while the main cab posts are made from 2-in. sq. tubing. The fenders are made from 1/4-in. thick steel. At the time I built the cab, Deere didn't offer a hard cab for the 1050 model. I tried mounting a commercial after-market cab that was part steel and part