



The Weitzenkamps use old tractor tires to make low-cost, drive-over cattle barriers. They're placed under drive-through electric fence gates.

## Tractor Tire Cattle Guard Keeps Calves In The Feedlot

Drive-through electric fence gates are important in Lowell and Tom Weitzenkamp's Hooper, Neb., feedlot.

"They save a lot of time going in and out with feed trucks, loaders and pickups," Lowell says. But the men found they weren't always effective at keeping the cattle in.

So they designed drive-over cattle barriers that they made from old tractor tires to go under the gates.

The Weitzenkamps say the guards are cheap and easy to make. You simply cut a used tire in two cross wise. Then make cuts along the tire sidewalls all along both sides of the tire. This lets the tire lay out flat in one long strip, with two rows of "teeth" sticking up. Three tires laid side by side under the drive-through electric fence gate are enough to keep cattle from challenging the gate.

The Weitzenkamps mount the tires in a frame made of pipe (so they can drive over it) with channel iron on the ends. Short lengths of chain at the ends of the frame let them hook onto the cattle guard and move it out of the way if necessary.

Contact: FARM SHOW Followup, Lowell Weitzenkamp, Lowmar, Inc., 723



Three tires laid side by side under the fence gate are enough to keep cattle from challenging the gate.

Heatherwood Dr., Fremont, Neb. 68025 (ph 402 567-2285).

## New Wireless Deer Fence "Really Works"

About the only thing that works consistently to keep deer out of crop fields and gardens is a high fence. Until now, that is. Users of the Wireless Deer Fence, invented by Keith Betzen, a Bloomington, Indiana veterinarian, claim it's more effective than any deer control device or method they've tried. (See user testimonials at the company's Website: [www.wirelessdeerfence.com](http://www.wirelessdeerfence.com).)

You simply put the post-like devices near any area you'd like to protect. Posts are 19 in. tall and made of UV-stabilized PVC.

At the top of each post is a scent dispenser that contains a sweet-scented oil that acts as an attractant. Around the dispenser are two circular electrodes made of stainless steel wire. Electricity runs across them from a miniaturized charging circuit that's powered by two AA batteries. When deer, attracted by the scent, touch the device, they receive an uncomfortable but harmless shock that frightens them from the area and makes them afraid to return. The top cap on each post is red, making it easy for people to see and avoid getting shocked themselves.

Betzen says it takes only one shock to scare deer away. After that they'll avoid both the post and the area around it. And because they're herd animals, if one deer refuses to go near an area, others will too. He says 3 to 6 of his posts, placed up to 25 ft. apart, will protect up to 1/3 acre, while 15 to 18 posts could protect up to an acre.

Betzen has tested his "fence" for three years and holds three patents covering it. Two more patent applications are pending. A set of three posts sells for \$59.95 and comes with enough oil for a year. He recommends adding oil once a month in warmer weather. Batteries (not included) need to be replaced every year.

The Wireless Deer Fence can be effective even in the winter if the posts are kept clear of snow and ice. Betzen says being buried in snow will not harm the devices, nor shorten battery life.

Contact: FARM SHOW Followup, Wireless Deer Fence, Betzen Manufacturing



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Deer are attracted by the scent. When they touch the device, they receive a shock that frightens them from the area and makes them afraid to return.

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## Repower Experts Put Cummins Engines In 4-WD Tractors

If you've ever considered remodeling an older model 4-WD tractor, you might want to talk to Keith Kjenner, who operates an agricultural repair business on his farm near Ponoka, Alberta.

For the last seven years, he and four mechanics have been repowering 4-WD tractors with Cummins 6-cylinder engines. Most of these tractors were originally powered with V-8 engines.

"We've repowered International Harvester, Allis Chalmers, Massey Ferguson, Ford, Steiger, and Versatile," says Kjenner. "The one thing all these tractors have in common is that they use an engine that is unreliable, underpowered, obsolete, or very expensive to repair. For these reasons - and simply to gain more power or to freshen up an old workhorse - we replace the original engines with 6-cylinder Cummins.

"We use Cummins 855's for most repower jobs because of the availability of parts and the more affordable cost of rebuilding. We've used Cummins 8.3 and L-10 engines for a few jobs that required less horsepower. We keep a good inventory of new and used

Cummins engine parts along with the old engines and parts that we take out. We also like to keep one or two rebuilt engines in stock for resale or use in our own shop."

Besides replacing engines, Kjenner offers complete restoration services. "We've done numerous jobs where we completely refurbish the whole tractor, overhauling all major mechanical components, applying a fresh paint job, and installing a new cab interior."

Kjenner says the theory behind repowering each tractor model is basically the same, with minor technical differences between each of the manufacturers. "Some tractors require a frame extension, a new hood assembly, lowered fan mounts, or specialized accessory drives. We have all of these specialty parts pre-manufactured for us to speed assembly and to ensure uniform consistency of the finished product," he says.

Kjenner says they've repowered more than 50 tractors from across western Canada and the U.S. "We also sell engines, parts, and repower kits for those who prefer to do it themselves. We also offer free quotes or



Keith Kjenner and four mechanics repower 4-WD tractors with Cummins 6-cyl. diesel engines. Photo shows just a few of the brands they work on.

advice," he notes.

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