Reader Letters

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manufactured. It originally came out in the 1950's and was resurrected in the 1980's by maverick inventor, Mike Brown. It remained on the market until the early 1990's.

According to Mike Brown, he does currently have a handful of the original 1950's Fish carburetors for sale. You can get more information by contacting: Mike Brown, P.O. Box 4884-N, Springfield, Mo. Ph 417 890-8636; Website: www.mikebrownsolutions.com).

The combine lift platform on my Deere combine was relatively easy to make out of common scrap materials that most

farmers have around the farm.

It lifts the operator from ground level to the top of the combine ladder. The platform is raised and lowered by a steel cable that runs through a pulley to a 2-way hydraulic cylinder. A common 2-way valve controls movement. The hydraulics are run by an electric hydraulic pump powered by a 12-volt battery.

The lift mast consists of two uprights made from angle iron. Rollers on the lift platform fit right up against the uprights. A stabilizer-safety bar runs from the platform to the lift mast.

Once I had it together, I welded the entire assembly to the side of the combine. ***(Einar Oftedal, 3541 265th Ave., Cottonwood, Minn. 56229 ph 507 423-6481)***

I wanted a land roller that would be transportable so I could make some extra

money renting it out.

In transport, the roller is 7 ft. wide and weighs 5,000 lbs. Pulls easily with a pickup. A tractor is required to move the land roller from transport position into field position. It takes approximately 15 min. When in field position, the land roller cuts a 14-ft. swath with a weight of 15,000 lbs. when filled with water.

I purposely stayed away from hydraulics because I wanted the land roller as a rental item that would be easily adaptable from one customer to another. I

didn't want to chance the exchange of hydraulic fluid from one tractor to another.

I have been renting out the land roller for one year with great success. All of my customers have given me positive feedback and some have rented the land roller a number of times. ***(Everett Hoffarth, Box 471, Warburg, Alberta T0C 2T0 Canada ph 780 848-7604)***

My 2-wheeled calf hauler is built low to the ground which makes it easy for the cow to see her calf and follow along. I pull it behind an ATV.

The calf hauler measures 3 ft. long, 2 ft. wide, and 3 ft. high and rides on a pair of wheelbarrow wheels. The sides are made from cattle panels and the floor from expanded metal. A hinged gate at the back flips up and over to let the calf

in. The gate is held shut by a spring-loaded steel pin welded to the bottom part of the gate. The pin fits into a "drawbar" welded onto the back side of the floor.

I used a length of channel iron to make the axle and welded a 5/8-in. dia. steel pin onto each end of it that connects the axle to the wheel hub.

I spent about $85 to build it. My biggest expense was for the wheels, which I bought new. I wanted small wheels in order to keep the weight down. My calf hauler is light enough that I can shove it in the back of my pickup and haul it to my brother's farm a few miles away with no problem. ***(Contact: FARM SHOW Followup, Lynn D. Wrosch, 23625 Neuchatel Rd., Onaga, Kansas 66521 ph 785 889-4329)***

Old road graders can be turned into low-cost "terrace builders. I converted a pull-type 1943 road grader into a 3-pt. quick hitch "terracebuilder". I pull the rig, which has a 12-ft. blade, with a Deere 8400 front wheel assist tractor.

I've used it over the years to build miles of terraces and road beds. It takes only six to eight passes with the rig to make a terrace. I paid $1,000 for the road grader, which I bought from a local Deere dealer. My only other cost was for three sets of hydraulic hoses.

The road grader originally had a set of wheels as well as a scarifier on front and was designed to be pulled by a bulldozer. All operations were controlled mechanically by an operator who stood on a platform at the back of the machine and used hand and foot-operated controls.

I removed the front wheels and the scarifier and installed a trailer axle with dual wheels on back. Hydraulic cylin-

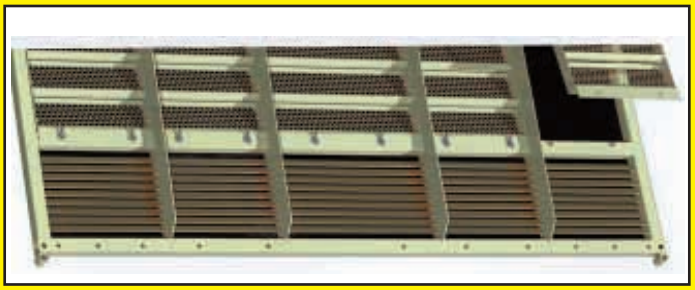
ders were installed to raise and lower the blades and a hydraulic motor is used to change blade angle. An electric car window motor is used to operate locks that hold the blade in place. He also made a quick hitch to fit the tractor 3-pt.

If I want I can still raise or lower the blade mechanically to change the starting point at which the hydraulic cylinders take over..

I bought another old road grader for $500 and converted it into a 3-pt. dirt scraper. It's equipped with a home-built

pan that measures 10 ft. wide, 3 ft. high, and 5 ft. deep. He replaced the original axle on back with a trailer axle equipped with dual wheels. He removed the blade. The pan is operated by a pair of hydraulic cylinders and is supported by part of an old Deere 230 disk frame that he already had. He made a pintle hook and eye and mounted it on the rig's tongue to fit the quick hitch on his tractor's 3-pt.

I've used it for 10 years to do different jobs, including digging ponds. My total cost was less than $1,500. A new commercial machine would sell for $30,000 or more. ***(Contact: FARM SHOW Followup, Robert Tapp, 1210 Old 59 Drive, Mason, Tenn. 38049 ph 901 465-2689)***



Thank you for your article in the last issue of FARM SHOW on our new AirJet™ Chaffer. We're excited about this revolutionary new add-on chaffer which directs air in an entirely new way, doing a better job of cleaning while making it much easier to adjust the combine.

There was one error in the story. I was quoted as saying that conventional "air foil" chaffers work fine in corn but don't solve the problem in wheat and other small grains. Actually, just the opposite is true. Most people say air foil chaffers improve performance in wheat and small grains but don't work as well in corn. That's what makes our new AirJet Chaffer so revolutionary. It works better in all of those crops. ***(Marvin Gorden, Gorden Harvesting Equipment, P.O. Box 12783, Wichita, Kan. 67277 (ph 800 745-1680; fax 818 953-8511; E-mail: sales @harvesting.com; Website: www.harvesting.com)***

Until recently, I worked for King Manufacturing, a distributor of off-road utility vehicles from Asia. The company's products were featured in FARM SHOW's Vol. 25, No. 6 issue. For various reasons, I left the company in December and have launched a competitive company selling better quality utility vehicles. I spent almost a month in China searching for the right vehicle and found a very good quality machine that we call the "Magnum Diesel". It comes standard with a 37 to 85 hp. diesel, rust protection, and a host of other great features. These "off-road only" utility vehicles can be used to do the work of both ATV's and pickups around the farm. The quality is up to U.S. standards. They last for many years in China under tough conditions. Prices start at around $9,500, about what you would pay for the smaller Kawasaki Mule or a Deere Gator.

You can see more at our website. We're looking for dealers. ***(Nathan Gallatin, Mudan Machinery of America, Inc., 846 S.W. 12th Court, Ft. Lauderdale, Fla. 33315 ph 800 536-3172; Website: www.mudanutility.com)***