Guard is made of 3/8-in. steel plates and fastens using two bolts and two pins.

Brush Guard For Deere Garden Tractors

"Deere doesn't make brush guards for its 425, 435, and 445 garden tractors, which are equipped with expensive plastic hoods that break easily. My bolt-on steel guard solves the problem," says George Huggins, Blanchard, Okla.

The guard covers the entire front end of the tractor. It's made out of 3/8-in. thick steel plate and installs with two bolts at the bottom and two pins on top. There are holes for the headlights and slots that allow air into the radiator. The bolts at the bottom serve as hinges. By pulling the pins on top you can drop the guard forward for easy access to the engine compartment.

"It's built solid and fits the tractor like a glove. No matter how hard you hit something, you won't break the hood," says Huggins. "I use it on my Deere 435 garden tractor. I came up with the idea after I broke two hoods while mowing the grass in my yard and getting too close to trees. It costs about $200 for a new hood."

Huggins says the same guard will fit all three tractor models. He sells the guard for $65 plus S&H.

Contact: FARM SHOW Followup, George M. Huggins, 1678 County St. 2982, Blanchard, Okla. 73010 (ph 405 485-2577; email: rhuggons@netzero.net).

Two 16-ft. units allow Hoerth to cut 18 acres an hour without over taxing the swathers.

Front-Mount Swather Helps Cut 32-Ft. Hay Swath

Bob Hoerth cuts hay front and back thanks to his front-mount New Holland Versatile and an older New Holland 1476 pull-type haybine. The two 16-ft. wide units let him cut a 32-ft. wide hay swath with every pass.

"We can cut 18 acres an hour without even pushing it," says Hoerth. "It's amazing how fast we are able to cut hay."

Hoerth does custom work and wanted a system that would cut from both the front and the rear. He could have used a Ford New Holland reversible tractor but he didn't think it could handle the job.

"The Ford reversible didn't have enough power for both units," explains Hoerth. "I had a 7810 John Deere rated for 155 hp, but I get 170 hp out of it. It works fine for this."

Hoerth picked up a used self-propelled swather for $4,000 and began by cutting up the frame. He had to move the arms in about 7 in. on each side to fit the tractor's front end.

"I pretty much used the same steel, just cut it apart and rewelded it," explains Hoerth. "I used 3-in. angle iron to build a matching frame on the 7810 for the header to slide on. I can unhook the whole unit in 8 minutes with only two bolts."

To power the unit, Hoerth installed a $4,000 front-end pto kit from Deere. The hydraulic pump that drives the header is mounted on that pto.

"The only other change I had to make to the tractor was to add a reverser fan on the radiator to keep the dandelion fluff off," says Hoerth. "The whole thing probably cost about $10,000, about the price of a good used 16-ft. haybine, and with this I am cutting 32 ft."

Contact: FARM SHOW Followup, Hoerthland Custom Service, N3795 County Road C, Chilton, Wis. 53014 (ph 920 849-4308).

"The whole thing probably cost $10,000, about the price of a good used 16-ft. haybine, and with this I am cutting 32 ft.," notes Hoerth.

When Talbert received this M35A2 cargo truck, it had been stripped down to the frame. He restored it to original condition for use on a farm in Georgia.

M-Series Business Booming

Two issues ago we told you about Charles Talbert of Norword, N.C., who specializes in rebuilding, repowering and restoring M-Series trucks (Vol. 28, No. 1). Talbert called us recently to tell us business is booming and to give us a bit more information

"We can transform these trucks into outstanding vehicles for farm use, fire fighting rigs, construction, logging, municipal work, and many other purposes where you need a powerful, well-built truck," says Talbert.

Dodge M37 trucks were built from 1950 to 1968. Talbert installs new warranteed Cummins diesels with a 5-speed overdrive transmission to repower M37 Dodge trucks, Kaiser-Jeep M715 series, and the M35 series.

M35 trucks are often called the "deuce & a half". Its 6-WD tandem rear configuration makes it a great vehicle for off-road use. They were built by several manufacturers throughout the 35 years they were in production. The last M35's were built in 1987. These trucks were built in a number of different configurations, including standard cargo, long wheelbase cargo, drop-side cargo, dump trucks, truck-tractors, wrecker-cranes, van bodies, fuel and water tankers, etc. They're available in 2 1/2 and 5-ton versions and Talbert works on all of them.

"We build to customer specs to fit the needs of each individual. Whatever you want, we can do it for you. There are many options listed at our website, but we're not limited to those," says Talbert.

Contact: FARM SHOW Followup, Charles Talbert, M-Series Rebuild & Repower, 4038 Shankle Rd., Norwood, N.C. 28128 (ph 704 474-4683; website: www.mseriesrebuild.com).

V-blade is 3/16-in. steel that is 30 in. high and 8 ft. long. A 5-in. curve keeps snow from riding up over blade.

Tractor Mounted V-Blade

Snowblowers just don't work well in the heavy, wet snow that Kenneth Hall gets in Purdy, Missouri. After watching a friend's factory-made V-blade push aside snow, Hall decided to build his own.

He started by having a machine shop put a 5-in. curve in two pieces of steel 3/16-in. thick and 8 ft. long by 30 in. high.

"The only difficulty was cutting the correct curve in the nose of the plow in order to weld the two pieces together," recalls Hall. "I had both a radius and a compound angle to deal with."

Hall cut a 5-in. radius in the nose of the steel pieces after they were bent and then tacked the two pieces together, leaving a gap at the top and bottom of the plow point. These gaps were filled in with extra steel.

"For extra strength, I took a piece of 3-in. angle iron and used a chop saw to cut a groove in it about every half inch," explains Hall. "I then welded one end to the top of the point, heated the rest to get the bend I wanted and welded it to the two 8-ft. plates where they met."

To keep the snowplow from digging into his asphalt driveway, Hall then welded a 3-in. wide piece of 1/2-in. steel at a 45° angle up from the bottom of the plow point.

To hook the plow onto his John Deere loader, Hall made use of quicktach mounting brackets already installed on the loader arms. He welded a quick tach coupler on the inside back of the plow. To reinforce it, he ran 1-in. steel bar down from the front of the snowplow to the quick tach coupler.

"I finished it off with some fiberglass compound from the auto body store to round off the nose and make it smooth," explains Hall. "The snowplow works great on snow, and I think I could use it to work dirt or gravel too, but I haven't had the need."

Contact: FARM SHOW Followup, Kenneth Hall, RR 1, Box 46, Purdy, Mo. 65734 (ph 417 442-3843).