

# Reader Letters



My father bought a Leader D tractor in 1948. It came with a 3-pt. hitch and with a Hercules engine. The leader was made in Auburn, Iowa.

Leader tractors were made from 1940 to 1949. The year my father bought his tractor we harvested 128 acres of wheat with a wheat binder. I couldn't reach the clutch nor the brakes, since I was only 8 years old. My father would come running to get the tractor started on each new row. I can still see him running from the wheat binder to the tractor.

If anyone has a Leader tractor, I would gladly take it off your hands. It's the only way I can find parts to get this tractor up and running again. **(Vernon Vest, 721 Kentucky, Joplin, Mo. 64801 ph 417 781-0627)**

Regarding the article in Vol. 31, No. 4, about a power tailgate lock that sells for \$89.95, I wanted to tell your readers that you can get the same thing from JBS Technologies (225 Technology Way, Steubenville, Ohio 43952 ph 800 878-8007; [www.bulldogsecurity.com](http://www.bulldogsecurity.com); [www.directwholesale.net](http://www.directwholesale.net)) for just \$15 plus S&H. I've used a JBS unit for over a year now and it works great. It was easy to install. **(Jim Leforge, Chester, Ill. jimleforgeii@gmail.com)**

I greatly enjoyed the last issue of FARM SHOW, especially the article about editor Mark Newhall's back surgery. However, as a long-time reader of your magazine, I thought you missed the boat with the title of the article. Instead of the headline you used, "Going Under The Knife", you could have used a more typical FARM SHOW-type headline such as: "Old Editor Repowered With Quick-Tach Hardware". **(Mark Kihn, Calgary, Alberta)**

I want to thank FARM SHOW for publishing the article "Wild Alaskan Herefords Produce The Ultimate Organic Beef" in your Vol. 31, No. 2. It told about how we harvest wild Hereford cattle on Unnak Island, Alaska. Many FARM SHOW readers contacted us for more information. You have a very impressive readership. Thanks again. **(Michael Stone, The Stone Group, Inc., 1968 Evans Dr., Green Bay, Wis. 54304 www.thestonegroupinc.com)**



We call this the world's first 3-wheeler. It was built during the winter of 1947 using two bicycle wheels on back with a wheelbarrow wheel on front. A grain binder bull wheel crank jack was used for the steering sector, fitted with a Model T Ford

steering wheel. It was built by Marton Lizakowski and his son, Henry, and used for many years. I am Henry's cousin and I restored the 3-wheel tractor in the spring of 2006. **(George Lizakowski, 1810 12<sup>th</sup> Ave N.E., Grand Forks, N.Dak. 58201)**



I put a 45 hp. Volkswagen engine into an Allis Chalmers garden tractor. It has a hydrostatic transmission and has worked great for many years. It uses less fuel than the original Kohler engine! No more blown engines every year! No lack of power! **(LC Bruggenschmidt, Rt. 4, Scottsburg, Ind. 47170 ph 812 752-2522)**

I've got to pour a large concrete slab and I got to thinking: Has anyone ever tried making a slab by mixing cement, gravel and water into the ground with a tractor tiller, and then letting it harden in place? Would it work? **(Gerald King, 2 Tyler St., Lincoln, New Brunswick, E3B 6X2 Canada)**



When we made new countertops in our kitchen, we brought some farm equipment into the house by setting painted corn planter plates on top of the knotty pine counters and then covering them with clean, liquid epoxy. Adds a nice touch to a country kitchen. **(Lloyd Fraase, Springfield, Ill.)**

A reader in the last issue complained about problems with his "John Deere Clock" that was supposed to make tractor sounds on each hour. I had the same problem with one of those clocks. I contacted the company and they said to send it back and they would replace it. I did, and wanted to let your reader know that the company is aware of the problem. **(Marie Hughes, Rutledge, Georgia)**



Here's a photo of a rodeo steer that's fitted with one of the number tags that I make. The tags measure 26 in. long by 6 in. wide. The numbers are sewn in black on a white, 4-oz. vinyl truck tarp lined with naugahyde. The tags have 1-in. nylon straps that attach to the D rings at the bottom. The buyer furnishes a bungee cord that goes under the animal's belly.

I came up with the idea because the wives of some workers at our local rodeo got tired of painting numbers on pa-



I hate to sell it, but we've been forced to look for a new home for this "trackless" train. I fell in love with the train the moment I first saw it being used at a friend's petting zoo business, and we later bought it to use at our on-farm agro-tourism business.

Because business has been slow, we are reluctantly putting the train up for sale. We were only able to use the train occasionally in the three years we've owned it, so it's in excellent condition.

The quality of the train sets it apart from other rigs made of wood or cut out of metal or plastic barrels. It's easy-to-clean, made from molded, heavy-duty fiberglass, and the three covered cars are large enough to seat 12 adults comfortably. A 6-speed, 18 1/2 hp Sears Craftsman lawn tractor under the white engine, comes with a bell and pulls the train easily on asphalt and gravel.

The cars are yellow and blue, and the caboose is red, with painted detailing. There's plenty of room to add business logos and other information, which would make the train a good promotional tool that could be used in parades to promote a business.

We're asking \$9,500 for the train. **(Sandy Kendall, 1645 Lake Lucy Road, Excelsior, Minn. 553331 ph 952 470-1175; [sandy@kendallvillefarm.com](mailto:sandy@kendallvillefarm.com))**

per plates and then pasting them onto the cattle for various events. These numbers are made to last.

I've made many sets of tag numbers but not one has ever come back. Sets come in 30, but can be made to order. A set sells for \$270. **(Bonnie M. Vering, 821 Main St., Howells, Neb. 68641 ph 402 986-1345)**



I used 12-in. wide by 12-ft. long sections of old perforated vinyl siding, the kind found on house eaves, to make this low-cost fence in my back yard. I cut each section in half, then wove the sections together similar to commercial cattle and horse fence. The siding is very lightweight which makes it easy to handle.

I used the same idea to make window shades for the 8 ft. wide picture window in my house and also for a 4-ft. wide window in my bedroom. The perforated siding creates a shade screen to keep the hot sun out of the house. **(Wess Cornelius, 1312 Ferrier Rd., Winlock, Wash. 98596 ph 360 785-4178)**



Your readers may get a kick out of the garden tractors I've repowered with antique 1-cyl. gas engines. I've driven them in parades and also taken them to shows such as Farm Fest near Redwood Falls, Minn. When I first built them my two grandsons, who were only 7 and 10 years old, drove them all the time.

All the tractors still have their original transmissions and rear ends.

My Cub Cadet is powered by a 1 1/2 hp International Harvester M-type engine



that's painted green. The tractor's original engine was mounted sideways and was connected to the transmission by a driveshaft. By using a right angle gearbox I was able to mount the hit and miss engine sideways to line up with the driveshaft.

I mounted a later model International Harvester 1 1/2 hp gas engine on a Sears electric start garden tractor, which is equipped with dual wheels. The flywheel



belt-drives the tractor's transmission. To start the engine I just turn the ignition key. The battery mounts under the seat.

I also repowered a Deere 210 with a Deere "hit and miss" 1 1/2 hp gas engine. A pulley mounted on one side of the engine's flywheel is used to belt-drive the transmission. The lever that was originally used to raise and lower the mower deck is now used to put the tractor in gear. The tractor's original engine ran at about 1,800 rpm's compared to 500 rpm's for the hit and miss engine which would be too slow to drive at a reasonable speed. To solve the problem, I mounted a gearbox between the engine and transmission in order to increase the engine rpm's. By using a "past center" clutch, I can put the tractor in gear without having to hold the clutch lever in all the time. I hand crank the engine to start it. **(Eugene Swoboda, 69850 Co. Rd. 1, Redwood Falls, Minn. 56283 ph 507 641-3451)**