

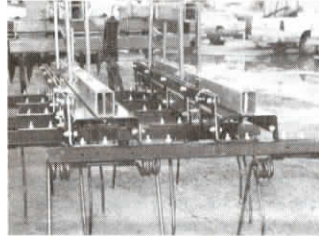
# Reader Letters



I made a log splitter out of materials I had laying around our shop. I used a 15-in. I-beam, a motor with a gear reduction of 9 to 1, and a hydraulic pump from a backhoe that applies 2,000 lbs. of pressure. The splitter is a lot heavier than anything else on the market



today. After finishing the splitter, I came up with the idea of adding a "smasher box" to crush cans. The box is made out of 1-in. thick steel and is removable from the splitter when not in use. It smashes 36 cans at once into a 1 1/2 in. thick block of aluminum. It's great for storing the metal until you get enough to sell. We've used the splitter/smasher for over 2 years and have smashed over 2,000 lbs. of cans. (Steve Shirley, Rt. 1, Box 16, Mattoon, Ill. 61938)



We're marketing a new harrow adjuster kit for Deere 724 mulch finishers with 5-bar coil tine harrow. The kit bolts to each lift arm and hinges on steel bushings. It allows you to adjust the angle of tines to any one of 12 different settings by just pulling a pin on each lift arm and inserting it into a different hole. This eliminates plugging and bunching of trash. Each kit includes arm adjusters and all hardware needed for 7 lift arms and assembly instructions. The kit sells for \$678 plus shipping (UPS). (Triple S Engineering, Inc., Rt. 2, Box 200A, Griswold, Iowa 51535 ph 712 778-4245)

I saw the reader letter in a recent issue about using 3 electric fence wires to keep coons out of sweet corn and thought I'd tell you about the solution we discovered to solve our coon problem.

Two years ago, our corn crop had about 2 days to go till it was ready to pick and the darned coons got 95 percent of it one evening. I was mad and got to talking to a neighbor and he said he had a sure-fire solution to the problem: throw newspapers between the rows. So I loaded up a bunch of papers in the manure loader bucket and got my wife. We had 4 rows of corn, 20 rows long. She took the papers apart and threw the sheets between the rows every few feet. The ground doesn't have to be totally covered. Some of the papers laid flat, some stood up on edge, and some even got hung up on the leaves.

We couldn't believe how well it worked. Not one coon, not even a footprint, even though we know there were a lot of coons around our farm last summer. I think walking on the paper scares them. We had more corn than we knew what to do with.

If anyone tries this idea, I'd appreciate it if they'd drop me a card to let me know how it worked. (Leland Klinger, 9975 Greenfield Rd., Pocaterra, Ill. 61063)



We've been using this method to pick beans for 5 years. We pick 1 bu. per hour and are not tired at the end of the day. Use a regular garden cart with large size 26-in. wheels. Remove the endgate and sit on the back of the cart, backing up while straddling the row. Be sure to balance your weight on the axle so it won't dump you. Wines come up right at your hands so picking is easy. Saves your back. To move down the row, you just push back with your feet. Be sure the cart has legs on either side without a crossbar between because that would drag the bean vines. You can put picked beans in the cart so no need for a bucket. It's a lot faster than using a stool. (W.G. Carpenter, 2917 Redwood Rd., Durham, N.C. 27704)



I came up with this method of mounting a push mower on the side of a riding mower while looking for a better way to cut grass on ditch banks and in other difficult areas. It also lets me mow big open areas faster. Two brackets attach permanently to the tractor, one to the frame just ahead of the rear wheel and the other to the drawbar. The push mower has hinging hitch brackets that attach just outside the two wheels on that side. The push mower floats independently. The throttle is within easy reach, attached to the top of the aluminum handle, which I made out of an old lawn chair. The brackets for the push mower are still in place so I can use it normally as a push mower, if needed. (Don Schwab, 4577 M-61, Standish, Mich. 48658)

Now that Deutz-Allis has sold their interest in the U.S. company to officers of the Allis Chalmers company, it appears we will once again see the familiar orange color on farm tractors. Along with this revival, I hope they will also revive the concept of the vintage Model G. This was the handiest small utility tractor ever conceived. It's especially great for cultivating since the cultivator mounts under the belly of the tractor. In fact, it works so well I recently bought my second Allis Model G.

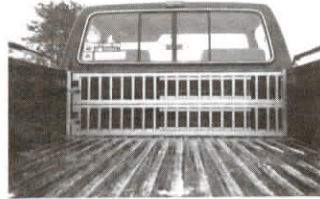
There is a greatly renewed interest in row crop cultivation for weed control yet all of these new cultivator units are designed to operate behind the tractor because it makes mounting easy. But it's almost impossible to watch both forward and back at the same time so now they're selling high-tech guidance systems at high-tech prices. Wouldn't it make more sense to mount the cultivator ahead of the operator in full view? In fact, many attachments would be easier on the operator were they in view up forward.

If Allis Chalmers wants to survive against the bigger tractor lines, it'll have to come up with new ideas. What could be better than a

new front mounting system. They could make a tractor that would handle both front or mid-mount equipment or conventional rear-mount.

I would like to see Allis-Chalmers succeed but to do so with their conventional machines will be tough. Deutz-Allis must have been aware of that. (Harold R. Stoudt, Rt. 1, Box 1245, Hamburg, Penn. 19526)

We've been successfully marketing our Ramp-Gate for several years. It doubles as a tailgate and ramp for ATVs, garden tractors and other equipment. Now we're introducing our new "Ramp & Rack" system that lets you leave your original tailgate in place.



The loading ramps are stored in a rack at the front of the pickup box. A protective chrome-plated bar mounts on the top edge of the tailgate to provide a lip for the loading ramp to hook to. Takes just 30 sec. to set up for loading. One model fits all full-size pickups. A smaller model is available. Sells for \$195, which is about half the cost of our Ramp-Gate, which must be ordered for each specific pickup model. (Harold Fratzke, K & M Mfg., Renville, Minn. 56284 ph 800 328-1752; in Minn., call 800 992-1702)

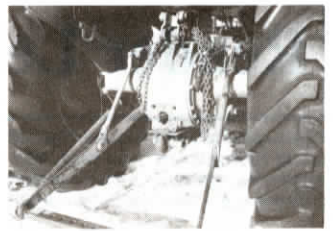
In your last issue, you had an article about a home-built self-contained gooseneck grain trailer built out of an old dump truck. The builder put a motor on it to operate the hoist. He can haul 250 bu. of grain, which is about 7 1/2 tons. It's a nice trailer as long as it's sitting still but if he ever had to stop fast, that trailer would shove the pickup anywhere it wanted to shove it. Every time he hooks up it's an accident waiting to happen. For years I've wanted to build a similar trailer but I never have because I've never figured out how to make a safe brake system that didn't cost a fortune. If you or any of your readers knows of a good, safe way to control hydraulic truck brakes from a pickup, I'd like to hear about it. In the meantime, I think you should warn your readers about putting all that weight behind a pickup with no brakes on the trailer. (Jack Spithoven, Box 156, Savage, Mont. 59262)

After reading an article in FARM SHOW several years ago about a farmer who built his own combine header reverse using a car starter motor, I decided to build one myself.

The starter motor simply engages the ring gear, which bolts directly to the existing front pulley of the feederhouse. I made a mounting bracket to position the starter near the front of the feederhouse. Now when the combine plugs up I just shut off the feederhouse and push a button in the cab to engage the starter motor. It turns the ring gear which drives the shaft that turns the feederhouse chains backwards, dislodging any stone or obstacle plugging it.

We use the reverser a lot on our Deere row crop head because it picks up a lot of stones. We've used it for a year and it compares quite well with the factory installed reverser on our newer combine. It was a relatively simple conversion that most anyone could handle. Any starter motor will work. (Francis Hogan, Rt. 7, Lucknow, Ontario N0G2H0 Canada ph 519 395-3431)

In the 1950's I bought a Massey 35 tractor equipped with a hook and eye quick hitch. The hook raises and lowers with the 3-pt. and lets you hitch up to implements, wagons, and other equipment without getting off



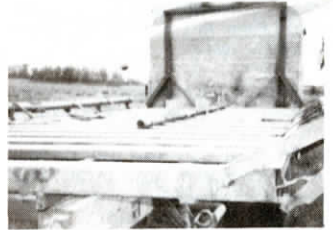
the tractor. A ring is mounted on the tongue of each piece of equipment you want to pull with it.

Recently, when I bought a new MF tractor, I was told I couldn't buy the hook and eye hitch in the U.S. even though they still make them in England. When I went to England on a trip soon after, I went to the MF factory in Coventry and nearly every tractor coming off the line for sale in Europe was fitted with the hitch. I bought one there and brought it back in my luggage to put on my tractor here.

This hitch is the handiest thing on my farm. When I called MF's director of marketing in Des Moines, he couldn't tell me why the hitch isn't on the market here. Other manufacturers must make similar hitches in other parts of the world. Whose cage do we have to rattle to make them available in North America? (Allen E. Johnson, 20241 Hwy 65 N.E., Cedar, Minn. 55011 ph 612 434-5950)

I have developed a fuel management system to allow a normal spark ignition engine to burn gasoline together with propane. The advantage of the system is that it boosts performance while lowering exhaust emissions.

A "mechanical" version is designed for older engines with carburetors. An "electronic" version interfaces with a fuel-injected engine's electronics. With propane at 130 octane and ignition temperatures over 1000° compared to gasoline at 520°, the electronic version could be designed so you could "dial-an-octane", creating a new standard of performance in modern engines. (Harry E. Wallace, P.O. Box 521, Woodland Park, Colo. 80866 ph 719-687-3761)



I bought a 1976 48-passenger school bus and made it into a hydraulic-dumped big bale wagon that'll haul from 8 to 12 bales. It dumps bales off to the side. I cut off the body behind the driver's seat and closed in the opening with plywood which I then fiberglassed. I made a calf shelter out of the back end of the bus and sold the seats for sun decks, fish houses, etc.

The bale-hauling deck is 22 ft. by 10 ft., made out of 2 by 4-in. sq. steel cross bars spaced every 10 to 12 in. along the main frame. I mounted a used cultivator rocker shaft on one side to function as a pivot point and mounted two single action hydraulic cylinders (salvaged from a Deere 96 combine head) on the other side that run down to the bus frame. The cylinders are powered by an electric hydraulic pump powered by the bus battery.

I load four bales on each side and four down the center on top. I made rotating "stops" down the center of the deck. They attach to a length of 3-in. oil pipe and let me keep one row of bales on the deck when dumping so I don't have to dump all bales in one spot. A boat trailer winch turns the "stops" up or down. With the plates turned up, I dump the top row of bales and one side