

## “Grass Fed” Grass Grows Better Beef, Dairy

European-bred “grass fed” grasses can extend grazing seasons, improve drought resistance, and improve palatability, says seed dealer Stan Vander Kooi of Eagle Seed. The Minnesota seed company specializes in European-bred crops for intensive grazing and forage production.

“The Dutch seed companies have been breeding grass for grazing for a long time,” says Vander Kooi. “One company that we work with is Barenbrug. They have research stations in 7 countries and are ahead of the U.S. in developing forages that are highly digestible and productive.”

He says one of the differences is that European forages are bred to produce forage, not seed. They mature late and put less energy into seed production. One example of such a late maturing grass, Vander Kooi cites, is STF43, a soft-leaf, tall fescue.

“It produces impressive dry matter yields with exceptional levels of digestible fiber,” he says. “The tall fescues have high fiber levels that improve cow health, but also have high energy for dairy cows, grass-finished

beef or other ruminants.”

Vander Kooi adds that STF43 is well suited for hay and haylage production. The endophyte-free fescue also works well for interplanting with a legume.

“Our old grasses would mature ahead of alfalfa,” he says. “With tall fescue, it matures with the alfalfa.”

Another popular forage grass is Green Spirit, an Italian ryegrass. Vander Kooi recommends rotating it with corn for silage instead of corn on corn. He says it can out-yield second year corn. He compares the European biennial to conventional annual ryegrasses available in the U.S.

“Annual ryegrasses go reproductive in the fall, trying to set seed heads, and that lowers digestible fiber,” he explains. “Italian ryegrasses won’t go reproductive their first year and, in our climate, just keep growing into the fall. Forage tests of Green Spirit show energy levels similar to barley grain.”

Vander Kooi suggests direct seeding of Green Spirit at about 30 lbs. per acre or using it as a cover crop at about three to five



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lbs. per acre.

“Use Green Spirit when seeding down alfalfa, and you can get as many as three crops of grass silage off before the alfalfa is up,” he says.

Green Spirit and other Italian ryegrasses are priced at around \$1.25 per lb., while prices

for tall fescues range from \$2.50 to \$3.00 per lb.

Contact: FARM SHOW Followup, Stan Vander Kooi, 1499 30th St. S.E., Buffalo, Minn. 55313 (ph 612 290-8436; stan@vkkfarmmfg.com; www.grassfedisbest.com).



Ben Kinsinger repowered his Deere “H” with a Yanmar single-cylinder diesel.

## Deere “H” Powered By Yanmar Diesel

Ben Kinsinger, Oakland, Md., installed a Yanmar single-cylinder diesel in a 1941 Deere “H” while maintaining the tractor’s original flywheel speed.

Kinsinger says the engine fit into the tractor frame nicely so he was able to leave the hood and all the sheet metal parts in place.

The tractor still has its original exhaust pipe, but it’s hidden from view by a 5-in. dia. chrome pipe off a semi tractor. “When the tractor is running the chrome pipe makes a big rumbling sound,” says Kinsinger. The tractor also has big headlights off an antique truck that are operated by the same battery that starts the engine. In addition, it has new tires all the way around and flashing lights on back. Kinsinger even put ‘diesel’ decals off an IH tractor on both sides of the H.

“Sometimes I take it to antique tractor shows and it gets a lot of attention. When they first see the tractor a lot of people can’t figure it out. I pretend that I bought the tractor new from the factory. Some people ask me if I’m willing to sell the tractor, and others want me to repower their own tractor,” says Kinsinger.

The Yanmar single cylinder engine runs twice as fast as the original gas engine so it still sounds just like it.

He mounted a steel plate where the original engine block had been, and he put spark plugs in the crankshaft to provide oil pressure. The tractor originally had a single gauge for the crankshaft and camshaft. He added a



Tractor still has its original exhaust pipe, but it’s hidden from view by a 5-in. dia. chrome pipe off a semi tractor.

second gauge to monitor oil pressure. The diesel engine even has a magneto on it. He plans to add spark plug wires to make the diesel engine look like it’s a gas engine.

The tractor still has the original crankshaft and clutch. The engine oil runs out through the crankshaft journal. “I had to plug the journal in order to keep the oil from running out and to maintain the oil pressure,” says Kinsinger.

Contact: FARM SHOW Followup, Ben Kinsinger, 916 Paul Friend Road, Oakland, Md. 21550 (ph 301 334-6561 or 301 395-9872).



Auger-Steer kit mounts on auger’s axle and is hydraulically-controlled from the tractor. It allows tractor operator to independently steer auger wheels in any direction.

## Auger-Steer Kit Helps Align Big Augers

Large-scale augers and conveyers get a lot of work done quickly, but they can be tough to move around. That’s why Bernie Toews of MacGregor, Man., invented the “Auger-Steer.”

Toews farms and also owns Triple Star Manufacturing Ltd. His patented steering device is selling well.

It mounts on the auger’s axle and is hydraulically-controlled from the tractor. It allows the tractor operator to independently steer the auger wheels in any direction, independent of the moving tractor. The Auger-Steer can also be used while the tractor is stationary, to move the auger as much as 11 in. in either direction. This makes it easier to maneuver the spout into exactly the right spot.

“Because the pivot point is on the hitch and not the auger axle, it doesn’t change the angle of the pto shaft like it would if you were jackknifing the tractor,” Toews points out. “The pto’s U-joint stays in alignment and isn’t affected by the repositioning of the spout, so risk of damage to the pto shaft is reduced.”

Auger-Steer consists of a steerable knuckle between the auger’s axle and wheel assembly (there’s one knuckle on each end of the

axle). The addition of these parts gives the auger 9 extra inches on each side, so the wider wheel stance means better stability and safety.

Buhler type augers allow easier conversions than other types because the spindle attaches to the end of the axle with two matching square steel plates, bolted together. In this case, installation of each knuckle requires the removal of 4 bolts so the knuckle can be inserted. Then, the steering arms and hydraulics are installed.

Non-Buhler type augers require Auger-Steer kits that either replace the entire axle, or provide new square axle tubes to be bolted onto the ends of the existing axle.

“The bushings in the knuckle are hardened polypropylene, so there’s no metal-to-metal contact, which means they should never seize,” Toews points out.

Auger-Steer kits for Buhler-type augers start at \$1,350 (Can.), while kits that include new axles start at \$1,650 (Can.).

Contact: FARM SHOW Followup, Triple Star Manufacturing Ltd., P. O. Box 149, MacGregor, Man., Canada R0H 0R0 (ph 204 685-2045; tsml@mts.net; www.triplestarfmg.com).

## “Fake Rust” Stickers Keep Thieves Away

If you have to head into an urban area, you might want to take along some of these “rust and scratch” stickers that are designed to make your car look beat up. The idea is that passing thieves will assume the vehicle isn’t worth stealing.

“I’ve stuck them to my shiny new red bike and it hasn’t been stolen yet. Thirteen days of not being stolen in London is about the

same as 7 years of non-stealing in the friendly countryside,” says British inventor Dominic Wilcox.

A sheet of stickers sells for about \$5 at Wilcox’s website.

Contact: FARM SHOW Followup, Dominic Wilcox; www.dominicwilcox.com/stickers.heml).