

Narrow ATV Wheels Great For Trenching

After Dave Horn started building off-road racing wheels for ATV's, local farmers started using them as trenching wheels instead. Now he can hardly keep up with orders, especially when it rains.

"We'll have 500 wheels on hand, and then we get five to 10 in. of rain, and 300 wheels will be gone the next day," says Horn.

While there are other trenching wheels on the market, Horn says customers like his for their greater width and suspension. Horn uses standard 19-in. motocross style, motorcycle tires that he mounts on rims he builds in his machine shop.

"Instead of a 2-in. trench that fills in quickly with mud and straw, our wheels leave a 4 to 5-in. trench up to 12 in. deep that stays open longer," says Horn. "Farmers complained to me that the solid metal trenching tires they tried made for very rough riding on the road. A lot of guys have fields spread out across 20 miles. With ours, they can drive comfortably down the road. They're rated for 85 mph by the DOT."

Horn has a nifty way of dealing with different ATV wheel bolt patterns. He makes a wheel with a bolt-in center. This allows him to mass-produce one standard wheel. Customers can easily swap wheels from one ATV to another when they trade.

"We tell customers to just send in their old centers, and we'll send them a new set," says Horn.

He also guarantees the trenching ability of the wheels. Skeptics had questioned if they would go deep enough. He says he has yet to buy any back.

"If the soil is wet enough, they will go axle deep," he says. "Yet, getting stuck is almost a non-issue. Guys tell me they can go through more mud with our tires in 2-WD than they can with stock tires in 4-WD."

Horn sells a set of wheels for \$1,400. Spacers are available for older (1980's and before) models with solid rear axles.

Contact: FARM SHOW Followup, Dave's Machine Shop, P.O. Box 223, Oak Bluff, Man., Canada R0G 1N0 (ph 204 736-2908).



ATV-mounted motocross-style wheels leave a 4 to 5-in. trench up to 12 in. deep that stays open longer. The motorcycle tires make for smooth driving on the road.

Powered Magnet Cleans Feed Better

After farmer customers complained that pan magnets that came with feed mixers weren't catching enough metal, Wingert Sales & Service designed the Power Magnet. Installed on the end of a feed conveyer, the reel of magnetic bars agitate feed as it flows over them, pulling out significantly more metal than standard magnets.

"If we throw 10 washers in a load of feed, our power magnet will catch 8 or 9," says Paul Wingert. "A pan magnet, where the feed just slides over it, will get one or two."

Wingert's magnets are powered in more than one way. The rare earth magnetic material is packed inside stainless steel tubes and mounted in reels fabricated to fit the application. The rotating bars can simply agitate the feed or expel it into the bunk, depending on how it's powered.

"For simple agitation, we connect the reels to the conveyer," says Wingert. "For expelling the feed to throw it farther from the end of the conveyer, we attach a separate motor."

The power magnets are priced from \$2,500 to \$5,500 for most applications. So far the largest unit built can handle up to 10 tons of feed flowing through it in 6 min. However, Wingert says the units can be designed even larger.

"The more tons per minute, the bigger the conveyer and the pile it moves, the more magnets that are needed," says Wingert.

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Rotating reel of magnetic bars agitates feed as it flows over, pulling out significantly more metal than standard magnets.



"It took about 2 months to complete the job," says Charles Krieg, who repowered his 1951 Deere "G" with a 327 V-8 out of a Massey 510 combine.

Deere "G" Repowered With V-8 Engine

"I repowered my 1951 Deere 'G' with a 327 V-8 out of a 510 Massey combine," says Charles Krieg, Shelbina, Mo.

"It took about 2 months to complete the job. I installed a GM truck rear end that was cut down and positioned against the crankshaft, which allows the gear on the crank to be used on the rear axle to power the first reduction gear and shaft into the transmission. The rear end connects to the clutch shaft through a double #60 sprocket and chain.

"An electric fan from a Buick car was installed to cool the original radiator. A new

gas tank was constructed to make room for the original carburetor and air cleaner. Also, a belt-driven governor is used to keep the V-8 at 3,050 rpm's, which keeps the tractor at the original speed. I use the original hand mechanism to operate the clutch.

"I also repowered a 1952 Deere 'A' with a GM V-8 engine. Both tractors are going strong."

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Joe Campoli used 2-in. sq. tubing to make shovel and rake holders for his utility tractor.

Shovel, Rake Holder Fits Tractor Loader

"After having a couple problems driving through the woods while trying to hold onto a rake and shovel, I decided to make some holders to fit my utility tractor," says Joe Campoli, Mishawaka, Ind.

"I used 2 by 2-in. square tubing, with a 45° angle cut at the top to make it easier to insert the handle. They're attached with a

flathead bolt on top. The tubes are open at the bottom, with a carriage bolt going through it, which also serves as a 'stop' for the handle yet allowing dirt and water to fall through."

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