

Reader Letters



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trip cable runs from the unit to the tractor cab so you can simply pull it to release the pin. Just two bolts hold the receiver part of the hitch to the drawbar. It weighs about 45 lbs. Besides saving time, it's safe because no one has to get between the tractor and wagon to hook up, and you don't have to be exact when hooking up. (Lester Schultz, Rt. 3, Box 137, Osakis, Minn. 56360 ph 612 859-4409 or 4239)

My 2-wheeled snowblower throws snow 20 to 30 ft. and cost less than \$100 to build. I



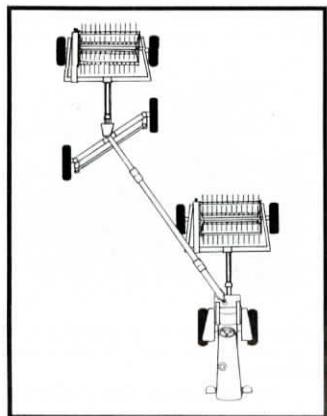
built it using a 30-in. snowblower auger and other parts that were originally designed to mount on a Cub Cadet garden tractor.

The blower's powered by a Wisconsin 18 hp 2-cycle gas engine that I salvaged from an old New Holland baler. The engine belt-drives a gearbox on the snowblower auger. I activate the auger with a lever connected to an idler pulley. A belt-driven transfer case is used to reduce auger speed. The snowblower's axle, 8-in. tires, and 2-speed belt-driven transmission were taken from the Cub Cadet.

It really works. The transfer case runs so slow I can shift right on-the-go. The engine mounts directly above the wheels - on a frame made out of 4-in. flat steel - so they have a lot of traction. I don't even have to use chains. I went right through 2 1/2-ft. deep snow last winter with no problem.

The engine runs really quiet. The 4-gal. gas tank came with the baler motor and holds enough gas to last all winter. I use a pair of ropes hooked up to each side of the blower spout to turn it from side to side. (Roger Fisher, Box 9048, Spirit Lake, Iowa 51360)

Our new 3-pt. dual rake hitch lets you operate two pto-driven rakes or tedders at the same time and can also be used to pull ground-driven implements. The hitch



includes a self-contained hydraulic system mounted to leave open access to the tractor drawbar and pto. A "through-shaft" hydraulic pump is used to power a hydraulic motor mounted on the back rake hitch that powers a pto drive. A hydraulic steering cylinder, powered by the tractor's remote outlets, automatically steers the hitch to the left or right.

The hitch's rear wheels are 9 ft. apart to keep it from sliding on hillsides. Both

implements always turn at the same angle because the hitch wheels, pto, and drawbar are always at the same angle for true centerline pull. The dual rake hitch can be equipped with a 2 5/16 ball hitch for towing behind a pickup. The 3-pt. has built-in stands for easy hookup.

Sells for \$2,550 with the self-contained hydraulic system; \$1,400 without. (Dennis Skibo, Pequea Machine, Inc., 3230 East Gordon Road, Gordonville, Penn. 17529 ph 717 768-3197)

My 1952 Ford 8N "conversion tractor", equipped with a flathead V-8 engine, is a rare collectors item. I have a fairly extensive collection of old Ford tractors. I paid just \$17 for the antique conversion kit at an auction



to put in my '52 Ford. Conversion kits were designed to boost tractor horsepower but installed easily without any modification to engine mounts or transmission.

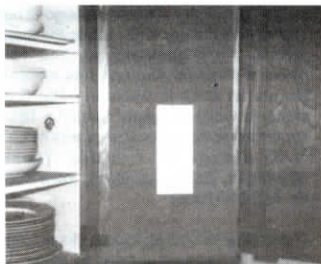
It made a big tractor out of a small one. I've been offered \$10,000 for this rare tractor. The conversion kits were made by Funks Aircraft Co., Coffeyville, Kan., and were designed to fit 1939 to 1952 Ford tractors. About 200 8Ns were converted to V-8's, but only 20 or 25 are still known to be in existence although I'm sure there are more out there. They were made because there was a shortage of labor after World War II. The original 4-cyl. engine had 119 cu. in. but the replacement engine has 239 cu. in. with horsepower doubled from 17 to 34. It allowed the tractor to be used as a portable power unit for operating irrigation pumps, generators, backhoes, etc.

When I first converted the tractor it had two mufflers that curved down under the tractor on each side. I replaced them with a pair of 2-in. dia., stainless steel vertical straight pipes that make it more attractive and give it a smoother sound.

I use it mainly as a show tractor but I also used it last year to pull a 6-ft. lawn mower. It did a beautiful job. My conversion tractor could also be used to pull a 7-ft. brush mower or 5-ft. Rotovator. It'll pull a 3-bottom, 16-in. moldboard plow about 20% faster than the 4-cyl. tractor pulling a 2-bottom, 14-in. plow. The replacement engine uses the same pistons, valves, and rings as the original 4-cyl. engine. However, it has a heavy duty clutch designed for a pickup and a heavy duty differential, ring and pinion gear designed for a 1 1/2-ton truck. (Rufus M. Roberts, 3845 Bradley Rd., Cortland, Ohio 44410 ph 216 638-4834)

In the last issue you called the tip-over windmill built by Dick Carroll of LaJunta, Colo., the "first-of-its-kind". I'd like to point out that these have been around for 30 years that I know of and possibly longer. Once again, few things really qualify as "new". (Artlan Hines, Colorado Springs, Colo.)

Although my wife does most of the cooking in our house, I enjoy doing some, too, and one of the problems is always where to put the recipe while you're at work so it doesn't get dirty. One day it struck me that putting it on the inside of the cupboard door would be an excellent idea because opening the door would make it readily visible at just the right height. I roughed up the glazed finish



of the door and applied contact cement and then put on 1/4-in. thick cork board. I've fixed up two cupboard doors to hold recipes as well as the grocery list. (Nick Rogalski, Melville, Sask.)



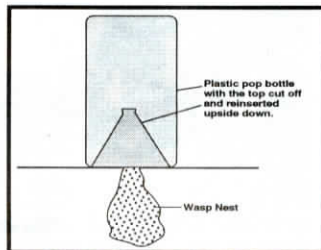
I use three old Army all-wheel drive trucks to feed my cattle on pasture in the winter. Two are 6-WD and the other one is 4-WD. I bought them about 7 years - one at a military surplus auction and the other two from loggers. I paid only \$800 each for two of them and \$1,000 for the other one. The biggest truck is an Army Bridge 6-wheel drive that's equipped with a Cummins 350 cu. in. engine and a 10-speed Road Ranger transmission. I haven't had it stuck yet. I had to raise the cab and front fenders 8 in. so the engine would fit. I also had to lengthen the hood 1 ft., remove the winch on front, and move the radiator up to where the winch had been. It's rated to haul 27 1/2 tons without pulling a trailer and is equipped with big 14.00 by 20 tires so I can go through deep snow or mud without having to use tire chains.

The middle truck in the photo is a 2 1/2-ton Reo. The original Continental gas engine wore out so I replaced it with an engine out of a military surplus Case loader. It's a lot more agile than the other two trucks and has a lot of power. I like it the best. It has a live tail roller in back equipped with a winch to haul big objects up onto the bed. The bed is 10 ft. wide so I can haul two rows of round bales or big square bales without having to use any racks.

I repowered the smallest one (the 4-WD) with an International 345 cu. in. V-8 propane engine. It rides rough, but is a good, tough feed truck. I made a propane carburetor out of a length of PVC pipe that works fine.

I use a Farmhand 656 loader to load round bales or ear corn onto the trucks' flatbed decks. One way I feed them out is using a sledge hammer to drive a stake through the center of the bale, then hook a chain onto each end of the stake and pull it with a truck to unroll it until it's small enough that I can unroll it by hand.

I use my Hydro IH 100 tractor equipped with a Great Bend 800 front-end loader to haul 1-ton square bales. However, I kept breaking up the front wheels, spindles, and hubs so I replace the original front wheels with big 8.25 by 20 tires whenever I need to haul the big bales. The original wheels had a 6-hole bolt pattern but the bigger wheels had a 10-hole bolt pattern. I solved the problem by knocking the centers out of the Chevrolet truck wheels and moving them to the side of the rims as far as possible. Then I welded up the holes and drilled new ones. The bigger tires roll much easier and don't put as much pressure on the spindles as the smaller tires, which tend to sink into the ground more and push harder. (O.J. Hanson, 1145 Mayoworth Rt., Kaycee, Wyo. 82634 ph 307 738-2215)



I've come up with a cheap and effective trap for yellow-jacket and ground wasps. I cut the upper third off a 3-liter clear soda container and remove the cap, then turn this "funnel" over and insert it back into the container. Whenever I locate a bee nest, I mark the nest so that I can find it at night. I place the container upside down over the entrance hole to the nest. I do this at night because that's when all the wasps are bedded down. When the wasps fly out of the nest in the morning, they enter the inverted funnel and get caught in the upper part of the container.

I used the trap on five different yellow jacket nests with great success. I trapped so many yellow jacks from one nest that the bees almost filled the container up to the funnel mouth.

Another idea I've had is using discarded carpet from a local carpet laying business to put my garden to bed in the fall. I place 5 in. of leaves, mulch, and paper mix on the ground on top of any existing vegetation, then lay the carpet over the mulch. Any rain that falls goes right through the carpet and stays under it with no appreciable evaporation. It doesn't take long before there's a tremendous population of earthworms under the carpet. They turn all the vegetation into mulch by spring. In the spring you can cut holes in the carpet to plant tomatoes or other plants, or you can take the carpet off. (Daniel J. Krenzler, 510 Elizabeth St. N.E., Cullman, Ala. 35055)

I have designed a fitting to fit into the top of a 5 gal. bucket (the ones with a pull-up spout) that allows you to hook a 1-in. hose up to it. The fitting's made out of PVC with a 1-in. hose barb on it. We mount the buckets horizontally behind our spray tanks on our tractors. We drill a 1/4-in. hole in the top of the bucket for a vent, then we run a 1-in. hose to the front of the spray tank where it connects to a 3/4-in. pipe nipple that's welded to the frame at the front of the tank. A garden hose type water faucet is screwed to the other side of the nipple. I fill the 5-gal. bucket through the faucet using a double female garden hose fitting. This setup gives us clean water at all times to wash off after cleaning nozzles, etc. (Bruce Gamble, Gamble Machining, Rt. 1, Box 173, La Feria, Texas 78559 ph 210 797-2858)