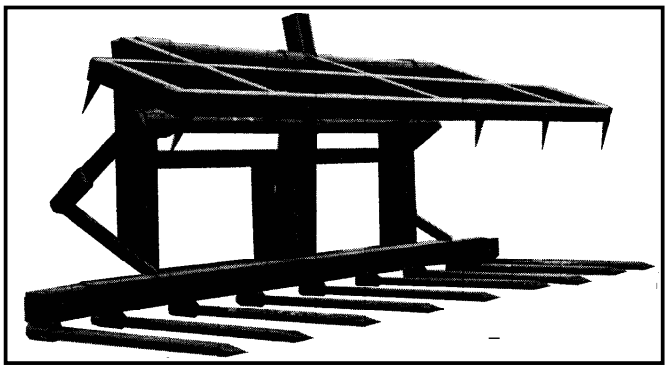


Top of fork can be opened to a vertical position, increasing capacity and versatility.

"The Last Hay Fork You'll Ever Need"

"It handles hay bales of all shapes and sizes as well as loose hay," says inventor Leonard Weiss about his new Weiss Master Hay Head.

Key to its success is that the top fork is a hay grapple that can be opened to a vertical position, increasing capacity, Weiss says. It'll hold up to 12 small square bales, one big square bale, two big round bales, and more than a ton of loose or loafed hay at a time, he says.

The new grapple fork is 109-in. long, 44-in wide and 44-in. high. Jaws open to a maximum width of 56 1/2 in. and maximum capacity is 4,400 lbs. It weighs 967 lbs. and requires 1,500 psi's hydraulic capacity on the tractor to operate. Quick-taches to any loader.

Sells for $3,620. (Heavier-duty industrial model also available).

Contact: FARM SHOW Followup, Weiss Master Hay Equipment, 14089 Hwy. 71, Brush, Colo. 80723 (ph 970 842-5663).

Frost-Proof Electronic Rain Gauge

New electronic rain gauge lets you see how much it has rained without leaving your home.

The Rain-O-Matic is accurate to within 1 percent, empties automatically, and is frost-proof so you can leave it outside all year long, says Husson Inc., Racine, Wis. It consists of an outdoor rain collector connected by cable to an indoor, battery-operated monitor. The collector can be placed anywhere from 25 to 300 ft. from a building. The inside monitor shows how much rain has fallen at any given time in .10 increments.

The collector is self-emptying to protect it from frost damage. A spoon automatically tips and empties as soon as it receives 1/10 of an inch of rain and transmits a signal to the counter.

Rain-O-Matic is frost-proof so you can leave it outside all year long.

Sells for $69 including battery and 33 ft. of cable.

Contact: FARM SHOW Followup, Husson Inc., 230 Old Pine Circle, Racine, Wis. 53402 (ph 414 681-1960).

Rebuilt Ford Tractor

"When I decided to put a new engine in my 1950 Ford 8N to gain extra power, I first thought about the Ford flat head V-8 conversion kits I had heard about but I didn't know where to get a kit," says Wendell Jacobson, Erie, Colo.

"I wanted to keep the hood in the same location and everything else original except the engine. Not knowing where to start, I went down to a local junk yard and started looking at engines that would physically fit without creating a monster. It didn't take me long to realize that most engines I looked at would fit, but some would require a lot more work than others. I finally found a 1973 German Ford V-6 engine that would work.

"I knew it wouldn't be easy but I was certain I could get the job done. I was more concerned whether or not it would still look like an 8N when I finished.

"I paid $100 for the engine, whichs turned out to be a 2.6 liter engine built in Germany and that it was a special model that was only built for 6 months. That created a problem finding parts.

"I first had to make an adaptor that would match the engine to the original bell housing. To do this, I used three 1/2 in. steel plates - one was configured to mount on the engine, the other to mount on the bell housing, and the third to mount between them

Ford 8N repowered with 1973 Ford V-6.

and to act as a spacer. They were all cut out on a programmed plasma cutter, so they fit together tight and clean.

"Since the 8N uses the engine and engine oil pan as a supporting member for the front axle, I fabricated a new oil pan out of 1/4 in. steel plate that would bolt to the engine and also to the front axle support housing. I had to raise the engine up 2 in. to make clearance for the fan and water pump, make a different gas tank, and make a number of other modifications to make everything fit. I also had to remove the many pollution devices on the engine.

"The first time I put the engine in the tractor it went together like a Swiss clock. The exhaust goes down and under the rear axle with 23-in. glass packs on either side."

Contact: FARM SHOW Followup, Wendell Jacobson, 2096 WCR 12, Erie, Colo. 80516 (ph 303 828-3280).

Fry designed the first livestock trailer for an FFA project and now builds them to sell.

New-Style 5th Wheel Stock Trailer

"It holds more cattle than other 5th wheel trailers of its size because it's 14 in. wider inside," says Kevin Fry, Diamond, Mo., about the new-style livestock trailer he built last year as a FFA senior project.

The 50-ft. long all-steel ground-load trailer went on to win a grand champion prize at the Missouri State Fair last summer. Now Fry, 19, has started building the trailers to sell.

He built his original unit in about six months out of a stripped down refrigeration trailer.

"I tore the left side of the trailer off to use for the top of the new trailer and discarded everything else except for the 7700 Hutch running gear and front grid section," he explains. "My dad, John Edwards, and I next came up with a new design for the bottom of the trailer. There are no I-beams underneath it. It has top and bottom cross members to hold the self-supporting treadplate floor. The design gave us an inside width of 100 in. from a total outside width of 102 in. Inside width on most commercial trailers like this is only 86 in."

Fry made vertical side supports out of 1 by 2-in. steel tubing and fitted them with commercial steel slats. He mounted new 22.5 Low Pro tires on the running gear's original rims.

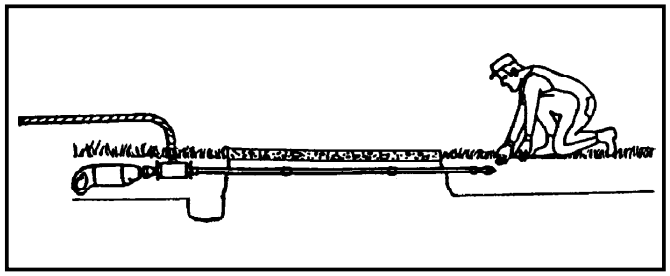
The trailer weighs 13,500 lbs, surprisingly little given its all-steel construction. In comparison, a 40-ft. steel gooseneck typically weighs about 12,000 lbs. The original refrigeration trailer weighed 16,800 lbs.

A trucker who's pulled the original trailer thinks the design will be very popular.

"It pulls as straight as a string," says Rick Newman, Carthage, Mo. "Kevin did a really outstanding job."

Fry sells trailers for about $17,000.

Contact: FARM SHOW Followup, Kevin Fry, P.O. Box 448, Diamond, Mo. 64840 (ph 417 325-4455).



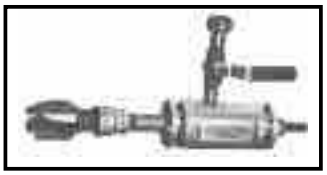
Digger burrows under concrete driveways and pads up to 60 ft. wide.

Water-Powered "Earth Borer" Runs Pipe, Wiring Under Driveways

You can lay cable or pipe under sidewalks, driveways, or any concrete pad up to 60 ft. wide with this easy-to-use new earth boring tool that simply requires a 1/2-in. electric drill and water from a garden hose.

The digger bit screws onto the end of a piece of 3/4-in. dia. galvanized water pipe. Water from the hose flows out through the bit and the drill turns it. You simply add additional lengths of pipe as needed. When you've tunneled all the way through, you remove the bit and attach the line that you want to install - whether it's PVC, poly or galvanized pipe, conduit, or flexible cable - to the bit end of the drill pipe. Then as you pull out the drill pipe you pull the material through the hole toward you.

"It eliminates the drudgery of digging and backfilling and the need to tear up concrete, asphalt, etc.," says Jim Hill, owner. "It works in sand, sandy loam, clay, gravel, and even compacted fill and is small enough to get into tight places. A 2-in. dia. hole can be drilled up to 60 ft. long. You can drill about 1 ft. per minute so it takes only about 20 minutes to bore under a 20-ft. driveway. The water lubricates the self-sharpening bit and helps wet the soil ahead of it. The wet soil lets rocks wiggle back and forth so that the bit can jiggle them out of the way. Bits are available in 2 and 3-in. dia. sizes. We also offer a 4 3/4-in. backreamer to make bigger holes. You make a hole with the bit, then replace it with the backreamer and pull it back through the hole.



Digger bit screws onto end of water pipe (left). Water hose screws onto fitting (top) and drill provides the power (right).

"The unit can be positioned at any angle and bore in any direction - horizontally or vertically - with accuracy. Some people have even used it to dig sandpoints for wells."

Sells for $240 equipped with a 2-in. bit.

Contact: FARM SHOW Followup, Borit Mfg. Co., One Rainbow Canyon, Box 748-30 Encampment, Wyo. 82325 (ph 800 591-7500).