

“No Hydraulics” Barrel Grabber

Moving big barrels around is an easy job with this new universal attachment called the Barrel Grabber, designed to mount on a skid steer loader. Inventor Bob Bork says the patent pending Barrel Grabber is designed to lift, transport, stack or unstack, and pour. It uses heavy duty hinged wings that lock onto barrels by use of gravity.

“It works without hydraulics, or springs, which keeps the cost down,” says Bork. “Works great on both plastic and metal barrels – 30 or 55-gal. - but you can also use it with a variety of other containers including bins, garbage cans and plant pots.”

The Barrel Grabber uses hinged orange metal brackets with a radius cut out between them that match the size of the barrel. Another set of 3 yellow hinges can be flipped inward to reduce the radius size in order to handle smaller barrels.

Two models are available. One quick-taches to the skid loader arms and the other slides onto a set of forks. Only the quick-tach model can be used to pour. “The combination of 2 different size hinged wings lets you handle 3 different size barrels,” says Bork.

To use, the operator lowers the hinged orange wings over the top of the barrel until the wings pass over the desired ring on the

barrel. The wings will fall down, and then automatically lock in place as the operator raises the Barrel Grabber.

To release the barrel, he tilts the Barrel Grabber downward while backing up the skid loader, allowing the hinges to automatically open up.

A winch and 4-in. wide tie-down strap, bolted into one corner of the Barrel Grabber’s frame, are used to pour. The operator wraps the strap around the barrel in a figure 8 design, hooking the strap up to the opposite corner of the frame. A metal rod is then used to tighten the strap.

“It works good. I haven’t found a barrel yet that it can’t pick up,” says Bork.

Bork is looking for a partnership with an established company to market and manufacture the Barrel Grabber. He expects it to sell for about \$500 to \$600.

You can watch a short video of the Barrel Grabber on YouTube at www.farmshow.com.

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Barrel Grabber uses heavy-duty hinged metal wings to lock onto barrels by use of gravity. Wings automatically lock in place under barrel ring as operator raises unit. Another



Winch and tie-down strap, bolted into one corner of Barrel Grabber’s frame, are used to pour. Strap wraps around barrel in a figure 8 design to keep it secure.



Glenn Buxengard installed a Chevy 350 cu. in., V-8 engine in his 1937 Farmall F-30 tractor. “There were a lot of challenges in making the conversion,” he says.

Farmall Repowered With Chevy Engine

“I bought a 1937 Farmall F-30 tractor minus the engine for \$175 and then installed a Chevy 350 cu. in., V-8 engine that I had previously rebuilt. There were a lot of challenges in making this conversion,” says Glenn Buxengard, Spring Grove, Minn.

The new engine has about 100 more hp than the original one. “The engine really gets hot,” says Buxengard.

To fit the engine into the tractor frame, he had to discard the fuel pump and install an electric pump and a mini starter. He also bolted the Chevy clutch and bell housing to the Farmall transmission. “I cut a 1-in. thick donut out of some plate steel, welded the donut to the plate, and installed a sealed bearing. Then I hooked up an input shaft from a Chevy manual transmission and ran a short driveshaft to the Farmall transmission,” says Buxengard.

The fan on the V-8 engine sat lower than the Farmall’s radiator and was therefore inadequate. “I tried using an electric fan to cool the radiator, but it didn’t have enough capacity. So I built a tower out of 1/4 by 1 1/2-in. strap iron and installed the Chevy fan with bearings, then ran a belt to the tractor’s crankshaft pulley,” says Buxengard.

He couldn’t find a step-up transmission, so he made one using the input shaft above the tractor’s driveshaft, with no. 60 roller chain and sprockets running a shaft under the tractor that hooks up to the pto. “I leave



He installed chrome pipes on both sides of the tractor, fastening them to manifold headers turned upside down.

the transmission in neutral and shift the pto in gear to put it in road gear. One time I revved it up to 3,000 rpm’s and went 30 mph, but I didn’t dare open up any farther,” says Buxengard.

He installed chrome pipes on both sides of the tractor, fastening them to manifold headers that he turned upside down. “I bought the headers from a company that specializes in race cars. I had to turn the headers upside down so I could extend the pipes upward instead of down,” explains Buxengard. “I installed homemade baffles inside the pipes to reduce the noise level, but if I open the throttle up the engine still really makes a lot of noise.”

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Farmall H Repowered With IH V-8 Truck Engine

“I get a lot of compliments on it wherever I go,” says Larue Latimer, Hartville, Mo., who repowered his 1940 Farmall H with the 304 cu. in., V-8 engine out of a 1975 International 1-ton pickup. The tractor still has its original 5-speed transmission.

The tractor rides on new Firestone 13.6 by 38 tires on back and 6.00 by 16 tires on front. It has a custom automotive paint job and new decals, custom lights, and a tachometer. Latimer painted the engine red, added a chrome breather and accessories, and painted the wheel rims with automotive silver.

“Even though it has a truck engine, it’s still an all IH tractor,” says Latimer. “The new engine has 8 cylinders and exactly twice as many cu. in. as the original one. You can see the valve covers sticking out from under the hood, but people don’t realize what the entire engine looks like until I lift the hood and they see the chrome breathers and trim.”

Latimer already had the engine, which he bought as a backup for his combine. “I needed to sell it or do something with it, so I decided to buy a 1940 Farmall with a burned-out engine for \$200 from my cousin,” he says.

He wanted to keep the tractor looking as natural as possible and close to its original length, so he set the engine as far back as he could. “The tractor is only 2 7/8 in. longer than before, so when I bring it to shows most people don’t even notice the difference,” he says.

He started out by splitting the tractor in half. The new 8-cyl. engine was wider than the original 4-cyl. so he split 2 different sets of frame rails, “V”ing them toward the back and bringing them out to the side far enough to make room for the engine. He also had to lengthen the steering shaft and the hood.

Latimer kept the tractor’s original flywheel, clutch, and pressure plate. He cut down the flywheel on back of the engine and built an



Larue Latimer repowered his 1940 Farmall H with the 304 cu. in., V-8 engine out of a 1975 IH 1-ton pickup.

adapter bracket to attach the flywheel to it. He made a 3/4-in. thick adapter plate and installed it at the back of the rails to help support the weight of the big engine. A local shop made an adapter plate to connect the engine to the transmission. He also installed an electric fuel pump and a remote spin-on oil filter under the engine.

“I made a lot of careful measurements to make sure everything lined up before I built it, so I spent a lot of time taking things apart and putting them back together before I got everything to work right,” he says.

He turned the engine’s original exhaust manifolds upside down, then built a set of straight pipes out of galvanized exhaust tubing with weather caps.

“The engine sounds mellow and doesn’t make a lot of noise. People can’t believe how smooth it runs,” says Latimer. “I made a lot of changes to the back of the crankshaft so I had the shop externally balance the engine so it wouldn’t shake itself apart. If I lay my hand on the side of the tractor, I can hardly feel any vibration at all,” he notes.

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