



it can be flipped out of the way.

It lets you plant more acres with fewer stops and makes it more practical to apply dry fertilizer. It's ideal for ridge and no-till farmers who put more fertilizer in the row because they can't broadcast it and work it in. Dry fertilizer hoppers on Deere planters have limited capacity. For example, we're able to almost double factory capacity on a 6-row 7000 to 3,000 lbs. with the Profit Hopper. Hopper extensions for a 6-row Deere 7000 sell for \$1,750 (**Brian Plipho, Plipho Implement, Inc., Rt. 2, Box 2A1, Sumner, Iowa 50674 ph 319 578-3375**).



Our new round bale feeder handles 6-ft. bales and is designed to keep cattle from wasting hay. Plastic panels are bolted onto the upper part of each side which forces cattle to eat the lower part of the bale. Any hay that cattle drop falls into a 3-ft. wide trough instead of onto the ground (**Mayer's Mfg., Box 9, 337 W. Main St., Richmond, Minn. 56368 ph 612 597-3435 or 612 548-3434**).



We've been doing a tremendous business over the past two years with our new Commander rubber-tracked crawler-loaders. The rubber tracks are mounted on a specially designed undercarriage. Each track rides on three sets of polyurethane wheels, with steel centers. In slippery or muddy conditions, the rear sprocket drives the track. Driving a rubber track on rubber wheels produces a smooth, quiet ride that allows speeds up to twice as fast as steel tracks when combined with other inherent design characteristics it provides a much improved cycle time as well as faster ground speeds. A patented track tension system insures consistent track pressures through a cylinder tension device and further reduces the possibility of throwing the track. We offer two models. The 4200 model has a 9-in. wide, 40-in. long track and is only 45 in. wide which makes it compact, highly maneuverable, and easy to operate inside hog confinement buildings. Model 12000 has a 17-in. wide track and is 68 in. wide. Both models can turn in their own circumference and offer left hand directional control and a right hand joystick for operating the lift arm and bucket. There are no foot pedals to coordinate.

Our design offers a lower center of gravity in a machine that is designed from the ground up to be a crawler-loader. Designs that call for a track-over-tire concept will provide more traction but will not change center of gravity and handling characteristics like that of a

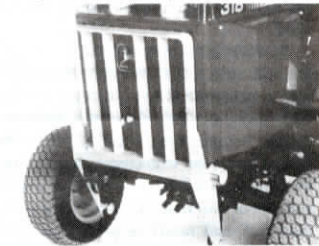
crawler-loader. Should you have any tire problems on the skid steer, down time for repair can be a major problem.

The combination of the rubber tracks and other features allow our crawler-loaders to outperform all other types of skid steer loaders by at least 30%. The hydraulic oil reservoir and fuel tank are part of the frame so they're more compact than a conventional skid steer loader and have a lower center of gravity for better stability. The horsepower to weight ratio is also a lot higher.

The crawler-loaders are manufactured by Hydra-Mac, Inc. and sold by Power Equipment Corporation. Model 4200 is available with either a 3-cyl. 34 hp Isuzu engine (sells for \$17,600) or a 4-cyl. 37 hp Kubota engine (sells for \$18,200). Model 12000 comes with a 6-cyl. 107 hp diesel Isuzu engine and sells for \$53,900 (**Gary Flynn, vice president, Hydra-Mac, Inc., 1110 Pennington Road, Thief River Falls, Minn. 56701 ph 218 681-7130**).



I'm sending you a photo of my trailer-mounted log loader that I built out of scrap metal. It'll load from either side. I can use it to reach logs 15 ft. from the center of the trailer. I can haul two cords of 8-ft. long logs. I can also haul longer logs (**Albert Murray, Rt. 1, Pettitcodiac, New Brunswick, Canada E0A 2H0 ph 506 534-2434**).



Our new lawn tractor bumpers prevent damage to Deere 300 series lawn tractors and most Cub Cadets. The Deere bumper (shown) also fits some of the older 110, 140 and 200 series lawn tractors. The bumper simply snaps into place without hardware and doesn't interfere with the mower. It's made from heavy duty steel and coated with a yellow enamel paint. The Cub Cadet bumper fits most newer models and is painted with a black glossy finish.

The Deere bumper sells for \$74.95 and the Cub Cadet bumper sells for \$54.95 (**K & R Distributing, Inc., 1404 W. Church St., Marshalltown, Iowa 50158 ph 800 383-3908**).



I built this garden tractor from a 1940's-era Massey Harris 20 and use it to pull a potato digger equipped with a pto-operated vibrator that leaves the potatoes on top of the ground. I cut 1 ft. from each end of the tractor frame so the tractor would turn shorter. The tractor's original engine had seized up so I replaced it with a 23 hp Wisconsin 4-cylinder gas engine that I already had. The engine ran too fast so I used three belts to reduce its speed. I also installed a hydraulic pump (salvaged from an old Case combine) next to the engine which I use to raise or lower the

3-pt. hitch. I built the hitch from scrap iron. I use a steel rod that controls the hydraulic pump and to operate the 3-pt. I used a steel shaft and two lengths of angle iron to build the 3-ft. long pto shaft. The pto shaft chain-drives a gearbox removed from an old swather which drives the pitman arms on the shaker (**Herman Ulrich, Box 1, Lampman, Sask. Canada S0C 1N0**).

I have an International 706 Farmall equipped with a gas engine that I would be interested in repowering with a Deutz air-cooled diesel. Have any of your readers ever put a Deutz engine in an IH tractor? (**Peter Dittner, Lacona, Iowa 50139**).

To the man who said (Vol. 16, No. 1) that his "best buy" 1950 Ford 8N tractor has 20,000 hours, I would like to ask "What church does he go to?" I owned one for many years and had to overhaul it every year. The pistons and rings wore out causing it to use lots of oil. It was a very light duty tractor that tended to wear out in a short time if it was ran hard. (**Robert Rottinghaus, 4121 S. Canfield Rd., Jesup, Iowa 50648**).

I'd like to know who breeds Mulefoot hogs. I recently heard about them and would like to buy some. (**Wesley Murphy, 12820 W 1000 S, Seymour, Ind. 47274**).

Editor's Note: Mulefoot hogs are an old breed that was popular in the early 1900's but now are almost extinct, according to Maureen Neidhart, editor of Rare Breeds Journal magazine. Mulefoot hogs don't have split hoofs like normal breeds. Instead, the two toes on each hoof are fused together. The animals are mostly black with longer-than-average hair and ears that stand up. They're a lard-type hog that gets fat quickly, which at one time was a big advantage but is now a drawback. Neidhart at one time owned several Mulefoot hogs but recently sold them all. She bought her mulefoots from Emmett Brislaw, Oshoto, Wyoming. He still breeds Mulefoot hogs and is trying to preserve the line. According to Brislaw, there was a Mulefoot registry in the early 1900's but it was destroyed by fire. He says some Mulefoot hogs run wild in Oklahoma and Arkansas but have crossbred with other breeds.



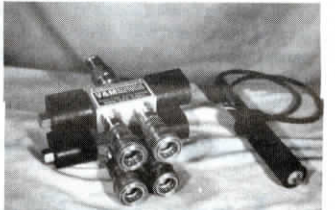
We use a sink plunger to start water flowing through 4-in. dia. gravity-flow irrigation pipes. My father came up with the idea years ago. He passed away in 1984 so I don't know where he got the idea but we've used it ever since we first purchased 4-in. tubes, which were too large to get started with our hands. Someone told us to use a 5-in. rubber ball but that was hard to hold onto when it got wet. The plunger's handle is easy to hang onto plus you can stick it through your belt loop to carry around when you're handling loads of pipe.

To make the idea work, you buy a plunger slightly larger than the diameter of the tube and then turn it inside out to shove down into the tube. The plunger has to be smooth inside to set the pipe so don't buy one with a rough inner lining. As far as I know, there's no tube setter on the market that works better. (**Gary Duspiva, 25050 Pet Lane, Parma, Idaho 83660 ph 208 722-5304**).



Olson Tire Company retreads worn tractor tires, saving farmers over half the cost of new tires. We have been featured in past issues of FARM SHOW and would like to update your readers on our latest new products.

Our tread design is very close to original equipment Firestone tires. Many farmers tell us they wear better than new tires. We're equipped to retread sizes 18.4-34, 16.9-38, 18.4-38, 20.8-38, 18.4-42, 23.1-34, 24.5-32, and 30.5-32. Olson Tire now has front end assist molds in sizes 14.9-26, 14.9-28, 14.9-30, 16.9-24, 16.9-26, 16.9-28, and 18.4-26. We retread bias ply or radials. We will pay up to \$120 freight one way on four or more tires, or give you the freight allowance if you bring them in. We guarantee the cap and casing against defects in workmanship and materials pro-rated over a 4-year period. Turn-around time to do a set of tires is about three days after they arrive at our plant. Or, we can exchange casings and sell you retreads already made up. You can also make an appointment and bring your tires in and we'll do them while you wait. (**John Olson, Olson Tire Service, 704 E. Pickard, Mt. Pleasant, Mich. 48858 ph 517 773-7978**).



We've had tremendous response from FARM SHOW readers who've read past articles about our hydraulic outlet "multiplier" that lets you run up to five hydraulic circuits from a single set of outlets using a push-button control that slips over your tractor's existing hydraulic lever.

We'd like to introduce you readers to our latest product, the "Add-A-Valve" which adds one hydraulic remote outlet to your tractor for only \$299.95 (plus freight). It has 15 gpm flow per outlet and is controlled from the cab with our control grip that mounts on your hydraulic remote lever. The Add-A-Valve works on open or closed center hydraulic systems and installs by simply "plugging" it in to your existing hydraulic remotes - if they are strong enough. (**Lee Chedester, V&M Inc., 700 E. 50th St. N., Sioux Falls, S.Dak. 57104 ph 800 648-6507 or 605 332-2481**).



North Dakota rancher Clarence Erickson of Sheyenne built this lightweight calf cart to transport calves back to the yard. It's made of 3/4-in. pipe with several "T" and 45° fittings. A pair of combine pickup wheels serve as wheels. The two saddles are curved strap iron with bolting riveted on. Top pipe is 27 in. off the ground. (**Heather Thomas, Box 215, Salmon, Idaho 83467**).