

If you're looking for new ways to add to your bottom line, take a look at the money-making ideas featured here and on the next page.

If you've found or heard about a new income-boosting idea, we'd like to hear about it. Send details to: FARM SHOW Magazine, P.O. Box 1029, Lakeville, Minn. 55044 (ph 800 834-9665) or email us at: editor@farmshow.com.



English Longhorn cattle have horns that curve down around their face. The animals were popular with early settlers, but are now rare.

Rare English Longhorns Making A Comeback

While Texas Longhorn cattle entered the U.S. through the Southwest, English Longhorn cattle landed in the East from England as early as the 17th Century. With horns that curve down around its face, the English Longhorn has unique characteristics that made it popular with early settlers.

But don't be surprised if you have never seen one or heard of them. There are only about 40 of them in the U.S.

The main herd is in Virginia, and several others are part of the collection of heritage breeds at Conner Prairie in Fishers, Ind., a non-profit outdoor living history museum with educational and entertainment programs.

As livestock manager, Kevyn Miller is an enthusiastic supporter of preserving the English Longhorn and other rare, heritage breeds. Besides caring for the cattle, he has learned how to work with them and participate in 1836 reenactments using the steers to pull an oxcart.

"They were here in the 1600's to early 1800's. They did go extinct in the U.S. and were brought back as exotics," Miller explains. "We want to raise them and show what we started with. This was a multipurpose animal before we specialized."

Used for work, milk and meat, the breed is hardy and self-sufficient. Despite the threatening appearance of their horns, English Longhorns have an easy-going gentle nature and are very intelligent.



Several English Longhorns are part of the collection of heritage breeds at Conner Prairie in Fishers, Ind., a non-profit outdoor living history museum.



About 4 years ago Jon Nelson bought a WWII era Jeep, fixed it up, and sold it for a profit. He has sold another dozen replica Jeeps since, with others going for parts.

He Gives Old Jeeps New Life

Jon Nelson turns post WWII civilian Jeeps into replicas of the legendary WW II Willys M3B Jeeps. He looks for the old, flat fender, CJ2 civilian Jeeps on the internet or hears about them by word of mouth.

"The 60 hp., 4-cylinder, flathead gas engine is simple to work on and tough as nails," says Nelson. "If you have spark, some compression and gas, they'll run forever. The challenge is finding them. There are fewer every year." Often times the engine is frozen from sitting around for years. To unfreeze an engine, Nelson likes to use diesel fuel in the cylinders. "It works slow, but if they break loose, they are oiled right away," he says.

He suggests hanging a pail of rocks on the end of a 10-ft. pipe attached to the crank. "Leave it there to pull steady for a few days, and then if you're lucky, one day the bucket will be on the ground," says Nelson.

Occasionally he does have to add a set of piston rings. To create the replica WWII look, tailgates are replaced with steel plates, and the spare tire is moved from the side to the back. The big enemy is rust. It takes a lot of sandpaper, wire wheels, and his secret weapons, toilet bowl cleaner and water.

"The cleaner eats the rust away," says Nelson. "I'll stick moving parts that are rusted up in water for a day, and that frees them up."

Nelson, a self-described "wrencher" since high school, has bought and sold cars his entire life. For a number of years he restored tractors, but it was hard to make any money on them. A little over 4 years ago, he bought a WWII era Jeep, fixed it up, and sold it for a profit. He's sold another dozen replica Jeeps since, with others he has purchased going for parts.

"I've got 3 that I bought recently, and 2 may get restored," he says.

Sometimes the right parts make the Jeep worth buying, explains Nelson. In one case,

a seller told him about a Jeep that had been in storage for 26 years. In fact, the back half had been "stored" in a creek and was terribly rusted. The front half was in better shape as it was sticking out of the water.

"I bought it because it had the original 16-in. wheels on it," says Nelson. "They're hard to find because most people switched to 15-in. rims so they could use car tires."

Nelson carefully goes through each Jeep he plans to sell to be sure it is safe to drive. He makes them as authentic as possible, even welding on handholds around the body of the Jeep. They were commonly added during the war so soldiers could help pull a stuck Jeep out of the mud.

His replica Jeeps have been shipped to France, Norway, England and Mexico, as well as around the U.S. He has purchased Jeeps and parts from Michigan to the west side of the Rockies and from Canada to Oklahoma. He's still looking.

"If FARM SHOW readers have an old Jeep to sell or know of one or even just parts, give me a call," says Nelson. "I'm always looking."

What he pays depends on the condition. Purchase prices generally range from \$800 to \$2,000, with the high end being for one in pretty good shape.

"I just paid \$400 for one, but it had a wood top that looked like heck, the motor was frozen so it will take a lot of work," says Nelson.

Most restored WWII Willys Jeeps sell in the \$7,000 to \$9,000 price range, but that too can depend. "Back in February a nice one with a trailer sold for \$21,000. I just sold one with a trailer that was even nicer, and it only brought \$9,000."

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Nelson finds old, flat fender, CJ2 civilian Jeeps and turns them into replicas of the legendary WWII Willys M3B Jeep.