

Made It Myself

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The Ultimate "Heavy Chevy" Pickup

Dozens of major and minor modifications went into the building of Glyn Lewis's "heavy Chevy" pickup built out of a 5-ton truck.

"It took years to get it the way I wanted it," says Lewis, who runs a Caledon, Ontario, dragline service. "I don't think I'd ever attempt such an ambitious project again. It was interesting and often frustrating, too."

Lewis mounted the body of his 1966 GMC 1/2-ton pickup on the frame of a 5-ton Chevy C-65 truck. He installed a rebuilt 4-71 Detroit diesel engine, which had 200,000 miles on it, using hockey pucks for motor mounts.

"It rolls along nicely at 55 mph at about 1,500 rpm's," Lewis says. "It has the capability of going 92 mph, but I'm not interested in collecting speeding tickets. I've had it up to 75 mph a couple of times myself so I have no doubt it'll do 92 mph."

Not bad for a 1/2-ton truck boasting a 1-ton engine under its hood.

Installing the engine required major rebuilding of truck frame and body.

The C-65 truck frame was fitted with a new crossmember to support the engine. "I positioned the new frame right behind

the truck, then slid the cab, home-built box and fenders back onto it and bolted them down," he says.

After a hole was cut in the firewall to accommodate the engine's big bellhousing, the diesel was bolted in place. (Six layers of carpet over the firewall and strips of thick rubber conveyor belt for floor mats help keep the cab quiet, Lewis says.)

The engine is coupled to a Clark automotive-size 280-V 5-speed transmission with 5th gear overdrive. The engine flywheel was retapped for a 13-in. dia. single plate clutch, instead of the truck's original industrial-size clutch.

Completing the drivetrain is a Dana 60 3/4-ton rear axle with faster, 3:73 ratio. It's driven by a custom-built driveshaft.

The truck's front axle is fitted with 8.25 by 20-in. tires. To mount the same size tires on the rear, Lewis had to have 20-in. rims built for the rear axle. He had 9/16-in. plate welded in the center of the rims and stud holes bored.

The big tires and brake drums and shoes off the C-65 required a dual master brake cylinder instead of a single bore cylinder. "Step on the brakes too hard and you'll go right out through the windshield over the



hood," he notes.

The 2-way hood can be opened front to back like a conventional pickup or flipped up from in front of the windshield. The double-hung hood was necessary to provide easy access to the big engine without changing the looks of the pickup body. The hood and fenders flip forward on a hinge made of pipe fitted about 2 in. above the frame rails.

The two-way design hood required mounting the special-made radiator (with water outlet on the bottom facing front) on a separate frame. That way, the radiator stays in place when the hood flips forward.

The box and fenders were custom-built along with the exhaust system. Lewis made a muffler out of an air brake tank off an old semi. Baffles were welded inside and the muffler was mounted under the cab. Pipe and square tubing direct exhaust fumes out store-bought 3 1/2-in. dia. chrome twin

stacks, one on each side of the cab.

A power steering unit from an old IHC truck replaces the original manual steering. The power steering unit mounts in a special bracket on front of the engine.

The pickup's dashboard was retrofitted with Stewart and Warner gauges.

Lewis says the pickup gets 22 to 24 mpg, even though it weighs 7,400 lbs.

"If anyone's planning a repower job like this, you can probably figure it'll end up costing three times what you expected," he says. "Between this project and the original repower - I installed a 3-71 Detroit Diesel in the truck first but was unhappy with the results - I've spent well over what a new pickup would have cost, but I've got one of the most unique vehicles on the road."

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"Boar Buddy" Better Than Store-Bought

"I really don't know why, but it works better than some commercial models you'd pay \$400 or more for," says Ralph T. Oldham about A.I. dummies he makes out of old tires mounted on wooden stands.

Called the "Boar Collection Buddy," Oldham's dummy won the \$1,000 first prize in the World Pork Congress Inventions Contest sponsored by the "National Hog Farmer" and National Pork Producers Council.

The Louisiana pork producer got the idea for a more effective dummy after he began A.I. breeding a few years ago.

"At first we constructed dummies out of water heaters, pipe, planks and PVC

pipe," he explains. "They all looked good to us but boars refused to mount them. We eventually purchased a rather expensive commercial dummy, also with unsatisfactory results."

"Then last year on a boar buying trip I noticed two young boars mounting the tires on a skid steer loader that had been left in the pen."

Oldham put together his first Boar Collection Buddy as soon as he returned home.

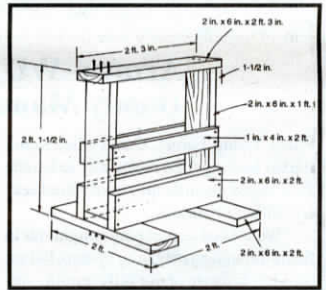
He builds a 2-ft. high stand out of treated lumber and then mounts an old well worn tire on top. Oldham says 24-in. truck tires seem to work best.

"In more than a year's use with over 30 boars, not a single boar has refused to



mount it," Oldham says. "All training usually amounts to is pointing the boar toward it and getting out of the way."

A "Boar Collection Buddy" costs about \$10 to build.



Drawing Courtesy National Hog Farmer

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"Dumpster Wagon" Made From Tank Manure Spreader

A Pennsylvania farmer converted an old liquid manure spreader into a 12-ft. long, 6-ft. wide "dumpster wagon" that works great for hauling logs, round bales, silage, junk, etc. The home-built hauler dumps hydraulically out the back.

"It's handy to use because it's so low to the ground that I can load it by hand or with my skid steer loader," says Scott Dibert, of Bedford. "It works better than my dump truck because the low sides allow me to always see what I'm doing."

The spreader tank originally had a rotor and chains inside to throw manure out the side. Dibert cut the rotor off and took the back end and top half off. He then mounted a 30-in. long hydraulic cylinder off a tractor loader on each side and used a pair of heavy steel rails off an old plow to make an 8-ft. wide hinge point across

the frame about 2 ft. behind the axle. The rails bolt to the brackets originally used to attach the tank to the frame.

"It holds 5 tons. I just flip a lever on the tractor to unload it," says Dibert. "A selector valve keeps both cylinders level when raising the tank on side hills. The axle has a dip that conforms to the bottom of the tank so that even with 20-in. tires it's only about 1 foot off the ground. When I unload, the back end of the tank is only about 3 in. off the ground. It works great for filling in potholes. I just back the tank up and jerk it a little to dump gravel in the hole. I spent only about \$100 to build it - \$50 for the cylinders and \$50 for the selector valve. One problem is that the loader cylinders work too slow."

"I bolted a steel milk carton basket onto the front of the tank to hold gas and oil



when I'm cutting firewood. And I attached a board with slots in it to hold my chain saws."

Dibert also used an old 3-pt. hay rake frame and the teeth off an old pull-type box blade scraper to make a 4-ft. wide grapple fork for his Bobcat skidsteer loader.

"I use it every day. It works better than

conventional bucket-mounted forks because the teeth are much longer. I bought the scraper to clean out manure and didn't need the teeth."

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