

ducers have gotten their start as a result of your articles. Now I'd like to let you know about another interesting animal we've started working with. Boer meat goats have quietly been catching on all over the U.S. and Canada because they're bred to produce a top quality meat carcass on marginal lands. They were developed in South Africa. Male Boers go as high as 370 lbs. and females 235 lbs., even when raised on pasture. Their disposition is very gentle. With the growing numbers of different ethnic groups in the U.S., we feel the market for goat meat will continue to skyrocket. This is not a fad animal but a breed that could boost farm incomes with a minimum of effort. A big bonus is that Boer meat is both tasty and tender as compared to meat from other goats. It's also healthy, with less than half the fat and calories of beef, lamb, and pork. It makes a good cross for an existing herd and the ewes have excellent mothering qualities. They're ready for breeding in 7 months. I'm sending along a photo of one of my rams. He weighed 128 lbs. at 6 months of age when the photo was taken. (Bud Eanes, CRE Boer Goats, P.O. Box 1034, Thomasville, N.C. 27361 ph 910 472-2395)

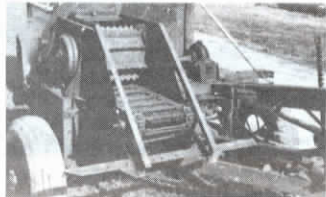
I'd like to build a wood chipper out of a forage chopper chipper. I'm sure that FARM SHOW has had stories about farmers who've done it. Can you help me? (Truman Clark, 194 Montee Clark, Brownsburg, Quebec, Canada)

Editor's Note: Jack Hoffman (Vol. 11, No. 2) made a brush chipper out of a junked



one-row No. 10 IH "direct throw" forage chopper built in the late 1950's. He removed the cutterhead and shroud, then built a frame around the cutterhead and fitted it with 3-pt. mounting brackets and a pto coupler so he can direct-drive it with the tractor pto.

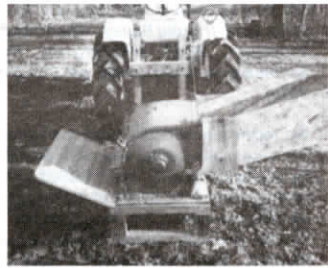
J. E. Williams (Vol. 14, No. 4) of Harrisonville, Mo., modified a one-row Case silage chopper into a "chopper-chipper" that turns brush into mulch. He



removed the row dividers, sickle drive mechanism, gathering chains, and other unnecessary tinwork. He replaced the angle gearbox drives on either end of the conveyor chain shaft (they originally drove the gathering chains) with bearings removed from other parts of the

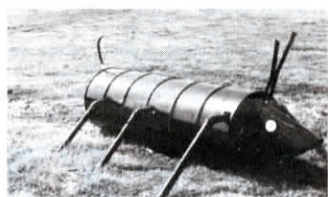
chopper. He also raised up the mounting brackets on the conveyor chain so it runs on the horizontal rather than at a 45 degree angle. The chopping mechanism itself is unmodified as is the blower, which blows chips into a trailing wagon. He powers the wood chipper with a 3-cyl. Ford 4000 tractor.

In Vol. 15, No. 3, Wayne McCuen of Worthington, Minn., described how he used a junked Fox harvester with a reel-type cutterhead to make a wood chip-



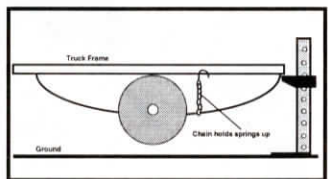
per. It's fitted with a pto shaft from a junked manure spreader. He mounted a wooden chute on the input side and a deflector board on the output side that directs chips up into an enclosed trailer that attaches to a tractor 3-pt.

Thank you for publishing the story on how I mounted a Sound Gard cab off a 1988 Deere 2955 tractor onto my Deere 4020 tractor (Vol. 18, No. 6). I wanted your readers to know that I now have a new address and phone number. (John Atkinson, Rt. 1, Bailieboro, Ontario, Canada K0L 1B0, ph 705 939-1994)



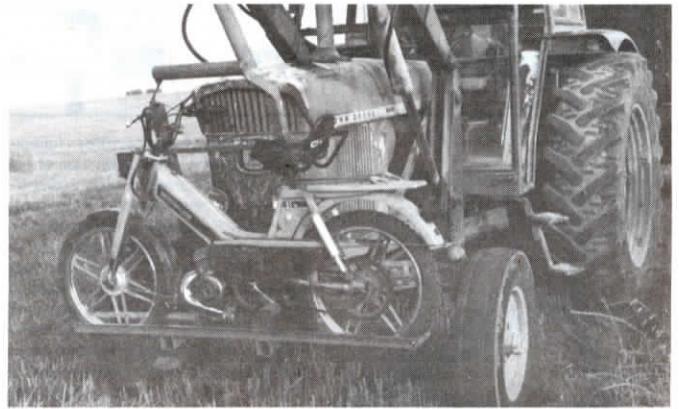
I built this "barrel bug" to promote my used barrel business. It's built entirely of barrel parts except for the PVC pipe legs. The face, antennae, and stingers are made from barrel ends. I could not find black plastic pipe so I covered the legs with black duct tape. It really attracts attention and was fun to build. (Pete Lamp, 2652 E. North St., Kendallville, Ind. 46755 ph 219 347-4775)

I'd like to say how much we enjoy your FARM SHOW paper around this neck of the woods. It's always the main topic at the coffee shop everytime one comes.



I've come up with a simple device to assist anyone who uses a jack-all to change a tire on the back of a pickup. The problem is that as you jack the bumper up the springs hang loose, allowing the tire to stay on the ground till you reach the top notch of the jack. This is a scary situation because the truck can slide sideways or just drop as you take the tire off.

My device is a piece of lightweight chain about 16 in. long with a special hook at one end and a larger loop on the other. Before you start to jack the vehicle up, reach in around the flat tire, slip the chain around the axle, thread the hook through the loop and slip the hook onto the frame. Then, as soon as you start to pump the jack, the



I farm in France and have 50 pieces of land scattered out. Some are several miles from home. It's always a problem at harvest to move all the machinery around. I solved the problem by using steel tubing to make a Moped carrier that mounts on front of all of

my tractors. I bring a tractor and trailer out to the field, then go back to my yard with the Moped to drive the combine to the field. (Eric De Vos, 20 Rue Des Acacias, 28170 Serazereux, France)

chain tightens and the tire lifts up right away.

I've made up several of these chains to sell for \$15 apiece. One older fellow told me he's sure he would have frozen to death one night if he hadn't had my chain. He'd had a flat on a snowy country road where the jack kept slipping. He had my chain in his toolbox. After installing it, he had no problem changing the tire. (W.F. Watt, Box 146, Alexander, Manitoba R0K 0A0 Canada)

The area we farm west of Niagara Falls is becoming very anti-agriculture. Presently the city is being allowed by the Ontario government to dump raw untreated sewage from overflow valves into storm sewers which feed into a spring-fed creek that runs through our farm. They're doing this to avoid flooding of basements in subdivision homes built in landfilled valleys along the creek. At the same time, the government is asking farmers to implement an "environmental farm plan" to protect water in fresh water creeks and streams. In addition, there's an agricultural code of practice which farmers must abide by. But there's no code of practice for the many urban transplants who move into farming areas and are allowed to landfill creeks and floodplains. These urbanites often fill in farm field drainage ditches that run from adjacent farm fields through their properties. We've been on the bureaucratic "merry go round" many times trying to comply with regulations that urbanites who build in the country just ignore. (Peter Grandoni, Rt. 1, 4810 Garner Rd., Niagara Falls, Ontario L2E 6S4 Canada)

I made a cow-calf feeder by cutting a plastic 55-gal. drum in half. Then I screwed one half to a simple metal frame that I welded up with 1/2-in. rebar as legs. Cheap to make and works good. (Jim Stoney, 5484 N. Gonzo Pt., Crystal River, Fla. 34428)

I'm writing to let your readers know that the South Central Threshing Association is holding the first North Dakota Two Cylinder Expo on September 8-10, 1995, in Braddock, N.Dak., in conjunction with our 21st annual threshing show. At the present time we are contacting as many John Deere collectors as possible to bring tractors to our show. Feature tractor will be a perfectly restored 1927 John Deere "D". Also, we will be threshing with the last threshing machine sold in the state of North Dakota. It'll be belted up to the "27 "D". Anyone interested in more details should call or write. (Alan Svanes, Box 108, Kintyre, N.Dak. 58549 ph 701 332-6757 or 6767)

Some time back I read an article in FARM SHOW about bad paint on some General Motors' vehicles. I have a 1990 Chevy pickup which I bought new that had started to peel badly. I contacted the dealer and got a new paint job, just as your article stated. Your paper is the only place I've ever read about this problem and how to get it fixed by the company. Thanks. (Warren Lund, McLaughlin, S.Dak.)

I built a trailer out of a 1971 cab-over IH truck with a 17-ft. box on it. To reduce weight on the back of the tractor, I moved the front axle back so it's positioned about 30 in. ahead of the rear axle. With the two axles together, the big trailer pulls and turns easily. Also, I made the hitch so it can be adjusted for the tractor's hitch height. I used the original hoist powered by the tractor's pto. It holds approximately 450 to 500 bu. I pull a 300 bu. wagon behind so I can haul a pretty good load. I bought the truck for \$225. It wasn't running but I was able to sell \$400 worth of parts off it. (Jerry DeVries, W11849 Cty. AA, Randolph, Wis. 53956 ph 414 326-5528)

I'm looking for someone to manufacture and market a knitting stitch holder I designed. I've already applied for a patent for it.

The problem is that when knitting, stitching must sometimes be removed from one holder and reinstalled on another holder to have access to the opposite end of a group of stitches. My new product is just a rod, about the diameter of a knitting needle, with the female half of a button snap on each end. Detachable snaps that fit to each end hold each end of the stitch group in place. It works great. Saves a lot of time. (Torry MacLean, P.O. Box 512, Trona, Calif. 93592)

My husband for years has had trouble getting cows to claim calves that he's had to buy because of a lost calf. He went through bottles of "calf claim" product but, for the most part, it never worked. We also heard black calves work best to put on a cow, so we tried that but you can't always find black calves. Meanwhile, my husband kept telling me that "calf claim" had molasses in it and that the cows liked the sweetness. Suddenly, it dawned on me: Why wouldn't pancake syrup work? I mixed pancake syrup with water and poured it all over a calf from head to tail, and left the cow and calf alone. We tried this on three calves last spring and the cows claimed the calves within the first 24 hrs. in all three cases. I hope this idea will help someone else. (Yvette Oloff, Rt. 1, Box 14, Persia, Iowa 51563)

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