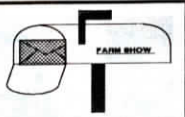


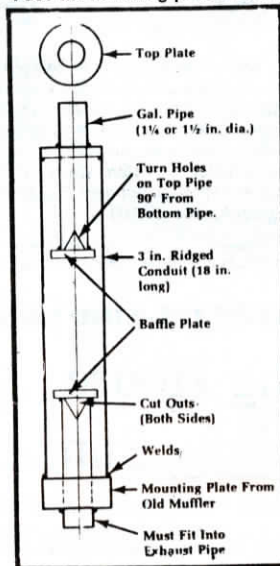
Reader Letters



Several years ago you ran a story that described how to make your own mufflers for farm tractors and other equipment. I wanted to let you know that I've built several of the mufflers and they work great. One tractor was making so much noise I could hardly stand to run it until I installed my home-built muffler. Maybe you should run that story again so other farmers can try it out. (Myron Hubbard)

Roland Widdowson, Oberlin, Ohio, builds his own replacement mufflers because, he says, store-bought replacement mufflers "never last more than a year on my farm". Here's how Widdowson makes his sound stoppers:

"I use the mounting plate on the old



muffler, either as a pattern or as it is, and mount an 18-in. long piece of 3-in. dia. rigid electrical conduit on it. Inside, at the bottom of the conduit, I weld a 1 1/2-in. piece of galvanized pipe that reaches up into the conduit about 6 in. I cut a 'V' in the top of this smaller pipe and cap it with a metal plate that acts as a baffle. On the top end of the muffler, I cut a metal cap to fit inside the 3-in. pipe, leaving a hole in it for another piece of 1 1/2-in. pipe. This upper pipe reaches down into the 3-in. pipe about 6 in. and I cut a 'V' into it also and cap it. The 'V's' force the exhaust to take an indirect path to exit the muffler and deaden the sound. I've found that this design is a little noisier than a factory job but seems to last indefinitely. I've built mufflers for three smaller Deere tractors, always using pipe salvaged in junkyards. The idea should work for any tractor."

Do you need parts for that old Johnny Popper but Deere no longer makes them? There's a new book out which may be just what you need. "The Restorer's Guide To John Deere Parts and Services" lists hundreds of sources of used, reproduction and new stock parts for those older John Deeres. Whether you want to resleeve that model 720 you still use or need new fenders to make that model D parade-ready, this is where you'll find who to contact. This book can save you many hours and hundreds of dollars in phone calls looking for parts. The 8 1/2 by 5 1/2 in. book of John Deere parts and services is \$5.95 plus \$2.00 shipping and handling.

Also available is a companion book covering all other brands of tractors such as Farmall, Oliver, Case, Minneapolis Moline

and others. "The Restorer's Guide to Parts and Services for IH, AC and Other Brands" (excluding John Deere) is just \$5.75 plus \$2.00 shipping and handling. (Richard Hain, Green Magazine Publications, Rt. 1, Box 7H, Bee, Neb. 68314 (ph 402 643-6269))

Our tandem axle wagon built out of a junked-out 250-gal. fuel oil tank to pull behind our ATV will haul half a cord of wood and is also fun to ride in. We cut the 5-ft. long, 4-ft. wide tank lengthwise in half and mounted it on



four 13-in. wheels salvaged from old Honda cars. We also used the cars' spindles and leaf springs and we made a walking beam axle for the wheels out of 1 1/4-in. dia. steel rod. We used 3/8-in. dia. steel tubing to build the tongue which hooks up to a 1 7/8-in. ball that mounts on back of the ATV.

When we're not using the wagon to haul wood, we bolt one or two schoolbus seats to the floor and take people for rides, sometimes in parades. Each seat holds two adults. (Curtis Steeves, RR 2, Petlitcodiac, New Brunswick, Canada E0A 2H0 ph 506 756-2504)

In a recent issue of FARM SHOW you wrote an article dealing with the location of John Deere and other manufacturing plants using the phrase "Made In America". I have often wondered if this phrase means "Made In U.S.A." or does "America" include Canada, Mexico and/or South America? (Gordon Easton, P.O. Box 427, Clayton, Calif. 94517)

Editor's Note: We equate "Made In America" to "Made in the U.S.A." - just as we equate "American Citizen" to a "Citizen of the U.S.A." We equate North America to U.S. and Canada, and the remaining geography to Central America and/or South America.



We reworked this heavy-duty Gen tiller to mount on the loader arms of our 732 Bobcat. It's powered by a 14-hp. electric start motor. It's powerful and is built heavy so it does a great job breaking up our red clay soil. After we use this tiller to break up the ground we go back in with a hand tiller to break up ground compacted by the Bobcat tracks. (John Fountain, Rt. 8, Box 60, Asheboro, N.C. 27203 ph 919 381-3006)

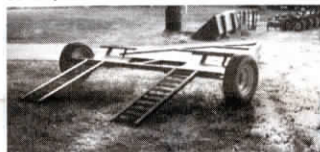
We read with interest the list of manufacturers of combine add-ons and low-priced parts that ran in the last issue of FARM SHOW. Unfortunately, you neglected to include our company and the popular Force Feed Feeder Chain we make for all combines to prevent plugging (3-chain for axial flow IHC and heavy-duty CA 557), and our grain-saving Hillside Raddle for Gleaner combines. We've

appeared in the "Best of FARM SHOW" issue for a number of years so many FARM SHOW readers will probably wonder why we weren't included. (Mel Kloefkorn, Manchester Mfg., Main & 132 Hwy., Manchester, Okla. 73758 ph 405 694-2292)

Editor's Note: Manchester Mfg. was inadvertently left off our list of manufacturers of combine accessories. They will be included in any future "roundups" published by FARM SHOW.

We built a nifty tandem tractor hookup back in 1962 when 4-WD tractors were just starting to come out but were too pricey for most farmers. I put my two John Deere B's together for a cost of only about \$115. I used parts from an F-20 McCormick tractor frame to connect the two tractors. Since the tractors had the same gearing and throttle speed, they worked well together. We operated two farms, one about an hour's drive from the first, so we wanted to cut down on our time in the field to eliminate trips back and forth on the road. I pulled a 14-ft. disk and a 4-16-in. bottom plow. The hookup worked beautifully and used just 4 gal. of fuel per hour. The tandem hitch bolted to the back of the front tractor and the front of the rear tractor, which had its front wheels removed. The front tractor controlled both tractors. Rods behind the seat controlled the rear tractor's clutch and throttle. Hydraulics were run off the front tractor. Hydraulic hoses ran to the back of the rear tractor through a piece of pipe mounted on the side of the rear tractor.

We used the tandem tractor for several years. In fact, I still own the framework that was used to join the two together. (Everett Morgan, 5376 255 St. E., Fairbault, Minn. 55021)



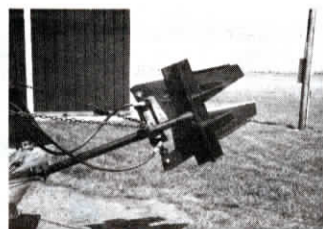
I made this windrower transport cart from scratch. The spindles and hubs were salvaged from a wrecked running gear. The main crosspieces are small I-beams taken from an old scale and fastened together on the ends by 3/4-in. steel plate. Spindles weld direct to the steel end plates. Loading ramps are adjustable in width to accommodate different wheel widths.

I've used the cart for two seasons with a Deere 800 windrower with a 15-ft. head. Total cost was less than \$100. I painted the cart with primer and implement enamel. (John Hollenbech, Rt. 1, Box 109, Salix, Iowa 51052-9739)



We converted our 40-year-old Allis Chalmers model "G" tractor from gas to diesel by installing a new engine. It made this hard-to-beat cultivating tractor even better, increasing horsepower from 9 to 24. The muffler mounts off to the side of the tractor and the air cleaner fastens to the top of the hood. (Corlis Enterprizes, 33295 Peoria Rd., Corvallis, Ore. 97222 (ph 503 753-8741))

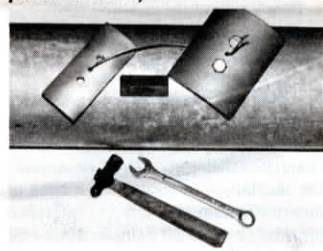
We've had tremendous response to your article (Vol. 16, No. 2) on our high-reach hydraulic tree clipper which fits over a front-end bale loader spear. So far we've had inquiries from 14 states and Canada. Since your article, we've nailed down our prices - \$449 for our standard model 550 which is designed for a 4 by 8-in. cylinder (not in-



cluded). Our heavy-duty model 660, designed for a 5 by 8-in. cylinder (50 percent more power), sells for \$615. We also have optional attachments that let you mount it directly on a bucket without bale spear or on a tractor 3-pt. to cut off trees close to the ground. We can ship partially assembled by UPS. (John W. Parkhurst, P & W Engineering, Inc., Rt. 1, Box 2, Hughesville, Mo. 65334 ph 816 827-6131)



Many of your readers may be interested in our "Super Groom" for washing horses, pets and show animals. The hand-held unit simply hooks up to a garden hose. It has a shampoo reservoir under the handle. You control the selection of shampoo or rinse by simply turning a small lever with your thumb. Shampoo is sucked out of the reservoir by venturi action of the water. The nozzle is designed to get under hair to thoroughly clean the skin. Strength of spray can be easily controlled. Sells for \$24.95. (Kenneth D. Turner, Parker McCrory Mfg. Co., 2000 Forest Ave., Kansas City, Mo. 64108 ph 816 221-2000)



I invented this new gate straightener on my own farm. It makes it easy to repair damaged gate holes on location, eliminating leaks and the cost of pipe replacement. Fits 6, 8 and 10-in. pipe including key hole gates. You simply slip the small piece inside the pipe and draw it up tight using the short length of steel cable and a pair of bolts. You can tap it with a hammer as you draw them up tight to get all the "wrinkles" out. (Mark Nyffeler, M&N Mfg., Rt. 4, Box 23, Columbus, Neb. 68601 ph 402 564-0910)

In Vol. 16, No. 3, Kirk Deardorff described his method of recycling cultivator shovels by welding on flat stock. Quenching the hot metal in water, as he recommended, will produce tempering colors but very little additional hardness to mild steel, even if it's A36.

One blacksmith out West discovered he could produce near tool steel hardness in mild steel by using a lye quench (1 lb. of lye to 1 gal. of water). He works at the Sandia National Laboratory and even their engineers have not been able to determine why it works that way - it's as if the lye quench flash-freezes the mild steel without making it brittle and produces a Rockwell hardness of about 43. He has since found the following formula to also produce essentially the same results: to 5 gal. of water, add: 5 lbs. of table salt, 32 oz. of Dawn brand dishwashing