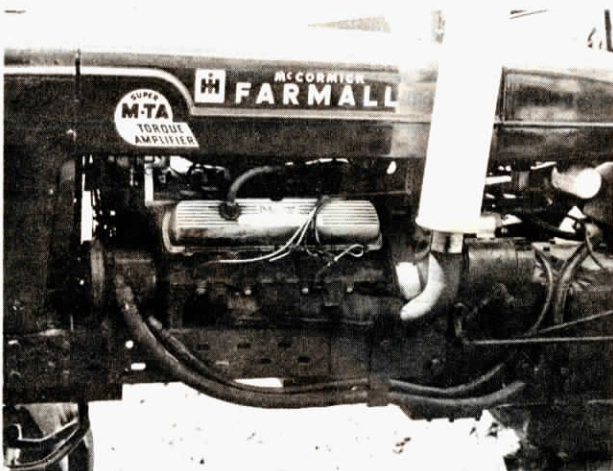


Schoolbus Calf Shelter

"It makes an excellent calf shelter and only cost \$100 and a few hours work," says Oscar Heller, Southey, Sask.

Heller bought the worn out bus for \$50 and paid \$50 to have it towed to his farm. He removed the chassis and front end of the bus and set the body

directly on the ground with a hole in the front end. He can easily get into the bus through the passenger door on the side. Calves enter through the front, hopping up the 1 1/2-ft. to the bus floor.



Farmer Equips International Tractors With Car Engines

Wisconsin farmer Curtiss Wyss, of Monroe, farms with older model International tractors extra which he equips with V-8 gas engines from Oldsmobile automobiles for extra power.

"I like gas engines better than diesel because of their low torque and higher rpms. "I go with International tractors because they're cheaper to pick up at auctions and the frame rails adapt well to the installation of the add-on engines.

"I've modified a number of tractors including a 1954 Super M-TA. I use it for cultivating and cutting hay. From the factory, it ran at 1,800 rpms. Equipped with the 160 hp. car engine, it runs at 3,000 rpm and will do 40 mph in road gear. I put on a wide front end, rejettied the carburetor and installed a 3-pt. hitch on the back. It still has the original frame, rear end, brakes and 5-speed transmission.

"The V-8 engine is from a 1969 Cutlass. I moved the oil filter so it was

more accessible and reversed the manifold elbow to run exhaust out the back," says Wyss.

He modified an 806 International with an Oldsmobile 8-cyl. 455 engine that he bored out to 461 cc. "It idles at 500 rpm, and at 2,000 rpm, has 170 brute hp. It can pull a 5-16 plow at 5 mph. and will go up any hill. I added 3 quarts more capacity to the oil system to keep the engine cooler, and put an electric car fan in front of the radiator that kicks in at 180°," notes Wyss.

His 806 is equipped with 23.1 by 34 rear tires, a size Wyss says is "a perfect match" for the tractor's hp. He notes that he has \$1,500 in the M-TA, including the price of the tractor and engine, and about \$5,000 in the 806, which includes the price of the tractor, tires and engine.

Contact: FARM SHOW Followup, Curtiss Wyss, W 5244 Weiss Lane, Monroe, Wis. 53566



"Spare Parts" Loader

"My family calls it the "Thing" because it looks so strange. I built it 20 years ago with salvaged parts from combines, trucks, tractors and anything else I could find," says Howard Best, Oakes, N. Dak., about his home-built loader.

"I used a burned-out Oliver 25 combine front axle, a tractor final drive and a 4-speed truck transmission. The back axle was salvaged from a 1 1/2-ton truck with springs.

The 6-cyl. Ford industrial engine came from a junked combine.

"The loader rides a lot smoother than a tractor due to the wider wheel-base and springs behind. The only big disadvantage was the lack of traction when empty. In winter I carry a lot of snow around to weight it down."

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Belt Feeder, Conveyor

"Last year we realized we could no longer afford to fork feed to cows by hand but we couldn't justify the high cost of a new belt feeder. So I decided to make my own conveyors and feeders," says Dan Stokes, Omro, Wis., who built his own 60-ft. belt feeder and 30-ft. conveyor using all new materials he purchased locally.

"At first I went to several farm shows to look at and study feeders and conveyors. I used features from many different units as well as many of my own design ideas. For example, I made my own conveyor rollers out of rubber tires. I cut 4-in. circles out of tires with a hole saw and then cut 1 1/4-in. holes in the center of the circles. I then pressed the circles tightly onto a shaft and welded a 1/4-in. washer on each end. The return roller was made out of a 2 3/8-in. piece of pipe with 5/8-in. rods welded across it. It also acts as a tightener.

"I made a one-way plow out of angle iron for the belt feeder powered by a side-pull continuous loop cable. That way it takes only one motor - 1 1/2

hp. electric - to power the complete 60-ft. feeder. The pan sections of the conveyor and feeder were constructed from 2 by 6-in. sides and 2 by 4-in. spacers with a 1-in. hardwood top. I think the hardwood will last just as long or longer than steel. After a short period of use the hardwood gets shiny and doesn't wear. All metal that was used for the framework and various parts was bent for me at a local welding shop.

"Both the 30-ft. feed conveyor - which is powered by a 1 hp. electric motor - and the feeder work just like store-bought units. The 60-ft. feeder cost \$1,500 to build and the conveyor cost \$600, using all new parts and motors. It took one year to build in my spare time. One salesman told me it would cost too much to make my own conveyors and feeders but, at a savings of \$6,000 to \$7,000, I think it was worth the effort."

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