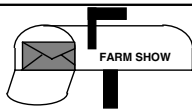


# Reader Letters



arm out of 1 by 2-in., 1/8-in. thick steel tubing. I used 1-in. dia. cold rolled steel to make an axle I fitted with drive sprockets off a motorcycle, and hubs and wheels off a lawnmower. I used motorcycle shocks for suspension.

I constructed an axle frame for the front out of 2-in. sq., 1/8-in. thick angle iron. It bolts and welds onto the original steering components. I'm currently designing a suspension system for the front so it has independent suspension, front and rear.

The vehicle works great in summer as a 2-WD ATV. Once snow gets more than 3 or 4 in. deep, I can remove the front wheels, reinstall the original skis, and use it as a snowmobile again. Out of pocket cost was just \$125. (Mark Brake, 2952 Sheets Rd., Ohio City, Ohio 45874 (ph 419 495-4171).

FARM SHOW readers might be interested in these multi-purpose two-wheel utility carts we just introduced. A snap pin attaches extended handles on the rear so you can use it as a push cart. Or use the snap pin to attach a tongue to the front of the cart and pull it with an ATV.

The fiberglass box is 3 ft. wide by 4 ft. long by 1 ft. high, with capacity for 12 1/2-cu. ft. load. It comes with a choice of 26 by

2 1/4-in. spoke wheels or 600 by 15-in. flotation tires, both of which can handle a 300-lb. load.



Sells for \$395 including S&H. A galvanized cage which adds 2 1/2 times capacity, is available as are skis to replace wheels in winter. (Owen Vaaler, Vic Fiberglass, 111 Maple Drive, Spring Grove, Minn. 55974 (ph 800 537-7145 or 507 498-5577).

Thanks for featuring my high volume air compressor built out of an old 6-cyl. car engine (Vol. 20, No. 6). I've come to the conclusion there must be a lot of frustrated sandblasters among your readers because I've received letters from all over North America since the article was published. I've been really surprised by all the inquiries, and my kids are quite proud of their dad. Thanks again. (David Buss, R.R. 2, Box 27, Clayton, Ill. 62324 (ph 217 894-6417 or 7070).



Rig lets Fervida mow hay twice as fast with half the fuel and labor two swathers would require.

SP MOWER CUTS 24 FT. SWATH

## Double Wide Mower Speeds Up Hay Making

Bryon Fervida needed a way to cut hay faster but he couldn't justify spending the money for a new swather. The Milford, Ind., farmer solved the problem by buying a used New Idea self-propelled power unit and mounting a pair of used Hesston 12-ft. mower-conditioners on it. One mounts on front and the other pulls behind.

"It works as good as a self-propelled swather but cost a lot less," says Fervida.

He paid \$2,000 for the power unit and \$4,000 for the two Hesston 1014 mowers. He removed the tongue and wheels from one of the mowers and mounted it on front, using 2 by 4-in. steel tubing to build a frame that attaches to the back of the mower. The sicklebars on both mowers were originally designed to be powered by a pto-driven hydraulic pump. He mounted a 22-in., 3-groove pulley next to the engine to belt-drive a pto shaft that powers the front mower. The rear mower is powered by a shaft that's chain-driven off the rear pto shaft.

"It lets us cut hay twice as fast as we could before but with only half the fuel and labor that would be required with two pull-type swathers," says Fervida. "I spent a to-

tal of about \$10,000. I used it last year for the first time and cut about 700 acres with no problems. I didn't modify the original drive components or lift mechanisms at all. A pair of hydraulic cylinders on the power unit raises or lowers the front mower. I can hook up both mowers in only about 20 minutes.

"It takes about 50 to 60 hp to operate each unit. The turbocharged Perkins diesel engine has no trouble handling it. One advantage of using a front-mount mower is that we don't drive over any hay opening the field. I replaced the power unit's original tires with bigger ones for increased flotation, mounting 18.4 by 38's on front and 14.9 by 26's on back. I also widened the rear axle to make room for the windrow under the tractor.

"I use a forage harvester to make high moisture haylage and store it in a top-unloading silo. I chose the Hesston units because they have conditioners that are easy to remove when we don't need them such as in our mint crop."

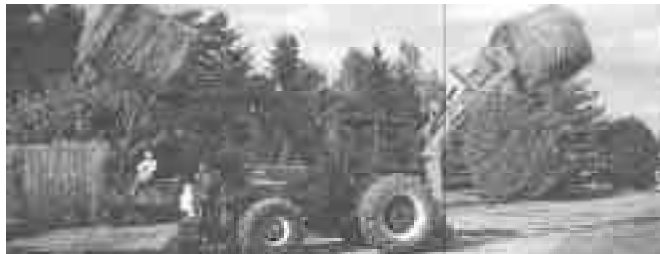
Contact: FARM SHOW Followup, Bryon Fervida, 13349 N 500 W, Milford, Ind. 46542 (ph 219 773-3208).

We're not farmers but we do have a lot of snow to plow during the winter. So we thought FARM SHOW readers might appreciate the "wings" we build for pickup-mounted snowplows that keep snow from dribbling back behind the blade, as it does with conventional straight blades.

They're built from 1/4-in. thick steel and attach to sides of the blade with hinges so they can be moved into position easily. They're held in place by 1-in. dia. pipe between each wing and the plow. They can be

set in two positions, straight ahead or hinged out. Positioning, repositioning and removal takes only 1 minute. The wings reduce commercial snow plowing time by up to one-third because you don't constantly have to back-track to move the snow that got away.

Installation requires a little welding and you drill eight 5/8-in. holes in the blade. I sell the wings for \$400 per set and install them for an additional \$100. (Don Turner, 2503 Scottsville Rd., Scottsville, N.Y. 14546; ph 716 889-3476).



Here's a rear-mounted tractor loader I've been using on my Case 485 for about a year. I like it better than a front-end loader because you have better visibility and stability. The two-section loader is custom-built by Back-Pel here in Quebec, primarily for bi-directional tractors. It attaches to all Cat. II and III 3 pts. and has a bottom section like a forklift mast, while the top section has twin 2 by 6-in. lift arms like a regular loader, only shorter. Besides a 3 1/2-ft. top bale prong, prongs are also available for the bot-

tom portion of the loader so you can carry two bales. Every attachment for front end loaders - buckets, grabs, snowblades, forks, etc. - is available for the rear end loader. They cost about 25% less than a front-end loader, selling for \$5,850 (Canadian) which includes a 72-in. bucket, round bale spear and safety roll. Anyone interested can contact me for more information. (Patrice Michaud, 6668 Irwin, Montreal, Quebec, Canada H4E 4N8; ph 514 767-9995).



Galvanized steel rabbit catcher uses an enclosed tunnel with a trap door, and a cage below it, to catch rabbits alive. Rabbits think they can get through the fence.

## Humane Rabbit Catcher

A student inventor at Rycotewood College has developed an easy-to-use rabbit trap that requires no bait or poison.

The "Multi-Catch" is a galvanized steel structure that uses an enclosed tunnel with a trap door, and a cage below it, to catch rabbits alive. You place it along any "rabbit run" or through a fence. For the first few days you let rabbits come and go as they please through the tunnel. Once they're comfortable going through it you set the trap door. As the rabbit goes through the tunnel, weights on the door cause the door to open and the rabbit falls into the cage. The door then automatically resets itself. An access hatch is used to removed rabbits from the cage.

Contact: FARM SHOW Followup, William Jackson & Son, Thame Mead Farm, Thame, Oxford, England OX9 3SG (ph 08022 54333; fax 01844 217715).



Once caught, rabbits can be removed from cage using an access hatch.