

Reader Letters



As a member of Monsanto's Environmental Safety and Health team, I was aware of last summer's NIOSH warning about the combustion risks associated with drilling into sealed frame members of certain tillage equipment (Vol. 23, No. 3).

However, the problem with the government's warning was that the manufacturer of the equipment in question was never identified and we were unable to ascertain which company or companies might have the problem.

FARM SHOW's article, "Exploding Toolbars: The Rest Of The Story", gave us much more to go on to formulate a plan to deal with the situation.

We have so many farming operations all over the world, we can at least now begin to check our equipment inventory and give our operators a "heads up" wherever we feel there may be a potential equipment safety risk.

Thanks for printing the 'rest of the story' so we can be as proactive as possible in this important safety matter. (**Dan Urnikis, Monsanto, Global Seeds Div., 3100 Sycamore Rd., Dekalb, Ill. 60115; ph 815 758-9645**)

The engine in my tractor is giving me grief and I hope FARM SHOW readers can help me out.

I bought my 1974 Oliver 1855, which had about 300 hours on it at the time, when it was a year old. It served me well until a few years ago when the 310 cu. in. Waukesha turbocharged diesel started using oil. So I had my mechanic completely overhaul the engine, including installing a new crankshaft, new main bearings, new pistons and sleeves. The tractor ran fine for about 800 hours.

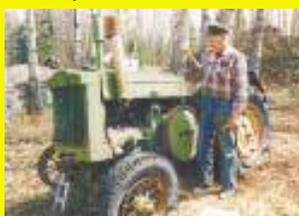
Then, this spring after being parked over winter, I went to change oil and started the tractor to warm it up. When I changed oil, I noticed some antifreeze in it. My mechanic tore down the engine to overhaul it again and found that one sleeve had pinholes in it just below the ring level, allowing water and antifreeze to leak into the crankcase. Two more sleeves were in almost as bad shape.

My mechanic and I spoke with several technicians about the problem. One said a carrier in the antifreeze or water might be the culprit. Another told us the problem might be related to magnetism created within the engine. Both agreed, however, that they've only seen this problem in turbocharged engines. They've never seen the problem in Oliver 1755's, which have the same engine without turbocharging.

My questions are: What, if anything, has the turbocharger to do with this? How can it be fixed, or can it be?

I'd appreciate any information because I've already spent \$2,600 on the engine and still can't run the tractor. (**Leo Chick, 2603 Hull Rd., Leslie, Mich. 49251; ph 517 589-9268**)

Here are before and after photos of a 1939 Deere D that I completely restored and am quite proud of. I got the tractor in trade for some backhoe work I did for a fellow 12 to 14 years ago but never did anything with it until recently.



BEFORE

The restoration involved tearing the entire tractor apart, except for the differential gears which were in remarkably good condition. The bottom of the differential was cracked, however, and I had to turn the tractor upside down to weld the 15-in. long fissure.

I also rebabbited the rod and main bearings, redid the exhaust and intake valves, and installed all new gaskets.

Some other work included repairing the front axle and spindle bushings, repairing the



AFTER

radiator and shutters, and straightening out the fenders. I replaced the front tires with new ones and the rear tires with slightly used ones.

Restoration took about four months last winter. I'd be willing to sell the tractor if the price was right. (**Moe Oerlemans, P.O. Box 43, Bridge Lake, B.C., Canada V0K 1E0; ph 250 593-4393**)

FARM SHOW readers might be interested in the calf shelter I built that doubles as a greenhouse.

We start calving in mid-February and need protection for calves in late winter. Our area is known for frosts as late as June and as early as mid-August, which can ruin a lot of



hard work that goes into a garden. So it seemed to make sense to combine the two ideas to get extra use out of the shelter.

It's 7 ft. wide by 28 ft. long with a roof that slopes from 7 ft. high in front to 6 ft. in back. Skids made out of 4 in. dia. pipe make it easy to move around.

I used 2 3/8-in. tubing to build the framework, and bolted 2 by 6's to it. Tin covers the sides and back. The roof and two feet on the front are covered with translucent coroplast that I bought in 4 by 8-ft. sheets at our local lumberyard.

I use two bars in front of the shelter to keep cows out when we're using it as a shelter.

When we're finished calving, I pull it to the garden to protect our tomatoes, peppers, cucumbers and celery. We close up the shelter for garden use with four hinged doors I made out of 2 by 2's and covered with coroplast.

Works great and cost only about \$600 to build. (**Mike Wert, Box 22, Frenchman Butte, Sask., Canada S0M 0W0; ph 306 344-2307**)

These "E-Z Hoof Care Frames" have been used in Europe for years. We're now selling them in North America.

The frames are constructed out of heavy-wall 2-in. galvanized tubing. They measure 42-in. wide and are about 6 ft. tall when in place. Attached to the sides of any free-stall with four clamps, they're equipped with a winch and nylon rope on top and a chain (not shown in photo) on bottom. You use the winch

Holland Equipment Responds To Story On AerWay Modification Kit

An article in FARM SHOW's last issue about a modification kit for existing AerWay tillage tools prompted the following response from Harold Watling, president of Holland Equipment Limited, Norwich, Ontario, the manufacturer.

"Unfortunately, the article in FARM SHOW was riddled with untruths about AerWay products and even our motives. We feel you should have looked deeper into the claims in that article before printing it.

"The article claimed that AerWay's apparent motive for taking out its own patents was to discontinue payments to the original inventor. The truth is that AerWay developed its patent based on user input that required greater soil fracturing than what was available with the first patent. Since the introduction of AerWay several years ago, we have always offered both models and we've been paying royalties on the original patent to this day. The differences between the two machines are significant and necessary.

"Some applications demand that the AerWay have the ability to be more aggressive in the soil. Our patented design gives farmers that option. The original machine is used primarily in grassland applications that do not require the same degree of cultivation. The article also claims that the AerWay patent requires more ballasting than the original patent. This only makes sense. If you are doing more work with your equipment whether it be a cultivator or disk or AerWay, you will require more ballasting on the initial runs to loosen the soil. Regular and proper use of the AerWay will significantly reduce the amount of ballasting



over time as the soil tilth is increased.

"Your article also stated that AerWay factory tines are case hardened and Rockwell C15. This is untrue. AerWay tines are through-hardened from a special high-impact steel and are Rockwell C55.

"There are thousands of satisfied AerWay users all over North America. We're proud of the fact that we regularly receive unsolicited compliments on the machines from our farmer-users. If any customer wishes to compare the benefits of the two different machines, they should contact their dealers or factory representative for more information.

"We don't mind honest competition provided that it does not infringe on any of our patents. However, we do strongly object to articles that question our motives and that are riddled with untruths and half truths such as appeared in FARM SHOW."

Contact: FARM SHOW Followup, Holland Equipment Ltd., P.O. Box 339, Norwich, Ontario NOJ 1P0 Canada (ph 519 863-3414; fax 519 863-2398).

and rope to lift the cow's hooves and the chain keeps the animal in the stall.

They're ideal for immediate treatment of hoof problems, largely because they make treatment available in a place that's familiar to the animal.



They sell for \$275 (Canadian). (**Arno & Angela Janssen, A&A E-Z Brush & Oiler, 4133 Egremont Drive, Strathroy, Ontario, Canada N7G 3H6; ph 800 482-6495**)

My three-wheeler is the center of attention wherever I take it, including the big motorcycle rally held every summer in Sturgis, S. Dak. I even received an all-expenses-paid two-week trip to Essen, Germany, five years ago to show it at the city's annual classic motor show, the largest of its kind in the world.



The three-wheeler was built in 1979 by a friend's brother, Kenneth Whitton. That same year, a farmer from a small town north of Dubuque, Iowa, saw it and talked Whitton into selling it to him, hence the name, "Iowa

Farmer" written on the side. I purchased it for \$2,500 10 or 12 years ago after it had been stored in a chicken house for years and was badly in need of some work.

It's powered by a fully dressed 455 cu. in. engine out of an Oldsmobile Toronado front-wheel drive car. The body of the trike is custom-built entirely out of sheet metal. No fiberglass or kit parts were used.

Another unique feature is that the two-seater is also equipped with dual steering controls, which come in real handy when the driver needs to put on goggles or a rainsuit. Then, the passenger simply takes over for a few minutes.

One of the modifications I made to was replacing the Honda front fork with a Harley Davidson fork. I found that the seals in the Honda just weren't strong enough to last. My son also added sports hubcaps to the rear wheels, which are Toronado originals.

The vehicle is capable of speeds of at least 85 mph. Because it weighs a whopping 2,500 lbs., gas mileage is nothing to write home about.

I've been offered as much as \$20,000 for my three-wheeler, but I'm not interested in selling it. (**Robert L. Patterson, 404 Rockport Road, Janesville, Wis. 53545-5123; ph 608 752-5934**)

About 1 1/2 years ago I came up with this colorful sign to advertise my farm repair business. It's located next to my house and close to a major highway so a lot of people see it. I get a lot of compliments on it. The sign is painted Deere green and yellow and is about 10 ft. high. To make it I mounted an 8-ft. dia., 18-in. wide wheel rim - off an old steam engine - on top of a 2-ft. high steel base. The base is hollow and filled with rocks to hold the sign in place. It rests on top of railroad ties and is anchored by 4-ft. long steel rods that extend through the ties and into the ground.

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