homecoming dance. Josh, who graduated last year, was active in F.F.A. and for four years took every ag class that was offered. C.J.is a senior and will graduate next year. Her father is an avid reader of FARM SHOW and grows vegetables, strawberries and oranges. Josh's father has an orange grove and also raises cattle. The photo was taken at C.J.'s home. ***(Sharon Tyson, 3901 So. C.A. Bugg Rd., Plant City, Fla. 33567 ph 813 754-5037)***

I made a virtually indestructible 1,100-gal. water tank out of an old 750-gal. oil barrel that had caught on fire. The tank measures 15 1/2 ft. long by 6 ft. wide and 2 ft. high.

The oil barrel originally was 15 ft. in diameter and 24 ft. high. The oil company cut the tank up with acetylene torches and left 2 ft. of metal on the bottom. They also cut the rest of the tank's sides into 4-ft. strips. I could have left the tank bottom on, but it was made of 3/8-in. thick metal and would have been too heavy and awkward to move around. So I cut a 6-ft. wide strip out of the center of the tank bottom. I also cut 2-ft. strips of metal for the sides and welded them in place.

I welded two 3-in. steel pipes 5 ft. apart at the top of the tank to give the tank extra strength, and so that I could hook a chain onto it and move it with a front-end loader. I also welded a 2-in. nipple in one corner at the bottom so I can drain water out of the tank in the fall. To complete the project I had a neighbor sandblast the tank inside and out to remove any oil and contaminants. I also gave the tank a coat of lead-free rust paint." ***(Bill Pinchin, Marengo, Sask., Canada)***

I built this pair of mini pickups just for the challenge, but they turned out to be real workhorses on the farm. One measures 4 ft. wide and 8 ft. long. It has a 3-ft. long bed and rides on 8-in. boat trailer wheels. Power is provided by a 5 hp Briggs &

Stratton gas engine. The rear end and 3-speed transmission came out of a car. Larson used 2-in. dia. steel pipe to build the pickup's frame. The grille is off an old oil stove, while the hood was made from sheet metal. The dash was also made from sheet metal, with a length of pipe bent around the perimeter. The rig has a wooden seat that's covered with old carpet. It travels at speeds up to 8 mph.

My other mini pickup is a 4-WD model that's 4 ft. wide and 8 ft. long. It has a hydraulically-operated dump box on back and a blade on front that can be manually set at three different angles. The rig rides on 15-in. lugged wheels.

I've used this pickup for plowing snow, pushing dirt, and hauling materials. It'll go up to 10 or 12 mph.

A pair of Toyota car rear ends provide 4-WD, with Jeep hubs used on the front end. Power is provided by a 12 hp Briggs & Stratton gas engine and the 4-speed transmission is off a Toyota. The box is raised and lowered by a small electro-hydraulic cylinder that was originally designed to lift Mercury boat motors out of the water. The cylinder operates off a 12-volt battery.

I use it a lot for hunting. It has a lot of clearance and can go through some awful mud holes. To remove the blade I just remove two bolts.

I added a homemade 3-pt. hitch to my 1950 Allis B tractor. It makes implements easy to hook up and creates many new uses for my tractor. I used lengths of 3/

4-in. thick, 2-in. wide steel bar to make the hitch, including the lower lift arms and an arm between them that supports a conventional drawbar. The drawbar is simply pinned onto the tractor's original drawbar. A pair of vertical steel rods connect the lower lift arms to a pair of hinged metal brackets that bolt onto the tractor frame. A small hydraulic cylinder under the tractor seat is used to raise or lower the 3-pt.

I use it to pull a plow, disk, and a spring tooth harrow. I copied the design of a 3-pt. that I saw advertised in a Central Tractor catalog. One of the vertical rods is threaded so that when I hook onto an implement such as a plow, I can adjust it so it rides correctly on the ground. ***(Levi Larson, 3651 Co. Rd. 145, International Falls, Minn. 56649 ph 218 377-4334)***

I used 2 by 4-in. steel tubing to lengthen the tongue on my wagon by 3 ft.

The sq. tubing is held on by three bolts. I drilled holes into the tubing and used existing holes in the wagon tongue to bolt the tubing on. One of the bolts goes

through the wagon's original hitch. I used spacers on the bolts to keep the add-on tongue perfectly parallel to the original one.

We use the wagon to haul 2,400 gallons of water and pull it behind our 1,000-gal. pull-type sprayer, which is equipped with a hitch. We needed a longer tongue so it would make turns better. With 1,000 gal. of water in the sprayer and 2,400 gal. on the wagon, we can spray in the field all day long without having to go back home. ***(Robert***

We recently introduced a new scraper for John Deere, Kinze White, and Case IH planters. This scraper features a unique design, the body composed of stainless steel to resist corrosion and enhance durability, combined with a tungsten carbide edge. The edge of the tungsten carbide aggressively cleans the disk promoting better seed depth accuracy.

The tungsten carbide also provides outstanding abrasion resistance to give superior, long lasting performance and thus reduces replacement chores.

The Air Design planter scrapers demonstrated exceptional results in the very wet planting conditions of 2001.

Installation of the planter scrapers is easy with no holes to drill. Air Design scrapers fit: JD 1700-30, 1750-80 Series Planters JD 7000, 7100 MaxEmerge Planters JD 7200, 7300 MaxEmerge Planters Kinze Planters White 6000 Series Planters Case IH 800-900-955 Planters.

Air Design is located in northeastern Montana and was established in 1986. Our first agricultural product was a JD combine fan speed attachment. We also manufacture JD combine fuel filter kits and scrapers for several different brands of disk drills. ***(Air Design, Box 248, Scobey, Montana 59263 ph 800-433-9655; E-mail: design@nemontel.net; Website: www.airdesign.org.)***

***Dunton, 26494 E. Co. Rd. 1900 N., Topeka, Illinois 61567 ph 309 256-2871)***

There was a mistake in your last issue about how to grow winter rhubarb. My family grew winter rhubarb commercially for many years and shipped thousands of pounds to many differrent states so I feel I'm qualified to give a little advice. The mistake was saying that you need to burn a 100-watt light bulb. Winter rhubarb should be grown in COMPLETE darkness. It will develop a small yellow leaf about as big as your hand. ***(Ken Greenia, 36708 Tara Ave., Zephyrhills, Fla. 33541)***

My husband, Fred, built this buck rake in the late 1940's. He based it on pictures he saw in Hoard's Dairyman.

He mounted the rear end from a half-ton truck on back of a Buick car. The fork hoist was built from a car rear end driven off the fan belt. The frame of the fork was 4-in. angle iron. The teeth were 2 by 6 boards, 12 ft. long, tapered with metal tips.

It was great for handling loose hay. We used it into the early 60's. ***(Anna MacKay, Rt. 1, Pictou, Nova Scotia B0K 1H0 Canada)***

I think you had a mistake in the story on the giant-horned Watusi steer in the last issue of FARM SHOW. It said the horns were 37 in. in "diameter" but I think you meant 37 in. in "circumference". ***(Donald Blackmun, Michigan)***

Some of your readers might be interested in the trap thrower attachment I made for my Honda 300 ATV. It bolts to the front bumper and holds my Cabela's Trap Thrower, which is designed to bolt to a fence post.

I got the idea because I am handicapped and use my Honda for hunting and fishing. The ability to mount

*(Continued on next page)*

I came up with a cheap, easy way to make my own grain auger hopper. All I used was a 55-gal. plastic barrel, two short lengths of light chain, a 5/16-in. dia. redi bolt or light chain boom, and a piece of 10-in. rubber belting.

I used a jigsaw to cut the top end of the barrel to the desired width of opening just below the top lip, then made a cut down the full length of the barrel. I used a torch to heat both sides of the barrel along the crease that such barrels have on both sides. This allowed me to bend the barrel open. I held the barrel in place until it cooled. Then I cut out the bottom of the barrel to fit the auger. I trimmed the lip away from the top of the barrel so I could bolt the belting in place. I drilled two holes on the bottom of the barrel, one on each side, and used a redi bolt to secure the chains which go over the top of the auger to hold it in place. I added a U-bolt at the belted end of the hopper so I can hold it in place when the auger is moved.

There's only about one bushel of grain left in the barrel when the auger is removed, so cleanup is minimal. I made two of these hoppers - one for a 14-in. dia. auger and the other for a 12-in. one. ***(Paul Geist, Towner, Colo.)***