

Reader Letters



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tor. It's 4 ft. wide and has a roof made from a used fiberglass truck cap that opens at the back. I screwed some steel



to the outside of the skids and added some caulk to make the shelter water-tight. By setting the walls on a 2 by 6 bottom plate, I can use a truck or tractor to tow the building to a new location. (Louis Trepanier, Rt. 2, Haliburton, Ontario, Canada K0M 1S0)

I came up with this self-propelled "bar stool" that's a real conversation piece. It's powered by a 5 hp Honda gas engine and rides on the wheels and axles off a racing go cart. The driver sits on a real



bar stool. The engine chain-drives the rear axle. The twist throttle is off a motorcycle, and the hydraulic brakes are off the go cart. The driver uses a straight pole on front to steer the rig, using the handlebars off a mountain bike. A lever is used to operate the brake. There's a light on front and a brake light on back. Both lights are powered by a small generator that runs off the disk brake. It has a lot of power for its size and if I hit the throttle too hard I can do a wheelie, so I added a pair of small wheels to keep from flipping over backward.

I built it as a project with my son Cody. Top speed is 40 mph but it can go faster. Two years ago I drove it on the shoulder of the highway from Saskatoon to Regina, Sask., a distance of about 150 miles. The trip took about 8 hours and was made to raise money for a local telethon. We raised \$1,350. The money went to buy wheelchairs for the disabled.

A Lexion representative for Saskatchewan bought me the barstool, and we had Claas and Lexion decals handcut. We had the rig on display at the Western Canada Farm Progress Show last summer. (Randy Johnson, Kramer Ltd., P.O. Box 140, Saskatoon, Sask., Canada S7K 3K4 ph 306 382-3550 or 306 229-2282; fax 306 384-2511; rjf@kramerltd.com)

I use this old 30-in. high by 42-in. wide wood and coal-burning cook stove outside during the summer. The stove was made in about 1930 and was originally used as a kitchen range in our house for cooking and baking. Then it partially burned out and we didn't want to keep it in the house any longer for fear of fire.

So we moved it outside, made a few minor repairs, painted it and put it to use for summer cooking so we don't heat the house up. There are six lids on top. I can remove the lids over the fire box and install a grill over the fire box so we can



use the stove as a barbecue while warming food inside the oven at the same time.

The stove sits on a wood pallet and is covered when not in use. Below the oven is a 2 by 6-in. cleanout door to remove any soot when using the oven. (Tom Hicswa, 2169 Elwood Road, Hammonton, N.J. 08037 ph 609 561-7623; hicksy@att.net)

Our Silage Saver Anchor Bags are designed to help prevent silage spoilage along the edges of silo pits. The 3-ft. long,



6-in. dia. poly bags come filled with pea stones (stones don't freeze as hard as sand). Handles on each end make lifting the 40-lb. bags easy.

After your original story was published (Vol. 28, No. 5), some customers asked for a way to get the bags to stay on a high silage pile. So we've come out with a plastic hook that links the bags together. They hold the silage cover firmly in place and keep the plastic from flapping around in the wind. We recommend the locked-together bags be placed crossways over the pile, at least every 8 ft. or so.

The bags are UV-resistant and can withstand temperatures as low as -40 degrees C. They should last up to 10 years or longer.

Aside from sealing silage pits, the bags can be used as pickup truck box weights for winter driving, holding down plastic or row covers in gardens, and holding down swimming pool covers.

Anchor Bags retail at \$5.25 (Can.) per bag plus S&H. Hooks retail at \$3.95 plus S&H. (Weaver W. Martin, 5384 Line 81, R.R. 4, Listowel, Ontario, Canada N4W 3G9 ph 519 291-3118)

My kids like going with me to antique tractor shows. To save them a lot of walking, I built this umbrella-shaded, two-wheeled trailer. I pull it behind my Deere 317 garden tractor.

The trailer has a plywood floor over a metal frame made from 1 1/2-in. sq. tubing. It supports a pair of seats out of a 1951 Nash car that face each other and bolt to the floor. The trailer rides on the



front wheels and axle off an old garden tractor. The leaf springs off an old CJ5 Jeep are used to soften the ride. A pair of seats out of a 1951 Nash car bolt to the floor and face each other. Pails bolted to the floor are used to hold pop and anything the kids buy. I bought the umbrella at a garage sale for \$5 and made a pole for it that bolts to the trailer frame. I mounted a flag showing a Deere tractor on back of the trailer to honor a friend who died recently. He loved Deere tractors, and I'm in the process of restoring his tractor which I bought from his wife.

My trailer gets a lot of attention at shows, and sometimes kids even come up to ask for a ride. (Greg Daleiden, 15052 96th St., Elk River, Minn. 55330 ph 612 201-8676 or 651 775-1548)

Many people have made "horseless carriages" from plans. But I made my own from scratch. It's a replica of a 1905 horseless carriage and is made entirely



of plywood over a frame made from 1 by 2-in. rectangular tubing. The vehicle has tiller steering and a squeeze bulb horn on front, and a small wooden box on back. The vehicle's 8 hp Briggs & Stratton engine and 5-speed transmission are out of a 1968 Deere riding mower.

The buggy rides on four 26-in. high wheels and 5/8-in. dia. axles. The body is supported by four snowmobile springs, which greatly improve the ride. The springs are placed upside down so they're on the axles and go against the body. As a result, the complete chassis is sprung, not just the body. On other horseless carriage replicas the engine runs on a hard frame and tends to bounce more than mine.

The buggy is small enough to fit inside a shortbed pickup with the tailgate closed, which makes it easy to take to farm shows. (Pat Prom, 12661 Pioneer Trail, Eden Prairie, Minn. 55347 ph 952 944-9266)

A farmer-friend of mine and his family have a lot of fun with this low-cost, attention-getting "Chopper" bike that he made.



Tom McMillan admits that it might be mid-life that motivated him to complete this project that's been on the back burner for "years and years." He says, back when he was 10, kids were building chopper bikes and he always wanted one, but never did it. Finally, now that he has two children of his own, he decided it was

time to use old table legs for the extended fork and combined the back end of two bikes to lengthen the body so it wouldn't flip over backward. A sissy bar supports the rider's back.

His children, Adam, 11, and Valerie, 9, agree that it's "just a fun thing to run around the yard with." (Janis Schole, R.R.#1, Pickardville, Alta., Canada T0G 1W0 ph 780 349-3438; jschole@west-teq.net)



I built this wooden locomotive around my outside wood burning stove.

When the wind blows from the north, the smoke blows over the top to the rear and makes it look like it's actually moving.

The headlight in front comes on as a yard light so we can see to fill the furnace.

When loading, the roof and walls shelter me. Hot water circulates for heat in our house, workshop and outside greenhouse in the spring.

There's a permanent ladder on the right side of the unit so I can clean the chimney and ashes.

We burn 9 to 10 cords a winter and can get rid of a lot of windfall and scrap lumber around the yard. This furnace gives the yard a bit of decoration instead of being just another building. (Reg Crigger, R.R. 2, Box 40 Johnston Rd., Dryden, Ontario, Canada P8N 2Y5 ph 807 937-9616)

This one-of-a-kind trailer was made out of two wrecked Honda Civic cars. I cut the cars in half, then turned one of them around and welded the two rear halves



together to build a handy 5-ft. wide by 3-ft. long trailer. I pull it behind a 1993 Honda Goldwing motorcycle.

I call it 'Coming or Goin' because you can't really tell the front end from the back. It was a fun project."

The trailer is as wide as the original cars, giving it spacious room for storage. It has a hatchback tailgate on back. The rear window has a windshield wiper. There's even an exhaust pipe to give the trailer a sporty finish.

I started with two 1993 Honda Si Hatchback Civics and cut them in half at each rear wheel well, then turned one of them around and welded them together. I used steel tubing to build a hitch.

It's lightweight, easy to maneuver for hookup, roomy, and pulls easily. It weighs less than 500 lbs. so my motorcycle has no trouble pulling it. There's enough room inside to hold my luggage, a tent, a grill, and numerous other things for travel. I sprayed the inside of the trunk with splatter trunk paint to give it a finished look. (Wayne Van Brimmer, 24920 Ford Reed Rd., Richwood, Ohio 43344 ph 937 246-6725)