Made It Myself

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Tractor Powered By Ford Car Engine

"It's one of the best looking home-built tractors you'll ever see," says Richard Everhart, Clark, Mo., who along with brother Martin built a tractor using a Ford 429 car engine and transmission, the rear end from a 1-ton International truck, and the steering axle from an old Massey Harris combine.

Nicknamed "Giddy-Up-Go", the tractor is painted black with red trim and is equipped with 14.9 by 28 combine tires on the rear and 15-in. car tires in front. It has a deluxe plush car seat, large flat fenders equipped with grab handles, a hood made from 20 ga. metal, and a grille made from 14 gauge expanded metal. The hood and grille fold forward for engine work. Other features include 3-ft. high exhaust stacks, an air horn, and fender-mounted lights and mirrors.

"The 429 engine has about 250 hp so the tractor has more power for its weight than we will ever use. However, much of that power is lost through the transmission reduction gears. Also, the tractor doesn't have enough weight to match the power, even with 900 lbs. of wheel weights," says Richard.

In addition to the original Ford automatic transmission, the Everharts installed a 4-speed transmission removed from a 3/4-ton pickup. "The rear end truck axle originally had 30-in. tall tires which we replaced with 50-in. tall combine tires. The taller tires picked up ground speed, so we use the 4-speed transmission to slow the tractor down," explains Richard. "We normally shift with the automatic transmission and leave the 4-speed transmission in first gear. Neither transmission has a clutch so to stop the tractor we have to idle it down, put the brake on to stop, take the automatic transmission out of gear and shift into park. To start going again, we put the automatic transmission in low gear and step off the brake. There are 12 forward gears so we can go real slow or up to 50 mph."

The tractor is equipped with two universal joints - one between the transmissions and the other between the 4-speed transmission and the differential.

The 34-in. wide combine axle originally was too narrow to allow the car tires to turn, and too tall to fit under the car engine. The Everharts widened the axle by cutting it in half and welding 10 in. of channel iron onto each side. They also lowered the frame 5 in. by cutting down the spindles.

The blade is raised and lowered by a hydraulic cylinder that's powered by a hydraulic pump driven off the fan belt.

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Add-On Power Steering For Older Tractors

John Greenlee, Clay Center, Kan., added power steering to his 1946 International M tractor by using the power steering pump, hydraulic steering cylinder and hoses from a junked out Massey Harris 82 self-propelled combine.

"Without power steering I could hardly steer the tractor with both arms. Now I can steer it with one finger," says Greenlee, who uses the tractor mainly to feed big round bales.

The power steering pump is powered by the same fan belt that drives the water pump. Greenlee's son Lynn mounted the power steering pump on the left side of the tractor, in line with the water pump, and installed a longer fan belt to drive both pumps. He also built a mounting bracket for the power steering pump's oil reservoir and bolted it to the tractor frame. He then attached a hydraulic steering cylinder to the steering arm by cutting off part of the steering arm. A control valve,

also removed from the combine, attaches to the steering linkage. When Greenlee turns the steering wheel, the steering linkage opens and closes the control valve, which causes the steering cylinder to extend and retract to turn the wheels.

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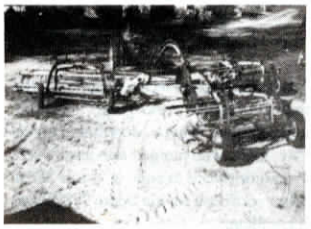
3-Rake Hitch Corrects 2-Rake Problem

Adding a third rake to a two-rake hitch lets Glen L. Phelps, North Platte, Neb., do a better job raking in less time.

"We mow all our hay with 9-ft. mowers and have had two side delivery rakes mounted on a standard hitch for quite some time. The problem was that the windrow they made had an area underneath that was not disturbed when raking and our baler would not pick up cleanly there. That meant we had to scatter rake the whole field.

"The third rake added to the rear of the rake hitch flips the entire windrow, solving the problem. And because of the way it throws hay to the side, I can go back through again - in light hay or alfalfa - and throw two windrows together.

"I built the rear 'rainbow' hitch out of old pipe we had around the place and took a caster wheel off a junked swather to put at the rear to support the weight of the



third rake hitch. We also added dolly wheels and a short tongue to the rear rake. We've used the hitch three years with only minor revisions. It's so simple that anyone with a shop and some welding ability could duplicate it. I also added extensions to each side of the regular hitch so that I now can rake 24 ft. on each pass."

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Calf Huts Made From Fuel Tanks

Junked 280 gal. fuel oil tanks make dandy calf huts, according to David Mueller, Manitowac, Wis.

"First cut out one end of a tank. Cut up the center of the other end of the tank and spread the sides of the tank outward, straightening the curved bottoms of the sides as much as possible. Weld scrap iron across the tank ends to hold the tank open. Take the end of the tank that was cut out and weld it across the bottom at the back end of the tank to cover the opening.

"Weld a piece of angle iron across the front open end of the tank about 7 in. above the ground and then weld two upright angle irons as hinges for the gate. We used 3/8-in. dia. metal fence posts to make gates. For the latch, we used two pieces of scrap water pipe welded above the gate and a piece of rod with a bend on one end to keep it shut.

"We attached hooks on top of the huts to pick them up with a front-end loader. On one hut for newborn calves we cut a hole in top for a heat lamp to dry them off. We've built 6 huts from tanks."

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"Culvert" Grain Feeder

A 3-pt. mounted grain feeder made out of a 5-ft. section of culvert makes a handy cattle feeder for Ken Pattison, Eckville, Alberta.

"When I started supplementing winter cow rations with grain, I fed with 5-gal. pails and found that by the time I had the last pails out, the boss cows had cleaned up the first piles and were coming for the last ones. I decided I'd have to find a quicker and easier method of putting out grain.

"I bought a used piece of 32-in. dia. culvert and fitted a cone to the bottom with a sliding trap door. The cone was made from a sheet of 1/6-in. thick sheet metal by cutting a half circle with a radius equal to the diameter of the pipe and then shaped into a cone. It fits perfectly.

"A heavy piece of 3/4 by 2-in. flat iron carries the main load on the drawbar. Braces were fitted to the drawbar slide on each side as well as to the axles and fenders. It was also necessary to bolt a stabilizer bracket to the back of the seat frame. The unit is very stable and I've had no problems with it in the first year of use. The trap door slide is operated by a lever system from beside the tractor seat. The unit holds just over 825 lbs. of rolled barley.

"Since I have well-sodded knolls to

feed onto with good drainage, I haven't had a problem with waste when feeding on the ground. However, you could easily put an auger in the bottom with an orbit motor for feeding into troughs. I use an electric 4-in. auger to fill the unit from a storage bin."

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