He Removed The Electronic Ignition From His Pickup

When the electronic ignition module on Larry Moeller's 1980 Ford Courier pickup went out, he replaced it with the distributor from a 1977 Ford Courier pickup along with the points, plugs, condenser and voltage reducer, saving about $100 over the cost of a new module.

"Ford and other pickup manufacturers equipped their 1978 to 1982 models with electronic ignition as standard equipment. The electronic ignition module fires the distributor, and replaces the points, plugs and condenser. It was designed to save money on tune-ups. Replacing the module on full-size 1978 to 1982 pickups costs only about $25. However, replacing the module on compact pickups like my Courier costs about $125 because the engines and components are foreign-made. The modules were available only from Ford, and my dealer said I'd have had to wait two to three weeks for delivery. Installing the old distributor and other tune-up parts cost only $25, and I'll never have to worry again about an electronic module going out."

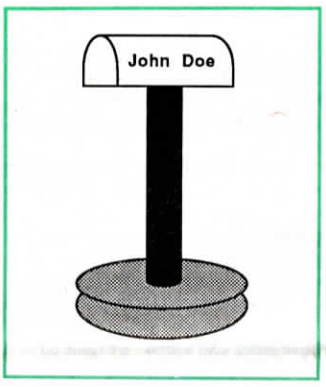
Moeller hooked the distributor up to a porcelain voltage reducer to keep from burning the points and he used the pickup's original coil. "Installing the new distributor was easy. I simply removed one bolt, slid the old distributor out and the new one in. I bought the voltage reducer at an auto parts store and bolted it on."

Contact: FARM SHOW Followup, Larry Moellers, Moellers Machinery, Creighton, Neb. 68729 (ph 402 358-5513).

"Knock Down" Mailbox

Anyone who lives in snow country knows that snowplows are hard on mailboxes. Mitchell, Bainsville, Ontario has come up with a do-it-yourself "knock down" mailbox that'll fall over if struck by a plow and come back up again without damage.

"Lay an old car wheel on the ground with the large 'dish' side on top. Weld a piece of 2 or 3-in. pipe into the center of the wheel. Weld a steel plate to the top of the pipe at the right height for the mailbox. Fill the wheel with cement for ballast and fasten the mailbox to the top plate. Place the stand on two pieces of board at the side of the road so it won't freeze to the ground. If a plow hits the post, it'll tip over and you can tip it back up without damage."



Fast-Unload Weigh Scale For Show Pigs

Iowa vo-ag students built a slick weigh-in scale for pigs that makes it easy to weigh pigs for production-tested swine shows.

"Any pigs showing at our local Floyd County Fair must be weighed in and identified 110 days before the fair. Before the students built this weigh scale system, pigs were carried in by hand which was messy, slow, and unsanitary," says Floyd County extension ag director George Cummins, noting that this spring 780 pigs from 98 exhibitors were checked in during a 10-hr. period using the new system.

The Charles City vo-ag students constructed the U-shaped system using an old manure cleaning track that runs to the door of the weigh-in building. Pigs hang by their feet from the track and slide in over the digital scale. The pig never has to be removed from the hangar on the track because the track is split over the scale. The pig rolls on to the split part of the track, is quickly weighed and then rolled off the split section of track and back out to the door on the exiting part of the track.

"It's fast, accurate, and we can easily wash everything down between each batch of pigs. Pigs from different owners are never in contact with each other," says Cummins, noting that the local pork producers' council, the fair board and the extension service provided materials and design assistance for the project.

Photo courtesy Charles City Press

Contact: FARM SHOW Followup, George Cummins, Floyd County Extension, 615 Beck Street, Charles City, Iowa 50616 (ph 515 228-1453).

FARM SHOW

"Best Ideas"

Editor's Note: *Have you got a "best idea" you'd like to share with FARM SHOW readers? It might be a new wrinkle in cropping, livestock, machinery or whatever. Maybe it's still experimental but looks promising. Or, maybe you've already proven it works. We'd like to hear about it. Write to: Best Ideas, c/o FARM SHOW, P.O. Box 1029, Lakeville, Minn.*

He Turns Round Bales Into Square Bales

A commercial hay grower in Ontario launched a thriving new business enterprise when he hit on the idea of rebaling large round bales into conventional small square bales, according to a recent report in Hay & Forage Grower magazine.

Karl Van Heyst of Emo got the idea last winter when he ran out of hay and began looking for a way to make money from the large surplus of round bales in his area, which escaped the drought last summer. Rebaling, he says, puts hay into the size bale most dairy farmers want and reduces transportation costs.

Van Heyst buys 5 and 6-ft. dia. bales and rebales them into 14 by 18-in. square bales weighing 65 to 70 lbs. each. The biggest problem is getting rid of spoiled hay on bales stored outside. One or two square bales from each round bale are usually bad.

Van Heyst uses a 6-person rebaling crew: One person unrolls bales, one operates the baler, one stacks bales on a wagon pulled by the baler, one unloads bales into an elevator, and two stack them on a truck. The bale is unrolled in a big circle using a pull-type bale feeder and the square baler follows close behind.

Van Heyst told Hay & Forage Grower that hay brings far less per ton in big round bales than in small square bales. Growers who want to get top dollar for their hay, but are short on summertime labor, could make big round bales and turn them into conventional bales later.

Contact: FARM SHOW Followup, Karl Van Heyst, Rt. 2, Emo, Ontario P0W 1E0 Canada (ph 807 487-2469).

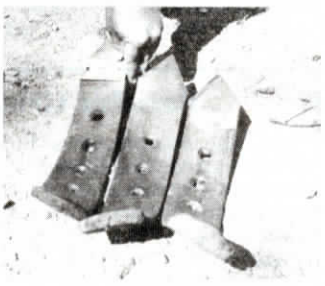
Chisel Points Made From Sickle Sections

"We got the idea of using worn sickle sections for hard surfacing chisel plow points while applying hard surfacing to plow points with abrasion rods. While welding my brother Ray noticed some used sickle sections lying near the welding area," says Robert Stobaugh, Atkins, Ark.

"After finding they were a near perfect fit for the twisted shovels we were using, he decided to test the idea by hard surfacing points on the same plow using both conventional methods and sickle sections. We found little difference in their wear inhibiting qualities. The advantage of using sickle sections is that you save money because the worn-out sections are free and secondly, because it's much faster to apply the sickle sections than it is to hard surface using conventional methods.

"Since the points we're using cost around $11 each, any increase in usable life translates into big savings. We've been using this method about three years and are well-pleased. So much so that our plow doesn't go to the field without sickle sections on the plow points, even if they're new.

"We've also been experimenting with reshaped points. By using a cutting torch to reshape severely worn points, and then



applying the sickle sections, we get another season out of the same plow points. We use the section itself to mark the chisel point when cutting it down so they match perfectly.

"Here's how we do it. First, prepare the surface with a wire brush to get good metal contact. Then weld the sections on using the abrasion rods you would normally hard surface with. Weld all the way around the section and then also burn a hole in the center of the section and weld there for added strength."

Contact: FARM SHOW Followup, Stobaugh Farms Inc., Rt. 2, Box 435, Atkins, Ark. 72823 (ph 501 354-8126 or 8767).