

Made It Myself

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1966 Dodge Pickup Has Over 500,000 Miles

Not many pickups have more miles or a more complex history than the 1966 Dodge 200 3/4-ton crew cab pickup owned by O.J. Hanson, Kaycee, Wyo.

Hanson's 4-WD pickup has over 500,000 miles on it and is still going strong.

The pickup was first owned by the national park service. Hanson worked for an outfitter who gave him the pickup for Christmas one year. At 341,000 miles, the original engine failed. Hanson replaced it with a 413 cu. in. V-8 gas engine out of a 1960 Chrysler Imperial.

He mounted a winch off a 1960 IH pickup on front. He converted the 2-WD pickup to 4-WD by equipping it with a transfer case off an old Dodge Power Wagon pickup. Holes already punched in the pickup frame fit the transfer case and shift levers perfectly.

Hanson also installed a Clark 5-speed transmission from an old Dodge 2-ton truck, replaced the original 7.00 by 16 tires with 7.50 by 20 tires, and installed a home-built "quick change" pintle hitch and bumper on back.

"I call it my 'Old Yeller' because it was used in Yellowstone National Park and because it's painted solid yellow. The combination of the high compression engine and the Clark 5-speed transmission makes it the best trailer-pulling rig I've ever owned," says Hanson. "The big tires let me go

through 4 ft. of snow without ever having to back up. I have plenty power in low range, yet I can go up to 95 mph on the highway without damaging the engine. It rides great at all speeds."

After he converted it to 4-WD he let a friend use the pickup. He had an accident and rolled it over. "The cab was crushed so bad that the steering wheel was the highest part of the pickup. I got it back upright on its wheels and was able to drive it away. I pounded the cab back up so I could open the door and put glass back in. Sometime later we had another accident when it was side swiped by a big 4-WD 2-ton truck."

To mount the 20-in. tires on the pickup he used wheels off a 1946 Chevrolet 1 1/2-ton truck. The wheels had a 10-hole bolt pattern that didn't match up with the Dodge's 8-bolt pattern. He solved the problem by welding all but 4 of the holes shut, then used a Dodge brake rotor (with the lug bolts punched out) to make a template so he could redrill the holes and make the new wheels fit. "I had to invert the wheels. The bigger tires are about 6 in. wider than the original ones so the pickup is more stable on corners and steep hillsides, yet I can turn as sharp as I could before," says Hanson.

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Oversize "4-Wheeler" Built Out Of Wrecked Toyota Pickup

When O.J. Hanson, Kaycee, Wyo., went out to buy a 4-wheel ATV, his local dealer was sold out of them and didn't want to restock them for winter. Instead, the dealer offered him a 4-WD 4-wheeler that was built out of a wrecked Toyota 4-WD pickup.

"It cost less than a new conventional 4-wheeler and it's fitted with 16-in. lugged pickup tires so it'll go just about anywhere. I like it so well that I'm gathering parts to make one myself," says Hanson, who bought the unusual "ATV" three years ago. "It was built by a retired engineer. My dealer got it on a trade-in. I traded a few junked-out motorcycles and \$2,000 cash for it. I made some modifications so I can use it year around on my farm."

The 4-wheeler came with a 4-cyl. gas engine and 4-speed transmission equipped with a high-low transfer case. Most of the original pickup frame had been replaced with a frame built from square steel tubing that left the top and sides of the engine open. A rollover gear welds onto the frame and a fiberglass floorboard supports two custom-made seats in front. Hanson mounted a wooden box behind the cage and added a back seat (out of an old IH Scout) behind the box, then bolted a big toolbox onto each side of the seat. He installed a plexiglass win-

dow on both the front and rear of the cage and added removable sections of canvas on the top and sides of the cage as well as around the engine.

"I use it to drive cattle, check fences, haul calves, and even to guide mountain lion hunters. It goes fast and can out-maneuver a cow on fairly rough ground. It's the best vehicle, including motorcycles, that I've ever used for ranch work. The big tires let me go on softer ground than I could ride a horse on. They have deep lugs on the sidewalls and can go through an amazing amount of mud and snow.

"By adding tire chains I can go right through waist deep snow without ever having to back up. It floats through some snow and plows through the rest. I welded hard surfacing rods onto the chains so they won't wear out as fast. Other hunting guides in our area use track-type snow machines. I can't go as fast as they can, but I always get there and I can haul bigger loads. It has a lot of clearance and a short wheelbase so I can climb right over a 3-ft. high rock ledge without getting hung up."

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Fertilizer Tender Built From Spinner-Spreader

An old stainless steel fertilizer spreader works great as a fertilizer tender to load dry fertilizer into planters and drills, says Kent Keller, Kinderhook, N.Y.

Keller, who farms with his father and two brothers, bought the spreader from a fertilizer company for \$350. The metal frame was rusted out and some components, including the spinners, were worn out, but the box was still good. He cut off the spinners and mounted a plastic Rust Evader auger on back (Rust Evader, Gorton, Ohio). He removed the pto shaft that originally powered the apron chain and replaced it with a hydraulic motor that lets him control the flow of fertilizer to the auger. The motor is controlled by a flow control valve mounted on the end of the auger. The auger is driven by a separate hydraulic motor.

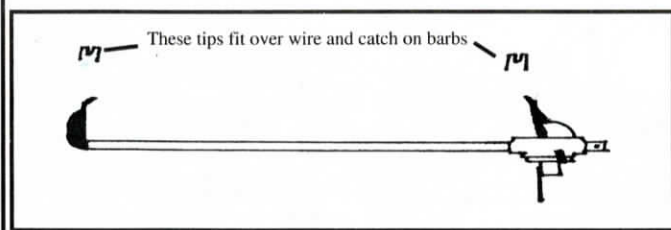
"It works better than a gravity wagon because other than the frame it's made entirely from stainless steel and plastic. There's nothing to rust out," says Keller. "I can fill my planter in only about 10 minutes. I use the tractor's select control valve to control the apron motor. I can use a lever



mounted on the side of the conveyor to further regulate apron speed.

"I mounted a jack on back of the spreader so I can unhook the tractor with the cart partially-loaded."

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Lift Jack Wire Stretcher

"I made a wire stretcher out of a hi-lift jack. After using it for a few months, I've found it works like a charm and is light and easy to handle," says Steve Avery, Du Bois, Neb.

"I used an old auto bumper jack and welded a piece of 1 1/2-in. wide, 1/4-in. thick strap iron onto the end of the shaft and onto the lift lever on the jack. I put a 3/16-in. slot into the end of each piece which catches onto barbed wire barbs. I

put a bolt in the end of the shaft to keep the jack from slipping off. You can weld on a handle or use the tire wrench as usual to engage the jack.

"This works very well. Next to a pliers, it's the handiest fence tool I've ever seen."

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