



Dvorak says his "million mile" 1977 Dodge has virtually all its original equipment, including the 383 cu. in. gas engine.

1967 DODGE RUNS GREAT AT 1,077,000 MILES

"Million Mile Car" Still Racking Up Miles

Stanley Dvorak of West Point, Neb., takes excellent care of his 1967 Dodge Monaco and he always has. That's why he's been able to drive it for 1,077,000 miles.

Perhaps even more amazing, the car has virtually all of its original equipment and still has its original metallic-blue paint. The inside upholstery is almost like new although the driver's seat has been recovered. The 383 cu. in. gas engine is original. The only major repairs the car has required have been three ring jobs, two bore jobs, and two transmission overhauls. The rear end has never been touched.

The odometer has turned over 10 times on this four door marvel. The mileage has been verified three different times by Uncle Sam, because before Dvorak retired he used to list the annual miles as a deduction on his income tax form.

"I still drive it every day. When I bought it I sure didn't think that it would last this long," says Dvorak. "It's been written up several times in newspapers, and I was told that Paul Harvey talked about it on his radio show. He said that if Chrysler made all of its cars as well as they made mine, they'd never sell any. When it had 800,000 miles on it an Iowa car dealer offered me a good price for it so he could display it in his showroom. I turned down the offer and told him I wouldn't sell it at any price.

"One reason it has lasted so long is that

almost all of the miles are highway miles. When I was working, I put on about 60,000 miles every year as a salesman for a petroleum products company. My territory covered parts of five states - Nebraska, Kansas, South Dakota, Minnesota, and Iowa. Some of those states used a lot of salt on their highways so even though I always washed the car as soon as I got home it does have some rust.

"The 383 cu. in. engine never leaked oil and still doesn't. It's a great engine. It still gets 17 to 18 mpg and turns over in cold weather without any problem. I read once about a taxi driver who owned a Cadillac with similar miles on it, but he had replaced the engine 3 or 4 times.

"I've always changed the oil and filter myself every 2,000 to 2,500 miles. I wash it every week and wax it two or three times a year. I also vacuum the inside once a week. I have mats on the floor at all times - in fact, no one's foot has ever touched the carpet and no one has ever been in the back seat except me when I clean it. When I clean the engine I don't hose it off - I wipe it off with a dry rag. I lost track long ago of how many tires it's gone through."

Dvorak retired from the road in 1983 and now lives in an apartment.

Contact: FARM SHOW Followup, Stanley Dvorak, 322 N. Farragut St., Apt. No. 8, West Point, Neb. 68788 (ph 402 372-2635).



Alberico mounted a 9-ft. long steel A-frame on front of a 1970's Hesston 6400 swather, then mounted hydraulic-driven auger on end of A-frame.

DIGS UP TO 7 HOLES PER MINUTE

Swather Converted To Self-Propelled Digger

"Before building it, we used a conventional 3-pt. mounted auger on our tractor to dig holes to plant trees in. It was not only slow, but gave you a stiff neck by the end of the day from having to turn around and look behind you all the time," says Raymo Alberico, who built a self-propelled tree hole digger out of an old swather.

Dubbed the "Bull's Eye Orchard Auger", it lets the Orland, Calif., fruit grower dig up to seven 19-in. dia. holes per minute - without turning his head.

He started with a 1970's Hesston 6400 swather equipped with hydrostatic drive, which makes it ideal for maneuvering back and forth. It also has 3 ft. of ground clearance underneath.

He built a 9-ft. long A-frame out of 4-in. channel iron and mounted it on front. It raises up to 4 ft. high using the valve originally used for the swather header height control. A 2 1/2-ft. long auger shaft mounts on the end of the A-frame and is driven by a high-speed 20 gpm hydraulic pump and motor. The auger can be fitted with either 8, 12 or 19-in. dia. flighting.

The A-frame is fitted on each side with depth gauges made from pieces of channel iron with disk blades at the bottom. Set screws in the top provide exact depth control.

"In the five years since I built it, I've dug more than 200,000 holes for prune, almond and walnut trees at a rate of 6 to 7 holes per minute," he says. "Holes are up to 19 in. in dia. and 18 to 24 in. deep and I've never fin-



Tree-trimming attachment was built by mounting a swather sicklebar on an old forklift mast. It reaches up to 12 ft. high.

ished the day with a stiff neck."

To make the orchard auger doubly useful, Alberico also built a tree-trimming attachment for the machine. It consists of a salvaged fork lift mast which reaches up to 12 ft. high. A 7-ft. International 275 swather sickle bar and drive attaches to the mast and is hydraulically driven by a hydraulic motor.

"I can top trees at a speed of 7 mph," he says.

The machine, which he tows behind his pickup by reversing the gears on the planetary drive, cost about \$2,000 to build.

Next, he plans to build a 12-ft. flail chopper and a 16 to 18-ft. spray boom to mount on front.

"It'll be four machines in one," says Alberico.

Contact: FARM SHOW Followup, Raymo Alberico, 24345 Clark Ave., Orland, Calif. 95963 (ph 530 865-2880).



"Antique Tractor" Magazine Rack

"Interest has been tremendous. People just love them," say Ed and Mary Ann Mosley about their new magazine rack that's made from 3/8-in. rebar.

It looks like a tractor and comes complete with wheels, seat, steering wheel, muffler, and a body designed to hold magazines or newspapers. The body measures 12 in. long by 4 in. wide. If desired a crank

handle can be mounted on front. Rack can be painted red, blue, green or other colors. Sells for \$50 plus S&H.

Contact: FARM SHOW Followup, Ed's Lighted Yard Art, Ed and Mary Ann Mosley, HCO7, Box 221A, Llano, Texas 78643 (ph 800 549-1003 or 915 247-2162; fax 4314; website: <http://www.edslightedart.com>)

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