



"It does a good job of pulling together rocks that range from softball to basketball size," says Dietz.

Old Field Cultivator Converted To Rock Rake

"It works like a big garden rake, gathering up clods and stones and getting them out of the way," says Paul Dietz, Hicksville, Ohio, who converted an old Allis Chalmers 14-ft. field cultivator into an inexpensive rock rake.

Dietz bought the field cultivator cheap at a salvage yard. It was made from heavy angle iron with two rows of shanks on front and rear toolbars. The cultivator's frame had hundreds of pre-drilled holes on 1-in. centers. He turned the rear toolbar upside down in order to provide a flat upper surface. Then he unbolted all the front toolbar shanks and moved them to the rear toolbar, using 1/2-in. bolts to mount them on 3-in. spacings.

A 24-in. long by 14-in. high steel plate was bolted to both ends of the rig to keep rocks from escaping out the ends.

He uses the rig to dump the rocks in windrows which can later be loaded and hauled away.

"It does a good job of pulling together rocks that range from softball to basketball size," says Dietz. "We don't have a lot of rocks here, but we have enough to cause trouble when we harvest soybeans. Any rocks that'll go through the rake's 3-in. spacings won't cause a problem at harvest. We use our front-end loader to haul away larger rocks.

"One negative is that a lot of dirt gets gathered up. Also, the field has to be dry or else mud clogs up the shanks," he notes.

Contact: FARM SHOW Followup, Paul J. Dietz, 8538 Lake Rd., Hicksville, Ohio 43526 (ph 419 542-7250).



Some owners use these sidecar-equipped machines for winter motorcycling. They can run in moderate depth snow and handle ice and loose gravel better than a conventional motorcycle. "You have to learn sidecar techniques," warns Uren.

Sidecar Motorcycles Built For Battles And Back Roads

Cross a dirt bike with a Harley, attach a sidecar with engageable drive wheel and you get the idea behind these Ural motorcycles. Originally built for the Russian army, they are the kind of motorcycles you can drive around the farm, says Chip Uren, a Ural dealer in Knoxville, Ark.

"We bill them as sport utility motorcycles," he says. "They are street legal, but built to go back into the woods, too. One model called the Gearup is true to its military heritage, even to the machine gun mount on the sidecar and camouflage paint."

Uren says another version, the Patrol, is a sportier version with more chrome and paint. Both have two-wheel drive. The Gearup starts out at \$10,495 and the Patrol at \$9,695.

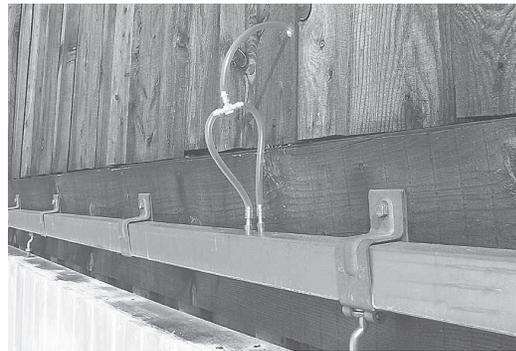
Both weigh in at a hefty 825 lbs. for motorcycle and sidecar. The rear wheel on the sidecar can be engaged to provide the two-

wheel drive and they have a recommended top road speed of 62 mph.

The company offers less rugged and more luxurious sidecar versions also. All models share a heritage going back to the 1930's. Uren says millions have been built, and since the company went private, it has improved quality to reach international standards.

"This was the car for the common man in Russia," says Uren. "Now the market has shifted to the U.S. and Europe."

Contact: FARM SHOW Followup, Chip Uren, ARTRAC Motorsports, 24571 Hwy 64, Knoxville Ark. 72845 (ph 479 885-3267; sales@artrac.com; www.artrac.com/Motorsports.html) or Orbit MotorWorks of America, Inc., 15411 NE 95th St., Redmond, Wash. 98052 (ph 425 702-8484; fax 425 696-0834; info@imz-ural.com; www.imz-ural.com).



"One shot of oil will last for about six months," says Ken Ryan about his automatic sliding door oiling system that keeps his big door sliding smoothly.

Automatic "Roller Oiler" For Sliding Doors

If you've ever had trouble opening or closing a big shed door because the rollers wouldn't budge, you'll be interested in this automatic "door oiler" invented by Ken Ryan of Oxford, N.Y.

"It lets me add a shot of oil to the track rollers from ground level any time I want, which keeps them rolling freely," says Ryan. "I came up with the idea because I had trouble moving a heavy 12 by 18-ft. door on my barn."

The system consists of a small air tank that's about half full of oil, with a hose leading from it up to the door rollers. Air pressure pushes up the hose and onto the rollers.

He drilled and tapped 1/8-in. dia. holes into the track in two places. Threaded barbed pipe inserts were then screwed into place and fitted with plastic hose. A "T" splits the hose so that a single line can be run down to the air compressor. The bottom end of the hose hangs at waist level, where it's fitted with an air line quick disconnect coupler.

"One shot of oil will last for about six months before I have to add oil again," notes Ryan.

Contact: FARM SHOW Followup, Kenneth E. Ryan, 221 Ryan Road, Oxford, N.Y. 13830 (ph 607 843-6929; CanalHardware@Frontiernet.net).



Clear hose runs from a small compressor up to the track rollers. A small shot of air is all it takes to oil the track.



"Best Buy" Biodiesel Book

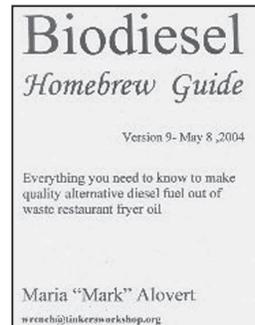
Joe and Deborah Klecker of Watertown, Wis., recently contacted FARM SHOW to say they're building a biodiesel reactor that allows them to make their own diesel fuel. They used manufacturing instructions found in Maria Alover's "Biodiesel Homebrew Guide".

The guide is a self-published, 107-page book that Alover originally wrote as a textbook for the biodiesel classes that she teaches. It contains comprehensive how-to instructions for making, washing, and testing homebrew biodiesel, and plans for building biodiesel production equipment. It does not contain information on straight vegetable oil technology or methanol recovery.

"The book does a great job of explaining how to make biodiesel fuel at home," says Deborah. "Alover also travels the U.S. teaching a series of classes in homebrew biodiesel subjects."

"Using this book, we were able to build our own biodiesel reactor for only a few hundred dollars. Commercial biodiesel reactors sell for thousands of dollars," says Deborah. "We raise beef and pork on a small scale and are trying to grow our own herd of registered Herefords. At the current time, we both hold off-farm jobs but eventually we want to live just off the farm. Biodiesel helps reduce our fuel costs."

"We use the biodiesel fuel to heat our home and to supply fuel for our Deere 4030 and 2020 tractors as well as our skid steer loader.



This book helped the Kleckers start producing their own biodiesel.

We bought the book after talking to people online."

A big part of biodiesel production, says Klecker, is finding stores or restaurants that will give you their used cooking oil. "We bought a grease dumpster that's designed just for grease and doesn't leak, and has a lockable lid."

The book sells for \$18 including S&H. Contact: FARM SHOW Followup, B100 Supply, L.L.C., P.O. Box 1184, Woodstock, Ga. 30188 (ph 678 528-1899; sales@b100supply.com; www.b100supply.com). More general biodiesel information is available at www.localb100.com.