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OUTPERFORMS MELROE SPRA COUPE

Self-Propelled Sprayer Looks Factory-Built

"We've used it to spray 6,500 acres of small grains and peas, from burn-down through desiccation, and it has performed flawlessly. It's a relaxing machine to run, too," says Pierre Delorme who, along with his father Leo, last year built a big self-propelled 4-WD sprayer that covers more ground than the Melroe Spra Coupe they used before.

"We equipped our home-built sprayer with a 550-gal. tank and an 88-ft. self-leveling boom so we can cover in one pass an entire round planted with our 44-ft. air drill," says the Sylvania, Sask., grain and cattle farmer. "Top speed is 10 mph, compared with 14 mph with the Spra Coupe. However, the larger boom allows us to cover a quarter section in an hour and a-half, compared with two and a-half hours before with the Spra Coupe's 56-ft. boom."

The Delormes used the frame and axles from a 6-WD Army truck. They power their sprayer with a 300 cu. in. 6-cyl. engine out of a Ford pickup. It's coupled to a four and five speed manual truck transmission which provides a total of 20 forward and five reverse speeds.

They equipped the sprayer with the power steering unit off a junked White combine and mounted a cab from a 6650 Hesston haybine

on front of the unit.

"We found four 42-in. rims that came off a Hi-Boy sprayer at our local fertilizer and chemical dealer," Delorme notes. "The centers were cracked so we cut them down to match four 38-in. tires we bought at an auction sale. We reworked the centers to fit the Army truck axles.

"It has a high volume centrifugal pump with electric shut-offs for the boom, which can be raised from 18 to 65 in. off the ground. The whole right and/or left sections of the boom fold back on spring-loaded break-aways, as does the outer 3-ft. end section.

"We equipped the sprayer with a 50-gal. rinse tank that we can use to rinse the chemical tank and boom on-the-go with controls inside the cab. We built a foam marker system for the sprayer using an old water heater as a 20-gal. holding tank. We also installed night driving lights and a belly pan and crop dividers. The sprayer was sandblasted and painted by our brother, Raymond, who does body and fender work."

Out-of-pocket expense was about \$7,000.

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Sprayer is supported by 42-in. wheel rims cut down to match 38-in. tires.



Nolman operates mini payloader with a commercial model airplane radio control unit.

HE CLEARS SNOW FROM THE COMFORT OF HIS HOUSE

No Driver Needed On Remote Controlled Loader

A few years ago in the middle of a big snow-storm, a Payloader passed Ken Nolman's house. Nolman, who wasn't crazy about the prospect of shoveling his driveway again, got the idea that a tractor like it might come in pretty handy.

Two years later, the Winnipeg, Manitoba, inventor is stopping traffic with his mini remote-controlled 4-WD loader that he uses to clean his driveway. It earned him first place and \$2,000 prize money at the first-ever Princess Auto's Inventors Fair last June in Winnipeg.

"I can clean my 3-car driveway and sidewalk in half an hour and never leave the house," Nolman says. "That's about how long it took with my snowblower."

The "KBN" Payloader is powered by a pair of 12-volt rechargeable batteries that provide 1 1/2 hours of operation. Batteries are wired to four magnet-type drive motors joined with two differentials mounted in the middle of 1-in. dia. solid steel axles. Axles are fitted with 13-in. rototiller tires to provide full 4-WD. Steering is controlled by 1 1/4-in. hydraulic cylinders on either side of an articulation joint at center.

Tilt and lift of the 26-in. wide bucket are handled by one 1 1/2 in. hydraulic cylinder with 4-in. stroke and two 1 1/2-in. cylinders with 5-in. stroke, respectively. The steering and loader cylinders are powered by tilt and lift systems run off a 2.4 gpm (at 210 psi's) hydraulic pump. "The fluid reservoir contains a special mix of oil that stays thinner in cold weather than normal oils. Oil is heated for



Remote-controlled Payloader stops traffic as it cleans Nolman's driveway. He never leaves the house.

The unit uses an English-made electronic speed control system for radio controlled

boats that Nolman modified. It's operated with a commercial model airplane radio control unit. Nolman installed bigger servos because hydraulic control arms had a tendency to stick when not in steady use. It has forward drive power of 118 lbs. and lift capacity of 80 lbs. to a height of 42 in. Top speed is about 4 mph.

Overall length is 65 1/2 in., height is 36 in., wheelbase is 25 in., and weight is 232 lbs. Quartz halogen headlights, side mirrors, tail lights, flashing beacon light and back-up beeper complete the project.

Out-of-pocket expense was about \$3,000 (Canadian) and the machine has been appraised at \$5,000 to \$15,000. Nolman's currently working on a gas-powered version.

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