

He Saved Thousands Building Hopper Bottom Trailer From Kit

Steve Reinhardt, a Russell, Kansas grain and cattle farmer, was having trouble moving grain away from his combines with his three old tandem axle straight trucks. Steve plants about 1,100 acres of dryland wheat and milo.

"My trucks were old and hard to drive, and it was hard to keep them running. I found a used semi-tractor in good shape for a good price, and decided to buy that and pull a hopper bottom trailer behind it," Steve says.

"Then I priced trailers. Even the used ones I could locate were out of my price range. But I had seen a trailer I liked, built by MCM Co. in Kingman, Kan."

Steve called Myrna Carson who, with her husband Jim, owns MCM Co. He asked if she'd sell him just the pieces of a trailer not yet welded together. Myrna agreed and Steve got his trailer in pieces, at a savings of several thousand dollars off the price of a finished trailer.

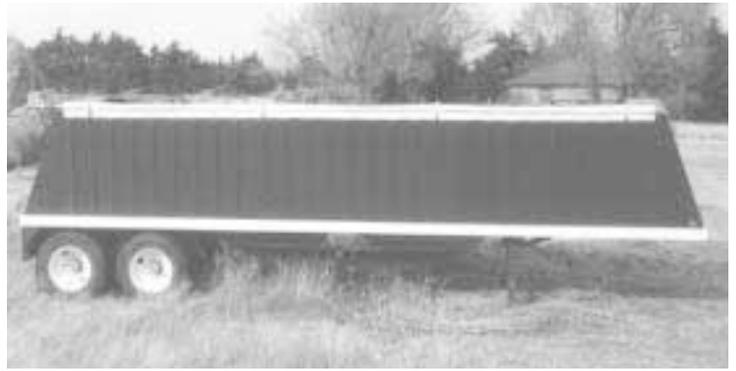
About the first thing he did then was to get a new wire welder. He found axles from an old oil tanker trailer and rebuilt them. Then he went to work on the trailer. "We worked on it all last winter when we weren't feeding cattle or taking care of new calves. By spring, it was ready to roll."

"Since selling the trailer in pieces to Steve worked well for MCM, the company has been selling trailer kits for the past three or four months. "All we put into the kit is parts for the box itself - no doll y legs, no axles,

nothing but the box. We've had a lot of interest in this. Farmers and truckers who can assemble it themselves can save a lot of money. We're already putting together as many trailers as we can, so this adds to our volume, too," Myrna says.

Kit prices vary with the size and design of the trailer.

Contact: FARM SHOW Followup, Steve Reinhardt, 18032 Fairfield Road, Russell, Kan. 67665 (E-mail: rreinhardt@hotmail.com). Or contact FARM SHOW Followup, Myrna or Jim Carson, MCM Co., 600 Kansas Ave., Kingman, Kan. 67068 (ph 316 532-5466 or 5209).



Steve Reinhardt bought pieces of a hopper bottom trailer and welded them together himself, saving thousands of dollars off the price of a finished trailer. Note hopper bottom (right).



Trailer mounts on axles from an old oil tanker trailer, which Reinhardt rebuilt. He uses a semi tractor to pull the unit.



Add-On 3-Pt. Hitch Equips Hummer For Field Work

If you want to get the attention of your neighbors, just head to the field this spring with a Hummer truck pulling a five-bottom plow.

Tom Kendle thinks Hummers, which are commercial versions of military Hummers, make perfect farm utility vehicles, especially when equipped with a 3-pt. hitch and pto. In fact, he developed his own patented design for a 3-pt hitch that can be easily bolted to any Hummer.

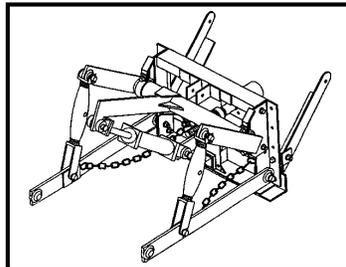
"One outstanding feature of the Hummer is that you can have torque on all four wheels even if a wheel is in the air," says Kendle, an employee of the A.M.G. plant in Mishawaka, Ind., where Hummers are built. "With true 4-WD final reduction at the wheels and a naturally aspirated diesel, it puts 10,000 lbs. of torque on the ground. With the turbocharged option, that goes even higher."

The first time Kendle drove a Hummer, he knew it had farm potential. He thinks it makes sense to buy one in place of a pickup because it'll do everything a pickup can do plus work in the field. Although new ones sell for \$55,000 stripped down, used ones can be found for \$25,000.

One of the options available for the Hummer is a 12,000-lb. winch which can be attached either front or back. Kendle uses the winch plates to mount his add-on 3-pt. hitch.

"I can carry a 1,500-lb. bale around on a spike without any extra weights on the Hummer," says Kendle. He has also used the truck to pull a 24-ft. drag across the field at 10 mph using 0.39 gal of fuel per acre. "That's twice the speed and half the fuel of a tractor."

To make the unit even more versatile, he adds a hydraulic motor with a pto shaft mounted to the hitch. He uses an 8, 16, or 24 hp hydraulic pump to produce the power for



Kendle developed his own patented design for a 3-pt. hitch that can be easily bolted to any Hummer, and also used on front of farm tractors.

the unit. The advantage of a separate power unit is constant pto speed regardless of what is being done with the truck.

Kendle has also mounted his 3-pt. hitch to the front end of conventional tractors, and he built a smaller one just for garden tractors.

He has also mounted his 3-pt. hitches on the front of a '78 Ford 250 truck equipped with a snowplow bracket. Kendle sells his medium duty 3-pt. hitch for \$1,385 with electric hydraulic assembly for another \$545. The garden tractor unit will soon be available for \$600. The pto unit with the 16 hp generator, shaft, motor and hoses sells for \$5,743. His dozer blade sells for \$1,080. All prices are FOB.

For those who would like to see the units in action, Kendle sells a video for \$14.95 plus \$3.00 for shipping. He also has a booklet of pictures of his units in use.

Contact: FARM SHOW Followup, Tom Kendle, 26179 May Street, Edwardsburg, Mich. (ph 616 663-8997).



Tom Kendle thinks Hummers make perfect farm utility vehicles, especially when equipped with his 3-pt. hitch and pto. Here he's using it to pull a five-bottom plow.



He also uses a Hummer to operate a snowblower, and to drive to town.