



Your readers may recall the story in FARM SHOW on my home-built all terrain tracked vehicle that I call the "tank" (Vol. 25, No. 1). I built it with ordinary shop tools and low-cost, readily available components, which kept the cost way down. It rides on 11-in. wide, 8-ft. long rubber tracks made by cutting the tread out of a pair of 46-in. rear tractor tires.

The "tank" is powered by a V-6 Chevy gas engine and has an automatic transmission and transfer case. Air suspension is used on the main axle and on the cab, and it has air ride seats. It rides great for a short-coupled machine. The machine is equipped with differential braking so it will turn on a dime, and it can go up to 40 mph. It's a lot of fun to drive, day or night, summer or winter.

Readers can contact me, or go to my website ([www.kisoffroad.com](http://www.kisoffroad.com)) for more information that will help build your own for as little as \$500. (Alec Yeager, Box 504, Hendley, Neb. 68946 ph 308 265-7466; E-mail: [yeager@atcjet.net](mailto:yeager@atcjet.net))

I recently began collecting and restoring old walk-behind, horse-drawn, one-bottom plows. These plows were used in the late 1800's and early 1900's when homesteaders first came to



Saskatchewan. My grandfather used two oxen and a one-bottom plow to break 30 acres in 1898 when he came to Canada. These plows are getting hard to find and restored models sell for up to \$400 apiece. I have two Massey Harris models, two Deere models, and an Oliver. I buy the plows at auctions, clean off the rust, and install new wooden handles.

I also collect and restore two-wheel, horse-pulled harrow carts built in the early



1900's. The carts are equipped with a single seat and are designed to hitch on behind a harrow. I rebuild the wooden



parts on the carts, and repair any metal parts as necessary. I have two models,

a Deere and a Massey Harris. Restored Deere models sell for \$75 to \$300.

I restored an old water cart equipped with a 50-gal. oak barrel. Most of those carts were homemade in the 1920's or '30's by people who didn't have a wagon and had to haul their own water as best they could. Sometimes they used wheels off old hay rakes. (Pete Peters, Box 166, Osler, Sask., Canada S0K 3A0 ph 306 239-2045)

Your readers may get a kick out of this old 1912 Farmall F-12 tractor that I rebuilt many years ago. It's equipped with a huge 8-ft. dia. steering wheel. The entire



front axle turns left or right by means of a big steel cog that meshes with a smaller cog connected to the steering wheel.

The tractor was originally equipped with a single front wheel and a horizontal steering shaft that went straight across the top of the tractor. However, I converted it to a 4-wheeled model with a wide front axle, which makes fewer tracks and reduces compaction.

I bought the tractor when I started farming about 50 years ago. It caught fire, which ruined the engine, and from then on it sat in my pasture for years until I got it running again. (E.A. Arldt, FM 2104 120 Cooke St., Paige, Texas 78659 ph 512 253-6518)

In order to keep my 72-ft. long, 10-in. dia. Hutchinson grain auger from blowing over in high winds, I built a 20-ft. wide



axle for it. The original axle housing was made from 2 9/16-in. inside diameter tubing with a 2 1/2-in. dia. axle bolted on inside it. I used a section of similar tubing, extending it 4 ft. on each end. The tubing is supported by 3/8 by 4-in. flat straps which I welded on above the tubing and below 20 ft. of 4-in. sq., 1/4-in. tubing. The tubing is trussed in two directions with 3/4-in. dia. rod. If I ever wanted to sell the auger I could easily convert it back to its original form.

My wide axle auger has taken some tremendous winds without any problems. I have a bin site on another farm 10 miles away. I can't move the wide axle down the road, so I also mounted a 20-ft. axle on another auger which I use at that bin site. (Bob Sampson, Rt. 3, Box 115, Petersburg, Ill. 62675 ph 217 632-2016)

I'm in the farm construction business, and there are always a lot of nails scattered around when a job is over. To clean them up, I built this portable magnet that uses a magnet from an old mix-mill feeder. I bolted two short pieces of 3-in. aluminum angle iron onto each end of the magnet and also drilled a series of holes that allow me to adjust the magnet's height. Two 6-in. pneumatic wheels fasten to the ends. Then I made a handle from 1/2 by



"People who read your article in the last issue of FARM SHOW about my drill bit sharpening must have thought it sounded pretty expensive," says Stan McDonald, Foxboro, Ontario, inventor of a new-style drill bit sharpener featured in the Vol. 26, No. 3 issue of FARM SHOW.

The price (\$550 U.S.) was correct but the article stated that it mounted on the side of a bench grinder. Actually, it's a self-contained unit that comes with its own motor and grinding wheel. The entire unit mounts together on a bench.

That's still a lot of money but this bit sharpener will do things no other sharpener does, handling any bit up to 3 in. dia. and doing 'four facet' sharpening that gives the bit four cutting edges instead of two, greatly improving performance.

Contact: FARM SHOW Followup, Stan McDonald, 302 Rosedale Ave., Foxboro, Ontario K0K 2B0 Canada (ph 613 968-9516; E-mail: [smcdonal@kos.net](mailto:smcdonal@kos.net)).

1/8-in. thick flat bar and bolted it to the angle irons. My portable magnet has



saved hundreds of flat tires and works so well that I've even rented it out to neighbors. (Jake J. Braun, Box 282, Hague, Sask., Canada S0K 1X0 ph 306 225-2250 or 306 225-2153)

I originally made this tool to square up dirt walls when installing a truck scale. But I soon discovered that it works great for cutting roots off of bushes and trees that are too close to the house, or when digging them out. You can drive it into the ground with a sledge hammer. It beats a hatchet.

I made the cutting edge out of a disc blade. The handle is 4 ft. long. The ball on top is 2 1/2 in. dia. The pipe is 1 1/2 in. dia. (Robert M. Kort, 1840 N. Park Ave., Fremont, Neb. 68025 402 721-2283)



My son Bryan and I recently came up with a "Nester Box Inverter" that offers a safe



and efficient way to handle bulk seed. It's now being used by seed companies and

seed dealers throughout the U.S. The "Nester" is designed to attach to a forklift or other mechanical device. Its purpose is to "nest" or invert the top part of a two-piece center flow box, which unloads by gravity flow from the bottom part of the box. It eliminates virtually all the labor that's normally required to invert or nest the two boxes together. Its ease of operation helps to reduce labor and reduces the risk of injury to anyone who has to invert or nest boxes. (Richard Haas, 1960 N. 2200 East Rd., LeRoy, Ill. 61752)

Last year I solved a problem that some of your readers may have. I use two riding mowers to mow several acres of lawn. During past winters I've had to periodically go out and start the mowers and run them long enough to keep the batteries charged. If I wait too long the batteries go dead and I can't start the mowers.

To solve the problem, last fall I purchased a small solar panel that's designed to keep batteries charged on stored RV's and boats, etc. I used caulking to weatherproof the joints on the panel and then mounted it on the east side of my mower storage shed, up near the eaves where it's somewhat out of the rain. I wired the panel to a heavy duty terminal strip that I mounted on the inside wall of the shed. I connected two pairs of jumper cables to the strip, one for each mower. So far the panel has done a good job of keeping both batteries ready to go.

I already had the jumper cables and terminal strip so my total cost was less than \$30 - a small price to pay for no more low or dead batteries. (Bob Hudspeth, Box 51, Era, Texas 76238)

It was the windmill, more than any other invention, that helped settle the West. This history is now being told in a dedicated to the preservation of the American-style windmill - the American Wind Power Center in Lubbock, Texas.

In 1993, a non-profit organization was established to acquire a large number of restored early windmills. The city of Lubbock provided a 28-acre tract of city park land along with some buildings for indoor displays. The rarest windmills of the collection are exhibited inside a

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