

(Continued from previous page)

I built my own low-cost ATV-mounted sprayer using the tank off my big field sprayer. The tank rests in a homemade wooden saddle and has a pump on top of it and controls on front. One valve con-



trols the flow to the boom and another one controls the flow to a hand wand that's attached to a 15-ft. hose. The rig has an 8-ft. long boom equipped with seven nozzles, and an off-center flat spray nozzle that's used to spray along fence rows. The nozzle covers a 68-in. wide area so it can spray both sides of the fence in one pass.

I use a wooden spool on our loader tractor's hay forks to roll up high tensile wire that surrounds our pasture. The spool mounts on a 2 by 4 board with notches cut into it (not shown) and is held



secure by a length of chain. The spool can handle up to a half mile of wire at a time. (Dwight Ruhlen, 2591 Halcyondale Rd., Sylvania, Ga. 30467 ph 912 863-4398)

I made this dump trailer by mounting an old World War II-era dump bed on the



frame of a fertilizer spreader equipped with 10-ft. long I-beams. The front part of the bed is raised or lowered by an electric winch mounted in my pickup bed. A cable with eye goes from the dump bed, up over a pulley on an A-frame at the front of the trailer to the winch. (Ben D. Marek, 3885 Indian Road, New Ulm, Texas 78950)

I converted a 1,600-gal. water tank into an ice fishing house that also doubles as



a calf hutch. The water tank fell out of a truck and had several cracks in it which I patched up. Then I used a sawzall to cut out the bottom and also to cut a door into one side. The material was very easy to work with. (Russell Faubion Jr., Rt. 2, Box 69, Blockton, Iowa 50836 ph 641 788-3761 or 712 542-7006)



I thought your readers would like to see this one-of-a-kind 1939 Ford 2-ton, 4-WD truck that I bought used many years ago. With a regular cab and 4-WD, it looks like an Army truck but it's not. Ford built the truck but it wasn't originally equipped with 4-WD. A metal plate on the truck's dash says "Marmon Harrington, Indianapolis, Indiana." That company converted the truck to 4-WD. A local Ford dealer bought the truck new and used it as a tow truck for many years. Then the truck sat outside in a field for a long time. I bought it from a local farmer in the early 1980's.

The truck is powered by a flathead V-8 engine and has a 4-speed transmission. The engine was worn out so last spring I removed it. I plan to overhaul the engine so I can get the truck running again. (Ken Warkentin, General Rural Delivery, Thornhill, Manitoba, Canada R0G 2T0 ph 204 822-3612)



I converted an old Massey 750 combine into a low-cost, self-propelled sprayer equipped with rear wheel drive and front axle steering. The machine drives and steers off the front axle, just like a tractor, so it turns sharp and is easy to maneuver. It has a 60-ft. boom and a pair of 300-gal. tanks and rides on 18.4 by 38 wheels. Its low center of gravity helps keep it stable on sidehills.



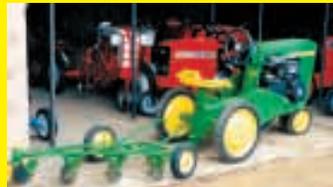
I've used my combine sprayer for three years. It costs very little to maintain, and the diesel engine is fuel efficient. I spent about \$5,000 to build it. I saved that much just in one season by not having to hire a custom spraying service. And, I can shop for chemicals and do my own application when I need to without having to wait for someone else to do the job for me.

The machine has enough ground clearance to spray tall soybeans and its overall height is lower than a medium-sized tractor. It'll travel over soft ground without much compaction. It took about three months to build. (Marvin Coufal, 2150 S. Road, Bee, Neb. 68314 ph 402 566-4285)

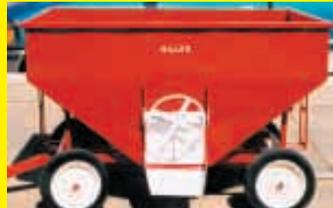


I modified an old 1,350-bu. grain bin to store wood for my outdoor furnace. I cut out a pair of doors that measure 6 ft. 4 in. wide. I used 2-in. wide, 5/32-in. thick

angle iron to make frame supports on the inside of each door. It was a bit difficult to get ribs on the bin and the doors to match. My total cost was about \$600. (David I. Peters, Rt. 2, Box 230, Morden, Manitoba, Canada R6M 2A1)



Thanks for the story on the motorized pedal tractor that I built for my grand kids (Vol. 24, No. 6). The tractor is built out of a Deere 20 series pedal tractor which I completely restored. A 3 1/2 hp Briggs and Stratton gas engine direct-drives a centrifugal clutch which chain-drives the rear axle.



I've built several implements for the tractor, including a chisel plow anhydrous trailer, moldboard plow, and gravity wagon. The plow raises and lowers with a pair of levers. The land wheel is a lawn mower wheel purchased at a hardware store, the furrow wheel was made for a pedal tractor, and the wheel on back is off a baby stroller. The moldboard bottoms are made out of 16-ga. steel.

The gravity wagon measures about 3 ft. long and is made out of 16-ga. Sheet metal. It has automotive-type steering and a sliding door connected by cable to a wheel that's used to open it. (Frank L. Miller Farms, 307 Iowa Ave., Mott, N. Dak. 58646 ph 701 824-2637)



I designed this homemade mailbox with used farm machinery parts and a bit of imagination. I think of it as abstract art made to look like an old-time tractor.

The large wheel at the bottom is off an old pull-type Case combine, and the horizontal section at the top is the knottor countershaft off an old Massey Harris binder. The eccentric crank that operated the knottor forms the tractor's steering wheel. The pipe that supports the knottor countershaft extends all the way down through the wheel and telescopes inside another pipe that's anchored in cement under the ground. If I need more room when cutting grass, I can grab the wheel and swing the entire mailbox out of the way. (Bryan Morton, RR 3, Brussels, Ontario, Canada N0G 1H0 ph 519 887-6692)

After attending a local tractor pull, I thought it would be fun to build a pulling sled for my 4-wheeler ATV. This is what I came up with. I welded together two riding mower frames end to end. I kept one rear axle on one end and built a skid pan at the other end. Then I mounted a 4



hp engine on back to pull the weight transfer box up the frame, which works via a belt and pulley system. I mounted a seat on one side at the back where I sit while running the engine and operating a lever that controls the weight transfer box. Cement blocks provide the weight.



The whole system works - it has stopped every ATV that has been hooked up to it. (Bryn Trumbull, 380 Youngs Rd., Fort Plain, N.Y. 13339)



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