



Ken Pohjola's self-propelled wood splitter is equipped with a 4-way splitter on back and a winch and lift boom on front.

Self-Propelled Wood Splitter Doubles As A Log Skidder

"My home-built self-propelled wood splitter is equipped with a boom for skidding trees and lifting them so they can be sawed and split," says Ken Pohjola, Cloquet, Minn.

The rig is equipped with a 4-way splitter on back and a winch and lift boom on front. A removeable, belt-driven saw rig (not shown in photo) also mounts on front of the machine.

"With just one machine I can drag trees that I cut down to an area where I can saw them and split them for stacking on a 2-wheeled trailer that I pull behind the rig."

The wood splitter has a frame made from a pair of schedule 40 steel pipes which angle inward 20 in. toward the front. As a result, the rig is only 20 in. wide in front but 44 in. wide at the back.

Power is provided by a twin-cylinder, air-cooled, 18 hp Wisconsin gas engine. The engine connects to a 2-ton truck transmission and the narrowed-up rear end off a Pontiac station wagon. A 12-in. long driveshaft, driven by a hydraulic motor, connects the transmission to the rear end. The engine belt-drives the machine's power steering pump as

well as the saw rig.

A 3/8-in. dia. cable runs from a hydraulic-operated winch up the boom. A flat belt drive is used to power the saw rig.

The splitter is chain-driven by a hydraulic pump and is equipped with two cylinders - a 6 by 12-in. cylinder and a 3 by 24-in. one. "When the smaller cylinder can't do the job, I engage the big one to get through the tough spots," says Pohjola.

The rig's front axle is made from a 3-in. dia. steel pipe, with short lengths of 1 1/4-in. dia. pipes welded at a 90-degree angle to each end. A pair of 1 1/8-in. dia. shafts go through the 1 1/4-in. dia. pipes, with trailer spindles welded to their ends. The machine has a go-kart steering wheel. The seat is an old stamped steel tractor seat mounted on a floor jack arm, with a snow plow spring and a shock absorber off a car providing suspension.

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Blower-Powered "Gopher Gasser"

A California company has come up with another new idea for getting rid of gophers and other underground rodents.

Occidental Nuisance Wildlife Control Co. recently introduced a system that makes use of a cordless, rechargeable hand held blower and 6-in. long cartridges of carbon monoxide. The blower forces carbon monoxide rapidly into underground tunnels before the animal has time to react.

"It works fast - in only three to five minutes the animal is dead. And the blower weighs only 4 to 5 lbs. so it's easy to handle," says John Rogers.

An 8-in. long metal tube serves as a combustion chamber. You place the tube up against the opening to the main run and pack soil around its front edge to seal in the carbon monoxide fumes. Light the cartridge and slide it into the chamber. Then position the blower behind the chamber without actually touching it.

"The combination of the high speed blower and high volume of carbon monoxide is enough to kill almost any animal," says Rogers. "It costs less than 80 cents to kill each gopher. The blower is a high quality piece of equipment that will last for years."

According to Rogers, the problem with carbon monoxide cartridges is that the gas moves slowly through the tunnel and doesn't always penetrate the deepest recesses of the tunnels. Also, if the soil is dry much of the gas gets absorbed by the soil without ever reaching the animal.

The kit consists of the blower, battery, bat-



Hand held blower forces carbon monoxide rapidly into underground tunnels before animals have time to react.



A 6-in. long cartridge of carbon monoxide is placed into an 8-in. long metal tube which serves as a combustion chamber.

tery charger, combustion chamber and 12 cartridges. It sells for \$415 plus S&H. "If you use up all 12 cartridges and still aren't satisfied, we'll be glad to give you a full refund," says Rogers.

Contact: FARM SHOW Followup, Occidental Nuisance Wildlife Control Co., P.O. Box 920, Forestville, Calif. 95436 (ph 707 824-0903; fax 707 824-0922; email: sales@safekrush.com; website: www.safekrush.com).



"It looks good, rides good, and handles good," says Lyndal Hatton about the 4-wheeler he made out of a 1970's era Sears riding mower.

Low-Cost 4-Wheeler Made From Old Riding Mower

Want a cheap ATV? You can make one out of an old riding lawn mower, says Lyndal Hatton, DeBerry, Texas.

He converted a 1970's era Sears riding mower equipped with a 12 1/2 hp Briggs & Stratton engine and a 6-speed automatic transmission. He equipped the machine with two large expanded metal baskets - one on front that replaces the hood and tilts forward for access to the engine; and one on back that bolts to the rear fenders. It rides on four 22-in. high, 8-in. wide balloon-type knobby tires.

"It isn't as fancy as commercial ATV's, but it does everything they do. I can shift it on-the-go at speeds up to 45 mph," says Hatton. "I wasn't using the mower any more so I figured why not convert it into an ATV? I spent about \$150 on the conversion. New comparable ATV's sell for \$3,000 and up."

He removed the hood as well as the deck and its mounting hardware. The original Briggs & Stratton engine was worn out, so he replaced it with a 12 1/2 hp Tecumseh engine. He removed the Tecumseh coil and capacitor from under the flywheel and mounted them on the engine externally where they're easier to service.

To gear up the transmission, he cut the drive pulley off the engine and replaced it with the larger pulley off the mower deck. The tractor had a transaxle that originally used a large pulley to belt-drive the mower blades. He downsized the transaxle pulley to boost rpm's. It's the same size as the engine pulley. He added a pair of idler pulleys to keep the transmission from interfering with



Machine has two large expanded metal baskets. The one on front tilts forward for access to engine.

the belts.

The 22-in. knobby tires fit perfectly on the original rear wheels but he had to modify the front wheels to accept the bigger tires.

"The machine still has its original foot-operated clutch and hand-operated gear shifter so I can shift gears on-the-go," says Hatton. "I have to stop to put the transmission in reverse. I can either leave the throttle with the governor hooked up to it, or mount a hand lever throttle up on the steering wheel. I generally keep the throttle hooked up to the governor so when working around my cows I can leave the throttle at a set speed and downshift to adjust my speed. That way I'm keeping the engine running at a constant speed so if I get in mud the governor will kick in and pull me through it."

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"Two-Starter" Lawn Mower

Tom Crowder, a mechanic from Quanah, Texas, recently sent FARM SHOW this photo of a push lawn mower that he equipped with a second starter that he salvaged from an older mower.

"If the original factory rope starter ever breaks, I can just use the second one," he says.

His mower is equipped with a 3 1/2 hp Briggs & Stratton engine. He says the idea won't work on any other kind of engine because there isn't room for a second starter, as the fuel tank gets in the way.

He cuts a 1 by 1 1/2-in. long slot into the shroud on the carburetor side of the mower and then inserts the second starter in there. "You have to use an older flywheel with cogs on the bottom," he notes.



Second starter mounts in slot cut into shroud on carburetor side of motor.

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