Weisbrod made a short box pickup out of this Suburban by cutting off the back half of the roof behind the second seat. Note home-built 3-pt. hitch and pto on front.

A separate engine that mounts in bed is used to shaft-drive a snowblower that mounts on front. "I can put a pickup toolbox in it and an econo cover over it," says Weisbrod.

# Chopped Suburban Makes Great Short Box Pickup

After parking his 1990 Suburban next to a short box 4-door pickup one day, Stephen C. Weisbrod started thinking.

"The Suburban rear flooring and sidewalls looked just like a pickup box," he notes. "So I cut off the back half of the roof behind the second seat."

Weisbrod then took part of a Chevy pickup cab of the same vintage and sliced the back of the cab off, from roof to floor. It fit the back of the Suburban perfectly and was soon welded in place. The sidewalls and tailgate on the Suburban were capped with sheet metal. Then the unit was repainted.

After mounting a home-built 3-pt. hitch and pto on front of the Suburban, Weisbrod pulled the 6-cylinder engine with belt- driven governor and automatic transmission out of the Chevy pickup he had already sliced up. Along with the battery and gas tank, all the components were mounted on a skid and set in the back of the Suburban with all the controls mounted inside the cab. A shaft shielded with 3/16-in. steel was then run through the passenger and engine compartments of the Suburban to drive a snowblower.

"This way the snowblower is totally independent of the Suburban engine," explains Weisbrod. "I start up the engine on the skid and once it gets up to speed, the snow blower starts working.

"I paid $2,000 for the Chevy pickup and spent less than $1,000 for modifications to the Suburban. It took about 150 hours," recalls Weisbrod. "It looks a lot like a new Avalanche. I can put a regular pickup toolbox in it and an econo cover over it. Now I'm beating up a $6,000 pickup instead of a $60,000 tractor when blowing snow."

Contact: FARM SHOW Followup, Stephen C. Weisbrod, R.D. 3, Box 99, Canastota, N.Y. 13032 (ph 315 655-3821).

# He Built His Own Sicklebar Mower

"I had been looking for a lightweight sicklebar mower to use on my Kubota tractor so I wouldn't have to use a string trimmer around my pond banks. I couldn't find one so I decided to build my own," says T.E. Salsman, Richmond, Ky.

"A friend donated a 43-in. sicklebar and gearbox from an older walking mower. The gearbox was relocated from the center to the end of the sicklebar. The supporting framework was made from 1 1/2-in. tubing and 1/4-in. steel plate. The gearbox is chain-driven by a hydraulic motor off a junked golf course mower. Sicklebar angle is controlled by the length of the support chain.

"So far the tractor hydraulics have been adequate for both normal mowing and, when the sicklebar is in the upright position, for cutting back honeysuckle growing on fence lines," notes Salsman.

Contact: FARM SHOW Followup, T.E. Salsman, 124 Jolly Ridge Road, Richmond, Ky. 40475.

T.E. Salsman converted a 43-in. sicklebar and gearbox from an older walking mower to mount on his Kubota tractor. Gearbox is chain-driven by a hydraulic motor.

Glen Woodside's cultivating tractor was built out of an old walk-behind model.

# Ride-On Garden Cultivator

Glen Woodside of Thorndale, Ontario needed a cultivating tractor for the family's market garden. He built a good one out of an old Waterloo brand walk-behind.

"We found that having the teeth in front of the drive wheels worked much better, so we moved the motor to the back and put a frame out front that is supported by a steering axle we pulled off an old trailer," he explains. "You have excellent visibility. The 5.5 hp Honda engine drives a small riding lawnmower transmission."

The unit has a foot clutch and steers with a lever. Another lever raises and lowers the cultivator.

The cultivator shovels (on homemade shanks) are on a V-shaped frame made from tubular steel, and their positions on the frame can be adjusted as needed to fit row width.

Because the original axle wheels at the back have ratchet hubs, Woodside welded one of them solid to give him a reverse gear.

He saved money on the project by using scrap steel, and only purchased a new engine and tires. He says it took about 25 hours to build, and the unit cost him only about $700.

Woodside says the tractor is easy to run, and that his 11-year-old and 9-year-old sons operate it.

"It works well for shallow cultivation of small vegetables. For hot, sunny days, we also added an umbrella," he says.

Contact: FARM SHOW Followup, Glen Woodside, R.R. 3, Thorndale, Ontario, Canada N0M 2P0 (ph 519 284-3509).

George Land mounted this gas-powered welder-generator on an old garden tractor with a blown engine. An electric motor belt-drives mower's transmission to self-propel the rig.

# Self-Propelled Welder, Generator

"I've had this gas-powered welder-generator for years and it's always been a problem where to store it and how to move it around," says George Land, Merom, Ind.

"I had it on a trailer for awhile but it took up too much room in the barn. So I took it off the trailer for a while but then, when I needed it outside, I had to find a way to transport it. So I mounted the welder on an old Husky garden tractor with a blown engine, along with a 1/3 hp electric motor that's belted to the transmission on the mower. I made a hand clutch and rigged the steering to a lever. Both stick out to the right side of the machine. I bent the gear shift lever so it sticks out to the left.

"The tractor has 14 forward gears and 7 in reverse. In low range, it moves along at a good walking pace. I can even stand on the running board and ride along, but I built it to walk alongside.

"It also pulls itself up on a truck or pickup for transport to another location.

"On the front I built a platform that holds two 5-gal. buckets. They each hold 100 ft. of welding leads if I need them, but I seldom do because I can drive the welder right up to most jobs."

Contact: FARM SHOW Followup, George Land, 3870 South Merom Station Road, Merom, Ind. 47861 (ph 812 356-4906; email: lland5@netzero.com).