



Brent Pitcher bought a used 28-ft. Deere disk cheap at an auction and converted it to ripple coulters.



He replaced the original 22-in. dia. disk blades with 20-in. dia., 1 1/4-in. wavy coulters. He also added about 3,200 lbs. of weights to help the ripple coulters cut better.

Deere Disk Converted To Ripple Coulters

Brent Pitcher wanted a fall tillage implement that would do a better job cutting through corn stalks without leaving the field as rough as a conventional disk. That would allow him to plant no-till beans the following spring without any further tillage. So he bought a used 28-ft. Deere disk cheap at an auction and converted it to ripple coulters.

He replaced the original 22-in. dia. disk blades with 20-in. dia., 1 1/4-in. wavy coulters. He also added about 3,200 lbs. of weights to help the ripple coulters cut better.

"I tried it for the first time last fall on about 300 acres and was pleased with the results," says Pitcher. "The ripple coulters do a much better job of cutting up corn stalks and mixing trash with the dirt than straight coulters. They left the field smooth enough that I should be able to plant directly into it this spring. It takes at least 180 hp to pull it. I use either my Case-IH 7120 Magnum or White 4-210 and go about 10 mph in the field.

"I paid \$1,700 for the disk and \$20 apiece for the ripple coulters, which I bought from

CFC Distributors (Roann, Ind. ph 800 548-6633). My total cost was less than \$4,000. Great Plains introduced a similar machine last fall that sells for about \$1,000 per foot."

Pitcher welded new angle irons onto the disk frame so that all the gangs run straight across instead of at an angle. Then he bolted the original coulters behind the implement to help knock the stalks down," notes Pitcher.

The 1-in. thick weights that he added came

off oil well pump jacks and measure 22 by 28 in. Pitcher placed them together in pairs and bolted them on top of the disk's wings and center section.

"My ripple coulters implement still leaves some standing stalks which I don't think will be a big problem. However, I may add a chopper reel behind the implement to help knock the stalks down," notes Pitcher.

Contact: FARM SHOW Followup, Brent Pitcher, 20706 North 500 St., Montrose, Ill. 62445 (ph 217 924-4247).



Many people who see the home-built "Bud" think it's the real thing.

They Built Their Own Big Bud

Mark Andrews, Milestone, Sask., had always wanted a Big Bud tractor. But very few of the famous Big Buds were ever built in Bud Nelson's small factory near Havre, Montana, in the late 1960's and early 1970's. They're expensive and hard to find.

Andrews had thought about building a Big Bud knockoff for years when a friend from Medicine Hat, Alberta told him about an old 4-WD Wagner tractor frame he'd seen collecting rust on a Montana wheat farm. Because Nelson originally used Wagner frames to make his Big Buds, Andrews figured it was exactly what he needed.

"The tractor was in bad shape. The engine had been shelled out, the windows were all broken out of the cab, and everything looked terrible. But the frame and the differentials were still in good shape, and those were all we needed to get started," Andrews says, who had help on the project from his son-in-law, Aaron Short.

Once he'd winched the old frame onto his truck and hauled it home, Andrews and Short stripped everything off the frame. Then they



Andrews started with this 4-WD Wagner tractor.

contracted with a sandblaster to take off the rust.

They salvaged a Cummins 335 hp 6-cylinder diesel and 13-speed transmission out of a 1975 Peterbilt over-the-road truck and mounted that on the frame. It fit perfectly.

While he'd intended to use the differentials from the old Wagner tractor, during the process of putting the tractor together Andrews found some heavier Clarke differentials and decided to use those instead.

"We put triple wheels on front and back,

Business is booming for a Michigan couple who came up with a great idea: Offering vintage hats with old-time farm equipment logos.

Where else could you find a Minneapolis Moline hat with original colors? How about a Cockshutt, an Oliver, or even a Massey Harris?

"If you collect an older brand of tractor, you should have a hat to match," says Jennifer Gingell who, along with her husband, Dan, came up with the idea. The couple also sells a popular line of tractor repair videos which have been featured in FARM SHOW, and they run a tractor dealership and repair shop in Metamora, Mich.

The high-quality canvas hats sell for \$12.50 apiece plus S&H. Here's what's available so far (they're working on obtaining the rights to other logos, including Deere): Allis Chalmers (solid black), Massey Ferguson (red/black), Massey Ferguson (solid red), Massey Harris (solid red), New Oliver (green), old Oliver (green), Minneapolis Moline (black/gold), Minneapolis Moline (red/black), and Cockshutt (khaki/black).

Contact: FARM SHOW Followup, Dan & Jennifer Gingell, J&D Productions, Inc., Box 38, Metamora, Mich. 48455 (ph 810 678-3960; E-mail: dansfarmequipment@juno.com).

after making the wheels ourselves," he continues. "We started with rim blanks and had the centers cut for us by a Regina machine shop using CNC equipment. We welded the centers into the rims and mounted them on the tractor.

"I knew a guy who had a damaged Big Bud cab. It had hit an underpass and he'd replaced it with a new one," Andrews explains. "We heated it with the torch and hammered the dents out, and then fit it onto the tractor."

Once the cab was bolted in place, Andrews sealed it all around and added new windows, air conditioning, soundproofing and upholstery.

The next step was putting together a hood and cowlings. Andrews and Short built their own. "The original Big Buds had sharp angles over the hood. Ours is just a bit more rounded."



Vintage tractor hats have old-time logos.

Before painting his homemade Big Bud, Andrews had the sandblaster come out again and clean it all up. Then he had all the original decals duplicated for his new tractor.

With the original paint scheme and the decals applied, the tractor looks fresh off the factory floor.

"I guess you could say we did it for sport. It took us most of the winter to get it done, working on it a little at a time. It's not an every-day tractor, but we put a couple hundred hours on it last year," Andrews says, adding, "It really wasn't that difficult a project. Mostly, it was just a matter of bolting parts onto the frame."

Contact: FARM SHOW Followup, Mark Andrews, Box 324, Milestone, Sask., Canada S0G 3L0 (ph 306 436-2234; E-mail: mrfarm@sk.sympatico.ca).