



Litchfield bolted a hydraulic motor onto the header on his Deere 9650 STS combine. Motor which chain-drives auger runs off reel drive on grain head.

He Slowed Down Combine Auger

"It's the best idea I've had in a long time and it started paying off right away," says Marshall Litchfield, Macomb, Ill., who slowed down the feeder auger on his Deere 9650 STS combine's 8-row corn head.

"The problem was that the head tended to throw ears onto a shield above the center part of the auger, instead of feeding them directly into the head. Most of the ears fell back into the head, but some didn't. Another problem was that fine trash tended to collect on top of the center snout just ahead of the auger, which kept stalks and ears from feeding into the gathering chains properly," explains Litchfield.

The auger was originally chain-driven off the same driveshaft that operates the gathering chains. Litchfield removed the chain, drilled holes into one end of the header, and

bolted a hydraulic motor onto it to chain-drive the auger. Then he ran a pair of hydraulic hoses from the motor up to the reel drive that's used for the grain head.

"I used it on more than 400 acres last fall and was amazed at how well it worked," says Litchfield. "The slower speed stops the head from throwing ears, and the buildup of fine trash disappeared. The fodder feeds in really nice. The auger works best when it runs at 120 to 160 rpm's. If I ever want to drive the auger conventionally, all I have to do is reinstall the original drive chain.

Litchfield plans to do further testing on the idea and says he may eventually offer an aftermarket kit for sale.

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Pull-Type Rock Digger

After renting a rock digger that didn't work very well, Dale Rogers built his own 2-wheeled, pull-type digger that has a pair of hydraulically-pivoted, 40-in. long steel "teeth".

"It pulls them out fast and has a 12-ft. wide axle so it won't tip over on sidehills. I've used it to remove 2-ft. thick flat rocks up to 8 ft. long with no problem," says the Mayfair, Sask., farmer.

The machine measures about 20 ft. long and rides on a pair of big 18.4 by 30 flotation tires off an old Case 1660 combine. The 12-ft. long hitch is made from 12-in. I-beam, while the axle is made from 16-in. I-beam and is welded on each side to stub axles cut off of the combine. The 9-ft. long pivot arm, made from a pair of welded-together 16-in. I-beams, is controlled by a 4-in. dia. cylinder. The teeth are made from 1-in. thick steel and are spaced 16 in. apart.

Rogers uses his 1974 IH 4366 4-WD tractor, which is equipped with dual wheels all the way around, to pull the rig.

"I've used it to pull out several hundred rocks including some tremendously big ones," says Rogers. "Compared to most commercial rock diggers, it's much longer and wider and has bigger wheels which gives it a lot of leverage."

According to Rogers, one big advantage of the machine is that it has more than 2 ft. of clearance under the axle. As a result, once he digs a rock halfway out of the ground there's still enough clearance under the axle that he can reset the forks and get them down all the way under the rock. "Most commercial machines have only about 1 ft. of axle clearance, so the operator often has to make four or five pulls just to get the rock out. I hardly ever have to make more than two pulls.



Two-wheeled, pull-type rock digger has a pair of hydraulically-pivoted, 40-in. long steel "teeth" spaced about 16 in. apart.



Machine's pivot arm is controlled by a 4-in. dia. hydraulic cylinder.

"With the tractor pulling and the hydraulic cylinder lifting at the same time, there's tremendous pressure on the wheels. However, my wheels are big enough that I don't have to worry about them. Also, the big flotation tires won't sink down as much in soft dirt."

Rogers says if enough people are interested in making a rock digger like his, he's willing to supply plans and measurements for a fee.

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John Strickland restores and rebuilds old G's into modern diesel machines.

"G" Man Converts Old AC's To Diesel Power

Allis Chalmers made more than 30,000 G tractors between 1947 and 1955. John Strickland figures the ones that are left are worth restoring and putting to work.

Strickland, also known as the "G" Man, restores and rebuilds old G's into modern diesel machines.

He starts by removing the old Continental engine and replacing it with a 3-cyl. Isuzu industrial 22 hp diesel. This process includes clutch adapter plates, with a new clutch and rebuilt pressure plate, reworking the radiator and cooling system, relocating spouts, and re-shaping the shrouds to fit the new engine. A new 11-gal. fuel tank is included.

He converts the electrical system to 12-volts and adds a 12-volt alternator, a constantly running electric fan, an electric fuel pump, front and rear lights and a full console of gauges to monitor oil pressure, water temperature and amps. He also adds an electric PTO to handle a mower.

Roughly 60 percent of the original G's had hydraulics, but not live hydraulics. Strickland adds live hydraulics, an engine-driven hydraulic pump, a transmission/hydraulic fluid reservoir, and 4-way hydraulic control valve.

The process also includes new gear shift boots, front spindle bushings, wheel seals and bearings, new transfer gear shaft and bear-

ings, improved brakes, a check of the ring gear rivets (and peening them when necessary), and a heavy duty new front lift bar with ram installed.

He replaces all four tires, adds a large U-bar rear hitch, rebuilds the steering box and re-coats the steering wheel.

Finally, he strips, sands, primes, and repaints the G its original AC orange, finishing it off with new decals that proclaim it a "G Diesel."

Strickland has converted G's for sale. He'll take your old G in trade, or he'll restore it for you. Prices range from \$7,500 to \$10,000 for the diesel conversion. Strickland says he can also rebuild the original Continental gasoline engine if you'd prefer, but the cost is the same as a new diesel.

He also sells used, remanufactured, and reproduction parts for G's. In addition, he has rebuilt G cultivators and sells after-market 60-in. under-belly mowers to fit the converted diesel tractors. Pick up and delivery is available from his locations in Michigan and Florida.

Contact: FARM SHOW Followup, John Strickland, G Diesels, 12717 NW 75th Terrace, Alachua, Fla. 32615 (ph 368 462-4685; E-mail: jjseng@netcommander.com; Website: www.rex.batcave.net).

Wheel Lock Helps Stop ATV Theft

If you've ever been concerned about having your expensive 4-wheel ATV stolen, Gary Thering has just what you need.

The New York farmer designed a wheel lock that fits on either the front or rear wheels of most ATVs. "It locks quickly and easily into place," he says. "And once it's on the vehicle, the only way to move the machine is to lift it or drag it."

Thering's patented 4-wheeler lock looks like a giant C-clamp. It weighs 16 lbs. and can be carried on the ATV when not in use. The ends of the clamp fit over the wheels and then slide together on a bar. Once it's on tight, it locks in place with a key.

Thering sells the lock for \$99 plus shipping.

Contact: FARM SHOW Followup, Gary



Wheel lock fits on either the front or rear wheels of most ATVs.

Thering, 11079 Millers Road, Lyndonville, N.Y. 14098 (ph 585 765-9282 or 585 765-9327).

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