

Handy No-Skid Log Hauler

"I have a small sawmill operation and know that when logs are drug in with a skidding arch, they have a fair amount of dirt and mud in the bark, making it hard on the saw blades," explains Tim Darr, Bigfork, Montana. "Also, many customers appreciate that we don't dig up the ground."

The two-wheeled, winch-operated unit can be pulled behind an ATV, small tractor, jeep or pickup, and because the 13-ft. long trailer is only 4 feet wide, it follows the vehicle well at reasonable speeds.

Depending on the tow unit, Darr's unique hauler can move up to a 1,000-lb. log, keeping it completely off the ground.

Darr backs the trailer up, straddling the log, and uses its 2,500-lb. electric winch and log tongs to lift it at a point that's closer to the towing unit than to the back of the log. It takes some judgment as to the log's weight distribution, but Darr says he would make his lift point about 9 ft. in on a 20-ft. log.

The transporter is designed so that, as the log is lifted, the top front end of it comes in contact with a stationary bar, which forces the rear of the log up in the air until the log is parallel to the ground and about 6 to 14



Two-wheeled, winch-operated log hauler is designed so that as log is lifted, the top front end of it comes into contact with a stationary bar, which lifts rear end of log off the ground.

in. above it, depending on the log size (also known as heel-booming).

"The whole apparatus was made almost completely out of scrap iron and components that I already had," he explains. "The only things that cost me anything were the \$48 winch, two tire rims and some welding supplies. I spent less than \$150 in all."

Citing an example, Darr says it only took

him 4 hours to move more than 50 logs a distance of 300 yards to where he could load them out on a trailer. He points out that its narrow wheelbase also makes it handy for "getting back in the woods to pick up firewood logs."

"Now that I've had such success with this prototype of mine, I'd be interested in custom building them from new iron, according

to customer specs. The price would vary according to their needs, but it took me about 10 hours to build mine."

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Twin Garden Tractor Built By Teenagers

Over the years FARM SHOW has published a number of stories about the amazing side-by-side tractors built by Harry Lee of Elnora, Ind. His one-of-a-kind tractors inspired a pair of Indiana teenagers to combine a pair of old Wheelhorse garden tractors.

Derek and Trent Barger of Crothersville are only 15 and 13 years old, respectively, but they did most of the work themselves. Their proud grandfather, Cooney Barger, painted the tractors. They've been demonstrating the twin tractor at local antique engines shows, where it's quite a conversation piece.

The two tractors have identical engines and transmissions, and each 6 hp engine drives its own set of wheels. Both engines drive their own clutch and 3-speed transmission. The front axles of the two tractors are connected together as are the tie rods.

"Our Dad and Grandpa have worked on small engines and cars all their lives. We got our training from them," says Derek. "We can steer the tractor from either seat, using either engine. We can also run both tractors at the same time because the two engines run at the same rpm's and the transmission gears and engine speeds are synchronized. If only one person is driving, he can put both tractors in gear."

They used steel tubing to build a pair of exhaust mufflers. "It makes the twin tractor sound like a Harley motorcycle," says Derek.

The boys bought the tractors at swap meets. The original Tecumseh engines were worn out so they replaced them with Briggs &



Derek and Trent Barger built this side-by-side tractor out of a pair of old Wheelhorse garden tractors.

Straton models.

A chain connects the two steering columns together.

The foot clutches and hand throttles for both tractors are also connected. A hand-operated lever on each tractor, that was originally used to raise and lower the mower deck and other attachments, is still on each tractor but they aren't used any more.

"The only modification we had to make to fit the new engines was to enlarge existing bolt holes in each tractor's frame. We couldn't find two matching hoods - one of the hoods is off a 1963 Wheelhorse - which is why they look different," he notes.

Contact: FARM SHOW Followup, Cooney Barger, 12877 E. Co. Rd. 200S, Crothersville, Ind. 47229 (ph 812 523-3594).

Narrow Front-End Kits For Deere 110 Garden Tractors

Deere garden tractors can be easily converted into "parade tractors", says Jim Miles, Ridgeville, Ind., who offers narrow front-end kits for 110 and 200 series garden tractors.

The tractors were originally equipped with front wheels spaced 30 in. apart. The kit is designed to convert the tractor to a narrow front end and comes with a pedestal and steering rod, as well as oversize front and rear wheels. The front wheels are 16 in. high, which is 3 in. higher than the originals. The rear wheels measure 26 in. high, which is 3 in. higher. Spacers allow you to unbolt the fenders and raise them to make room for the oversized rear wheels.

"They're fun to ride in parades, and people also use them as 'butt buggies' to get around at farm shows," says Miles. "The tractor can't be used to mow grass any more because of the narrow front wheels, but of course you can still pull stuff with the drawbar."

According to Miles, Deere's first 110 series tractors were made from 1963 to 1967. Their second series were made from 1968 to 1974 before they switched to the 200 series. "My kit is designed to fit all three series," he says.

The kit sells for \$650 plus S&H depend-



Kit is designed to convert tractor to a narrow front end and comes with a pedestal and steering rod, as well as oversize front and rear wheels.

ing on the model. Specify your model and serial number when ordering.

He also offers hoods for the tractors, available primed. The hoods sell for \$100 plus S&H.

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"Cargo Shuttle" For Pickups

Mickey Arnold of Louisville, Ky., got tired of having to climb up into the bed of his Ford F-150 Supercrew pickup to load cargo. So he built his own "cargo shuttle" that rides on rollers and pulls out for easy loading.

"It's ideal for our luggage when taking trips," he says. "It simply rolls in and out of the pickup bed."

The cargo shuttle consists of a vinyl-covered plywood platform that rides on four 2-in. caster wheels, which ride in grooves in the bed's ribbed floor. The platform is as wide as the bed and about 3 ft. deep. It rolls out with a fold-down, T-shaped handle made from thin-walled conduit. The tongue that supports the T-bar handle is just long enough to fit against the tailgate when it's in the raised position and keep it from moving whenever the pickup is moving.

The tongue is connected to a pair of metal supports, also made of thin-walled conduit, that are screwed to the platform. A bolt where



"Cargo shuttle" rides on rollers. T-shaped handle pulls it back for easy loading.

the three pieces meet serves as a hinge, allowing the tongue and handle to fold down over the tailgate where it's out of the way when loading.

"It's really user friendly. The T-bar has rubber handles on it that are similar to bicycle handle grips," notes Arnold.

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