

## Big Bar Rake Makes Better Windrows

Bar rakes are hard to beat when it comes to fluffing hay and moving it smoothly into an even windrow. However, when it comes to raking wide areas of hay into a single windrow, you can't beat big wheel rakes. Harold Gleason has the best of both worlds. He has a bar rake that can open to a 41-ft. span for raking and close to 13 ft. 6 in. for transport. "I tried wheel rakes, but I was never satisfied," says Gleason.

Not content with what he could find on the market, the long time FARM SHOW reader tore apart four 9-ft. 6-in. New Holland Rolabar rakes and created his own. He used the baskets and wheels from two model 260 right hand rakes and two model 258 left hand rakes. He also retained the ground drives and height adjustment cranks.

The axles on the wheels were shortened down to about two ft. and attached along with the baskets to two new 3 by 6-in. rectangular tube frames. One frame carries the two left hand rake baskets and the other the two right hand baskets. At the center, the two arms meet the 32-ft. 5 by 5-in. square tube tongue where the narrowed-up center frame and transit wheels from an old Deere disk are mounted. While the center frame carries no weight, it does serve to stabilize the 5 by 5-in. tube and keep it from being twisted to one side or an-

other on turns. Also adding stability is a 3-in. wide, 3/8-in. steel strap that runs the length of the tube on its underside.

"I welded it to either end of the tube and inserted truss blocks about 6 ft. from either end to put the tube under tension and stiffen it up," explains Gleason. "Before welding it in place, I put kinks in the strap where the blocks would go so the strap would lay flat over them."

Left and right lead caster wheels are tied to their rear drive wheels ensuring they turn with the rear wheels as the rake span is narrowed or widened.

A single 6-ft. hydraulic cylinder mounted to the rear of the rake tongue controls the rake mouth. Hydraulic hoses run the length of the tube. As it moves, it creates a scissors action with a system of cross connecting 2 by 2-in. steel tubes. One set of tubes, jointed at the halfway point, tie the outlying rakes on either side to the tongue. A second set of tubes connects the cylinder to points just about two ft. to the tongue side of the joints. When the ram is extended, the rakes move into transport position.

Although he retained the height adjustment posts, Gleason says he doesn't use them, even in transport. What he does use is the ability to adjust the width of the rakes on the go.



Harold Gleason tore apart four 9-ft. 6-in. New Holland Rolabar rakes to make this 4-ft. bar rake. It folds down to just 13 ft. 6 in. for transport.



"When you hit a heavy patch of hay, you would expect problems, but you can quickly narrow the width to an amount it can handle."

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"The boom is in front of me so I can see what's going on without having to look back all the time," says Louis Sacco, who converted a Deere combine into a self-propelled sprayer.

## Self-Propelled Sprayer Built From Deere Combine

Michigan farmer Louis Sacco couldn't justify the cost of a new self-propelled sprayer. So he and his friend Dave did what a lot of other farmers have done in recent years. He converted a 1960's Deere 45 combine into a self-propelled sprayer, adding the cab off an International Harvester combine.

Sacco equipped the combine with a 500-gal. tank and 50-ft. boom from an old Deere 550 pull-type sprayer that he already had.

"I use it mostly to spray pre and post emergence herbicides on soybeans," says Sacco. "What I really like is that the boom is located in front of me so I can see what's going on instead of having to look back all the time. I use the controls for the corn header to raise the boom up or down."

"My neighbor gave me the combine and I spent about \$4,000 to modify it. A new self-propelled sprayer of this type would have cost \$150,000 or more. Even a small used one would have cost at least \$20,000."

He scrapped most of the combine's components, keeping only the engine, final drive, front wheels and part of the frame. The combine's original rear wheels were too small to provide adequate crop clearance so he replaced them with the 20-in. wheels off a Deere 8300 grain drill. The combine didn't

have power steering so he installed the power steering system off a Deere 6600 combine. Part of the drivetrain is off a Deere 6600 combine, and the air conditioning system is out of a 1988 Dodge pickup. The throttle and choke came off an outboard motorboat.

The boom is built in two sections that hydraulically fold back against the combine. He used the stairs off a Deere 4400 combine to build a walkway that leads back from the cab to the 500-gal. tank. There's also a 60-gal. rinse tank and a 15-gal. foam marker tank.

"We had a lot of fun building it and saved a lot of money," says Sacco. "I paid \$200 for the combine cab. I had been using a pull-type sprayer, but I didn't like having to remove the sprayer's computer controls from my tractor every time I wanted to use the tractor for another job. Now when it's time to spray I just jump in the cab and go without having to disconnect anything."

"The combine's 4-cyl. engine has just enough power. Even though it's a relatively small engine there's enough weight on the rear wheels to provide good traction."

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First-of-its-kind "Rotary Dawg" lets you carry three implements on your tractor at a time. You switch back and forth between them by simply rotating a center hub.

## 'Rotary Dawg' Carries Three Implements At A Time

"Our new Rotary Dawg lets you carry three implements on your tractor at a time and easily switch back and forth between them. It also eliminates the need for 3-pt. brackets for each implement," says Van Foster, Fence Dawg, Bethlehem, Georgia.

The 3-pt. mounted Rotary Dawg consists of a metal frame that supports up to three different implements - a scraper blade, aerator, and landscape rake. All three implements are independently bolted onto a center hub on the frame with four grade 8 bolts. Switching implements is as easy as pulling a hitch pin from each side of the frame, and then manually rotating the hub to the next implement.

"It really works slick. Rotating the implements is so easy that you can do it with one finger," says Foster. "The metal frame and the two other implements on top add about 500 lbs. of weight, which provides a lot of down pressure and can make each implement more effective. For example, the blade cuts through gravel like a box blade, and the rake has no problem cleaning big rocks and twigs off any ground. If you want you can fill the aerator with water, but in most cases there's no need to. Another advantage is with no 3-pt. mounting bracket, each implement takes up less trailer space and less storage space."

"We plan to make other equipment available to bolt onto the machine such as a spring tooth plow, cutting harrow, disc harrow, core aerator, and even a seed hopper that will work



Three different implements are currently available - a scraper blade, aerator and landscape rake - with more to come.

much like a no-till drill. Used together with the aerator, the drill will work great for planting wildlife food plots and most pasture seeding jobs."

The Rotary Dawg comes with a heavy duty stand for easy hookup. It's available in 4, 5, and 6 ft. widths that weigh 600, 650, and 700 lbs., respectively. The 4-ft. model sells for \$1,599; the 5-ft. model for \$1,699; and the 6-ft. model for \$1,799. Foster says the company is offering free shipping anywhere in the U.S. to any FARM SHOW subscriber.

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