

Tilt Gauge Guides Loader Bucket

Clifford Tonsfeldt has no problem adjusting the tilt on his loader bucket, thanks to his homemade tilt gauge. Attached to a loader arm, the gauge tells him at a glance how much the bucket is tipped.

"I've used the indicator for about 25 years," says Tonsfeldt. "I've replaced the bucket, but the indicator still works fine. It lets me know the bucket angle if I'm digging or picking up material."

The gauge is a piece of scrap metal with an upside down T-shaped needle that pivots at the bottom center of the gauge face. The gauge is mounted to one arm of the loader. A spring attaches to the lower left arm of the needle.

A cable runs from the lower right arm of the needle down and through a pulley to the bucket. It's anchored to a point just above the loader arm mounting pin.

When the bucket tips downward, the needle tip is pulled to the left. When the bucket tips up, loosening the cable, the spring pulls the needle to the right.

"I think the gauge face was from a brake drum off a really old car," says Tonsfeldt. "I just painted marks on the gauge to indicate tilt. They don't relate to degrees of tilt, but I know what they mean."

Contact: FARM SHOW Followup, Clifford Tonsfeldt, 21 W. 4th St., no. 466, Renssen, Iowa 51050 (ph 712 786-2206).



Attached to loader arm, homemade tilt gauge lets Clifford Tonsfeldt see the bucket angle at a glance when digging or picking up material.



Kit is designed to self-propel pull-behind wood wagons such as this Berlin Flyer wagon.

"Self-Propel" Your Little Red Wagon

A Pennsylvania company recently began selling a kit that's designed to self-propel pull-behind wood express wagons.

The Stauffer Group, New Holland, Penn., says the kit is designed to mount on wagons such as the Berlin Flyer wagon, which has a front steer axle and a wooden bed. Converted wagons have a top speed of 10 mph and are meant for older children to operate.

The kit includes a 2 1/2 hp Greyhound engine that's a Chinese-made copy of the OHV Honda, and a 2-bolt clamp with a hinged plate that extends from the wagon's rear bed rail to mount the engine. Under the hinged plate is a shaft with a friction wheel that drives one of the wagon's rear wheels. A lever that controls the friction wheel clamps onto the wagon's side rail.

Pulling the lever up lowers the friction wheel against the tire, propelling the wagon forward. The pivot point of the lever is designed not to go over center, so the rider has to keep pressure on the lever to keep the wagon moving forward.

A spring-loaded return throttle mounts on the handle. When the operator lets go of the handle the engine goes to idle and the brake is applied, bringing the wagon to a stop.

The unit is removed from the wagon in 5 min. by loosening three 3/8-in. bolts. The ready-to-assemble kit, including the engine, a belt guard and friction drive guard, with all needed hardware, sells for \$300; without the engine, \$160. The engine carries a 2-year replacement warranty.

If you just want more information send SASE and \$5 for brochure, photos, and instructions.

Contact: FARM SHOW Followup, Stauffer Group, 260 West Main Street, New Holland, Penn. 17557 (ph 717 351-5081 or 717 723-7862; junesgarden@comcast.net).



A 2 1/2 hp Greyhound engine clamps onto back of wagon and is used to friction-drive one of wagon's rear wheels.

Cub Cadet Flies High Over Farm

It's pretty obvious that Jared Trone is a big fan of Cub Cadet tractors. Drive by his rural Astoria, Ill., home, and you can't miss the Cub Cadet balanced on top of a 30-ft. pole.

Jared was given the pole, a former streetlight. Since he and his father, Tom, pull with Cadets, he thought it would be cool to mount one on the pole.

Father and son worked together to reduce the weight of an Original Cub Cadet, by removing some of the internal parts. They bolted a plate on the bottom of the tractor after finding its balance point and welded on a round piece to hold the pole with a couple of bolts.

Jared's mother, Pam, painted it – top and bottom.

The Trones poured a concrete slab using a star-shaped form a local man had made and cemented in four 1-in. bolts to secure the plate to the bottom of the pole.

"The most challenging part was how to get it up there," Pam says.

Fortunately, a local grain bin company, Briney Brothers Construction LLC, had just purchased a new crane. They agreed to test the crane out raising the Trones' pole.

"They had to put it up twice, because the first time they had to figure out how to get the straps off," Pam says. On the second attempt they dropped the ropes through a clevis, and a worker rode the crane cable to let it loose.

The tractor moves a couple of feet in strong winds, but everything seems to be secure, Pam says. It attracts plenty of comments.

"Most of them are 'How did you get that up there?'" Pam notes. "Others say, 'Why would you ruin a good Cub Cadet?'"

Contact: FARM SHOW Followup, Trone Family, 808 N. Timothy Lane, Astoria, Ill. 61501 (ph 309 329-2236; troneastor@aol.com).



Cub Cadet garden tractor, balanced on top of a 30-ft. pole, makes a real attention-getter in Jared Trone's yard.

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