

System Eliminates Center Pivot Ruts

Here's a new way to get rid of ruts in your center pivot irrigated fields. The Pivot Jetter from Adam Kerns Construction is an after-market, offset, secondary pivot point that allows the pivot wheels to move out of a track to fresh ground before ruts are created.

"A center pivot is just a heavy machine, full of water, moving over ground that is wet, constantly beating down the same track," says Kerns. "The Pivot Jetter allows the wheels to move in a fresh track. As they do, they push dirt back into the first track, filling it in as the center pivot travels."

Kerns farms under center pivots, is a Re-inke irrigation dealer, and services irrigation equipment. He knows the problems involved firsthand. When a customer challenged him to come up with a solution to the rut problem, he worked with his brother Nathan, an engineer, to do so.

What they devised was a secondary pivot point installed between the primary (OEM installed) pivot point and the pivot boom. Normally the boom pivots on the primary pivot point as it travels.

"If the operator locks the primary pivot point and unlocks the secondary, the natural movement of the center pivot offsets the wheel tracks away from or toward the pivot center," explains Kerns. "Once the desired

track position has been reached, the secondary is locked in place and the primary is again unlocked. Before a rut is established, the process is repeated."

Kerns acknowledges that other ideas have been tried and used to limited success. Boom backs spray water behind the system so wheels are running on dry ground. Bigger, wider and high flotation tires, even tracks, have all been tried.

"Some, such as high flotation tires, put extra stress on gearboxes and overload drive motors," says Kerns. "Ours doesn't do that, plus it can be used as much or as little as the soil type requires."

He emphasizes that even with the Pivot Jetter, if the rut gets too deep before changing the track, it can damage the machine when you do.

Kerns notes that some soils may require frequent track changing, while others less so. "We have some soils that take a couple of years before the wheels break through to make ruts, but once through, it's a full-time job to keep the pivot moving," he says. "With the Pivot Jetter, we can offset tracks at harvest when we till the field and run for another year without a problem."

Kerns tested his prototype design this past season with excellent results. He hopes Re-



Pivot Jetter moves pivot's wheels to fresh ground, before deep ruts are created.

inke Mfg. will purchase rights for the device. If not, he plans to manufacture and market the Pivot Jetter himself. He estimates a price of about \$3,200, depending on the price of steel, hot dip galvanizing and other factors.

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Device Holds Logs For Cutting

Charles Lipps' invention makes cutting firewood easier and less backbreaking. His LogMaster attaches to the bucket of his compact tractor's loader bracket, which he can raise to the perfect height to cut up logs.

The process is simple. Slip the LogMaster over the edge of the bucket (5/8 in. thick or less) and tighten the top bolts to secure it. Lay a log on top and strap it down with the 1,500-lb. capacity safety chain.

"On small logs it's quicker to throw them up there, but for heavy logs you can use the bucket to lift them up after chaining the end to the LogMaster," Lipps says.

The Milford, Conn., toolmaker and machinist came up with the device when he had to clear some property and had a "mountain of logs" to cut up.

It's a way for one person to handle the logs alone, Lipps says, and it avoids pinching and dulling the saw when sawing up logs on the ground.

"We tested it with a 12-ft. log," he says, adding that for safety, he recommends logs no bigger than 14 in. in diameter and 8 ft. long - about a 600-lb. capacity.

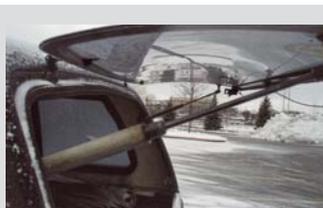
"I'm 54, and this definitely helps me out," Lipps says. "It's a lot easier on the back."

The LogMaster sells for \$149.95. It's available on the business's website, which also shows how LogMaster works.

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LogMaster attaches to loader bucket (left). Then you lay a log on top and strap it down with a chain to hold for cutting.



Pvc pipe snaps around gas strut's cylinder. As door is opened, gravity causes pipe to slide down into place against cylinder, propping door open.

"Lift Lock" For Worn-Out Gas Struts

"I got tired of replacing the gas struts that raise and hold open the Leer topper door on my Ford pickup. So I came up with a simple, inexpensive solution," says Blaine Kalahar, Champlin, Minn.

He opened the door all the way, and then measured the distance between the strut's cylinder and the topper door. Then he cut a piece of 3/4-in. dia. pvc pipe to a length of 7 3/4 in., slit the length of it with a hacksaw, and snapped it around the strut's cylinder.

As the door is opened, gravity causes the pipe to slide down into place between where it attaches to the window and the fat part of the cylinder to prop the door open.

"Gravity, and the weight of the door on the pipe, is enough to keep the door open," says Kalahar. "When I want to close the door I

just lift the door up a little and slide the pipe down over the fat end of the cylinder. The pipe always stays attached to the cylinder so it can't fall off."

Kalahar is a carpenter and says he works out of the back of his pickup quite a bit. "With all the constant use the struts would go bad every couple of years. They cost \$25 apiece to replace, or \$50 per set. I replaced two sets over a period of seven years before I decided there had to be a better way. I think my idea would work for anything that uses gas struts."

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To make a cheap storage building, Butch Soehnlen bought 2 shipping containers, parked them about 20 ft. apart, and built a roof over the space between them.

"I Love My Low-Cost Storage Building"

"You can't beat this method for putting up a cheap storage building," says Butch Soehnlen, Beach City, Ohio, who bought two shipping containers, parked them about 20 ft. apart, and built a roof over the space between them.

"Right now there are a lot of spare shipping containers on the market because more goods are being imported into this country than are going out. That means many of the containers make a one-way trip here and it's cheaper to sell them than to ship them back empty. If you shop around, you can buy 20 or 40-ft. units for \$1,800 to \$2,000, depending on the condition.

"We set the containers on railroad ties. The trick is to get them both square and level with each other. Then we welded steel tabs to the top edge and bolted 4 by 4's to them. This gives you a sill to attach rafters and a back wall. If you use two 40-ft. containers and leave 20 ft. between them, you'll have a very large and inexpensive space for storage. The containers are well-built and dry inside. They can be sealed and locked so we store all kinds of stuff in there."

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