



Don Campbell started out with the frame, axles and engine from an old Steiner front-mount riding mower to build this half-scale articulating Deere 9630 4-WD tractor.



He lengthened the mower's front and rear frames and made new fenders, fuel tank, and hood. "The cab is proportional to the tractor. It looks factory-built," says Campbell.

Half-Scale Articulating 9630 4-WD Deere

We're willing to bet that no one has built more scale model tractors and other unique creations than Don Campbell, Gaylord, Mich., who recently showed us his one-of-a-kind half-scale articulating "new-style" 9630 Deere 4-WD tractor.

"I've wanted to build a Deere 4-WD for 20 years," says Campbell, who doesn't work from plans or measurements. He just eyeballs each job, fabricating most of the

parts he needs in his well-equipped shop. "A dairy farmer down the road has 6 articulating Deeres, all fitted with Degelman blades. This one also has a blade and the newer 9630 hood.

"I started out with the frame, axles and engine from an old Steiner front-mount mower. I also used the hydraulics and pivot joint. The wheels were fitted with 8 30-in. tall tires to give it a big tractor look. It has a 23 hp. twin cylinder Kohler gas engine. I

lengthened the front and rear frames by 12 in. and made new fenders and a fuel tank as well as the hood.

"Unlike most half-scale tractors I've seen, which have distorted-looking cabs so the driver can get into them, I made mine with a cab of the same scale so it's proportional to the tractor. It looks factory-built.

"I sometimes use the tractor in winter to move snow but otherwise it has a home in

the shed. The blade gives it a nice finishing touch and it's kind of fun to have a half-scale version of my neighbor's 6 tractors with blades on them."

You can check out Campbell's 9630 on a video at www.farmshow.com.

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Bale Unroller Mounts On Front Of Pickup

Andy Anderson, Okolona, Miss., needed a round bale unroller but couldn't find a commercial unit that would meet his needs. He came up with a low-cost solution by mounting the wheels and axle off an old trailer to the front of his pickup.

He welded a pair of receiver hitches to the trailer axle and then bolted a pair of steel tubes to the grill guard, which supports a Warn winch. The receiver hitches slide over the tubes and pin in place.

The inflatable 18-in. high wheels, spaced 4 ft. apart and about 30 in. off the ground, spin freely. To unroll a bale, Anderson simply drives forward and pushes the wheels against the bale.

"It's a simple, low-cost system with almost

nothing to go wrong," says Anderson, who runs a cow-calf operation. "I've used it for several years to feed Bermuda grass bales to my cows. I pull a trailer behind the pickup to haul bales to the field and then use the pickup to unroll it. The cows eat all the hay and waste very little.

"To remove the unroller I just pull 2 pins from the receiver hitches."

He says it's important to use inflatable wheels in order to grip the bale and cause it to unroll. "I tried using steel wheels at first, but they didn't work very well."

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Anderson made a bale unroller by mounting the wheels and axle off an old trailer on front of his pickup. The wheels, spaced 4 ft. apart and 30 in. off the ground, spin freely.

Rear View Mirrors For Skid Loaders

"My new rear view mirrors for skid loaders work better than anything else on the market. They provide a good view behind for loading and unloading onto a trailer," says Art Somerville, Barely Farm Equipment, Inc., Langdon, Alberta.

The 6-in. dia. mirrors have a convex shape and are designed to mount on both sides of the operator. They come as a set of 2 and bolt on under the skid loader's lift arms with five 1/4-in. bolts. The mirrors fit all skid loader brands.

"I came up with the idea because I couldn't find a pair of mirrors that would let me see my skid loader's rear wheels from inside the cab as I backed up," says Somerville. "I was blowing snow, working in 7-ft. high snowdrifts in a lane that leads to my neighbor's house. I would lift the snowblower up and move in about 4 ft., then back up, drop the snowblower 2 ft., and repeat the process. My snowblower is only

2 in. wider than the skid loader's wheels, so if I moved a bit to one side or the other as I backed up the rear wheels would hit the snow bank on either side, causing all 4 wheels to spin and I would get stuck.

"I had to walk a quarter mile back home and get my backhoe to lift the skid loader's back end over 2 in., and then continue working. After several times of doing this I went on the internet looking for mirrors, but couldn't find anything that would let me see the rear wheels from the cab."

Somerville says his mirrors also work great for loading a skid loader onto a trailer. "You can see both ramps from inside the cab without needing anyone to help guide you."

The mirrors are made of stainless steel and come with a 5-hole base. "Even the mirror's face is made of stainless steel so if you drop it or hit it, it won't break," says Somerville. "In fact, one of the mirror heads on my skid loader popped off while I was experimenting



The 6-in. dia. mirrors have a convex shape and are designed to mount on both sides of the operator.



with them, and I accidentally drove over it. It dented the casing but didn't damage the mirror surface, and I'm still using this mirror today."

A set of 2 mirrors sells for \$119.95

(Canadian) plus S&H.

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