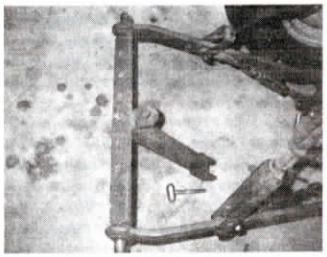
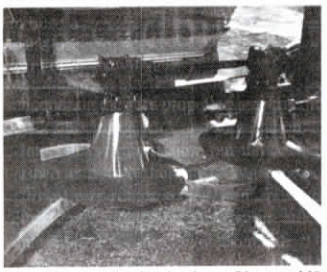


arms and fastens to the top link. Very handy for moving machinery - lets you lift up machinery without using the jack stand. You can raise and level trailers and equipment and raise the front of a trailer up so it's easier to drive on at the back. It installs with three pins so it can be mounted and dismounted quickly. ***(Page Chamberlain, P.O. Box 625, Caneadea, N.Y. 14717)***

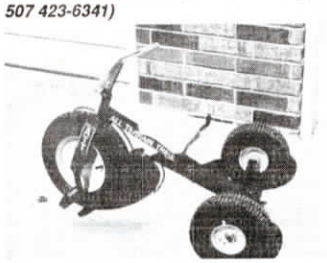
I designed this container to mount at the back of my tractors to hold two cans of starting fluid. I use it to clean out hydraulic ports. The high pressure in the cans cleans them completely and leaves no oily film.

I also made a walkway to mount across the toolbar on my Deere 7100 planter. The lower step lines up level with the pickup tailgate. Makes it much easier to fill the hoppers.

New chaff spreaders cost $650 to $1,000. I spent just $145 to mount these two straw

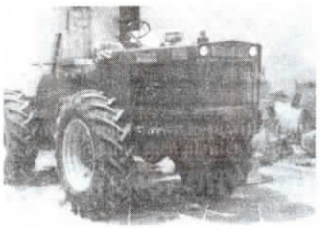


spreaders on the back of my Gleaner M2 combine. The spreaders, which came off a Massey combine, mount just in back of the sieves. All I had to do was narrow them up about 12 in. and add a couple mounting brackets. I took the power off the straw walker, running a drive belt drive down to the spreaders. ***(Harold Fratzke, 234 Shoreview Dr., Cottonwood, Minn. 56229 ph 507 423-6341)***



We at Ag-Enterprises would like to introduce FARM SHOW readers to our new all-terrain trike. It's built for on-farm use with pneumatic tires and greasable ball bearings that allow easy travel on all surfaces. Infinite adjustability and heavy-duty construction guarantee years of use for children between ages 3 and 8. There's a hitch on back to pull wagons or other equipment. Available in five color combinations. ***(Kerry Woods, Ag-Enterprises, P.O. Box 209, Ellsworth, Kan. 67439 ph 913 472-4114)***

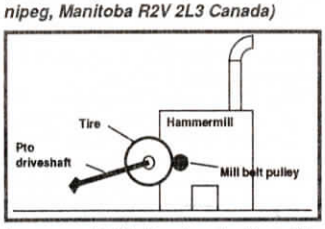
I'm 65 years old. I grew up on a grain farm in Manitoba and, in 1962 at the age of 35, quit farming and my job as a licensed Ford mechanic and went to work for Versatile at



their new factory in Winnipeg. There I became one of 5 men building the first Versatile 4-WD tractors - the D100's and G100's. I believe my farm background helped contribute to the design and quality of the machines (see photo of first Versatile 4-WD to come off the line). After helping to build the first tractor, I supervised the building of many thousands of units, always in quest of better quality and design. Later I headed up a test department where we made machines to cycle parts and whole tractors 24 hrs. a day. It was a very interesting company to work for at that time.

I also built one of the first "Ski Doos" in the early days of trying to travel on snow without horses. I made a lightweight 2-cyl. engine for it by sawing a 4-cyl. Ford motor in half. I cut off the back two cylinders with a hack saw just behind the center main bearing. The water jackets were then plated over and welded shut using an arc welder I'd built from two Dodge starter-generators (a combined part on Dodges in the 1920's). The crankshaft was moved ahead two cylinders and then cut off. The end was hand-worked to accept the small crankshaft "timing" gear. Then we heated the crankshaft and twisted it in a jig so the valves would open correctly. We had to make other modifications but in the end it worked the way we wanted. I was offered a contract at the time to build 75 units for our forestry service but I turned it down because there was no way I could cut up 75 engines by hand.

In 1947 I built a "snow plane" with a propeller on back which was very practical and would haul my entire family and groceries when the roads were snowed in. ***(Stewart Sonley, 26 Cherry Hill Road, Winnipeg, Manitoba R2V 2L3 Canada)***



I came up with this idea to make it possible to convert an old belt-driven hammermill to pto drive using an old plow tire and axle. The hammermill should run at 2,000 to 3,000 rpm's - the pto runs at 540 - so the tire speeds it up. I mounted a driveshaft in the middle of the wheel and the tire runs against the belt pulley. I bought the old hammermill for just $5 and got the plow wheel for free. It grinds up 3,000 lbs. per hour. ***(Bill White, Box 975, Twisp, Wash. 98856 ph 509 997-3006)***

We handle all our soybean seed in bulk and use auger wagons to fill the planter. Our farms are scattered several miles apart so we use a pickup to pull wagons and the pickup's power steering pump to operate the unloading augers. We spliced a "T" fitting and 1/4-turn valve into the pressure hose coming out of the power steering pump, then ran a pair of copper hydraulic lines - one pressure and one return - under the frame of pickup. We used copper because we thought the oil might get too hot for rubber hoses, but found that the oil doesn't get that hot. When we're ready to fill the planter, we shut off oil flow to the power steering unit and force it back to the auger. The power steering pump doesn't have a lot of volume, but it has plenty of pressure. Even when the auger is full we can idle the pickup and run the auger at a slow speed to keep from damaging the seed. We can also start up a full auger with no problems.

We first tried using a 2-ton truck hoist pump to operate the wagon auger but, although it had a lot of volume it didn't have as much pressure so it wasn't able to start up a full auger..

We also bought a used auto air conditioner pump for $25 and mounted it on our pickup to make a portable air compressor. We put an old propane tank in the pickup bed for an air tank. The compressor's on-off switch connects to a pressure switch so that it automatically shuts off whenever pressure in the tank builds up to 120 lbs. A toggle switch mounts inside the cab so the pump only runs when we need it. We mounted an air filter on the suction side of the pump to keep out dirt. It works faster than a conventional air compressor and will pump 120 lbs. of pressure into a 20-gal. tank in only three minutes. We use it to fill wagon tires with air and to operate impact wrenches in the field. We also have a blow nozzle to clean out radiator or sprayer nozzles. It's very handy. ***(Larry O'Brien, RR 3, Box 229, Olney, Ill. 62450 ph 618 754-3384)***

I've come up with a way to save money and also do a little bit to protect the environment for anyone who uses plastic quart bottles of oil (or any other liquid). It's very simple and inexpensive. With a hot glue gun (or any good type of glue), attach two bottle caps together, back to back. Then drill a couple holes through the cap tops. Screw the double cap onto an empty container to use as a base, tipping bottles to be drained upside down and screwing them onto the base so they can drain into it. This method makes it easy to completely drain empty containers and it seals out all dirt and dust. When the bottom container fills up, you have a "free" quart of oil to use and you can just switch to another empty container for a base. ***(Jim Jackson, Rt. 2, Thamesville, Ontario)***

If you put a chisel point on the end of an impact-type tire bead breaker, you can use it to split fire logs. Works great. ***(Lloyd Twite, Box 52, Capio, N.Dak. 58725)***

Here's an idea that works great for moving heavy trailers around the farmyard. It consists of a dolly wheel with a "socket" on top that accepts the shaft on a trailer jack. With the shaft slipped into the dolly, you can easily roll the trailer around the yard. ***(Ed Tache, 55 Dunvegan Rd., St. Catharine, Ontario L2P 1H9 Canada)***

After retiring three years ago, I became active in our local volunteer fire department. Both the fire engine garage and my home are heated with wood. Cutting enough wood to heat them both is quite a job and help is usually in short supply. I decided to build a wood-handling trailer to help handle the job.

A "wood loader" mounts at the front of a

Continued on next page

Our add-on, drop-down rear axle mounts behind big dump trucks and adds three to five tons of capacity, depending on the type of truck and number and type of axles on the truck. It provides maximum payload capacity, especially when there's no room for another axle underneath the truck. We're seeing more interest in it because new federal laws are restricting axle weights on bridges. A nitrogen accumulator cylinder allows the axle to float up or down while maintaining constant pressure. The axle is lowered hydraulically by pushing a button in the cab. ***(Roy R. Vaughan, Tri State Ford Truck Sales, Inc., 2550 Annuity Dr., Cincinnati, Ohio 45241 ph 513 772-1740)***