

Sliding Winch Makes Loading Trailer Easier

"I buy 10 to 20 vehicles a year for parting out or demolition derbies and this invention makes it much easier to load damaged cars onto trailers," says Dakota Hansiak, Port Murray, N.J., a 22-year-old inventor who mounted an adjustable sliding winch on front of his trailer.

After years of frustration trying to load "auction treasures" onto his trailer with a stationary winch or come-along, he got the idea of mounting a winch so it could be mounted anywhere across the front of the trailer. Besides making it easier to load cars and pickups that have flat tires on one side or the other, it also makes it easier to load non-running garden tractors or snowmobiles side-by-side on the trailer.

"The winch mounts on a heavy bracket that

slides back and forth across a heavy box steel tubing. You simply pull a pin and slide the winch to where you want it. I also use it for loading large pieces of steel and logs.

"I started with a 4,000-lb. winch but it couldn't quite handle some of the bigger rigs I've hauled. So I bought a 9,000-lb. winch. I made the sliding mechanism in a few hours using scrap laying around my yard. I plan to sell sliding winch kits in the future," says Hansiak.

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Electric winch slides back and forth across front of flatbed trailer.

Case IH Specialty Repair

"I own and operate a welding and machine shop in Orland, Calif. Three years ago we made a hydraulic control valve plate for a customer's Case IH MXM 140 tractor because he couldn't get the part from the dealer. Recently, he came back to order another plate when one of the other stock plates broke," says Bernard Flynn, Flynn's Welding, Orland, California.

"The stock part is a heavy casting that cracks along a groove in the back. We machined our new parts from 4-in. solid steel and they've held up well for my customer. Given the repeated failure of the stock part, I

think others might be able to use the upgraded part.

"The dealers can special order the Case IH part for \$330. I make my improved part out of steel for \$300 in small quantities, less if ordered in larger quantities. I will sell the ones I have now for \$300 plus shipping. The part fits Case IH MXM 140-160 and Puma 105-220."

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Replacement hydraulic control valve plate for Case IH tractors (right) is machined from 4-in. solid steel.

Tractor Mower Converted To Skidsteer Bush Hog

Nick Curry didn't want to spend \$4,000 on a hydraulic-powered bush hog mower for his skidsteer, so he made one from an old pto-powered 3-pt. mower deck.

"I bought a hydraulic motor so I have around \$600 into it. The mower works like new," Curry says.

He took off the pto shaft and turned the hitch to the back before adding a plate welded to the quick-attach. After trying used motors, he purchased a new 4.9 ci 540 shaft hydraulic motor to better match the specs of his 70 hp Bobcat.

"Do research on the hydraulic motors and the hydraulic flows to maximize the power," Curry suggests. He adds that the most challenging part was lining up the motor and running the hoses to keep them out of the way.

He uses the bush hog to clean up fence rows on hillsides he couldn't access with a tractor. Plus he can lift the bush hog high to trim smaller tree limbs.

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Photo at left shows mounting plate added to back of mower deck. At right, hydraulic-powered driveshaft powers pto drive.

Easy-To-Transport Road Packer

Terry Jacob turned a standard sheepsfoot roller into a portable packer that's easy to transport. While the conventional design is hard to maneuver on the job, when equipped with Jacob's carry-all, it's easy to use without damaging other surfaces.

"I needed a roller to pack new road surfaces, but standard double sheepsfoot rollers require a truck or trailer for transport," says Jacob. "I wanted something that was more transport friendly for use on the roads and ditches I maintain for 2 local townships."

Buying a roller was easy. Getting the steel he needed to convert it with a carryall was harder. The Kansas farmer and inventor and roads keeper finally found what he wanted at an auction in Texas.

"It was a 60-ft. planter toolbar made from 5 by 7-in. steel tubing," says Jacob. "It provided 80 percent of the steel I needed."

The sheepsfoot roller consisted of two 4-ft. wide, 40-in. high, steel drums. They were mounted inside a steel frame that allowed

them to oscillate as they rolled. Jacob worked with Trevor Unruh, a nearby blacksmith, to make an extended tongue for the roller using the toolbar. It was hinged at about the 6-ft. point.

Another length of the toolbar was used to mount a semi axle on duals to the rear of the roller frame. The toolbar was also used for the camelback brace, fabricated to run from the rear frame to the front of the roller frame. It was designed to pass over the oscillating joint between the 2 rollers.

"I mounted a 4-in. dia. hydraulic cylinder to the tongue with the ram attached to the front of the camelback brace," says Jacob. "When I activate the cylinder, it walks the rollers back onto the truck axle. I can transport it at road speed with no problem. When turning on the job, I can pick it up so it doesn't disturb already packed surfaces."

Jacob paid less than \$200 for the toolbar. When he went to pick it up, he discovered the planter units went with it. At the suggestion



Terry Jacob built this carryall for his standard sheepsfoot roller, turning it into a portable packer that's easy to transport.

of a friend, he more than recovered the cost of the conversion.

"I made one and two row planters out of them," he says. "People like them for planting wildlife food plots. I sold a 1-row for \$850

and a 2-row for \$1,250."

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