



Raised garden beds stand about 4 ft. high on legs made from old telephone poles.

Back-Saving Raised Garden Beds

"Several issues ago you had a story about a reader who made a raised garden bed from an old bale elevator. I wanted to show your readers the raised garden beds I made out of some scrap lumber I had laying around," says Steve Ten Dolle, Sheboygan Falls, Wis.

"The beds measure 8 ft. long by 4 ft. wide and they're 10 in. deep. They stand about 4 ft. high on legs made from old telephone poles. I put landscape fabric at the bottom of each bed to hold in the soil, then filled them with dirt from our neighbor's cow yard. Because they're off the ground, they warm up

faster and also dry out faster. They're perfect for early season planting of radishes, lettuce and peas, or any early planting crop."

"Total cost of the project was about \$10 for the landscaping fabric. The rest was scrap. They're working so well they'll probably be joined by a couple more in the backyard next year," says Ten Dolle.

Contact: FARM SHOW Followup, Steve Ten Dolle, W24050 Cty. Rd. W., Sheboygan Falls, Wis. 53085 (ph 920 564-3281; tditdo@wi.rr.com).



Dean Wirick
cut off the
tracks and skis
on his 1979
John Deere
snowmobile to
convert it into a
4-wheeler.

Snowmobile On Wheels

"It's fun to drive and gets a lot of looks wherever I go," says Dean Wirick, West Liberty, Ohio, about the 4-wheeled ATV he made from an old John Deere snowmobile.

The converted 1979 John Deere Trailfire snowmobile still has the original 340 cc engine and variable speed snowmobile transmission. Wirick equipped the rig with 8-in. tires from a riding mower on front, and 12-in. tires on back.

"I built it because I already had three snowmobiles but no 4-wheelers," says Wirick. "I call it the Wild Thing because riding it is such a wild experience. It'll go up to 50 mph yet the engine is geared down so it'll also creep in low gear."

"Sometimes I take it to antique tractor shows where I put out a sign that says, 'No snow needed'."

Wirick cut off the snowmobile tracks and skis and bolted a homemade axle on back. He fastened a bracket where the skis used to

be and welded spindles off a riding mower to them.

The next step was to weld a sprocket on snowmobile's jackshaft on front and another sprocket on the rear axle. A heavy-duty chain off a manure spreader runs down the middle of machine and around the sprockets.

"I already had the snowmobile and paid \$100 for the axle, sprockets and chain. The hardest part of the job was lining the chain up and making sure everything was straight."

"I wouldn't try this idea on a bigger, more powerful snowmobile because you'd go too fast to be safe. I don't drive it on rough ground because the snowmobile doesn't have any suspension and will bounce around a lot. Also, it's probably not a good idea for kids to ride it because it's a bit tricky to control," notes Wirick.

Contact: FARM SHOW Followup, Dean Wirick, 7005 St. Rt. 68 N., West Liberty, Ohio 43357 (ph 937 699-0399).

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Photo shows original flex head platform before it's rebuilt.

Platform Rebuild Saves Soybeans

At today's prices, every soybean counts. That's why many Nebraska farmers are going to Lofquist Welding to get their IH 820 and Deere 1020 flex head platforms rebuilt.

"We had farmers saying they had soybeans bouncing out or left on the sickle blades. The reel wasn't pushing them in," explains Jim Rhinehart, Lofquist Welding. "The ridge behind the cutting bar on most platforms makes it harder for beans to flow through. We take the ridge out. On some heads it only costs about \$500 to rebuild. It doesn't take long to recover that during harvest."

Rhinehart describes the rebuild as going in behind the rivets and cutting out the bulge. The rebuild sections are about 1 ft. long and 6 in. wide. The old clamps are replaced with a flat bar with a washer on the underside.

"We charge \$25 per ft. for material and another \$25 per ft. for labor," says Rhinehart. "If people want to do it themselves or have it done locally, we charge for materials and shipping and include detailed instructions."

Contact: FARM SHOW Followup, Lofquist Welding, Inc., 202 Ontario Ave., Elwood, Neb. 68937 (ph 308 785-2755).



After kit is installed, beans no longer catch on ridge behind cutterbar.



Rod Zastrow added a front-end loader to his Deere garden tractor. It turned out so well he started up a company to manufacture them.

Mini Loaders For Deere Garden Tractors

"I wanted to add a front-end loader to my Deere garden tractor but Deere no longer makes loaders for this tractor. I had to build my own," says Rod Zastrow, Wausau, Wis., who says his loader turned out so well he started up a company to manufacture them.

"Ironman Fabrication loaders are quality-built yet priced so the average working man can afford one," says Zastrow.

The loader is equipped with a bucket 48 in. wide by 18 in. high and deep. It holds 6 cu. ft. and can lift 6 ft., 1 in. high.

Loaders are available for Deere 316 through 332 models; for 420, 430, 425 through 455 models, and models X475 to X700. Most loaders bolt to tractor's rear axle housing and frame with no drilling required.

"On some of the older models, such as the 318 and 320, you'll have to remove the deck in order to use the loader," says Zastrow.

Models 318 through 332 are belt-driven off the same belt that drives the mower deck. Models 420 and 430 are operated by a pto-

driven hydraulic pump, while models 425 through 455 and X475 to X700 are driven off the tractor's internal hydraulic system. Loaders made for the 318 and 420 models come with a self-contained hydraulic system.

According to Zastrow, Deere makes a front-end loader for the X models but it sells for about \$4,000. "The company hasn't made loaders for any of their other garden tractor models for the past 25 years," he says.

He recommends using lugged, liquid-filled rear tires weighing at least 300 lbs. and adding rear weights.

Loaders for Deere tractor models 318 through 332 sell for \$2,720; for the Deere 420, \$2,720; the Deere 430, \$2,750; for Deere 425 through 455 models, \$2,520; for models X475 to X700, \$2,650.

Contact: FARM SHOW Followup, Rod Zastrow, Ironman Fabrication, 2801 E. Wausau Ave., Wausau, Wis. 54403 (ph 715 848-4807; ironmanfabrication@msn.com; www.IronmanFabrication.net).