



Twist of the wrist with ignition key raises and lowers drop-bed and tailgate.



Frost uses a 1965 Plymouth to power grain augers. Shifting gears lets him change auger speeds.

World's Handiest Pickup

(Continued from cover page)

only takes about 10 seconds for the hydraulically-operated bed to raise up 11 in. into transport position with a load.

"Because of our company's close asso-

ciation with Chrysler Corp. through the use of Dodge and Chrysler components, the majority of the 250 Kelpie dealerships we're setting up will be Dodge or Chrysler affiliated," notes Honan.

Power is provided by a Chrysler 2.5 liter, overhead cam, 4 cylinder diesel engine. Other features include front wheel drive, 3 speed automatic transmission, 3.56 gear ratio, power-assisted rack and pinion steering, front vacuum power-assisted brakes and rear drum brakes, front independent coil suspension and rear two-stage multi-leaf suspension, and a Kelpie-built chassis.

Suggested retail for the one standard model being offered initially will be \$15,000 to \$17,800, depending on options, which include air conditioning, fiberglass or aluminum camper shell, AM/FM stereo cassette and alloy wheels. "We already have a number of specialty applications for the unique drop-bed feature on the drawing board," says Honan. "It's ideally suited to such things as livestock carriers, mini buses for the handicapped, ambulances or camper vans."

Except for a small pickup offered a few years ago by Volkswagen, the new Kelpie is believed to be the first and only pickup on the market with front wheel drive. "The vehicle's wheel base is extra long (124 in.) to put added cargo weight on the front drive wheels," notes Honan. "We've successfully tested the prototype's traction under full and partial load in a wide variety of steep hills, mud and other problem situations."

Because of its front wheel drive and the drop-bed feature, the new Kelpie won't be factory-equipped with a trailer hitch. Honan notes that the bed's hydraulic lift is enclosed, protecting it from freezeup in ice, slush or snow.

For more information, including the name of your nearest Kelpie dealer, contact: FARM SHOW Followup, Kelpie Industries USA, 4030 Spencer St., Suite 105, Torrance, Cal. 90503 (ph 213 371-0977).

ELIMINATES NEED FOR A SECOND TRACTOR

He Uses His Car To Drive Grain Augers

A pto adapter plate bolted to the wheel rim of a car or pickup works great to drive a bin-fill auger during wheat harvest and eliminates the need for an additional tractor, says inventor Spencer Frost, Monticello, Utah.

Frost, who started building the pto adapter plates five years ago, made two sizes for his own use - one to fit both his 1965 Plymouth Belvedere and Ford Bronco, and the other to fit his Chevrolet pickup.

To operate the car-powered pto, Frost simply backs up so the car's right rear wheel lines up with the auger's pto shaft. Then he jacks the wheel up about an inch off the ground, removes the tire, bolts on the pto shaft adapter and puts the vehicle in gear.

"I started using the adapter because I didn't have an extra tractor to power the bin-fill auger," says Frost, who usually runs the car pto at high idle in high gear. "A 15-gal. tank of fuel will fill a 7,500 bu. bin. That's about as much fuel as a tractor would use to power the auger."

To make the pto adapter plate, Frost drilled a hole matching the diameter of the auger shaft in the center of a round metal plate sized to fit the vehicle's wheel. Then he

welded a 6-splined, 750 rpm pto stub shaft into the hole. Next, he drilled several 1/2-in. dia. holes near the edge of the plate and drilled corresponding holes in the wheel itself. Three bolts hold the adapter plate in place.

"The more gears in the transmission, the greater your control of auger speed. The Bronco has six forward and two reverse speeds so I can really slow the auger down. By shifting the transmission into reverse, I can run the auger backward to clean it out when switching between crops or fertilizer," says Frost.

Frost says using the single rear wheel to drive the auger while the other rear wheel remains stationary on the ground doesn't damage the vehicle's differential. "I've used my Ford Bronco on an auger for five years, filling three bins totaling 20,000 bu. a season. There's never been any damage to the transmission or differential."

Frost sells the adapter plates for \$50.

Contact: FARM SHOW Followup, Spencer Frost, Box 1123, Monticello, Utah 84535 (ph 801 587-2079).



Pto adaptor plate simply bolts to car wheel with three bolts.



Vol. 12, No. 6, 1988

Publisher and Editorial Director - Harold M. Johnson
Editor - Mark Newhall
Associate Editor - Bill Gergen
Office Manager - Joan C. Johnson

FARM SHOW is published bimonthly for \$11.95 per year (\$14.95 in Canada and foreign countries) by Farm Show Publishing Inc., P.O. Box 1029, 20088 Kenwood Trail, Lakeville, Minn. 55044. Second class postage paid at Lakeville, Minn., and Madelia, Minn. POSTMASTER: Send address changes to FARM SHOW, Box 1029, Lakeville, Minn. 55044 (ph 612-469-5572). Single copy price is \$2.00 (\$2.50 Canada). **Publication No. 470870**

FARM SHOW does not accept advertising and focuses exclusively on new products and product evaluations.

FARM SHOW does not charge for new products or services featured in the magazine. Anyone with a new product or service of interest to farmers — whether inventor, manufacturer, marketer, distributor or whatever — is invited to contact FARM SHOW regarding possible publication.

FARM SHOW attempts to verify product claims in editorial reports and adheres to rigid standards. However, the publisher assumes no responsibility for accuracy and validity of claims.

Printed in U.S.A. All rights reserved, including the right of reproduction, in whole or in part, without written permission.

November-December, 1988

2 • FARM SHOW 12-6