

### Articulated Bean Buggy

Using old auto parts and salvaged steel, Burton Spaude, Gibbon, Minn., built a bean buggy that's equipped with a unique articulated steering system.

The 3-person buggy's powered by an 18-hp. 2-cycle Briggs & Stratton gas engine. That's teamed up with a 3-speed car transmission that chain-drives a car rear end that extends across the full width of the machine. Drive sprockets off the end of the axles drive sprockets on the buggy wheels. The buggy's fitted with car tires at rear and smaller implement tires up front.

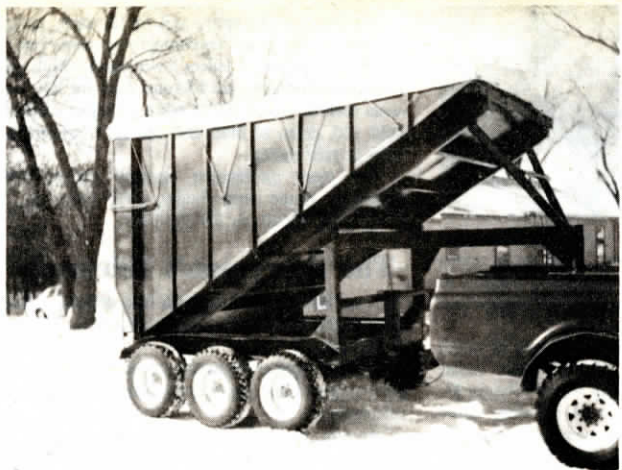
All controls mount within reach of the operator, who sits in the center seat. "It's designed so both hands are free while you're driving," says Spaude. The transmission is behind and to the left of the operator. The buggy travels at speeds

from a crawl up to 4 mph. A steering control is behind and to the right. Steering can be locked onto a course but a foot control lets you change direction slightly back and forth to stay on the row. For big turns, you use the hand lever.

The steering lever controls a power steering unit that powers a jackshaft running between the front and back halves of the buggy, joined by a hinge at center. The powered jackshaft articulates the buggy to steer in either direction.

Spaude covers 6 30-in. rows with the buggy. It can be expanded to fit 36-in. row spacing in about 20 min. He purchased the 25 gal. spray tank, pump and spray guns new as a kit.

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### "Steep Flow" Grain Wagon

"It's more than paid for itself in 8 years of use," says the Roger Rosenthal, Mexico, Mo. who built a gravity unload wagon with a sharply angled bed that easily unloads even the wettest grain and makes it easy to line up with augers.

"Before I built it I looked at 5th wheel grain trailers but I didn't want the hassle of another hoist and pump and the cost was hard to justify at around \$5,000. We used reject steel from an iron dealer working with no plans or design. I had the tires, wheels and axles and

built the 5th wheel hitch so it would fit both the tractors and pickup.

"The completed trailer holds 350 bu. and is 8 ft. wide, 10 ft. tall and 18 ft. long. It has house trailer axles cut down to an 8 ft. width with 6-bolt 10.00 by 16.5 tires and wheels with 2-brake axles. Total expense was about \$2,000.

"We use it to hold grain when our trucks are tied up at the elevators or when we have to haul grain between farms. We also use it to hold seed for planting in the spring."

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Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 1029, Lakeville, MN 55044).

*Harold M. Johnson, Editorial Director*



Ford flywheel bolts to variable speed drive pulley on combine.

### Do-It-Yourself Header Reverser For Deere Combine Heads

"I built my own header reverser after I miraculously escaped serious injury when my hand got caught in belts while trying to unplug the Deere row head on my Gleaner combine with a stick," says Ron Ball, Menlo, Kan., who adapts the Deere head to his Gleaner with a Bish header adapter built by Harvey Bish, Giltner, Neb.

"It's simple to build and use. Total cost is less than \$200 and the reverser works with both my Deere 843 cornhead and 853A row crop heads. One of the safety features of the reverser is that it can't be activated until the header has been switched off," notes Ball.

The guts of the reverser is a Ford 428 c.i.d. starter motor and a fly-

wheel from a 428 Ford engine (Ball notes that a 390 c.i.d. engine flywheel would also work). The flywheel bolts to the variable speed drive pulley on the combine. The starter motor mounts on a steel bracket that bolts to the machine in position to drive the fly-wheel. The starter solenoid mounts under the combine ladder platform and a push-button switch goes inside the cab.

Ball has assembled complete instructions, drawings and photos that detail construction. A set of plans sells for \$5.

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