

Volkswagen "Bean Buggy"

Charles Sorensen, Corwith, Iowa, used the drive train and gutted-out engine from an old Volkswagen to build a nifty "bean buggy".

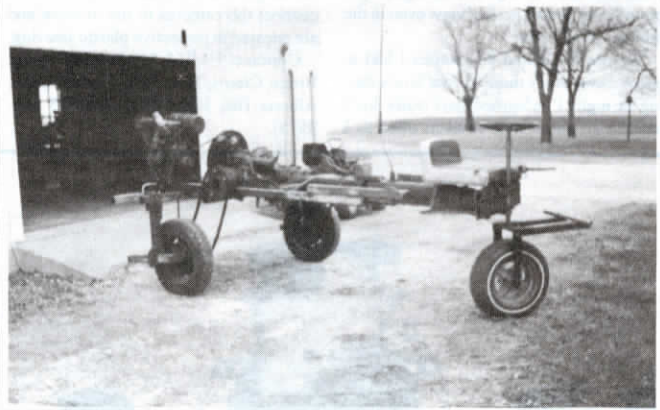
He bolted the car's rear axle, engine, transmission, and driveshaft (which is manufactured as a single, integrated unit) onto a frame that he built from 4-in. sq. steel tubing. He removed the pistons from the engine and closed off the cylinders with rubber plugs so the crankshaft stays bathed in oil. He bolted steel plates over the holes to keep the plugs from ever blowing out. He bolted a big pulley off an old combine directly onto the engine crankshaft and mounted a Briggs & Stratton gas engine next to it on back of the frame. The engine belt-drives the pulley which turns the crankshaft and drives the transmission. Sprockets on either end of the axle chain-drive the buggy's rear wheels, each of which Sorensen fitted with a drive sprocket.

A single wheel mounts on front controlled by the VW's steering wheel. The car's gearshift mounts behind the seat. A hand-operated clutch lever mounts on one side of the seat and is connected by cable to a clutch off an old combine.

"It cost less than \$100 to build and works as well as any commercial rig," says Sorensen. "All I bought were a couple of sprockets which came off old combines. The frame is from an old field cultivator. I plan to fit it with extra seats so three operators can cover six rows at a time. It has three speeds forward and one reverse. The big pulley really gears the Briggs & Stratton engine down."

The sprayer's pump is powered by a battery-powered electric motor that mounts on a plywood platform behind the seat.

Contact: FARM SHOW Followup, Charles Sorensen, 1401 250th Ave., Corwith, Iowa 50430 (ph 515 583-2171).



School Bus Converted To Grain Hauler

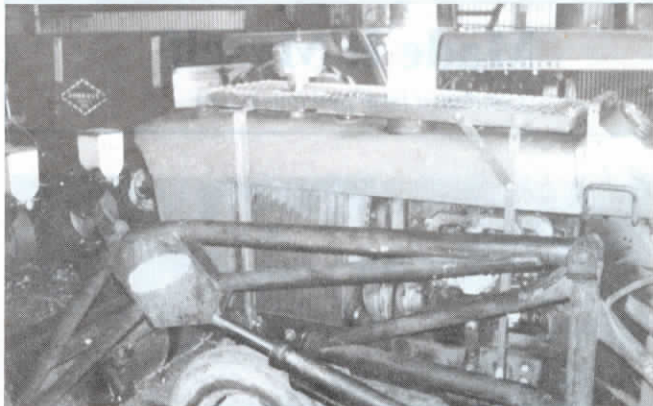
"It works as well as any conventional grain truck and it's a lot cheaper," says Nebraska farmer Wayne Jones, of Allen, who built a 375-bu. grain hauler from an old school bus and a new gravity box. The rig cost him just \$2,300 - \$800 for the bus and \$1,500 for the box.

Jones started with a 1980 60-passenger International equipped with a 9.0-liter, 551 cu. in., V-8 diesel engine and 4-speed Allison automatic transmission. He stripped the bus to the frame, leaving one seat behind the driver's seat and using 3/4-in. plywood to close off the front end. He replaced the rear axle with a 2-speed axle equipped with disc brakes and a 5:1 ratio rear end. Then he cut off the back of the frame behind the axle and bolted the gravity box onto the remaining frame.

Jones uses the converted bus to haul grain about 10 miles to the elevator. "It travels much faster than a tractor and gets around better in muddy ground than a tractor pulling a grain cart thanks to the 2-speed rear end. By mounting chains on the tires I can go almost anywhere. The load is almost perfectly balanced, with 20,000 lbs. on the rear axle and 13,000 lbs. on the front axle. I put a tarp on the box so that I can park it in the field overnight.

"I operated the bus from the time it was new as a school bus driver, putting over 100,000 miles on it. When the school district retired the bus, I decided to buy it."

Contact: FARM SHOW Followup, Wayne Jones, Rt. 1, Box 302, Allen, Neb. 68710 (ph 402 635-2352).



"Catwalk" Mounts On Tractor Hood

A corrugated steel "catwalk" mounted on top of his Deere loader tractor lets Charles Sorensen, Corwith, Iowa, step safely from the tractor seat up onto the tractor hood.

"It really comes in handy for trimming limbs off trees when I'm by myself," says Sorensen. "I can put my chainsaw in the bucket, raise the loader, and go to work."

The 2-ft. wide, 4-ft. long "catwalk" came out of an old Winnebago manufacturing

plant where it was used by employees who worked on engines. Sorensen bolted each side of the catwalk to a pair of angle irons which he bolted to the tractor frame. He cut holes in the catwalk to make room for the tractor's exhaust pipe and gas cap.

Contact: FARM SHOW Followup, Charles Sorensen, 1401 250th Ave., Corwith, Iowa 50430 (ph 515 583-2171).



Stainless Steel Shovel

During the era of the New Deal's Works Progress Administration (WPA) over 40 years ago, stainless steel shovels were widely used. Few of them are left today, but somehow a well-worn one survived in the Franklin, Ill., area. Richard Cox took a close look at it and decided to build his own.

He bought a new shovel and used a cutting torch to cut away all but the shovel's step shoulders and throat. He cut out a piece of stainless steel plate in the same pattern

as what he had removed and used a vise to bend it into shape, then welded it onto what was left of the shovel.

"It looks good and won't rust like a conventional shovel so I never have to worry about cleaning it," says Cox. "My neighbors were impressed enough that I even built a few for them."

Contact: FARM SHOW Followup, Richard Cox, Rt. 1, Box 52, Franklin, Ill. 62638 (ph 217 245-5692).

