



### "No Drift" Sprayer

"I've sprayed in winds up to 20 mph with little or no drift," says Paul Gergen, Randolph, Minn., who along with son Dan built his own 6-row "no drift" sprayer equipped with molded plastic spray hoods that concentrate chemical in a band on the row.

Up front hydraulic controls let Gergen run the hoods as low as 2 in. off the ground. Hoods are 18 in. wide, 13 in. high, and 36 in. long. "Even when there's no wind, this sprayer saves money by cutting down on application rates because of the way it concentrates the spray," says Gergen. "We're using only half as much herbicides by banding instead of broadcasting. Spray hoods are also environmentally desirable because there's less potential for drift and chemical waste associated with broadcast spraying."

Gergen bought the spray hoods for \$113 apiece from a local supplier and

worked with his cousin John Gergen, a local machinist, to build a 2 by 2-in. carrier bar and hydraulic lift system. Each hood is fitted with a nozzle on top and one on each side. A 20-in. stroke lift cylinder raises and lowers the carrier bar which slides up and down on two 3-in. dia. pipes. A pair of springs on either side of the cylinders steadies the lift frame. The carrier bar is hinged so that the outside hoods can be folded over for transport. "If we want to broadcast spray, we can remove a pin and loosen two set screws on the pipes to remove the carrier bar and install a broadcast boom. A steel box under the hydraulic cylinder can be used to store tools or carry rocks."

Gergen says he paid \$113 apiece for the plastic hoods at a local farm supply store.

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### 4-Wheel "Snowmobile" ATV

"Our kids love it," says Roger Fisher, Spirit Lake, Iowa, about the 4-wheel ATV he made from a junked-out Scorpio snowmobile.

The 2-WD rig has electric start, a 5-hp Wisconsin engine, and the original variable speed snowmobile transmission. Fisher equipped the rig with tires from a Bobcat skid steer loader.

"After checking out the prices of new four-wheel ATV's, I decided to build my own," says Fisher. "It has more power than a conventional snowmobile and is built heavier and wider than a conventional ATV so it won't tip over as easily. The engine is geared down so the machine creeps in low gear. It's got so much power I've used it to pull and start a Deere 720 tractor. Right now only the rear wheels drive, but I plan to drive the front wheels by installing the front wheel drive from a Chevrolet Citation car. I also plan to install a rear pto so I can use it to run my grain auger."

Fisher cut off the snowmobile tracks and made a steel chassis to support the front and rear axles. The rear tires are 12 in. tall and the front tires are 14 in. tall. He couldn't find any rims for the used skid steer tires so he modified four rims from a 1956 Chevrolet by cutting the rims in half and adding 6-in. spacers. He cut 16 in. off each side of the rear axle of



another 1956 Chevrolet and mounted it at the rear of the machine. Chains and sprockets that formerly drove the snowmobile track now drive a gearbox removed from an Allis-Chalmers 60 combine. Fisher salvaged a drive shaft from a Deere 227 corn picker and mounted it between the gearbox and rear end. He also installed the transmission from a 1952 Chevrolet, turning it around so the ATV would run at slow speeds. Then he replaced the snowmobile engine with a 5-hp Wisconsin engine. Fisher kept the snowmobile's original clutch and brake and installed the throttle and choke from an old riding lawn mower. He uses the snowmobile's bogie wheels as chain tighteners to keep the drive chain tight.

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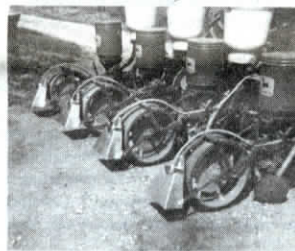
*Harold M. Johnson, Editorial Director*

### "Wind Shields" For Planter-Sprayers

"I got tired of the wind blowing away half of the herbicide spray when I was planting my corn and beans. I came up with this idea to stop the problem and it works great," says Dave Kovar, Bradyville, Iowa, about his "wind shields" for spray nozzles on his Deere planter.

Kovar made triangle-shaped boxes out of 26-ga. steel and mounted them over each row nozzle. The top of each shield is 6 in. across and flares out to 12 in. at the bottom, enough to let the spray pattern fan out across the entire row.

"Now I can plant on any day whether the wind is blowing or not," says Kovar.



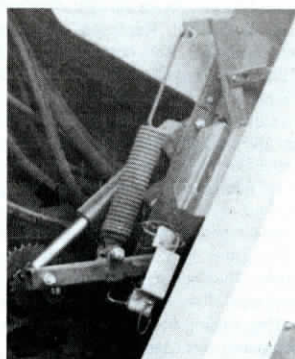
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### Electric "Jack" Turns Unloading Auger On And Off

Dean Scheel, Dysart, Iowa, and Mike Grace, Elberon, Iowa, replaced the manual lever controlling the unloading auger on Scheel's 1977 M2 Gleaner combine with an electric screw jack so he can turn the auger on and off with the flip of a switch.

"Most controls on M2 Gleaners are electrically operated with toggle switches, but for some reason the unloading auger is controlled manually by a lever located under the seat in the cab. The lever is only 2 in. off the floor under the seat so you have to bend clear over to get at it. Deutz-Allis offers a hydraulic assist option for the lever but it costs more than \$800. The screw jack, which runs off the battery, cost only \$170. It tightens a heavy spring which engages a tightener on the auger's drive belt."

Grace made one bracket from 1 by 1-in. box tubing to connect the screw jack to the spring, and another bracket to support a safety interlock system. "The



interlocking system ensures that the auger can't be turned on in the transport position, and that it can't be returned to transport position while it's running," explains Scheel.

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