

# He Built His Own 5-Ft. Radio-Controlled Mower

Jeff Parker, Bloomington, Minn., built his own heavy duty, 5-ft. mower that he operates entirely by remote control.

The mower rides on three 17-in. wheels and has front wheel drive and steering. Power is supplied by a V-twin, 18 hp Vanguard gas engine. The engine belt-drives two hydraulic pumps - an Eaton hydrostatic pump that drives a hydraulic motor in the front wheel, and a Bosch gear pump that drives the Toro deck. A double acting hydraulic cylinder turns the front wheel. The cylinder is controlled by hydraulic valves that are operated by electronics inside a metal box on back of the rig. An air tank, also mounted on back, provides air pressure to stroke the pump that drives the front wheel. All of the rig's components are mounted on a homemade steel frame.

Parker uses a radio controller designed for model airplanes to control all mower operations.

"It turns a lot of heads when people drive by my front yard and see me operating it from my driveway," says Parker. "I don't have to walk up to the machine for anything. I can start and stop the mower, control the throttle, and engage the deck using the remote. The front wheel is smooth so it doesn't tear up the grass. It's not a zero turn mower, but it does turn fairly tight.



**"It turns a lot of heads when people drive by my front yard and see me operating it from my driveway," says Jeff Parker about his home-built, radio-controlled mower.**

"I plan to mount a video camera and transmitter on the mower someday so that I'll be able to operate it while sitting on my couch watching TV."

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## Heavy-Duty Log Tongs

William Winter, Tower Hill, Ill., made a set of heavy duty log tongs out of heavy angle iron.

The tongs are made out of 4-in. angle iron and measure about 2 ft. long. Winter cut a curved section out of each angle iron to fit around the log, then bolted the two angle irons together to form a hinge. He welded on a couple of steel spikes at the bottom to grip the log, and he also attached a length of chain to the top of both angle irons.

"I use it on my tractor's front-end loader to drag logs to my log splitter. It saves a lot of lifting," he says.

Contact: FARM SHOW Followup, William Winter, Rt. 2, Box 89A, Tower Hill, Ill. 62571 (ph 217 567-3192).

**"I use it on my tractor's front-end loader to drag logs to my log splitter. It saves a lot of lifting," says William Winter about his home-built, heavy duty log tongs.**



Some of the best new ideas we hear about are "made it myself" inventions born in farmers' workshops. If you've got a new idea 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, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 800 834-9665. Or you can submit an idea at our Website at [www.farmshow.com](http://www.farmshow.com).

Mark Newhall, Editor

**FARM SHOW**



**Seltzer welded an open steel frame onto his tractor drawbar. Top of frame hooks to the 3-pt. top link, which makes the drawbar rigid. A pto shaft can run through frame.**

## Hitch "Stiffens Up" IH Drawbar

Leonard Seltzer, Manhattan, Ill., wasn't happy with the drawbar on his International Hydro 84 tractor. The problem was that the drawbar often flopped around as he backed up, making it difficult to hitch up to his pto-powered feed wagon.

He solved the problem by welding an open steel frame onto the drawbar. The top of the frame hooks to the 3-pt. top link, which makes the drawbar rigid. A pto shaft can run through the frame. He also welded a 4-in. long, 3/4-in. thick steel plate on back of the drawbar so he can make shorter turns. The plate has a 7/8-in. dia. opening in it for a drawbar pin. He can replace the pin with a 2-in. ball to move livestock trailers.

"All the commercial 3-pt. hitches I've seen have a post in the center which prevents you

from using a pto shaft," notes Seltzer. "Another advantage of using this hitch is that it can be lowered much closer to the ground. I plan to make a bracket that will support a gooseneck adapter hitch on the back side."

Seltzer used 4-in. channel iron to make the frame, which measures 17 1/2 in. high and 10 1/2 in. wide, with a 7 1/2-in. wide opening. He used 3-in. channel iron to weld a pair of "ears" on top of the frame. "I have to turn a little wider than I prefer to keep the pto shaft from rubbing against the sides of the frame. If I could do it again I'd make the frame opening wider so I could turn shorter," notes Seltzer.

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**Hydra-Hitch uses a small cylinder to hydraulically move a pair of latch pins up or down, virtually eliminating the need to ever get out of the cab, says the company.**

## Hydraulic-Powered Skid Steer Hitch

"Our new Hydra-Hitch improves the older handle hitching system standard on most skid steers, virtually eliminating the need to ever get out of the cab," says Phil Kaster, Kasco Mfg. Co., Shelbyville, Ind.

The Hydra-Hitch operates off the skid loader's auxiliary hydraulic system. It consists of a metal bracket equipped with a small cylinder that moves a pair of latch pins up or down. The unit attaches with two U-clamps.

"As far as I know it's the first aftermarket system of its kind," says Kaster. "Case-IH

offers a similar factory-installed unit as an option.

"Our hitch is simple to install and requires no drilling. It's currently available for Deere and New Holland skid loaders. We plan to make it for other skid loader models in the future."

Sells for \$450 plus S&H.

Contact: FARM SHOW Followup, Kasco Mfg. Co., Inc., 170 W. 600 N., Shelbyville, Ind. 46176 (ph 800 458-9129; fax 317 398-2107; Website: [www.kascoMfg.com](http://www.kascoMfg.com)).