



Adaptor lets you switch from ball hitch to pin hitch in seconds.

## “Ball-To-Clevis” Hitch Adapter

Have you ever had trouble towing something because you didn't have the right type of hitch? Bob Moty did, so he machined a home-made adaptor that allows him to haul ball-hitch trailers using a clevis hitch.

For the receiver part of the adapter he used 1/2 by 1 by 2 by 1/2-in. bar stock. Because it is such a small part you can mount it to any vehicle you want to tow, just by welding it on the drawbar.

“The clevis part is made out of 1/2 by 2 in. bar stock. It is 14-in. long in total,” says Moty. The key to the clevis part is the brace he mounted to the underside of the trailer tongue. The end of the clevis part slides into the brace, while the ball connection snaps to the adapter at its mid-point. With only a few adjustments,



you can use the same clevis part on all of your ball hitch trailers.

“The best part is that it's a solid hookup,” Moty says. “And you can put it on or take it off in less than two seconds. No tools required,” notes Moty.

Contact: FARM SHOW Followup, Bob Moty, 3816 Crockett Ct., Crystal Lake, Ill. 60014 (ph 815 455-3203).



Richard Dunn welds 22-in. dia. truck wheel rims together to form culverts.

## “Wheel Rim” Culverts Are Strong, Cheap

If you need a culvert on your driveway or other farm road, just gather up some old truck wheel rims and weld them together, says Richard Dunn, Morgantown, W. Va., who has used the idea to make culverts up to 20 ft. long.

“I install wheel rim culverts when building field roads across ditches or waterways. They're strong and cost almost nothing to put together,” says Dunn. “I built my first one 10 years ago and it's still in good shape.”

Dunn uses 22-in. dia. rims that he gets off old tri-axle trucks that he uses in his trucking business. The rims often have small cracks in them but are otherwise in good shape. He welds the rims together, welding around the

edges at 6-in. intervals.

Dunn also uses welded-together wheel rims to make vertical “manhole” drains that hook up to the horizontal culverts. He welds five wheels together, then welds a steel ring inside the top of the wheel. Then he welds lengths of steel bar across the top wheel, spaced about 1 in. apart.

Once the steel has been welded in place he cuts a large round hole in the side of the stack so that he can connect the vertical drain to the horizontal culvert.

Contact: FARM SHOW Followup, Richard Dunn, 68 Tyrone Avery Rd., Morgantown, W. Va. 26508 (ph 304 594-2603).



Rims are spot welded every 6 in. around the edges.



Steel bars spaced 1 in. apart provide an easy way to make “manhole” drains.



Unique design allows blade to pivot up or down and left or right.

## Lazy Susan Loader Blade

“I had a blade on a 4-wheeler but I needed something bigger,” says L.A. Doubek, Marinette, Wis., who has 80 acres of land with a long driveway. He decided to mount a blade on his IH 300 utility tractor's front-end loader.

“I had a big V-plow that I bought for \$30. I cut off the top 2 ft. and straightened it out, making it 7 1/2 ft. long and 2 ft. tall. I added angle iron stiffeners along the top and bottom. The cutting edge came from an iron shoe and cost \$75,” says Doubek.

The tricky part was mounting the blade on the loader arms. He got some pieces of plate steel from a friend and went to work. What he ended up with is what he calls a “Lazy Susan” mounting system that pivots easily from side to side.

A piece of plate steel 1 ft. wide attaches to the back of the blade, mounted to steel plate brackets that weld directly to the back of the blade. The plate pivots on a bracket that pins to the loader arm. Two cylinders move it back and forth as needed. The blade also pivots top to bottom by adjusting vertical braces just behind the blade. Spring stops keep the blade



“I use it for road grading as well as moving snow,” says Doubek.

from turning too far, and shoes on each side keep the blade from digging in too far.

“It works far better than any other blade I've seen on the market and is built very heavy. We use it for road grading as well as moving snow. It's much easier to use than a rear-mounted blade because the loader makes it easy to control,” says Doubek.

Total out-of-pocket cost to make the blade was less than \$500.

Contact: FARM SHOW Followup, L.A. Doubek, W690 Heath Lane, Marinette, Wis. 54143 (ph 715 732-2951).

## Quick-Tach ATV Cab

Rio Ranch Import & Supply Co. has begun distributing a new line of ATV cabs called QuadPods. The cabs are manufactured in Auckland, New Zealand where ATVs are known as “quads.” The pods come in hard-top and soft-top versions, both of which assemble in less than five minutes.

The soft-top model can be used as a stand-alone windscreen, a windscreen and roof, or a windscreen, roof and backdrop combo for use in severe weather. Roller doors and windshield wipers are add-on options.

The hard-top model has a molded polyethylene roof, complete with rain gutters to stop your legs from getting wet. The windscreen is scratch-resistant safety glass that won't deteriorate over time. The hard-top does not come with a backdrop or doors.

The pods attach with only four bolts. Both tops are lightweight and aerodynamic. QuadPods are being sold in Australia, New Zealand, England, and Scotland.

The hard-top sells for \$1,175 and the soft-top comes complete with a backdrop for



Hardtop ATV cab has gutters that keep rain from running over the side onto driver.

\$1,200.

Contact: FARM SHOW Followup, Rio Ranch Import & Supply Co., 390 Hwy. 19 W., Vesta, Minn. (ph 888 762-3299).

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