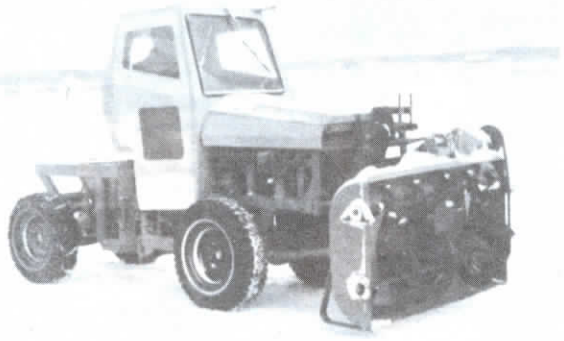


Home-Built 4-WD Tractor, Snowblower

Gilbert Wendland and son Gary, Greenleaf, Wis., used two Chevrolet automobile rear ends (narrowed down to 4 ft.), and a 4-cylinder, 20 hp Ford Pinto engine coupled to a 5-speed Chevrolet transmission to build their own 4-WD tractor equipped with a home-built snowblower.

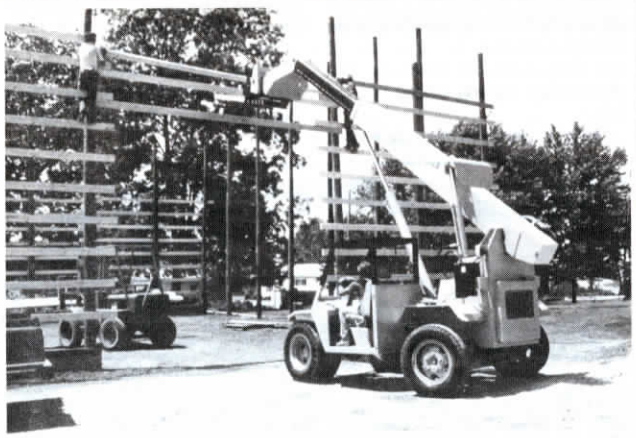
"It has power galore and is geared down so low it can walk right through a 3-ft. deep snow bank," says Gilbert. "Two roller chain reduction drives on the transmission provide such a wide selection of speeds that we never have to clutch it. It works much better than most lawn and garden tractors, which have only 10 to 12 hp and can handle only a 3-ft. wide snowblower. Our tractor handles our 4-ft. wide, 3-ft. high snowblower. It has 4-WD with posi-traction on the front axle which provides great traction and maneuverability. And articulated steering makes it turn sharp."

Wendland mounted a Buick power steering box under the steering wheel. Cables and pulleys run from the steering box to the axles. Wendland used 3-in. channel iron to build the frame and built the cab from stainless steel.

He used angle iron to build the two-stage snow blower, building his own 16-in. high, 3-in. wide blades from flat steel. The snowblower is belt-driven off the engine. A hydraulic pump, also belt-driven off the engine, drives the power steering and also raises and lowers the blower.

The tractor's fitted with 15 by 7.00 pickup tires.

Contact: FARM SHOW Followup, Gilbert Wendland, 3771 Lark Road, Greenleaf, Wis. 54126 (ph 414 864-2228).



High-Lift Loader Tractor

By C.F. Marley

You've never seen a loader like the one Clair Wilson built for use on his Winchester, Ill., farm.

Wilson knew that he wanted a high-lift loader and didn't see anything on the market that quite did the job. Equipped with a quick hitch, the 11,800-lb. "boom truck" will lift and store an 8-row cornhead and an equally wide grain head. It will lift truck beds up into place and can lay down grain bins and pick up big bales. He also uses it as high-lift scaffolding. The 24-ft. telescoping boom reaches out a total of 44 ft., when fitted with a 20 ft. jib. It can also be fitted with a 5-ft. jib or a self-leveling fork.

Wilson salvaged and scrounged most of the parts except for about $750 worth of metal he had to buy. Altogether he figures he has less than $1,500 invested - not including the countless hours of work that went into it.

He built the 12-ft. long chassis from scratch with 10-in. channel iron. Using the axles from a 1952 IHC truck, he bolted what had been the rear end to the frame up front. The steering axle was mounted on the rear on a center-pivot joint to allow it to follow ground contour in the fashion of a combine axle.

The hydraulic steering control is from a John Deere 6600 combine. Wilson mounted a 2-stage hydraulic pump on the crankshaft, using one stage for steering and one for lifting.

The engine is a 250 Chevrolet, out of a car. Transmission is a Chevy 4-speed, early-50's model. The loader has individual drive axle brakes to aid in steering.

Wilson's big boom is made from 10 1/2 by 10 1/2-in. sq. box steel with 1/2-in. sidewalls. It is 14-ft. long and is built to telescope out 10 ft., controlled by a 4-in. dia. cylinder inside.

To better handle the immense loads he intends to handle with the loader he plans to switch to cast spoke-type wheels. For better equilibrium he plans to add outriggers.

Contact: FARM SHOW Followup, Clair Wilson, Rt. 2, Winchester, Ill. 62694 (ph 217 742-3809).

Reprinted with permission from Top Producer.

"Swather" Snowblower

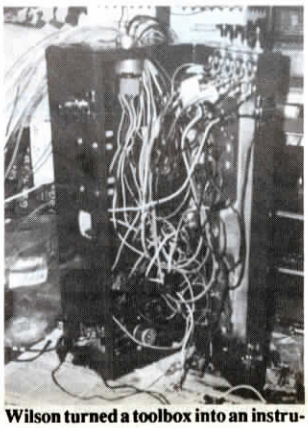
Old swathers can be easily converted into snowblowers, according to Ontario farmer Hudson Wilson who built a 9 1/2-ft. wide swather snowblower from a 1976 Versatile 400 self-propelled swather and added a cab from an International 715 combine.

Wilson says his home-built snowblower offers great maneuverability and visibility. "It's much easier to use than a pickup-mounted blower because the snowblower is always in full view," says Wilson, who uses the rig for custom work. "When I used my pickup-mounted snowblower all I could see over the hood was the blower pipe and spout. I had to mark the outside edges of the auger with flags to keep from running into something. It also works better than a 3-pt. mounted tractor blower because I never have to look over my shoulder."

The swather is powered by the original 45 hp 6-cylinder Ford gas engine while the snowblower is powered by a separate 110 hp 318 cu. in. Chrysler gas engine removed from a 1-ton Dodge pickup. Each engine has its own separate ignition switch, charging system, and 20-gal. fuel tank.

The Chrysler engine is mounted in reverse position under the cab. "There's only 20 in. of driveshaft between the Chrysler engine's automatic transmission and the snowblower so there's little loss of power," says Wilson. "It's handy because I can put the automatic transmission in reverse to eject anything that gets caught in the auger."

A push-pull cable runs from the Chrysler engine's transmission to a shift lever in the cab which Wilson uses to put the snowblower in gear. The snowblower is 2-pt. mounted with a chain lift. Hydraulic cylinders lift the blower, turn the spout or tilt it up. Wilson, who walks with the aid of a leg brace and cane, uses a home-built automatic lift to hoist himself into the cab. It's powered by an electric-over-hydraulic pump removed from the pickup. A battery-operated toggle switch on a hand railing controls the lift platform.



Wilson turned a toolbox into an instrument panel for the Chrysler engine.

There was no place in the combine cab for an instrument panel for the Chrysler engine so Wilson made his own using a 20-in. long toolbox which he bolted to the cab roof. "The box contains every switch and fuse in the rig, including the ignition switch for the Chrysler engine, switches for headlights, safety lights, backup lights, and a cab-mounted blue strobe light," notes Wilson. "To flip a switch or change a fuse, I simply reach up and open the toolbox lid."

An FM 2-way radio and cellular phone are encased in a 12 by 10-in. plastic cooler that Wilson also bolted to the cab roof. The cab is heated by a heater also removed from the junked pickup. It blows air into a length of 3-in. dia. plastic conduit with a line of holes drilled in it. It's mounted at the base of the windshield.

The snowblower is a Lucknow custom-built model equipped with a single 12-in. dia. auger. The company widened out a 7 1/2-ft. model by welding 1 ft. of auger onto each end.

Wilson spent $10,000 to build the swather-snowblower.

Contact: FARM SHOW Followup, Hudson Wilson, RR 2, Bolton, Ontario, Canada L7E 5R8 (ph 416 857-2875).