

Pickup Bed Extender Adds 2 Ft. To Box

Tired of not having enough space in his pickup to carry supplies, Mark Straszewski, a contractor, simply extended the bed.

His pickup "bed extender" is made of aluminum panels that add 24 in. in length to the truck box and fold back flush against the tailgate when not in use.

The extender nests on top of the truck's tailgate.

Auburn Metal Fab owner Sam Segesta, who manufactures the extender, says it costs \$350 plus S&H.

Segesta says the only similar product on the market is a tubular extender which adds length but is open between the tubes so loose cargo can fall out. This solid-sided extender is also a lot stronger, he says.

Although Straszewski has had the patent for longer than a year, manufacturing didn't begin until about two months ago. "It's brand new," Segesta says, noting that he needs to know the make and model of pickup before building.

Contact: FARM SHOW Followup, Sam Segesta, 2545 West Maple, Troy, Mich. 48084 (ph 877 288-9100; email: aubmetal@aol.com; website: www.AuburnMetalFab.com).



Pickup "bed extender" is made of aluminum panels that add 24 in. to length of truck box.



Panels fold flush against tailgate when not in use.



Using mostly scrap material, David Agle built his own half-scale working model of a Steiger tractor. Power is supplied by a 4-cyl. gas engine.

"Baby Steiger" Built From Odds And Ends

"I love Steiger tractors. That's why I built my own half-scale working model," says David Agle, Collins, N.Y., who made his 4-WD "baby Steiger" tractor mostly from scrap material.

The tractor is painted Steiger green, and everything on it works. Power is supplied by a 4-cyl. gas engine and 5-speed manual transmission out of a Nissan pickup. Behind the 5-speed is a small 3-speed auxiliary transmission that's used to slow the engine down. It's followed by a homemade transfer case.

The rig rides on four 18.4 by 16.1 tires that mount on axles off the Nissan pickup. He used 5 1/2-in. dia. steel tubing to make a side-mounted muffler. A straight-through car muffler mounts inside the tubing to keep it from getting too hot and burning off the paint. The air cleaner is off an old street sweeper.

He made his own Cat. II 3-pt. hitch and quick coupler from scratch. The tractor has dual remote hydraulic outlets on back.

The dash inside the cab is out of a real Steiger tractor. The seat is out of a Deere combine. The fenders are homemade but the hood ornament is authentic Steiger.

"It took two years to build, but it was a fun project," says Agle. "I didn't scale it to anything. I just made the cab big enough to get in and made everything else proportionate to that, so that it looks right. I call it my Baby Steiger model ST125, because the Nissan



Tractor is painted Steiger green, and everything on it works.

engine has about half as much power as the engine in the Steiger Cougar ST250, which was one of my favorite tractors.

"I've taken it to a few different shows. It has both a foot accelerator, and a hand throttle, so when I'm driving it around I can use the foot throttle and shift it like I'd shift a pickup. In low gear it just creeps along, but in high gear it'll go up to 15 mph. I traded a 55-gal. barrel full of scrap steel for the engine and transmission."

He says he plans to cut a 14-ft. Deere disk in half so that it folds in the middle and hook it on behind the tractor.

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Battery-Powered Cargo Wagon

This new battery-powered wagon can haul up to 800 lbs. and is small enough to go through a 3-ft. wide door. With no fumes it can be used inside buildings, yet thanks to its wide tires, it's perfect for use around the farm.

The Electric Burro, marketed by The Fab Shop, McPherson, Kan., measures 31 in. wide and 40 1/2 in. long. It weighs 250 lbs. The unit can be equipped with either a flat wood deck or a metal bed. Two 12-volt deep cycle batteries drive the machine's 2-speed transaxle. A switch on the handlebar turns on the power while a twist grip on the handlebar is used to adjust speed and direction.

Whenever you're not using the Electric Burro you just plug it into a 120-volt circuit. It'll shut off when the batteries are fully charged.

The Electric Burro sells for \$2,395. The company also makes several models of electric-powered "trailer tugs" fitted with a ball or fifth wheel hitch.

Contact: FARM SHOW Followup, The Fab Shop, 400 N. Walnut, P.O. Box 422, McPherson, Kan. 67460 (ph 800 966-1358; fax 620 241-7609; email: fabshop@alltel.net; website: www.the-fab-shop.net).



With no fumes, battery-powered wagon can be used inside buildings, yet thanks to its wide tires it's perfect for use around the farm.



Unit can be equipped with either a flat wood deck or a metal bed.



"It makes an excellent traveling vehicle and is also a nice towing rig," says Brad Carrell about the 26-ft. long "Cadillac pickup" he put together.

26-Ft. Long "Cadillac Pickup"

Once every five years or so, Brad Carrell likes to build something weird. His latest project: Adding 4 ft. to the frame of a Chevrolet 1-ton dually, 4-WD crew cab pickup, then replacing the cab with the body of a Cadillac Escalade SUV. The original 8-ft. pickup bed is still on back. The entire rig measures 26 ft. long.

"It makes an excellent traveling vehicle and is also a nice towing rig," says Carrell, of Redmond, Ore. "It has three rows of seats and about 4 ft. more cab space than a conventional crew cab pickup, with enough room to haul my six grand kids. The vehicle still has its original 454 cu. in., 360 hp Vortec gas engine and automatic transmission so it has a lot of pulling power and can handle heavy trailers."

He started with a 1997 Chevy 1-ton pickup and a 2002 Cadillac Escalade. He cut off the pickup cab and also cut through the frame, then used new material to lengthen the frame by 4 ft. Then he made new mounts and fastened the Escalade body to the frame.

"It was a difficult project but it turned out

well and is fun to drive," says Carrell. "It looks factory made. In fact, a lot of people who see it for the first time ask me where they can buy one. Getting into it is like getting into a Ford Expedition or a Chevy Tahoe or Suburban. The longer wheelbase makes it drive really nice. With the extra length it takes a little more room to turn, but it doesn't take long to get used to it."

Carrell already had the pickup and paid \$5,000 for the Escalade, which he bought used. He says the entire project, including labor, cost about \$50,000. He's now building another vehicle and says he's willing to sell his Cadillac pickup for about \$34,000.

"It was hard to build because SUV's are narrower toward the rear, while late model Chevy pickup beds are wider up front than they are at the back. As a result, the two didn't match up too well. I had to do a lot of cutting to make everything nice and straight like it was from the factory," says Carrell.

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