



Petri Leinonen says you can cover up to 5 acres per day using the Weed Master, which has wide steering handles and a waist-high web belt that the operator walks into to push it through the field.

Walk-Behind “Flamer” Also Plants, Cultivates

The new Weed Master is the perfect tool for large gardens or nurseries that are too big for hand hoeing but not big enough for a tractor. The walk-behind tool carrier is designed with wide steering handles and a waist high web belt that the operator walks into to push the unit through the field. A multitude of attachments are available from seeding equipment to hoes, sprayers and flammers.

“Most of our customers are small, mixed vegetable farmers with several crops in small areas,” says Petri Leinonen, president of Elomestari Oy, the Finnish company that makes the Weed Master. “They need to be able to make fast, versatile adjustments.”

The most popular attachments for the unit are the propane flammers. There’s a 40-in. wide flat panel flamer with two large burners and a row flamer with 7 3/4-in. wide covers that keep the heat between the rows to protect the crop. Leinonen suggests also using the row flammers for pre-emergence weed control over the row areas.

“You can treat 2 1/2 to 5 acres per day, making it useful even on larger fields when heavy rains might prevent entry with tractor-mounted flammers,” he says.

The carrier also works great for hoeing



Flat panel flamer has two burners. Attachments for spraying, seeding and cultivating are also available.

weeds. Options include 6-in. cultivator sweeps, rolling disks for weeding and hilling on light soils, and a finger hoe.

Leinonen says the finger hoe works between the plants in the row, often eliminating the need to hand weed.

The Weed Master can also be fitted with an Earthway seeder attachment that comes with 11 different seeding plates.

Contact: FARM SHOW Followup, Petri Leinonen, Elomestari Oy (Ltd.), Koskitie 185, FI-95520 Kukkola (Tornio), Finland (ph 358-16-472000); (fax +358-16-472001; website: www.elomestari.fi).

Jack Stands Stack

You’ve never seen anything like these all-aluminum, stackable jack stands from Gaber Distributing. At \$1,000 (Canadian), the Crissur system of three stands and a 15-ton hydraulic jack doesn’t come cheap but it’s rated to handle up to 22 tons.

Dave Gereg at Gaber explains. “The bottom of one jack slides into the top of another and interlocks with a hairpin rod.”

Like the stands, the jack’s base is designed to slide into any stand top. Bottom units have wheels on their rear edge for moving them around with a 3 1/2-ft. S-shaped handle that hooks onto the front.

“Because they’re interlocking, you can mix and match heights and pieces, even putting the jack on the bottom,” says Gereg. “The jack has a 2-ft. long handle for added safety, so you don’t have to get as close to the weight being lifted to operate it.”

Contact: FARM SHOW Followup, Dave Gereg, Gaber Distributing, P.O. Box 1090, Roblin, Manitoba Canada R0L1P0 (ph 204 937-4321 or 800 463-8748; website: www.gaber.com).



Interlocking jack stands can handle up to 22 tons.



Rodger Aanderud used two lengths of steel tubing to make a diamond-shaped hitch with a ball hitch at one end. It makes hauling dirt in his wheelbarrow easier.

Wheelbarrow Tow Hitch

“I put a drawbar on back of my wheelbarrow that lets me pull it behind my car or pickup when moving dirt or gravel. Once I get to where I want to dump the load, I just disconnect the hitch and dump the wheelbarrow by hand,” says Rodger Aanderud, Michigan, N. Dak.

He used two lengths of 1 by 2-in. steel tubing to make a diamond-shaped hitch with a ball hitch fastened to one end. The support legs on either side are held in place by short lengths of square tubing. A pair of wood shims keep the tub level.

“When they first see me pulling the wheelbarrow behind my car people think I’m nuts. They can laugh all they want, because it saves me a lot of grief,” says Aanderud. “By removing four bolts, I can remove the wheelbarrow from the hitch and use it normally.”

“It was a simple job but it wouldn’t work on a one-wheeled wheelbarrow because it would tend to tip over to one side or the other,” notes Aanderud.

Contact: FARM SHOW Followup, Rodger C. Aanderud, P.O. Box 282, Michigan, N. Dak. 58259 (ph 701 259-2465).

Eliminating Deere Sway Blocks

Anybody who’s ever hooked up a 3-pt. hitch attachment to an older Deere tractor knows what a pain it can be. Sway blocks require that everything be lined up just right. When Dennis Nebgen got tired of dealing with them, he did something about it. A glance at an older Allis Chalmers gave him an idea. He uses chains and turnbuckles to allow the operator to back up, hook up and then tighten up the 3-point.

“The Allis design worked so much better than the Deere blocks,” he says.

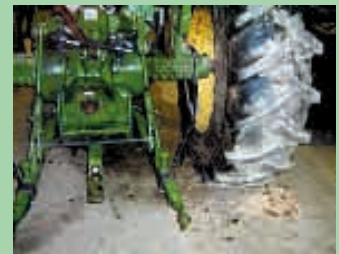
Nebgen started by finding a point on the same plane as the lower ends of the lift arms. If the two points were not directly in line, the chains would loosen and tighten as the arms were raised or lowered. On his 2640, eyeballing the arms placed the anchor point 7 in. below the axle. To give sufficient reach for the stabilizing chains, the anchor plates would be mounted between the fender mounts and the wheels.

For anchor points, Nebgen mounted two 1-in. steel plates perpendicular to and beneath the axle. The right angle plates had a base of 11 in. with a vertical length of 8 in. at 90 degrees to the base. Nebgen drilled and tapped holes in the 11-in. edges. Bolts inserted through pieces of steel strap, with corresponding holes drilled at either end and then turned into the tapped holes in the plate, allowed him to fix the anchor plates to the axle.

The bottom tip of the plate was machined down to a thickness of 3/4 in. and drilled to fit readily available shackles for the connecting chains. Nebgen also fashioned steel bushings that could be slipped over the 3-pt. arms with lengths of chain attached to them.

The Allis system used cast iron turnbuckles to connect the two chains on either side. Nebgen substituted a piece of 1 1/4-in. round steel drilled and tapped for 5/8-in. threaded rod for each side. One end was tapped for left handed thread and the other right handed thread. He welded a piece of flat steel to the rounds to keep them from turning under pressure. Once 5/8-in. rod was welded to the ends of the two chain lengths on each side, they were threaded on the turnbuckles and ready for use.

“When I tighten the turnbuckles, it puts the



Chain runs from axle bracket to sliding bracket on lift arms.



An old Allis Chalmers tractor gave Nebgen the idea for this device that stabilizes Deere hitches.

arms under tension so they can’t sway. When I loosen them, it gives the arms room to adjust when connecting to an attachment,” explains Nebgen. “I figure I have less than \$150 in materials, and I bought everything new. I took the sway blocks off entirely, and these work a lot better.”

Contact: FARM SHOW Followup, Dennis Nebgen, Route 1, Irvona, Penn. 16656 (ph 814 672-4305; email: dennybobb@direcway.com.)