



Daryl Dixon converted an old Schweiss self-propelled bean buggy into this 8-ft. articulated riding mower. The rig's pto-driven deck is home-built.

## 8-Ft. Articulated Mower Built Out Of Bean Buggy

"I built an 8-ft. articulated riding mower out of an old Schweiss self-propelled bean buggy. It'll cut grass and weeds from 2 in. to 7 ft. high," says Daryl Dixon, Plainview, Texas.

Dixon operates a custom mowing business, using the big mower on large farmyards and

8 to 10-acre hobby farm fields. He'd just celebrated his 85<sup>th</sup> birthday the day FARM SHOW called him.

The machine rides on four 15-in. car tires and is equipped with a home-built, pto-driven deck that has five 22-in. lawn mower blades. The deck can be hydraulically raised up to 2 ft. off the ground. A home-built canopy keeps the driver in the shade.

"I built it because I couldn't find a mower on the market that was big enough for what I wanted. I've used it to cut everything from tumbleweeds and kochia weeds to small volunteer tree saplings up to one inch in diameter. When I cut weeds that big, the blades make a heck of a racket, but it works."

He started with a 30-year-old Schweiss articulated, 3-seater bean buggy equipped



Dixon uses the mower to do custom mowing. "It'll cut grass and weeds from 2 in. to 7 ft. high," he says.

with a Kohler 16 hp engine and hydrostatic transmission. He removed the two "passenger" seats and cut the machine's frame down to lower its height by about 2 ft. He wanted more power so he replaced the original engine with a Chevy 4-cyl. engine with about 30 hp, positioning the engine backward so the drive shaft would rotate in the right direction.

He used 16-ga. sheet metal to build a deck and made mounting brackets that attach the deck to the frame near the front wheels. A pair of hydraulic cylinders are used to raise or lower the deck.

A pto shaft that runs under the machine operates the deck. The back end of the shaft connects to a double V-belt pulley that Dixon added onto the engine. The front end hooks

up to an 8-in. double-grooved pulley mounted at the center of the mower deck, which is used to belt-drive the blades.

"Most of the yards and fields I mow are either in town or on the edge of town quite a few miles away, so I built my own tilt bed trailer to haul it there. Grass feeds through the deck pretty good, but not bushy-type weeds that are more than 18 in. tall because they want to push up in front of the deck. In that case I raise the deck 2 ft., then let the deck back down and make another pass to cut down to the ground." Dixon says he's willing to build "bean buggy mowers" if there's interest.

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## Ford F-800 Pickup Has Power To Spare

By spending about \$8,000 to add bigger tires, a four-door cab, dually bed and a toolbox, Philip Asher transformed a commercial low-profile Ford F-800 truck into a pickup with some serious power.

Initially, the Elizabethton, Tenn., power plant construction worker planned to use the former 1998 moving truck for hauling. But when he spotted an F-250 four-door cab at a junkyard, he decided to give the truck a makeover instead, with the help of a couple of friends. After the cab was in place there was a 2-ft. gap between the cab and the Ford 350 dually bed he installed. He decided that was just enough room for a large toolbox.

"It looks factory-built," Asher says of his truck, which includes the console and reclining bucket seats from a 1997 Ford truck. With a 5.9 Cummins in-line 6-cylinder diesel engine, he had plenty of power but the wheels were undersized. He fixed that by upsizing to 22-in. tires. The tires improved mileage to about 15 mpg but made the speedometer incorrect. He solved the problem by using a small GPS unit.

The 11,000-lb. truck has a 189-in. wheelbase and is 24 ft. long, but fits under his 8-ft. tall garage door and can be registered as a



"It looks factory-built and has some serious power," says Philip Asher, who converted a commercial low profile Ford F-800 truck into a giant pickup.

pickup. "There are steep mountains between me and the power plants where I work, so I need something with more power," Asher says. "This F-800 does it for me."

Though it's only 2-WD, it's built heavy-duty and durable, compared to smaller 4-WD trucks he's used in the past to pull his 11,000-lb. gooseneck trailer.

"On a farm that needs to pull trailers this

would be ideal to handle plenty of weight," Asher says. "I would sell it for \$25,000 if anyone was interested."

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## Double Decker Trailer Storage

A friend in England sent us this photo of a double decker storage unit that lets farmer Tony Hudson of Merton in Yorkshire store two flatbed trailers in the space of one trailer.

He simply built a wood platform tall enough to park a trailer underneath, and then runs ramps up to the top level to park a second trailer on top.



Tony Hudson can store two flatbed trailers in the space of one. Ramps run up to top level to park a second trailer on top.