

## “Rainfall Catcher” For Remote Pastures

A Montana rancher has invented a way to catch rainfall in remote pastures and store it, using a giant poly “trampoline”.

Wayne Kucera says his “rainfall catcher” provides a reliable source of water in areas where no natural water is available.

“It lets me make use of all my pasture land, even where there’s no water. It makes pastures practically drought-proof and the unit can be quickly taken apart and moved to another location,” says Kucera.

The system relies on gravity, using a 30-ft. dia. poly tarp to collect rainfall, which flows through pvc pipe to a storage tank. The tarp is stretched across a round frame made from sq. tubing that rests on adjustable legs. The tarp slopes inward to a center-mounted, 4-in. dia. aluminum drain that rests about 3 ft. off the ground. Water flows out of the drain into a big metal funnel, and into the pvc pipe. The 7,000 gal. storage tank Kucera uses feeds water into a small livestock tank that operates off a float.

“I’ve used this system successfully for 5 years in a remote pasture where the nearest water is 1 1/2 miles away. When the weather gets warm the cows won’t go to that pasture because they have to walk too far to get a drink. My system catches about 700 gal. of water from just 1 in. of rain. The only limitation is that the water-collecting tarp has

to be higher than the tank or it won’t work.

“Keeping the tarp up off the ground prevents rodents from chewing holes in it. Another reason I don’t let the tarp contact the ground is because when rain falls on the tarp, it pools, and pushes the tarp down too far. The middle part of the tarp has to be at least 3 ft. off the ground in order to keep the drain from bottoming out. If the tarp bottoms out, the water won’t drain adequately.”

Kucera says he tried building a square tarp system but found that the wind would catch the corners and blow it away. “A round tarp isn’t affected by wind nearly as much,” he says.

Setting up the tarp is simple, he says. “First I slip the legs together, and then I slip the round frame onto the legs. After adjusting the legs to make sure the tarp is level, I use set screws to hold the legs in place. I use turnbuckles to pull the tarp tight. Straps on top of the tarp are used to secure it.”

Kucera says he’s willing to build the system, including the frame, tarp, drain and pipe for about \$6,000. Storage tank not included.

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Giant poly “trampoline” catches rainfall in remote pastures and stores it.



Water drains out of trampoline and is piped into a 7,000-gal. storage tank (left). Tarp stretches across a round metal frame. Note metal drain in ground (right).

## Kit Converts Wheelbarrow To 3 Wheels

You can make a wheelbarrow much more stable and increase its hauling capacity by converting it from 1 wheel to 3, says Legacy Molds, Winesburg, Ohio.

Legacy’s wheelbarrow conversion kit consists of a pair of 13-in. rubber wheels and a galvanized steel axle that bolts to the legs of any existing wheelbarrow. The kit also includes a foot-operated brake and a long, upturned steel tube handle that slips over the wheelbarrow’s existing handles and is secured by 2 set screws.

“It lets you move heavy loads around your farm or yard with less effort than handling a one-wheeled load. It makes the wheelbarrow easier to use because you can just push it instead of having to lift up on the handles,” says Aaron Garber. “It’s a lot easier to push something than it is to lift and balance it.

“To turn the wheelbarrow you simply push down on the handles and lift the front tire off

the ground. By leveraging the load onto 3 wheels there’s less chance of tipping so you can move big, bulky, unbalanced loads safely and easily.”

The upturned handle extends about 6 in. farther back than the wheelbarrow’s original handle, which also helps provide more leverage, says Garber.

An optional quick-hitch attachment is available that hooks to the front wheel axle, converting the wheelbarrow to a trailer that can be pulled behind a garden tractor or ATV.

Sells for \$56 plus S&H. The trailer conversion kit sells for \$16.

Contact: FARM SHOW Followup, Legacy Molds, P.O. Box 132, Winesburg, Ohio 44690 (ph 330 359-0270; legacymolds@gmail.com; www.legacymolds.com; www.Lehmans.com).



Wheelbarrow can be converted to a trailer and pulled behind a garden tractor or ATV (left). Kit converts wheelbarrow to 3 wheels and includes an upturned steel tube handle.



## Cub Cadet Fitted With Deere “Sidecar”

“I built it so my wife could ride along with me at farm shows,” says Robert Williams, Alger, Ohio, who mounted a Deere “sidecar” – the back half of an old Deere riding mower – onto one side of an old Cub Cadet garden tractor.

He started with a 1970 Deere 56 riding mower and a 1967 Farmall 122 Cub Cadet. He removed the riding mower’s front axle and rear-mounted engine, keeping the rear axle, seat and operator’s platform. An angle iron frame that welds to one side of the sidecar bolts onto the Cub Cadet. The sidecar pivots up or down on a pair of pins that attach to brackets mounted on the Cub Cadet’s frame. Another bracket supports an umbrella that shades both the driver and rider.

“I’m a member of the International Harvester Collectors Club and often go to their shows, so people often ask me why I’ve got Deere equipment hooked up to an IH tractor. I tell them that’s what Deere machines are good for – hanging onto IH equipment.”

Williams’ Cub Cadet has a totally different look. That’s because back in 1972 his sons entered the Cub Cadet in tractor pulls. “They

replaced the original wide front end with a narrow front end and added weights to hold the front end down. They installed a big exhaust stack on one side and painted the tractor red and gray. After the boys grew up the tractor sat in a shed for 20 years until I added the sidecar,” he says.

Williams also modified another Cub Cadet by adding the back half of a pull-type garden cart on back, and he replaced the original seat with one that’s wide enough for 2 people.

“My wife and I ride it around a lot at shows. I tell them I’ve got a good wife so I’ve got to let people see her,” says Williams.

He cut off the cart’s wheels and rear axle and bolted it to the back of the Cub Cadet. He lengthened the Cub’s driveshaft and connected it to the add-on axle. He redid the fenders, and he also replaced the cart’s wheels with ones that match the Cub Cadet. The back part of the rig is hinged so it can be raised to expose the tractor’s battery.

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Deere “sidecar” was made by mounting the back half of a Deere riding mower onto one side of a Cub Cadet garden tractor.