

“Whirlwind” Strips Create Ideal Strip-Till Seedbed

Plastic swirl strips on Dawn Strip-Till closing units create a whirlwind in every row. The whirlwind breaks up dirt particles and mixes them with fertilizer to create a perfect seedbed, says Rodney Arthur, Dawn Equipment, Inc.

“Just as fuel injectors create a vortex to break gas particles up and plunge them into the combustion chamber, our strips create a parabolic vortex that blasts soil particles against each other,” he says. “The force pulverizes them, mixing fertilizer particles with them before ejecting them back into the ground. The parabolic swirl creates a bermed bed ideal for the germinating seed.”

Also available in steel, the plastic strips are especially well-suited to heavier soils. Dirt and crop residue can build up on the steel strips, interfering with vortex development. However, when the material reaches a critical

mass, the plastic strips will bend outward, dislodging it.

The strips mount to the closing wheels on the Dawn Pluribus Strip-Till Unit. Steel strips are priced at \$89 per wheel. The ultra high molecular weight plastic strips are priced at \$70 per wheel. Dawn’s Pluribus Strip-Till Units are priced at \$3,250 each.

“The units can be used in heavy residue in the fall or in a spring pass to prepare the soil,” says Arthur. “A large share of our customers use them a couple hours ahead of the planter, running at 8 to 10 mph. Walk behind a unit, and the seedbed looks like potting soil.”

Contact: FARM SHOW Followup, Dawn Equipment Co., P.O. Box 497, Sycamore, Ill. 60178 (ph 815 899-8000; toll free 800 554-0007; info@dawnequipment.com; www.dawnequipment.com).



Plastic swirl strips on Dawn Strip-Till closing wheels create a swirling action that blasts soil particles against each other.

Modified Twine Arm Wraps Bale Tight

Jerry DeShong wanted a tighter wrap on his round bales, so he added a second delivery needle to the twine arm on his Deere 330 baler. Later he decided that if two were better than one, why not add a few more. He soon had five twine arms wrapping each bale.

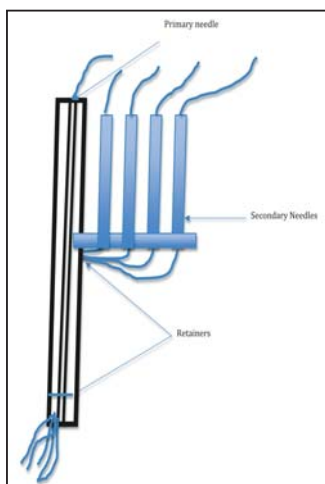
“I spaced twine needles 2 in. apart, and they still cut clean every time,” says DeShong. “I installed a hydraulic valve to run the twine arm’s ram. The valve is full flow one way and half or restricted flow the other to slow return.”

The additional needles mount on a 3/16-in. steel plate attached to the original twine arm. He used Schedule 40, black iron pipe with a 3/8-in. opening for the add-on needles. All five twines feed through the original twine arm entry hole and past the first twine guide on the channel iron arm. The four added twines exit at the second retainer about halfway up the length of the twine arm. From there they feed out and into their needles. The first twine continues up the twine arm to the primary needle.

“The primary twine needle travels the farthest, and when it returns the knife is forced down to cut the five twines, while the bale is still spinning,” explains DeShong.

To feed all the needles, he mounted 11 balls of twine inside the baler cowl, leaving none exposed. The twine feeds through five twine pulleys on the front side of the baler and then to the twine arm.

“This is a lot faster than net wrapping and my only real cost was the hydraulic valve at



Jerry DeShong wanted a tighter wrap on his round bales, so he added 4 delivery needles to the twine arm on his Deere 330 baler.

about \$100.”

DeShong has also modified his round balers to expand 4-ft. pickups to 7 ft. using tandem Haysaver kits from Vermeer designed for their K Balers. They’ve proved to be real time savers on his Deere 330 and other balers.

Contact: FARM SHOW Followup, Jerry DeShong, 9145 W. 590 Rd., Inola, Okla. 74036 (ph 918 724-8272).



Roger Gutschmidt measured the center point of building’s purlins, then stacked 24 steel sheets with the ends flush and marked where to put in screws. Then he drilled through all 24 sheets at the same time so that all the screw holes were alike on all sheets.

Idea Makes Steel Roofing Easier

Sometimes, simple little tricks can make a big job go much faster and easier. Roger Gutschmidt of Gackle, N. Dakota, is full of these ideas and recently used one to finish a project of covering a farm building with steel sheeting.

“First I attached 1 by 4-in. purlins to the roof with 4-in. countersunk torx screws. Then I used a neat little trick for installing the new steel sheets,” he says. “Each one was 15 ft. long and I needed 12 sheets per side.”

Gutschmidt went up on the roof and measured the center point of each of the purlins and wrote down the measurements on a piece of paper. Then, on the ground, he stacked the sheets with the ends all flush, on his flatbed trailer (a couple of saw horses would also work), and used the measurements to mark where he wanted to put in the screws.

“I took a 1/8-in. cobalt drill bit and drilled through all 24 sheets at the same time. This

way, all the screw holes were alike on all of the sheets I needed,” he explains. “It made the rows of screws straight and the job looked professional. I loved that I didn’t have the problem of trying to start those sheet metal screws when I was up high, and in a dangerous position. You know how they like to fall out of the magnetic bit if you aren’t perfectly straight. This trick worked great for me.”

Gutschmidt used his tractor loader bucket and a Genie scissor lift on this project, which worked great for hoisting up the metal sheets, plus he had safe places to stand for attaching the sheet metal.

Contact: FARM SHOW Followup, Gutschmidt Manufacturing LLC, Roger Gutschmidt, 6651 Hwy. 56, Gackle, N. Dak. 58442 (ph 701 698-2310; shopdoc@drtel.net).

“Hitch Hermit” Hides Ball Hitch Under Rear Bumper

“The Hitch Hermit lets you store ball hitches under your rear pickup bumper, where they’re easily accessible whenever you need them,” says Vern Schroeder, Carroll, Iowa.

The Hitch Hermit attaches to the crossbar of the hitch assembly under the rear bumper on most pickups, SUV’s, and RV’s. It’s adaptable to most hitch assembly sizes.

The unit consists of a square metal tube with a pair of stud cables embedded into the top, which wrap around the crossbar to secure the unit.

To install the Hitch Hermit, you stick bolts through a pair of 1-in. long sleeves and tighten up the nuts.

“It puts your ball hitches under the pickup out of the way so you’re not bumping into them all the time,” says Schroeder. “Also, it makes it easy to switch ball sizes because the hitch you need is right there. You don’t have

to carry different sizes in your cab or in back of the pickup where they can slide around, bang into each other and get dirty. I have two Hermit Hitches on back of my pickup so I can carry two different hitches with me all the time.

“I designed 75 to 100 different prototypes before coming up with the current model. The only tools needed for installation are two 1/2-in. open-end wrenches. The cables are long enough to fit around different obstructions.”

Schroeder says some states have already passed laws that make it illegal to drive down the road with a ball assembly sticking out behind the pickup.

The Hitch Hermit sells for \$37 plus S&H. Contact: FARM SHOW Followup, Vern Schroeder, 227 E. 5th St., P.O. Box 666, Carroll, Iowa 51401 (ph 712 775-2050 or 712 830-7833; vern@paq-cell.com).



Hitch Hermit lets you store ball hitches under your rear pickup bumper, where they’re out of the way yet always accessible.