Look What They're Doing With Old Tires

Tire Cultipacker

Old tires make a great cultipacker to pack and firm the soil to reduce erosion, according to Stan Goodman, Piney, Man., who built a 7-ton field cultipacker using large industrial earthmover tires. It cost him $1,200 to build the 16 ft. wide cultipacker, about 1/10th the cost of a comparably-sized commercial steel model, Goodman points out.

"I built the tire cultipacker because I was having problems with my steel roller packer. In fine peat moss soil, it tended to windrow the soil instead of packing it," says Goodman.

Equipped with 6-ft. dia. tires, his home-built cultipacker is taller than commercial rollers, which keeps the soil from windrowing. Compacted tracks left by the tire tread help to reduce wind erosion, Goodman points out. An added benefit is that the tires turn separately on corners for even packing on turns.

Each earthmover tire is 2 ft. 8 in. wide and weighs one ton. Goodman simply slipped the tires onto a 32-in. dia. pipe which acts as a rim for the tires, which aren't pressurized.

Goodman used the rear axle from a Minneapolis Moline tractor for hubs and bearings. The framework and hitch are made of 10 ga. metal "I" beam.

Laird Welding and Mfg., Merced, Cal., builds a commercial tire cultipacker that uses 20 to 28-in. truck tires and is pulled behind the company's rangeland drill, John Laird, president of the company, told FARM SHOW.

He says tire cultipackers work better than steel rollers on rangeland because the tires turn independently of each other, and rubber is more flexible when rolling over rocks and stumps. He adds that the smaller truck tire cultipackers don't work as well as steel rollers on tilled soil, unless the tires are filled with concrete.

Laird Welding mounts truck tires on a roller which can be filled with water or sand for added weight. Laird says the 10-ft. wide model, equipped with 14 tires and a water-filled roller, weighs about 3,200 lbs. and sells for $1,250.

For more information, contact: FARM SHOW Followup, Laird Welding and Mfg. Works, P.O. Box 1053, 531 S. Highway 59, Merced, Cal. 95341 (ph 209 722-4145)

Photo courtesy of Grainews

Tractor Tire Feedbunks

A popular use for old tires is turning them inside out for use as feed bunks. During the past few years, FARM SHOW has featured two innovators who've built machines for tire turning.

We first told you about Merlyn Hilt, St. Francis, Kan., four years ago (Vol. 3, No. 4). He holds a patent on his tire turning machine and is doing a booming business traveling throughout Kansas and neighboring states turning tires. In early 1983 (Vol. 7, No. 1) we reported on Lavern Hass, Wisner, Neb., who built a similar machine and turns tires in the Nebraska area.

The Hass machine was so similar to Hilts that Hass was unable to receive a patent. However, the two men worked out a licensing agreement allowing Hass to continue turning tires.

Hass says turning tires increases their capacity 30%. Tire feedbunks are at a convenient height for cattle of any age but low enough so older animals can completely clean out all the feed.

Hass charges $15 to turn a tractor tire, $10 for truck tires and $5 for car tires. In order to travel to an area, he needs to line up a minimum number of jobs in order to pay for expenses.

Photo courtesy Omaha World Herald

Hilt also charges $15 per tractor tire and, in addition, builds and sells his patented tire turning machine.

For more information, contact: FARM SHOW Followup, LaVern Hass, Rt. 1, Box 56, Wisner, Neb. 68791 (ph 402 529-6846).

FARM SHOW Followup, Hilt Tire Feedbunk, Inc., Route 1, Box 85, St. Francis, Kan. 67756 (ph 913 332-2005).

Tire-Cutting Machine

(Continued from cover page)

Whidborne uses cut-up tires beads to fill in roadways.

to my farm for free. In some areas of Britain people pay you to take their old tires," Whidborne told FARM SHOW.

His new machine consists of a motor and cutting blades mounted on a work stand. The tire is simply placed over a small free-spinning wheel (actually an old cultivator gauge wheel). The operator pushes down on a handle which lowers the cutting blades and a toothed drive wheel that grabs hold of the tire and turns it. The drive wheel is a large metal gear fitted to the drive shaft of the machine's 2-hp electric motor. This turns the tire so that the two tungsten steel cutting blades — one on either side of the tire — dig into the sidewalls just below the tire tread. The bead and sidewalls are cut into flat circles and the tread is cut into one long flat strip.

"These strips can be used to roof buildings," says Whidborne, who set up a small shed at the show to demonstrate how it's done. The strips are simply overlapped and nailed along their upper edge. Wherever the ends of the strips overlap, tar or some other sealant is used to seal the seam.

Whidborne also uses the tire strips as erosion mats, weaving the strips into large flat mats that he lays on hillsides or in muddy gateways on his farm. The round discs made from the sidewalls can be laid over soft ground to make field roads. Grass grows up through the rings to hold them in place, giving Whidborne solid field roads year round.

"The bead rings also work well for weighting down plastic over piles of grain or silage. Water doesn't collect in them like tires so they're much easier to handle. You just throw more of them on," he says.

The machine can slice up a tire in just 4 to 5 sec. and, Whidborne says, one man can easily cut 200 tires per hour. It'll work on any size car or pickup tire.

Whidborne adds that there has been "tremendous interest" in the machine for tire disposal. "Tires are almost impossible to bury because they fill with water and air and rise to the surface. When they're cut up, tires take up 50% less volume and can be easily buried."

Whidborne sells his new tire machine for $700.

For more information, contact: FARM SHOW Followup, J.F. Whidborne, Ltd., Park Farm, East Worldham, Alton, Hants, England.