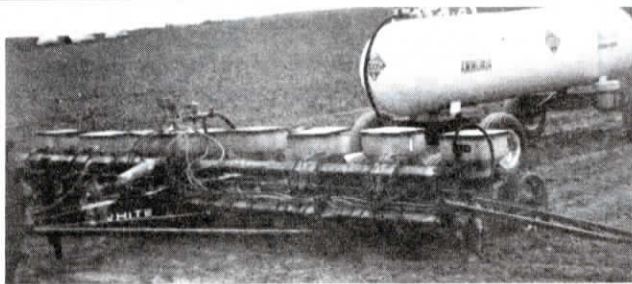


Made It Myself

(Continued on next page)



He Plants Corn And Applies Anhydrous At The Same Time

An anhydrous ammonia injection system mounted on a White 8-row 30-in. planter lets Martin Thomas, Morganfield, Ky., apply anhydrous as he plants.

Thomas clamped nine anhydrous knives to the planter toolbar, centering them between the planter units to eliminate crop injury. The knives place anhydrous 6 to 8 in. deep with depth regulated by the planter transport wheels. A 1,000-gal. anhydrous tank is pulled behind the planter.

"I got the idea because I have 1,700 hogs and farm 350 acres of row crops by myself with only one large tractor. I had been sidedressing anhydrous or applying it preplant, which meant I had to make separate trips for each operation. Now I can apply anhydrous and plant corn at the

same time when the soil is in near perfect condition for both. I think this system would work on any toolbar planter."

Thomas uses a flow-divider on each end knife to cut the anhydrous application rate in half. When the planter turns at the end of the field, the end knife returns in the track it made on the preceding pass. He uses a standard metering mechanism to regulate the application rate. He can quickly remove the knives from the planter when not needed. He notes that pulling the planter, anhydrous knives, and tank gives his 200 hp tractor about all it can handle.

Contact: FARM SHOW Followup, Martin Thomas, RR 4, Box 37, Morganfield, Ky. 42437 (ph 502 389-2707).



"Flexible" Steel Wheels Out-Pull Rubber Tires

"They ride nearly as well as rubber tires and they've got more traction," says Roy Zimmerman, Denver, Penn., who installed a series of rubber blocks between Caterpillar tracks and a home-built inner wheel rim assembly to build flexible rear steel wheels for his Deere 3020 tractor.

"Conventional solid steel wheels sacrifice traction and ride because they're inflexible," says Zimmerman. "The rubber blocks in my steel wheels allow the tracks to form themselves to the ground, improving traction. The blocks transport power from the inner wheel rim assembly to the track. They also allow the tracks to flex from side to side."

Zimmerman removed the rubber tires that were on the tractor originally, leaving only the axle and axle hub. He disassembled 16-in. wide, 36-link crawler

tracks designed for a Caterpillar D3 and shortened the track to 28 links to fit the circumference of the wheel. He welded a steel box made from channel iron and steel plate onto the back of every track link. Each steel box contains a pair of 3 by 4 by 8-in. rubber blocks set side by side.

The next step was to build the inner wheel rim assembly that bolts to the axle hub. He made a circular band out of steel plate and welded 6-in. wide, 2 1/2-in. high divider plates onto the outer circumference of it. The plates stick up between each set of rubber blocks and serve as a propeller. He welded metal tabs onto the inside circumference of the band to bolt to the axle hub.

Contact: FARM SHOW Followup, Ivan Zimmerman, 680 S. Muddy Creek Road, Denver, Penn. 17517 (ph 215 267-2459).



"Hillside" Riding Lawn Mower

Rick Clow, Princeton, Minn., built a 5-ft. wide "hillside" riding lawn mower from junk parts that lets him safely mow sideways across steep hills and roadsides.

The mower is equipped with rear steering tires (8-in. dia. wheel rims), and front "snowgrip" tires (15-in. dia. wheel rims) mounted right up against back of the deck and flush with its sides. Solid rubber caster wheels in front support the deck.

"I had been using a Bolens articulated riding mower equipped with a 40-in. wide deck, but it had only 30 inches of space between the wheels which made it tippy on side hills. The front drive wheels on my mower are large and set far enough apart that I can mow sideways across hills

without fear of tipping it. It cuts smooth enough that I can use it on my lawn as well as on ditches and banks, and it's heavy enough that I can hit a concrete cistern with it and not hurt a thing. I built it for less than \$1,000," says Clow.

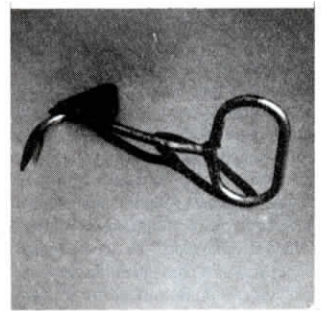
The mower is powered by an 18 hp 2-cylinder Wisconsin baler engine. A pto shaft extends from the engine to a 90° gearbox on the deck. The 3-speed transmission, flywheel, starter, steering gearbox, front drive axle, and wheels are from a 1972 Chevrolet Vega. Clow cut the centers out of the wheels and welded them into 15-in. dia. rims from Ford pickups. The 8-gal. fuel tank is under the seat which Clow borrowed from a boat. The

Hay Hook With Twine Cutter

"Welding a sickle section to the back of a bale hook makes a nifty tool for feeding bales," says Heather Smith Thomas, Salmon, Idaho.

"The cutter stays sharp through thousands of cuttings and there's no fumbling for a pocket knife or other twine-cutting instrument. It's especially nice in winter when pockets are awkward to get into. Then the hay-hook-cutter saves time and prevents cold fingers."

Contact: FARM SHOW Followup, Heather Smith Thomas, Box 215, Salmon, Idaho 83467 (ph 208 756-2841).



steering wheel is from the pickup. The swivel wheels on the mower deck can be adjusted up or down by turning a pair of T-handles mounted on threaded rods. Clow bolted three wheel hubs underneath the deck and bolted spindles, removed from a Rambler car, onto them. He then bolted a blade onto each spindle. "The spindles spin inside the stationary wheel hubs, and have tapered roller bearings which are greaseable and adjustable," notes Clow. "The center blade is slightly in front of the other blades so they all overlap without touching each other."

Clow built the deck from 14 ga. sheet metal and welded 1 1/2-in. angle iron around its base. He welded 1/4-in. thick, 2 by 2-in. angle iron across the front of the

deck. "The deck is built heavy enough that I can grade a hump in the lawn right off level. I left the rear end of the deck open so that grass discharges at the rear instead of at the side. It eliminates the need for a side shield."

Clow uses a hydraulic cylinder from a 1974 Chevrolet truck to lift the deck. He can also raise the entire deck, allowing him to work on the blades or to put all of the deck's weight on the drive wheels to keep from getting stuck. The cylinder is powered by a hydraulic pump removed from a Deere swather.

Contact: FARM SHOW Followup, Richard Clow, Box 145, Princeton, Minn. 55371 (ph 612 389-5284).