



Front Wheel Drive Loader Tractor

"Lots of people stop in and look at it," says Dallas Gutzmann, Pierce, Neb., who built his own front wheel drive loader tractor from scratch.

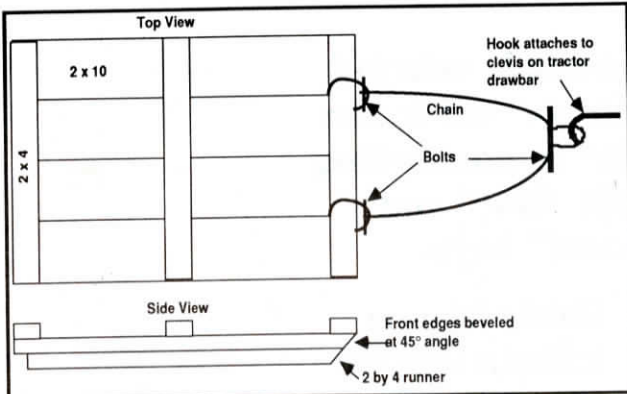
The cab and rear-mounted power steering axle came from a 1950's International 303 combine. The rear-mounted 4-cylinder gas engine and 3-speed automatic transmission came from a 1976 Chevrolet Chevette. The automatic transmission is coupled to a 4-speed truck transmission which drives a military truck rear end. The front 20 by 10 drive wheels were taken from the same 2 1/2-ton military truck and the rear wheels are from the combine.

"It works slick because all of the loader's weight is on the front drive wheels while the engine is at the rear to help balance the load," says Gutzmann. "On a conventional tractor most of the weight is over the front steering axle so the more weight you put on the bucket, the more the front

wheels sink into the mud, making it hard to back out. On my tractor the more weight I put on the bucket the more traction I have. I can use two different quick-tach buckets - an 8-ft. bucket for moving snow and a 40-in. long bucket for moving dirt. The tractor is highly maneuverable and can turn in a tight 3-ft. circle. The 4-speed manual transmission has four different ranges and the 3-speed automatic transmission has three different ranges so I can find any speed I need."

Gutzmann used 10 in. channel iron to build a frame for the tractor. The cab is equipped with an AM-FM radio with cassette, carpeting, heater, and the Chevette's windshield wiper and washer. There are individual brakes for each wheel. It took Gutzmann about 500 hours to build the tractor.

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Inexpensive Sled Makes Bale Hauling Easy

A 2-bale sled that slides on 2-by-4 runners is an inexpensive way to bring bales in from the field, according to Canadian farmer Harvey Drake, Belle Vallee, Ontario.

Drake hauls three bales home at a time, with two on the sled and one on a 3-pt. fork.

The sled consists of four 2-by-10 planks laid side by side, held together by three 2-by-4's running across the top of them. A 2-by-4 runner is attached to the underside

of each side of the sled. The front of the sled is angled upward at a 45° angle.

"The sled runs on the 2-by-4's most of the time, saving wear on the planks and making it easier to pull. The 2-by-4's need to be replaced periodically," Drake told FARM SHOW. He pulls the sled with a chain attached to the front of the sled.

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Trailing Rock Digger

"It works so well we rent it out by the hour and have a long list of satisfied customers," says Gotfred Markestad about the trailing rock digger he built for pulling big rocks out of his fields near Maddock, N. Dak.

Markestad built the first version of his digger 21 years ago and has refined the idea with two more versions in the years since then. There are 1,100 lbs. of steel in the dual teeth. The entire machine weighs 4,500 lbs. The huge hydraulic cylinder that raises and lowers the teeth was special-ordered from California. The digger extracts rocks up to 15 ft. in dia.

"I've pulled out rocks so big they tipped the machine over on its side. But it's built so heavy, nothing will damage it," says Markestad.

Designed to pull behind a 100 to 350 hp. tractor, you use the hydraulic cylinder to lift on the rock while you pull ahead. The harder you pull, the more it lifts and you get a rolling action on the rock. The double arms going back to the teeth keep them going up vertically when raising so they won't slip off the rock.

"When we first started clearing big rocks we used a Cat dozer which left big holes and was slow. This machine leaves just a small hole the size of the rock and moves quickly from rock to rock," says Markestad, noting that he also uses the machine for burying cable by replacing the double teeth with a single tooth.

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12-Row Cultivator Built For \$2,000

"It does a great job of controlling weeds and it leaves the ground level. Best of all I built it for only \$2,000," says Eric Schmigdall, Mackinaw, Ill., about his home-built 12-row, 30-in. cultivator.

Schmigdall bought two old International field cultivators for \$175 each and used their 6 by 6-in. sq. tubing to build the cultivator frame, then welded a 3-pt. hitch onto it. He used 1 by 1 1/2-in. flat iron to build parallel linkage for each row. A 9-in. dia., 4-in. wide boat trailer tire ahead of each row is used to adjust sweep depth. He installed four shanks per row, each equipped with 7-in. sweeps which he bought new. The shanks are bolted to 2 1/2-in. tubing salvaged from the field cultivators. A pair of 3-in. by 16-in. hydraulic cylinders mounted inside the square tubing are used to fold the 3-row wings on each side of the cultivator.

"I patterned it after a newer model International cultivator that costs about \$10,000," says Schmigdall. "The company uses the same shanks on both its

field and row crop cultivators. I had been using an 8-row Case non-folding cultivator with three 10-in. sweeps per row. The problem was that they left big grooves in the soil that could wash out and made it rough at harvest. I mounted rakes behind them to level the ground, but it was just one more thing to watch. The four shanks per row on my home-built cultivator do a better job of controlling weeds without digging such big grooves. I can change shank spacing by simply pulling a pin, sliding the shank over, and remounting the pin in another hole. A crank connected to each tire makes it easy to adjust sweep depth. I installed new heavy duty roller bearings on the tires that should last longer than the bearings on my old cultivator. The airless tires on my old cultivator always seemed to work off the rim when they began to wear. The new bearings should help solve that problem too."

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