

## Made It Myself

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### Low-Cost Self-Propelled Auger

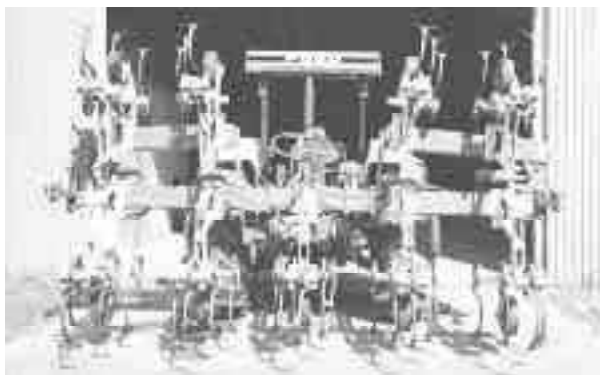
Moving a 7-in. dia., 45-ft. long auger is no longer a dreaded chore for Clifford Czinkota, Fenwood, Sask., since he "self-propelled" it with its own motor.

He mounted a 20 hp 4-cyl. gas engine on a steel frame equipped with big 10.00 by 20 drive wheels on front and 4 by 8 caster wheels on back. The engine belt-drives a hydraulic pump that powers a pair of orbit motors, one for each drive wheel. A vertical hydraulic cylinder attached to a jack is used to raise or lower the auger.

"I paid \$100 for the jack and \$100 for hoses. My total cost was less than \$500," says Czinkota. "A commercial self-pro-

pelled auger would've cost over \$3,000. I put chains on the drive wheels and put fluid in the tires for better traction in snow. The hydraulic reservoir provides even more weight. I stand on the frame and use four levers to operate the auger - two to move the auger forward or backward, one to lift the auger up or down, and one to operate a cylinder that moves the engine forward or backward to adjust the belt. The gas tank is off a self-propelled swather and the hydraulic reservoir is off an old tractor."

Contact: FARM SHOW Followup, Clifford Czinkota, Box 40, Fenwood, Sask., Canada SOA 0Y0 (ph 306 782-7215).



### Fold-Up Row Crop Cultivator

"It works fast and is virtually trouble-free," says Paul Yoder, a Brazilian farmer who recently sent FARM SHOW photos of an 8-row hydraulic-fold row crop cultivator that he recently had built by a local equipment manufacturer.

The 3-section, 30-in. row cultivator has four sets of sweeps on the main frame and two on each wing. A pair of hydraulic cylinders are used to fold the wings up and over until they're parallel to the main frame. The wings can be folded individually or simultaneously.

"Works great for road transport and for going through gates, shed doors, etc.," says Yoder. "I really like it for cultivating point rows next to terraces. If there are fewer than eight rows left to cultivate I just fold up one wing and cultivate the remaining six rows. If I want to cultivate only four



rows I can fold up both wings and move over two rows with my tractor."

Contact: FARM SHOW Followup, Paul Yoder, C.P. 225, 75901-970 Rio Verde, Goias, Brazil (ph 011 55 62 613 9010) or manufacturer Antonio Morais (ph 011 55 16 612 1233).

## 24-Ft. Tandem Disk Made From 32-Ft. Offset

One problem with Gene Brumbaugh's 32-ft. offset disk was that it was too wide for most of the roads in his part of the country. Another was that the Caterpillar 36 AD8H he used to pull it was too heavy for wet ground.

"I figured if I cut it down and made a tandem disk out of it, I could transport it over our roads and I could pull it with my Deere 8640," says the Cascade, Idaho, farmer. "I couldn't see just parking that big disk - its 24-in. dia. blades are worth \$4,000 alone - and paying \$15,000 to \$18,000 for a new tandem disk."

He turned the International disk into a 24-ft. tandem rig by cutting off the V-shaped tongue and hitch and separating the four 8-ft. gangs. He built a 14 ft. sq. frame out of 4 by 6, 5/16-in. thick steel tubing. A pivoting

axle out of 4-in. dia. pipe mounts in brackets on each side. He fitted the axle with dual 8-hole rims and 15-in. off-road tires off a Ford pickup.

He mounted hydraulic cylinders behind each of the dual wheels so sides raise and lower in tandem. He built a tongue that connects to the axle with a hinge so the front disk gangs, consisting of two 8-ft. sections and two sections cut down to 4 ft., self-level. Rear gangs, also consisting of two 8-ft. and two 4-ft. sections, are rigid.

Brumbaugh converted the disk two years ago. "It's one of the best-pulling disks I've ever used," he says.

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### School Bus Calf Shelter

"It makes a great calf shelter and took only a few hours of work to set up," says Steven Deneke, Wessington, S. Dak., about his converted 54-passenger school bus.

Deneke removed the chassis and front end of the bus and set the body directly on the ground with a hole in front for calves to enter. He left the floor intact.

"The calves use it a lot to get out of the wind. I've had up to 16 calves inside it at one time," says Deneke. "The floor is covered by a rubber mat that stays dry and warm. If we have a wet spring I put straw bedding inside. The opening is too small for cows to enter. However, if we're having a

blizzard and the calves won't come out to nurse I pin three 10-ft. portable corral panels together at the back side of the bus and open the rear door so cows and calves can get together.

"The windows can be opened in warm weather for ventilation. In the winter they let the sun in for warmth. I enter the bus through the passenger door on the side. I bolted a pair of 4 by 6 wood stringers on the bottom in case I ever want to move the bus to a new location."

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### School Bus Converted To Flatbed Hauler

Norris Ekle, an antique tractor buff from Canton, S. Dak., converted a 54-passenger school bus into a flatbed truck that he uses to haul a pair of antique tractors to shows.

Ekle bought the 1976 International Loadstar bus for \$1,000. He removed the body and seats from just behind the first row of passenger seats, creating a 17 1/2-ft. long deck. To enclose the front cab, he moved the back end of the body forward and riveted it on. He used 1 1/2-in. angle iron to

make a pair of ramps that bolt over the wheel wells.

"I bring my wife and friends along whenever I go to shows. There's room for up to four passengers since I left two seats in. The bus has a long wheelbase so it rides better than a flatbed truck."

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