"TURNING THEM INSIDE OUT BOOSTS CAPACITY 30%"

Home-Built Rig Turns Tires Into Feedbunks

A North Dakota farmer's "built-from-junk" tire turner makes virtually indestructible lightweight feedbunks out of any used tractor, truck or car tire.

To build the machine, Terrance Rohr, Dickinson, mounted an old Farmhand front-end loader on a trailer. He pulls it behind his pickup and travels within a 100-mile radius to farms, tire dealers, and livestock sales rings where farmers bring their tires for turning or simply buy ones that Rohr has for sale.

"Turning tires inside out increases their capacity by about 30% and it's virtually impossible for animals to get cut or injured on one of them," says Rohr, who built the tire turner, which he calls "The Flipper", three years ago. "Most of my business is from farmers who use rear tractor tires to make bunk feeders. Tire feedbunks last much longer than wood feedbunks because they're tough and virtually indestructible. Cattle can't damage them. In winter, if manure builds up around the feeders they can be dug out with a front-end loader without breaking them up. They won't freeze down real hard because the black color absorbs sunlight."

Rohr mounted the front-end loader on a 16-ft. tandem axle swather transport trailer. He used the swather's 36 hp Wisconsin 4-cylinder gas engine to power a belt-driven hydraulic pump which raises and lowers the loader arms. A 1-in. dia. rod extends through the bucket attachment pin holes and a chain support brace made from 1/2-in. steel plate is welded to it. A 4-ft. long chain hangs from the chain support brace. Rohr removed a 4-ft. dia. steel wheel from an old horse-drawn grain header and welded it to the rear of the trailer frame. He then cut the top half off five different size wheel rims.

To turn a tire inside out, he places one of the "half rims" on top of the steel wheel, then cuts 4 in. out of the bead on one side of the tire by hand. Once the bead is cut off, he lays the tire on the half rim with the cut side up. Fourteen hooks, attached by 3-ft. long chains to the side of the steel wheel, are hooked over the cut edge of the tire and the 4-ft. chain attached to the loader arms is hooked onto chains welded to the edge of the half rim.

Terrance Rohr used an old Farmhand front-end loader to build his tire turner.

He also uses the tire turner to load turned tires into tall trucks. An extendable rod above the loader arms, supported by braces on one end, serves as a boom for lifting the tire. Rohr loosens a winch mounted next to the braces which allows the rod to slide backward 8 ft., beyond the loader arms. He hooks a chain hanging from the end of the rod to the tire and raises the loader, then backs the truck under the tire and lowers it into the truck.

Rohr spent about $400 to build the tire turner.

Contact: FARM SHOW Followup, Terrance Rohr, Rt. 2, Box 69A, Dickinson, N. Dak. 58601 (ph 701 225-6071).

Carrier holds calf out in the open so mother follows along.

CARRIES AS MUCH AS 400 LBS.

Bumper-Mount Calf Carrier

"I got the idea sitting on a pickup endgate at 3 a.m. in the morning holding a struggling calf and staring into the face of an upset cow while my wife drove the pickup," says Marvin Miller, Gackle, N. Dak.

He started experimenting with different solutions. First he tried a barrel attached to the endgate but cows wouldn't follow because the calf wasn't exposed enough. That's when he got the idea of using canvas straps to support the animal.

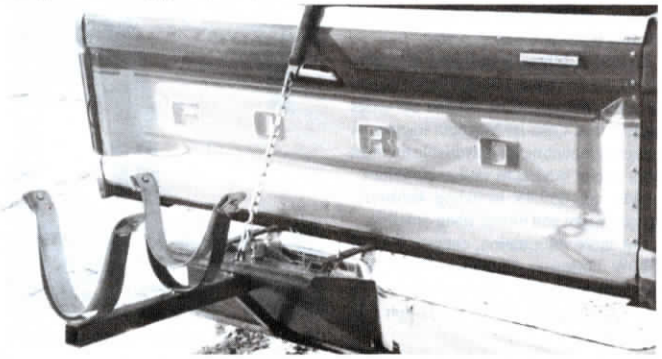
The carrier weighs just 25 lb. and consists of two canvas slings. It'll support up to 400 lbs. It mounts in seconds without tools in hitch pin hole on any pickup bumper. It's held in place with straps on each side that hook over the forward edge of the bumper and by a padded chain hook that hooks over the top of the tailgate.

Another advantage is that ear-tagging and dehorning can be done in the carrier.

It worked so well his neighbors starting borrowing it. Soon Miller, who raises Hereford-Simmental cattle on a 2,700-acre spread, decided to manufacture the carrier.

Sells for $159.

For more information, contact: FARM SHOW Followup, Calf Carrier, Inc., P.O. Box 214, Gackle, N. Dak. 58442 (ph 800 628-3791).



Calf carrier weighs just 25 lbs. and can be mounted and dismounted without tools.

Fold-Out Tracks For Tractors, Combines

You can nearly double pulling power of your farm tractor or combine with these new fold-out metal cleats that give you the benefits of old-style steel-lugged metal wheels whenever you need them. At other times they fold out of the way over the wheel hubs.

Invented by a farmer and manufactured by Omitrac Corp., Wilmington, Ill., the new fold-out tracks have just gone into production.

"Steel lugs were proven years ago. Most tractors up to the late 1930's had steel lugs or spades. But they couldn't be driven on roads so we switched to rubber tires, which gave a smoother ride but couldn't pull nearly as much. To improve traction, weights were added to tractors but more fuel was needed to do the same work and compaction increased. Today's high-horsepower tractors, even with front wheel assist, still remain inefficient with wheel slippage as high as 25%, wearing out tires, wasting fuel and reducing productivity," says Don Jones of Omitrac, noting that the new "Dyna-Bite" track system works even better than old-style steel-lugged wheels because even when folded out you still ride on a cusion of air in the rubber tires.

No weights are needed with Omitrac's fold-out tracks to increase drawbar pull. And steering is better under all conditions because of the positive "bite" of the tires.

"They'll pay for themselves in less than a year in fuel savings, reduced tire wear, and improvement in productivity," says Jones.

A study by the University of Arkansas showed that the new fold-out cleats reduce slippage by 35%, reduce fuel consumption an average of 25% and boost drawbar pull up to 40% under tough conditions.

"We recently field-tested the tracks on a 150 hp. Case/IH 1086 tractor pulling a 32-ft. disk running 6 in. deep through heavy black loam soil. The tractor could not pull the disk without the Dyna-Bite tracks. With the tracks folded out, it pulled the disk effortlessly at 5mph," says Jones. In another test, they chained a 2-WD tractor to a tree hooked up to a drawbar pull meter. The tractor spun out at 5,000 lbs. When they folded out the Dyna-Bite tracks, drawbar pull increased up to 12,000 lbs. and it snapped the chain.

Steel cleats fold out 4 at a time. They hinge on a 1 1/8-in. dia. steel cable running around the perimeter of wheel.

The fold-out cleats hinge on a big 1 1/8-in. steel cable, running around the perimeter of the wheel, that acts as a giant flexible spring, allowing the cleats to flex. The tracks attach to the rim like duals with J-bolts and clamps and can be be easily moved from one wheel to another. It takes about 2 min. per side to fold the tracks in or out.

The new tracks mount on any 2 or 4-WD tractors with 38 in. dia. wheels (other sizes soon to be available). They can't be used on duals. They're made out of top-of-the-line T-1 steel and fold out 4 at a time.

A set of two sells for about $3,500.

For more information, contact: FARM SHOW Followup, Omitrac Corporation, Box 58, Wilmington, Ill. 60481 (ph 815 476-6778).