



Rake is powered by 52-hp. Deutz engine. Covers a 16-ft. swath at speeds up to 15 mph.

**FEATURES HYDROSTATIC DRIVE,
AIR CONDITIONED CAB**

First-Of-Its-Kind Self-Propelled Rake

Slickest hay rake we've ever seen is the new self-propelled from Rankins Ag Inc., Tracy, Cal. Among other things, it features hydrostatic drive and an air conditioned cab.

Powered by a 52 hp air cooled Deutz diesel engine, it rakes up to 16 ft. wide swaths at infinitely variable speeds up to 15 mph. For road travel, it lifts hydraulically 10 in. off the ground and can be towed behind a pickup at whatever road speed the law allows, says Everett Rankins, inventor-manufacturer.

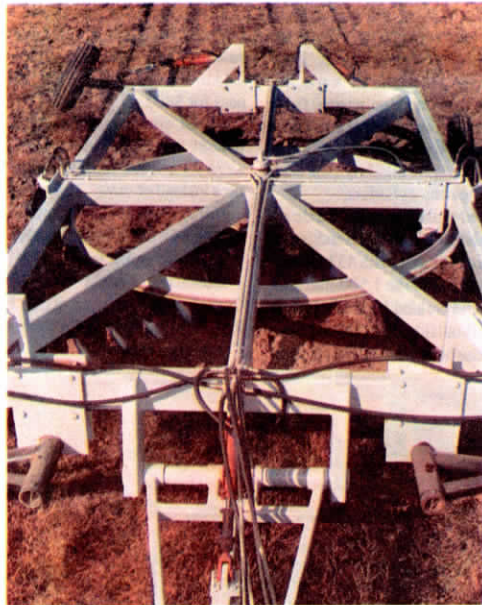
The machine's 15 rake wheels (4 ft. in dia.) are equipped with steel rubber mounted teeth. Each wheel has a new-style spring-

loaded counter weight which adjusts in a matter of seconds with a wrench.

The single front wheel hydrostatic drive wheel is 34 in. in dia. and 22 in. wide. Tandem rear wheels—two on each side—make it easy to rake ridged fields. The rig has a 25 ft. turning radius and, according to Rankins, works great for turning heavy alfalfa windrows to speed drying.

Sells for \$41,000, including air conditioning.

For more information, contact: FARM SHOW Followup, Rankins Ag Inc., 16850 Tracy Blvd., Tracy, Cal. 95376 (ph 209 835-6254).



Disc gang pivots on a 3-in. spindle at center of a circular track.

**USE IT FOR STRAIGHT DISKING
OR AS A REVERSIBLE PLOW**

New Rotating Disk/Plow Changes Angle On-The-Go

You've never seen anything like this new tillage machine that's got a disk gang mounted on a circular track that rotates to any angle as needed to do everything from light disking to deep plowing.

"I've wanted a plow that would eliminate the dead furrows left by conventional 1-way

plows. Two years ago my sons and I built this prototype which lets you go back and forth across the field, reversing the machine at each turn," says Alfred Korf, Yuma, Colo.

The machine consists of an 18-ft. disk gang suspended by 8 heavy-duty carrier



Side-mounted bale loading arm is made out of 2-in. tubing. Bus holds 6 bales in two rows and unloads them off the back by hydraulically tipping deck.

LOADS, UNLOADS 6 BALES

Bale Hauler Built From Old School Bus

"It loads and unloads six bales at once," says Herman Ulrich, Lampman, Sask., about the self-propelled school bus bale hauler he built out of an old 1966 International 32-passenger school bus.

"I've seen factory-built self-loading bale trailers similar to my home-built rig but they cost thousands of dollars. I spent less than \$1,200 on materials and it works great," says Ulrich, who bought the bus for \$500.

The first step in converting the bus was to cut away the body right behind the driver's seat. The front "cab" was then sealed off with 16-ga. sheet metal and a 2-ft. high, 4-ft. wide window salvaged from an old tractor cab. Then he built a 22-ft. long deck from 2 3/8-in. dia. steel tubing and installed a pair of old truck hoist cylinders under the floor. He mounted a winch and hydraulic motor on the front and a steel pusher bar, also made from 2-in. dia. sq. tubing that pushes bales backward as they're loaded. The front 4 ft. of the deck is plywood and the rest of the deck consists of 2 by 6 boards bolted to the steel tubing and spaced 2 ft. apart to allow loose hay to fall through the floor. Steel side rails on each side keep bales from falling off the deck.

The bale hauler is equipped with a U-shaped bale loading arm, made from 2-in.

dia. steel tubing. Ulrich approaches each bale so that its end fits into the open end of the loader arm. When the bale is cradled within the arm, he activates a hydraulic cylinder which swings the bale up and flips it onto the opposite side of the plywood bed. He lifts a second bale onto the bed alongside the first one, then activates the winch and pusher bar to move both bales back just far enough to load the next pair of bales. Once the bed is fully loaded, he activates the hoist cylinders to tilt the bed and unload the bales.

"I can load straw bales on the go without stopping but I have to stop for hay bales because they're more dense and the impact could damage the loading arm," says Ulrich. "The plywood floor in front allows the first bale to easily slide over to the far side. I could haul 8 bales by lengthening the floor 2 ft. at the back. However, I don't have to drive very far so six bales is enough capacity. The bus's short wheelbase is nice for turning, and the rear window, as well as the door windows, provide good visibility. I also tilted the steering wheel ahead and raised the seat to improve the view."

For more information, contact: FARM SHOW Followup, Herman Ulrich, Box 1, Lampman, Sask. Canada S0C 1N0 (ph 306 487-2469).

bearings from a circular track. The gang turns on a 3-in. spindle at the center, adjusting to any angle on-the-go so it can be operated straight across for ordinary disking or tilted to the right or left for plowing. Depth and side draft are controlled by four wheels, each of which hinge up and down, controlled by individual hydraulic cylinders. Two additional wheels at the center of the 10 by 18-ft. frame lift the machine for transport.

Korf's prototype is fitted with 20 24-in. dia. discs spaced 11 in. apart. "It'll work at depths from 3 to 11 in., depending on the job. It could be modified to handle larger disks to work even deeper. Because of the way you can change the working angle on the go as needed, you can easily adapt to changing field conditions. In many cases, this tool is all you need to prepare a field for planting."

A single 3 by 24 in. hydraulic cylinder

rotates the disk gang on the center spindle. Each depth control wheel is fitted with a 4 by 8 cylinder and there's a 3 by 8-in. cylinder on the hitch for leveling. The machine can be operated off two remotes. The frame of the machine is made out of 4 by 8-in. sq. tubing and the disk gang is fitted with 9 heavy-duty double row triple seal ball bearings.

"We use it ourselves so we built it to last. Because of the versatility of this machine, we think it will catch on with farmers all over the country and around the world," says Korf, who's geared up to build the plow and is also looking for an established manufacturer.

For more information, contact: FARM SHOW Followup, Alfred W. Korf, K & M Mfg., 419 E. Petain, Yuma, Colo. 80759 (ph 303 848-3335).