



Rakes pivot on main center beam. Slide bars on front move out to put rakes into working position (photo shows rakes in transport position).

Double Wheel Rake

"Years ago I heard about a farmer who put two wheel rakes together by turning one upside down and replacing the teeth with opposite facing ones. I went to see his rake and immediately went home and built a similar one for my own use. We used it on thousands of acres over a 15 year period but it was somewhat difficult to use since we always had to make two trips to get it from field to field. That's because it was really two separate rakes hooked up side by side. Also, it was sometimes difficult for my wife and kids to hook the two rakes together," says David McCoy, Fredericktown, Ohio.

So, when his original double rake wore out, McCoy decided to come up with a design of his own for a double V-rake. He used the frame and wheels from a John Deere implement cart (model H931F) that was originally designed to carry rotary hoes, spike and spring tooth harrows, and so on. The carts were originally manufactured in the late 1950's and 60's, and McCoy says you can still find them around cheap.

He mounted a 4 by 6-in. beam across the center of the frame. At either end of the cross beam he attached the vertical portion of a broken knuckle off the front end of a wide front tractor. He bolted a wheel hub to the center of each of the wheel rake frames which attach to the

knuckles on the ends of the beam. The hookup allows the rakes to pivot back and forth from transport position to the V-shaped raking position, and also allows them to float and pivot over uneven terrain.

The rakes are held in transport or field position by 3-pt. hitch pins inserted through sliding brackets at the front of the frame. No tools are needed to change the position of the rakes, and you can adjust the width of the windrows by simply pulling two pins

Both wheel rakes are Farmhands. One has a crank on the front to raise or lower the wheels. Wheels on the other one must be raised or lowered by hand, which McCoy says was difficult for his wife and kids, so he added little binders that makes the job easier. In fact, he says his method is actually faster than the crank.

He used one of the wheel rake tongues to pull the double rake hookup. It'll rake 8 to 9 acres an hour and anyone can swing it to transport position in a couple minutes. In addition, you can use either side of the rake by itself, if desired.

McCoy spent \$800 to build the rake, most of which was for the "opposite" rake teeth. He says they cost twice as much as "regular" teeth.

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High-Visibility Shop-Built Sprayer

Keith O'Dell, New Market, Iowa, says the best thing about the sprayer he built is that he can see every nozzle on the boom from the seat of his tractor.

Visibility is good because he made a simple change from the way crop sprayers are usually set up - he mounted the spray boom on front of the spray cart instead of at the rear.

Heavy tube steel was used to build the cart which is carried by a pair of combine wheels. Smaller wheels - two on

each wing of the boom - came off a farm wagon. Booms fold up hydraulically and the sprayer is fitted with automatic spray controls and a foam marker. A hydraulic-driven spray pump makes the rig self-contained. O'Dell just has to hook up hoses.

Total cost to build, including new steel, low-profile spray tank, pump, marker and other new parts was \$6,500.

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Mark Newhall, Editor



"No Clutch" Hydrostatic Loader

"We built a pair of hydrostatic loaders to eliminate the need to use the clutch," says Cory Davis, Townsend, Mont.

"My father-in-law George Hensley and I both put up hay using 4 by 4 by 8-ft. Hesston balers. To handle bales, he used a Deere 280 loader on a Deere 4640 tractor and I used a 265 loader on a 4430. The problem was that it takes a lot of clutching to continually go from forward to reverse, and eventually the clutch went out of the 4430. It would have been expensive to repair the clutch, and besides it was hard on the leg running the clutch all day. So rather than buy a new tractor with a shuttle transmission, George decided to build a loader with a hydrostatic transmission.

"He used a hydrostatic motor from a 440 Versatile swather, mounted on a truck chassis that's fitted with the Deere 280 loader. It worked so well that he then built one for me using a heavier duty hydrostat that we took out of a 6620 Deere combine. George used his lathe to build a coupling from a 352 Ford motor to the hydrostat motor and from the hydrostat to a 4-speed Chevrolet transmission. The transmission connects

to a C65 Chevy differential.

"We then built mounting brackets to fit my 265 Deere loader to the C65 Chevy truck frame. We took the springs off the drive axle to add stability to the loader. And we mounted a bucket seat from a car on a Hesston swather seat spring to give the operator a comfortable ride.

"We put a governor on the engine so that during operation the engine maintains a constant rpm driving load from the hydraulic pump. The tractor is propelled forward or backward by pushing on one or the other of a pair of foot pedals. We have used it for half a season and love it. To my knowledge there isn't anything like it on the market. It's so simple to run, with one hand on the steering wheel, one on the loader control, one foot on the go pedal and the other on the brake. No clutch, no shifting. It's fast, easy and comfortable to run. It's perfect for the jobs we need it for."

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