



This 2 1/2-ton 6-WD Reo-Studebaker Army truck was rebuilt to like-new condition.

## THEY MAKE GREAT TRAILERS, GRAIN TRUCKS, MANURE SPREADERS, ETC.

# Here's Where To Go For Army Trucks, Parts

As the U.S. military continues to downsize and more surplus equipment becomes available, farmers across the country have been finding ways to turn heavy-duty all-wheel-drive Army trucks into farm workhorses. FARM SHOW has tracked down a couple of dealers that specialize in Army trucks and the parts for them.

Memphis Equipment of Memphis, Tenn., bills itself as "the nation's largest army truck and parts dealer".

"We specialize in rebuilding Army trucks to like-new condition," says Asbury Jones, sales manager. "We purchase surplus 4 and 6-WD Army trucks from a military truck pool and dismantle and reassemble them. The engines are completely disassembled to a bare block. We install new pistons, sleeves, bearings, and seals. Transmissions, transfer cases, differentials, drive train units, axle parts, brakes, and steering systems are all inspected for replacement or renewal. We also install new cooling and electrical systems.

"We put in new bucket seats, instrument panels, a 12-volt electrical system, safety-step side tank, front wheel lockout wheel hubs, and accessories such as West Coast mirrors, heater, defrosters, cab lights, turn signal indicators with 4-way flasher, air horn, mud flaps, fire extinguisher, full floor mat, headliner, shift lever boots, and safety belts. The trucks are prime coated and custom painted. Non-directional mud and snow tires are standard equipment."

Jones says there's a wide variety of uses for the trucks. "Some farmers mount fifth wheel hitches to haul trailers. Others turn them into self-propelled manure spreaders, grain trucks, feed wagons, etc."

Options include several different diesel

engine repowers, manual or automatic transmissions, custom frame lengths, and reinforcements to meet particular requirements. A warranty covers replacement of any defective part for six months.

Reconditioned 5-ton trucks sell for \$30,000 to \$50,000; 2 1/2-ton models for \$20,000 to \$30,000. "As is" 5-ton models sell for \$14,000 to \$25,000; 2 1/2-ton models for \$9,500 to \$16,000. Steel hardtop cabs sell for \$895.

Contact: FARM SHOW Followup, Memphis Equipment, 766 S. Third St., P.O. Box 99, Memphis, Tenn. 38106 (ph 901 774-0600; fax 901 946-1919). The company also has a branch office in Chambersburg, Penn. (ph 717 263-4194; fax 717 263-4555).

The Naglich Company of St. Mary's, Penn., sells surplus trucks reconditioned or "as is". "Our Mack 6-WD trucks are equipped with Cummins V-8 diesel engines and full air brakes, power steering, 1400/24 tires, double frame, differential lock, and rear drag winch rated at 50,000 lbs.," says John Naglich. "Hauling capacity is 60 tons. A reconditioned model with 800 to 17,000 miles sells for \$12,500 to \$14,500. We also sell reconditioned International 6-WD 8-ton bridge transporting stake body trucks equipped with front winch, power steering, air brake, 1400/20 tires, 21-ft. bed with removeable steel racks, and Continental 6-cyl. engine for \$7,500 to \$10,500.

"Farmers use the trucks as water tankers, manure spreaders, hay haulers, etc. The IH trucks can even be converted into dump trucks."

Contact: FARM SHOW Followup, Naglich's, 237 Grandview Road, St. Mary's, Penn. 15857 (ph 814 834-1018).



These 5-ton Bridge trucks are equipped with 18-ft. long beds and stake sides.



Link built a steel frame and welded it on back of planter toolbar, then bolted six used Kinze fertilizer coulters onto it.

## "IT COST LESS THAN \$2,500 TO BUILD"

# Deep Bander Made From IH Cyclo Planter

Ridge till farmer Brad Link, Renville, Minn., wanted to boost his corn yields by deep placing fertilizer into the ridge, but he didn't want to spend the money for a commercial deep-placement bander. Instead, he converted an old IH Cyclo planter into a deep bander for less than \$2,500.

"I saved a lot of money because a deep placement 'air blower' fertilizer bander sells for \$10,000 to \$12,000," says Link.

He bought the used IH 400 6-row planter for \$600 and also bought six used Kinze fertilizer coulters for \$1,500. He stripped the planter down to the fertilizer boxes and changed the wheel spacing to 30-in. rows. He used 2 1/2-in. steel tubing to build a frame that he welded on back of the planter toolbar, then bolted the fertilizer coulters onto it. He used 1-in. metal tubing and 1/2-in. thick plywood to make box extensions that mount on top of the original fertilizer boxes, increasing total fertilizer capacity by 600 lbs. He also repositioned the fertilizer tubes so they drop fertilizer behind the coulters at a 3 to 5-in. depth.

"Deep banding instead of broadcasting reduced my fertilizer bill by 25%," says Link, who used the unit for the first time last fall. "In ridge till, nutrients have to be placed where the plants can use them, and deep banding is the only way to place fertilizer in the ridge. Another advantage of deep banding is that the seed sits only about an inch or so above the fertilizer. Once the roots reach the fertilizer the plant takes off so you



Box extensions made from metal tubing and 1/2-in. thick plywood mount on top of original fertilizer boxes, increasing total fertilizer capacity by 600 lbs.

get better emergence in a cold, wet spring.

"I use the original planter transmission to deliver fertilizer. To adjust application rates I simply pull a pin and change sprockets. The coulters run at an angle and lift the ground a little. Fertilizer drops in behind the coulters and the soil falls back on top.

"My total fertilizer capacity is about one ton. At an application rate of 70 to 100 lbs. per acre I can cover 20 acres before I have to refill. The add-on fertilizer box extensions pivot at each end of the planter. By removing two bolts I can swing them forward out of the way so I can put the original fertilizer box lids on in case of rain."

Contact: FARM SHOW Followup, Brad Link, Rt. 1, Box 116, Renville, Minn. 56284 (ph 612 329-3101).



## Bed Extension Triples Capacity Of ATV

"It will haul as much as your ATV utility vehicle has power to pull," says inventor Bob Shanks about a bed extension that as much as triples the hauling capacity of 4 or 6-WD ATV haulers like the Deere Gator or Kawasaki Mule.

The Extend-A-Bed has a 4 by 8-ft. channel iron frame fitted with a wooden box. It attaches to the existing bed of your util-

ity vehicle with a simple latch attachment. A scissors-action steel frame underneath the rear of the bed self-levels it on the go. Its 20-in. rear tires castor so the bed turns when you do.

Sells for \$985 FOB.

Contact: FARM SHOW Followup, Bob Shanks, 2690 N. U.S. 35, Logansport, Ind. 46947 (ph 219 722-1472, fax 3302).