



Six-Wheel Drive Manure Spreader

"We were very interested in your recent FARM SHOW story (Vol. 8, No. 2), on Ray Heilman's "military" grain truck in Toppenish, Wash. We, too, have one of these GMC 6-WD military trucks which we have converted to a self-propelled manure spreader," reports Verne Kindschi, Prairie Du Sac, Wis.

"We found one that had body, frame and gearing in perfect condition and were able to purchase it for junk for \$150. Although built in 1952, it had only 27,000 miles on it. However, the automatic transmission was burned out and the engine was in need of repair.

"Transmissions and engines for these trucks are available but they are quite expensive and, as the article on Heilman's truck pointed out, the automatic transmissions leave much to be desired. Even when they were new, these transmissions did not hold up well, as I found out serving in the army as a mechanic in 1955. So, we decided to put in a 5-speed manual transmission. We also replaced the original 306 cu. in. 6-cyl. GMC military engine with a 304 cu. in. V-8 International engine.

"The project took a lot more time and work than we anticipated but we were able to complete all the work in our own

farm shop. When finished, we had a total investment in the truck of about \$1,200. Knight Manufacturing Co., Brodhead, Wis., then mounted a new 350 bu. Knight spreader on the truck. Cost of the spreader and mounting was \$5,800.

"We have used this self-propelled spreader for three years and it has worked out very well. Instead of having to spread all our manure on our two home farms, where our feedlots are located, we can now haul manure to more distant locations and thus get more value out of it.

"There are two improvements I'd like to make in our rig. We are a little short of power and should have put in a 345 cu. in. engine instead of the 304. Also, I wish now we'd cut the frame and extended the wheel base another 18 in. because, when the spreader is loaded, the front end gets quite light. If we had hilly land we would have a problem.

"I believe 6-WD is a must for spreading manure. During the three years we have used the truck, it has only been stuck a couple times — much less than our tractors and spreaders."

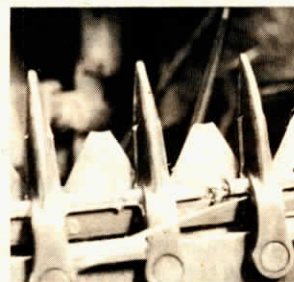
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"Hollow Point" Sickle Sections

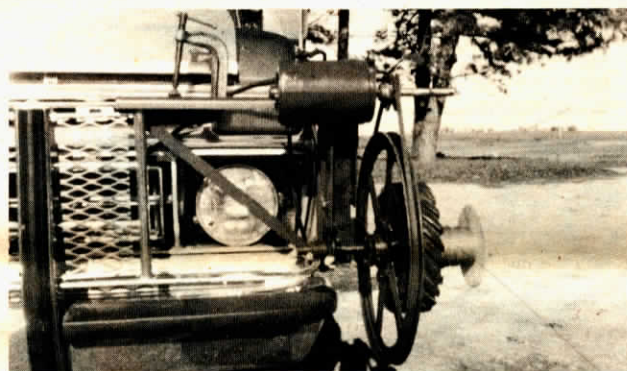
"Thanks to the PIK program, everyone paid a lot more attention to their mowers last summer and one Iowa farmer, Robert Spereslage, of Greeley, discovered a modification for sickle sections that he says, increases cutting capacity of his sickle mower and helps keep sections sharp.

"Regular-shaped pointed sections with a blunt leading edge tend to push material away. Hollowing out the point draws the material onto the section, allowing it to cut quicker and more efficiently," says Spereslage. "Whether we hollow out old sections or brand new ones, it does a super job and we're able to go faster and cut cleaner. We've also noticed that the sections stay sharper longer."

To do the hollowing out, Spereslage uses an electric



grinder. He cuts a curve into the end of the section that's 1/16 to 1/8 in. deep. "If you have rocky soil you should hollow it out less to avoid chipping," he notes.



Handy Wire Winder

"Some of your FARM SHOW readers might like to build a wire winder like the one I made

to roll up electric fence wire," writes LaVern Sunderman, Clarinda, Iowa.

The fence roller clamps to the grill guard on his pickup and consists of an old car starter motor connected to a large drive pulley by a V-belt. Wire spools mount on the center of the pulley.

The starter motor is connected to the truck battery and to a 10-ft. cord with a switch control. To roll up shorter stretches of wire, the operator simply parks the pickup and stands about 10 ft. in front of the pickup, guiding the wire onto the spool with one hand and controlling the wire winder with the other. For long stretches, the operator can drive the pickup, controlling the winder with the control from the cab and zig-zagging slightly as he drives to evenly wind the wire onto the spool.

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Self-Unloading Round Bale Wagon

"I like the convenience and size of smaller 4-ft. dia. round bales but loading and unloading these small bales on a flatbed is time consuming. So, I designed and built a 24-ft. wagon that hauls 17 or 18 bales in one trip and hydraulically unloads," says Ronald L. Hissong, Mercersburg, Penn.

"The wagon's main frame is made of four 6-in. by 24-ft. pieces of tubing which cradle the bales, while a heavy-duty pintle chain with 6-in. crossbars every 8 in. runs from the front to rear of the wagon directly under the bales. This chain is run by a heavy-duty orbital motor that runs on ordinary tractor hydraulics. Reversing the lever on the tractor makes the chain run in the opposite direction.



"We take a skid loader to the field and set the bales on the back end of the wagon, moving the load forward with the wagon hydraulics as the load is built. Then, we bring the wagon to headquarters and run the load off hydraulically without leaving the tractor seat. We later bring the loader in and restack the bales in tight-roofed storage.

"The hydraulic motor and chain were bought from a local sawmill equipment manufacturer. The rear wheels are used truck wheels made into a floating axle. Total cost for material was about \$2,500."

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