



Weld-on kit can be installed on any 7 by 7 or 5 by 7 rigid toolbar without even removing the row units. Row units remain parallel to the ground when folding.

EASY TO INSTALL, USES EXISTING TOOLBAR

Stacking Hinge Kit For Row Crop Planters

"There are other stacking toolbars on the market but, to my knowledge, no one's ever made a kit that lets you use your existing toolbar," says Bill Meteer of Meteer Mfg., Inc., about his new weld-on kit that you can install on any 7 by 7 or 5 by 7 rigid toolbar without even removing the row units.

On a 12-row planter, the heavy-built hinges raise up the three outside row units on each side so they ride in an upright position above the center six rows. Row units remain parallel to the ground when folding. A pair of 4 by 24-in. cylinders do the lifting.

Meteer says two workers can install the kit in about 2 hrs. The hinges are first

welded in place on the toolbar and then the toolbar is cut. It'll work on any mounted 8 to 12-row planter with individual row units including Deere, Kinze, and White but not Case/IH air planters. Can also be used on trailing rigid-bar planters. Meteer says one advantage of his stacking toolbar kit is that it allows you to fold up planters fitted with no-till coulters and other attachments, unlike some folding configurations.

Sells for \$3,100. Meteer hinges can also be used on cultivators.

Contact: FARM SHOW Followup, Meteer Mfg., Inc., Rt. 1, Box 221, Athens, Ill. 62613 (ph 217 636-8109).



Hinges are first welded in place on toolbar and then toolbar is cut.



Kalkwarf turned a 1982 Chevrolet Cavalier front wheel drive station wagon into a chore pickup that'll haul up to 800 lbs. of cargo at a time.

"TRUCKSTER" IS EASY TO DRIVE

Chore Pickup Built Out Of An Old Car

Iowa farmer Bob Kalkwarf turned a 1982 Chevrolet Cavalier front-wheel-drive station wagon into a chore pickup that'll haul up to 800 lbs. of cargo at a time.

Kalkwarf, of Belmond, paid \$280 for the car and figures he spent about \$500 altogether, including modifications.

"We use it a lot for hauling rocks. Gets the job done fast and is easy for my wife and grandchildren to drive. They love to use it," says Kalkwarf.

He cut off the windshield, roof, sides, doors, and back seats but left the floor intact. He cut off the door posts at the right height to support a 4-ft. long, 3 1/2-ft. wide box that he built from 1/8-in. steel. The box has a removeable endgate. He welded three steel cross members to the car frame, then bolted the box on top of them. He also removed the front seats and replaced them with a pair of Cub Cadet riding mower seats.

"I originally built it because I wanted to haul rocks faster than I could with a tractor and front-end loader," says Kalkwarf. "I can go 25 to 30 mph between rocky areas of the field or between fields. It's powered by a 4-cylinder, 2.8-liter engine. The 15-in. tires are on 60-in. centers and straddle 30-in. rows. The Cub Cadet mower seats are mounted about 9 in. higher than the original car seats so I have a good view of the field. Another advantage is that it weighs only about 1,100 lbs. empty so it doesn't compact the ground as much as a tractor. With the engine over the front drive wheels it has good traction. The only limitation is that if I fill the box too full the front wheels spin out.

"My wife uses it to do yard work. She likes it because it has power steering, an



Box has removeable endgate. Tail lights were salvaged off an old pickup.

automatic transmission, radio, and tape deck. The car's rear speaker is mounted in front of the box, and I keep a cooler full of pop in the front seat. Teenagers like to drive it so much they don't complain about having to pick up rocks.

"One advantage when picking up rocks is that it's built low to the ground so it's easy to get on and off. It also comes in handy for spraying along fence rows. I drive alongside the fence and use a spray wand in one hand and steer with the other hand. A 12-volt spray pump that sits in the box plugs into the car's cigarette lighter."

Kalkwarf used sheet metal to make "fenders" over the rear wheels. He salvaged the tail lights off an old pickup. The gas tank is still in its original place under the floorboard and just ahead of a small spare tire under the back of the box.

Kalkwarf paid \$50 for the two seats. He sold \$100 worth of parts including the windshield, doors, and seats.

Contact: FARM SHOW Followup, Bob Kalkwarf, 1363 Quincy Ave., Belmond, Iowa 50421 (ph 515 444-4641).

Corn Saver Shield

"With this shield in place over the auger and between the rows, ear loss is almost entirely eliminated," says Willard Pearson, Dawson, Minn., inventor of the new Corn Saver Shield.

It's designed to prevent ears of corn from being flipped out ahead of the corn head or over the back of the header.

The maintenance-free Corn Saver Shield (it has no moving parts) sells for \$60 per row and is easily installed on any make or model corn head. A 6-row head requires 5 shields, an 8 row requires 7 shields, etc.

Made of 20 ga. steel, the shields are curved to add strength and to guide ears into the feeder house. If you trade headers, the shields are easy to remove and reinstall on the new model.

Pearson notes that his shields have a fast pay back: "One ear lost per 200 ft. of row equals 1.25 bu. per acre. At \$2 a bushel, the loss pencils out to \$2.50 per acre."

Contact: FARM SHOW Followup, K and M Mfg., Box 409, Renville, Minn. 56284 (ph 612 329-3301).