## The "Farmer's" Drill-Fill

Seeding some 3200 acres each spring means a big job moving seed. Jerome Bechard has found a better way to handle it.

The Lajord, Sask. farmer designed and built a drill-fill system that can be raised and lowered by a hydraulic jack and moved back and forth by a winch.

"I can put the flexible spout on the loading auger directly into the grain tank filler hole," he says.

But this system has another big advantage: It's easier to maneuver.

"With most existing drill-fills, you put the truck up beside the air seeder and hope you're positioned right. Then you climb up on the grain tank only to find the spout just doesn't quite reach. So, it's down the ladder, into the truck and try again."

The 72-year-old farmer-inventor admits, "I'm too old for all the climbing up and down."

Because the Bechard seeding system drill-fill auger is pivot-mounted on a special bracket, it can be raised and lowered as needed. At the same time, the auger can be rotated forward.

"By cranking the winch and pumping the hydraulics, I can maneuver the loading auger spout into the grain tank opening on the first try," he says. "There is enough adjustment of the auger both up and down and sideways to let me reach the filler hole right from the ground."

As the truck box is raised on some drill-fills, the angle of the auger becomes "almost impossible to use," Bechard claims.

"Not so with this one," he says, while demonstrating his system's versatility and maneuverability.

One auger moves the grain from the truck box endgate and drops it into the adjustable auger.

"Regardless of the angle of the truck box, I can still move the loading auger up and down or rotate it as needed," he says.

Two hydraulic motors are used. One drives the auger to carry the wheat from the endgate and the other drives the adjustable auger.

When the Bechard seeding system drill-fill is used, there is no need to remove the truck tarp. And when the drill-fill is no longer needed, it is stored snuggly against the truck box.

**(Reprinted courtesy of Grainews, Winnipeg, Canada.)**

## "Doubled-Up" Gravity Boxes

"I used to pull two gravity boxes, one behind the other, behind my tractor. But the wagons weaved from side to side on the road and were impossible to back up," says Mark Anderson, Wilton, N. Dak.

To solve the problem, he took the gravity boxes off the running gears, removed the runners, and then welded the boxes to an old school bus frame. Anderson added axles, wheels and springs from an old semi trailer.

The trailer has an A-frame hitch made from the rear end of a 2-ton truck. The dolly can be removed from the frame, which is equipped with a fifth wheel hitch, for pulling behind a truck.

The gravity boxes were hooked together, front to back, so Anderson can auger in grain the full length of the boxes without any loss.

Anderson says the rig pulls and steers beautifully and is easy to back up. He plans to install sideboards to increase the "doubled-up" wagon's 525 bu. capacity an extra 100 bu. He spent about $1,050 making the conversion.

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FARM SHOW

# "Made it Myself"

Some of the best new products we hear about are "made it myself" innovations born in farmers' workshops. If you've got a new invention or favorite gadget you're proud of, we'd like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so, where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? (Send to: FARM SHOW, Box 704, Lakeville, MN 55044).

*Harold M. Johnson, Editorial Director*

## Spare Tire Holder

Luke Volmert, Westphalia, Mo., made a $3.00 spare tire holder for his pickup that keeps the tire secure but easily accessible in the truck bed.

The holder wedges into position between the bed floor and the lip of the side panel without any modification to the truck. Volmert explains that the holder can be positioned anywhere along the bed, although he prefers to put it in one of the front corners.

The simply-designed spare tire holder consists of a 6-in. square flat iron base with a piece of 1 in. square tubing welded to each of two adjacent corners. The length of the tubing varies, depending on distance between the bed floor and side panel lip.

Near the top of the square tubing brackets, Volmert installed a "T" bolt which pivots on a short piece of pipe. The bolt, (a piece of ½-in. threaded rod) must be long enough to extend through one of the wheel's lug holes.

Once on the holder, the tire is held in place by a wing nut. Volmert notes that you could lock the wheel in place by using a larger diameter threaded bolt and drilling a hole through the end for a lock.

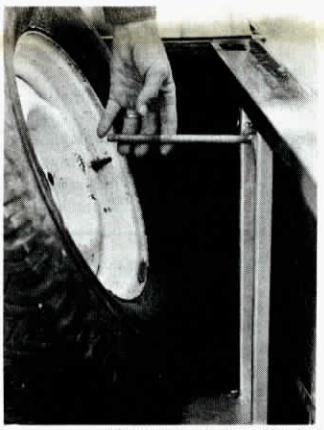

Photo courtesy Missouri Ruralist

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