

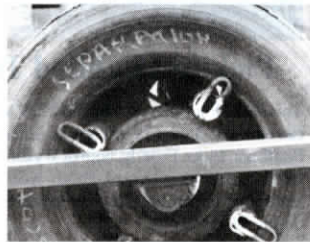
## Rubber Tire Roller Does "Super Job" Packing Soil

"I've been using my roller for four years to pack our sandy loam ground before we plant alfalfa," says Maurie Clayton, Woodstock, Ontario, of the center-hinged roller he made out of old tires he got for free. "It was cheap to make, costing me only about \$600 for the steel, but it does a really super job."

Clayton's goal when he decided to make a roller was to build one that would pack a wide swath but could still be transported easily. So he designed a main frame with one row of tires that folds out for packing and in for transport.

"This will roll at any speed and you can't hurt it when you hit a rock," notes Clayton, who also uses the roller to push down small stones in oats, alfalfa, wheat and soybean fields when he's finished planting alfalfa.

The outer frame of Clayton's roller is made of 3 by 2 1/2-in. tubing, while the tongue is made of 4-in. square tubing. Braces for the top front of the roller are 2-in. square tubing, as is the brace for its swinging hitch.



Truck tires are mounted on four 2-in. dia. pipe 11 ft. long with three cross members made out of heavy 1-in. pipe. Old fork lift wheels fitted with truck spindles serve as hubs for the truck tires on the ends of each tire gang. Big chain links welded on the ends of each pipe hold the tires together in their frame.

The hitch between the two sets of rollers hinges in the middle and is pinned in the corner when folded out.

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## Pull/Push Post Driver Makes Fencing Simple, Economical

If you've got a lot of metal fence posts to put in or take out but can't justify the cost of a commercial post driver, you might want to take a look at the one Del Spiegelberg made.

His hydraulic driver can strong arm a 6 1/2-ft. long steel post 30 in. into the ground in 8 to 10 seconds. That's not necessarily faster than commercial models, admits Spiegelberg, Hortonville, Wisc., but his "Pull & Push" post driver costs a whole lot less.

"You can build one of these for \$400 or \$500," says Spiegelberg, who's hoping to find a manufacturer for his invention.

Spiegelberg's post driver is made out of a 4 by 6-in. steel I-beam, 6 1/2 ft. long. Weighing about 120 lbs., Spiegelberg figures the I-beam delivers at least 4,000-5,000 psi to posts.

The plunger is made out of 3/4-in. steel welded to 1/2-in. plate on the sides of the I-beam. A 2-in. diameter piece of pipe holds the posts in place. The plunger operates with a wood splitter valve connected to the driver's hydraulic cylinder with 30-in. stroke. (Cylinders with longer stroke could be used for posts larger than 6 1/2 ft., Spiegelberg notes.)

The unit mounts on the tractor drawbar and 3-pt. top link about 6 in. out from the tractor's rear frame.

Spiegelberg's "Pull & Push" driver features a chain hook on the plunger for taking out fence posts.



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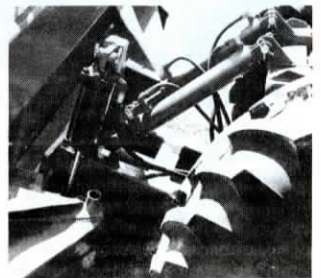


## Deere Blade Adapted To Ford "Super Steer"

Putting a dozer blade on the front of Ford New Holland's new Genesis tractor - fitted with a tight-turning "Super Steer" axle - gave Richard Cox, Franklin, Ill., a highly maneuverable earth moving machine that he uses for terracing and other conservation projects on his Franklin, Ill., farm.

The blade was originally built to mount in a horizontal position on a 4-WD Deere tractor. He rebuilt the frame to fit the Genesis tractor and added cylinders to rotate the blade and tilt it up and down from one side to the other.

The biggest challenge was building mounting brackets that would accommodate the Ford Super Steer axle, which pivots back and forth. Cox first narrowed up the blade mounting frame from 30 to 20 in. and added sliding brackets that allow the blade to tilt. Rotation is provided by a 4 by 8-in. cylinder that works at a 90° angle to the blade.



Tilting the blade from end to end makes it easier to use on sloping ground. The Genesis has the power to move a lot of dirt and the tight turning radius helps build dams, terraces, and do other jobs much more quickly than with a standard 4-WD tractor.

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## "Go-Cart" Wood Splitter

"It's small and mobile. Lets me cut a tree down in the woods and drive right up to it. I spent less than \$500 to build it," says Leon Burkholder, Memphis, Mo., who turned a 1980 Chevrolet car into a self-propelled "go-cart" wood splitter.

Burkholder stripped away the body and shortened the frame and drive shaft 2 ft., keeping the 305 cu. in. V-8 gas engine, automatic transmission, and tires. He turned the exhaust manifolds upside down and pointed a pair of mufflers straight up in the air to keep hot exhaust pipes from starting a fire in the woods. He mounted the car's gas tank on back of the frame and mounted a 4-ft. by 5-ft. plywood box above it. He removed the passenger seat and put a home-built wood splitter in its place that's made from a 5-ft. long H-beam equipped with a 24-in. hydraulic cylinder. The hydraulic pump, reservoir, and control valve for the splitter are off an old combine. A balancer wheel taken from the combine's engine is used to belt-drive the pump.

"It looks a little crude but it works great," says Burkholder. "I had been using a splitting maul and hauling the wood with a pickup or trailer which wasn't nearly as convenient. The box on this rig hauls about one third as much wood as a pickup. If I did it again I'd use a 4-WD car for better traction. I have to put chains on the rear tires. Also, I wouldn't cut off



as much of the frame so that I could use a cylinder with a longer stroke. I use a hand throttle to speed up or slow down the engine and the control valve to operate the cylinder. I used cable off an old riding lawn mower to connect the throttle with the car's accelerator. The car had cruise control so I was able to use extra linkage at the accelerator. When the box is full of wood, I shut off the hand throttle and use the foot accelerator to drive out of the woods."

Burkholder used plywood to cover the car frame and mounted a sheet of plywood in front of the steering wheel to make a firewall. A section of wire screen in front of the rig keeps tree limbs out of the radiator.

The splitter's end plate was made from 5/8-in. thick steel. A piece of angled steel was used to make the splitter wedge.

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