

Made It Myself

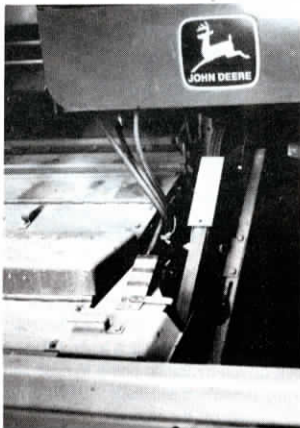
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Gauge Monitors Corn Head Speed

A corn head gauge that connects to the variable speed pulley on the feederhouse of his Deere 4420 combine lets Charlie Millar, Wever, Iowa, see at a glance how fast his corn head is running.

The gauge consists of a red-tipped metal marker that attaches directly to the variable speed pulley on the corn head's belt drive. When the pulley is moved to speed up or slow down the header, the marker moves across an 8-in. long green metal guide that's "calibrated" with four strips of black electrical tape. When the marker's at the top of the guide, the header's running at top speed.

"It takes some of the guesswork out of operating my corn head," says Millar, who came up with the marker two years ago. "It doesn't take much movement in the speed of the corn head's snapping rolls or gathering chains to make a big difference in combine performance. However, my 1982 combine doesn't have a corn head monitor so I could never tell how fast the corn head was running. My mechanical marker works better than



monitors on some newer combines because it's simple and reliable and easily visible even in the heaviest corn stalks."

Contact: FARM SHOW Followup, Charlie Millar, Box 234, Rt. 1, Wever, Iowa 52658 (ph 319 372-2042).



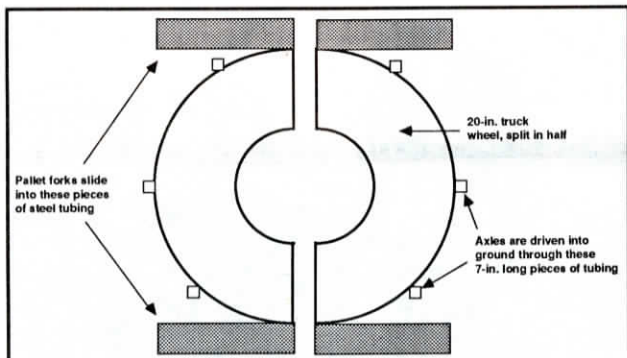
Mower Fan Keeps Driver Cool, Bugs Away

Mounting a small 7-in. dia. fan in front of the steering wheel on his riding lawn mower lets Charlie Millar, Wever, Iowa, keep cool on hot summer days and also blows bugs away.

Millar bolted the base of the 2-speed fan to a flat piece of steel that's welded to the top of a 2-ft. length of angle iron. The

angle iron bolts onto the footrest in front of the operator platform. The fan is wired to the mower's battery. It can be swiveled out of the way to raise the mower's hood.

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Truck Wheel Tree Mover

"I've used it to move cedar trees up to 7 ft. tall," says Robert Clark, Toledo, Wash., who made a nifty tree mover out of an old 20-in. dia. truck wheel and six Ford car axles.

The home-built tree mover is carried by a pair of pallet "forks" he made out of steel tubing to mount on his tractor 3-pt. "I cut the center out of the wheel, outside of the mounting bolt holes, and then cut the wheel in half, right through the center. Then I welded six 7-in. long pieces of 2-in. sq. tubing to the perimeter of the wheel - three on each side and all angling in toward the center of the wheel. Then I attached lengths of 3-in. sq. tubing to the sides of the wheel to slip over the pallet forks on the tractor."

To lift a tree out of the ground with a ball of dirt, Clark takes one of the wheel halves off the forks and backs the other half up against the trunk of the tree, then slips the other half of the wheel back onto the forks so the tree is surrounded. Then he lowers the wheel to the ground and uses a sledge to drive the six axle shafts through the six pieces of tubing around the edge of the wheel. The six



shafts loosen the tree enough so that when he raises the 3-pt., the tree lifts easily up out of the ground with a ball of dirt, ready for transplanting.

Clark notes that in some soils it may help to soften the dirt around the tree with water first. And in lighter soils it may be necessary to wrap root ball with burlap to hold soil on roots.

To replant, he simply lowers the tree down into a hole and slips out the axle shafts.

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Mini 4-WD Articulated Tractor

Here's a mini 4-WD articulated steering tractor that's patterned after a big International 4-WD tractor and looks and drives like the real thing.

Gerry Rudebusch, Lake Benton, Minn., built his dual-wheeled garden tractor from scratch using material gleaned from salvage yards.

"It gets a lot of second looks," says Rudebusch, who built the tractor five years ago. "I built it mainly for fun, but I can mount a snowblower on front of it."

Rudebusch narrowed up two Ford car rear axles to 30 in. and positioned the front axle to face backward. He used 3/16-in. sheet metal to build a box frame around the rear axle's differential and mounted dual 15-in. lugged swather tires on each axle. He powered the tractor with a 2-cylinder 16 hp Wisconsin gas engine and a 3-speed Ford car transmission.

The tractor's hydraulic and articulated steering system is patterned after the 4-WD steering system found on White tractors. A pair of 1 1/2-in. hydraulic cylinders, one mounted on each side of the

tractor, are used to turn the rear half of the tractor. The front end of each cylinder is stationary and the rear end is attached to a steering arm that's connected to the oscillating rear axle. The cylinders are powered by a hydraulic pump (salvaged from an old Owatonna swather) mounted behind the engine. A pair of rods run from steering arms to a centrally-located ball joint that lets two halves of tractor pivot.

The steering wheel and seat were removed from a riding lawn mower. The hood was fashioned out of 1/32-in. thick sheet metal. One innovative feature involves the air intake and muffler which mount above the hood. A small rubber hose runs from the muffler to the air intake - vacuum pressure created by the muffler sucks dirt out of the intake and blows it out the muffler. An engine-driven pulley on front of the tractor is used to run the snowblower. Rudebusch uses a rope on the pulley to pull-start the engine.

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