



A single hydraulic cylinder rotates rockshaft to lift and lower the full rank of rolling shields at one time.

## Hydraulic Lift Raises All Shields At Once

Even though row crop cultivators have disappeared from farmers' yards like owls in daylight, Tim Kelly is still a believer in cultivating his corn and beans at least once, and sometimes twice. He maintains the shovel settings for two passes, but lifting and adjusting the rolling shields was always a hassle on his 16-row machine. "One day I just got tired of lifting each shield, counting the number of chain links, and hooking them up," says Kelly. "I thought about a uniform lifting mechanism as I was cultivating and had it figured out by the time I'd made a couple rounds in the field."

Kelly installed a 2-in. rockshaft across the full width of the machine with joints where the cultivator wings fold. At the center of each row he welded a 12-in. piece of 1 1/2-in. tubing to the rockshaft to serve as a lift arm for each pair of shields. The chain for

each set of shields is bolted to the lift arm. In the center of the rockshaft he welded a hydraulic cylinder mount and aligned another mount on the main frame of the cultivator. A used cylinder with a 12-in. stroke provides plenty of travel to rotate the rockshaft and raise the full rank of shields to any height.

Says Kelly, "This simple invention saves me 30 minutes and a lot of bending and counting every time I cultivate. I can raise all of the shields at once, anytime and anywhere. The heights adjust from a quarter of an inch up to about 12 in. by just activating the hydraulic cylinder. It's made cultivating a lot easier and I can actually do a better job in varying soil conditions."

Contact: FARM SHOW Followup, Tim Kelly, 74861 262nd St., Dassel, Minn. 55325 (ph 320 286-2371)



Steel welding sawhorses, with sets of caster wheels on top, come in handy for covering the Schole's silage pile with plastic.

## Easier Way To Unroll Silage Plastic

By Janis Schole, Contributing Editor

To make the job of covering our silage pile with plastic a lot easier, we used a device borrowed from a friend. It's a set of steel welding sawhorses that he made with sets of caster wheels on top. It turned out to be very handy for rolling out silage plastic.

This year, we used a 60 by 150-ft. roll of plastic to cover our pile. My husband, Keith, says the roll weighed at least 300 lbs. Instead of wrestling with the plastic roll by hand so much, as he has done in the past, Keith used a nylon sling to lift it with the tractor bucket, and then slid a section of 2 1/2-in. steel pipe through the center of the roll. Then, he laid the whole thing between the two-piece sawhorse (sitting at the center of one end of the silage pile) so that the ends of the pipe sat on top of the castors.

Keith and our 13-year-old son Kyle, were able to easily unroll the plastic by pulling the end of it as they walked up and over the length of the pile. From there, they just unfolded and spread it out the rest of the way. It allowed them to get the job done more quickly, and with much less effort than in the past.

Since this task must be done when there's basically no air movement, it is extra helpful to complete it speedily. A very slight breeze was worrying Keith, but because they were able to complete the job so fast, they had less risk of being foiled if the wind had picked up.

Contact: FARM SHOW Followup, Janis Schole, R.R. 1, Pickardville, Alberta, Canada T0G 1W0; ph 780 349-3538.

## Long-Legged Wood Stove

"My wood stove is built low to the ground and I just got tired of having to bend over to tend the fire," says Doug Kramer, Elroy, Wis.

"So I replaced the 6-in. legs with 32-in. long legs made out of 3-in. angle iron. That raised the stove up high enough to make loading easy and even allowed room for a shelf underneath. I welded a plate onto the bottom and top of each leg and threaded a 1/2-in. carriage bolt to act as levelers.

"The only one in the house who isn't happy with the conversion is the dog."

Contact: FARM SHOW Followup, Doug Kramer, S-131 Overbrook Ave., Elroy, Wis. 53929 (ph 608 462-8614; doug.kramere.siemens.com).



Wood stove's 32-in. long legs raised stove up high enough to make loading easy.



Imported from Switzerland, Pinzgauer military vehicles are immaculately maintained by the Swiss Army, say importers Rue Ferguson and Craig Sanders.

## Swiss Military Vehicle Ideal For Farm Use

"We think it's the best 4-WD vehicle in the world," say Rue Ferguson and his partner Craig Sanders, San Antonio, Texas, about the "Pinzgauer" military vehicle they recently began importing from Switzerland.

The Pinzgauer is considerably taller than a Jeep, but about the same width and length. Three different models are available: a 4-WD soft top model that seats 10; a 4-WD hard top model that seats five; and a 6-WD model that seats 14 and is equipped with seats that run lengthwise. On soft top models the seats can be folded up to form a flatbed for cargo hauling."

The 4-WD models are 13 1/2 ft. long and the 6-WD model 18 ft. long. All models are 6 1/2 to 7 ft. tall.

The vehicles Ferguson and Sanders import are all used models built from 1972 to 1978. Most have 10,000 to 70,000 miles on them.

Power is provided by an air-cooled, 4-cyl., 90 hp Volkswagen-designed gas engine, with a 5-speed manual transmission with high and low ranges and shift-on-the-go 4-WD. Each wheel has its own drive axle to provide true 4-WD. The machine is street legal and has a top speed of 65 mph. Other features include independent suspension at each wheel and 18 in. of ground clearance. There's also a fold-down windshield and removable cab windows, so if the weather turns hot you can just loosen a couple of bolts and fold the windshield forward out of the way.

"The Pinzgauer is a versatile machine at a relatively low price. Prices start at \$12,500. For that you get a street legal vehicle with quick acceleration, a smooth ride, and a big 2,200-lb. payload," says Ferguson. "These vehicles are much more capable than a Kawasaki Mule or Polaris Ranger, and they're built better. Yet they don't cost much more than those vehicles."



The 4-WD model is 13 1/2 ft. long and the 6-WD model 18 ft. long.

According to Ferguson, Pinzgauer vehicles have to be at least 25 years old to get into the U.S. because they have no anti-lock brakes, air bags, or emission controls. "We get the vehicles from the Swiss military which takes immaculate care of them. We're willing to repaint, rebuild, or customize the vehicles in any way that the customer wants which might include adding steps, receiver hitches, towbars, and so forth."

The engine is built in sections, with all 4 cylinders on the same side, so if a piston rod goes bad or something happens to any cylinder, you can just unbolt that section and slide it out of the engine, then slide a new section back in.

What about parts? No problem, says Ferguson. "Even though these vehicles are at least 25 years old, the new ones being built today have the same basic design. Several companies in the U.S. carry parts. We deal with all of them."

Contact: FARM SHOW Followup, Rue Ferguson, Jr., 8615 N. New Braunfels, San Antonio, Texas 78217 (ph 210 827-2104; rugeleyjr@yahoo.com; www.texaspinzgauer.com).