



"I have a great view in front of me without having to look back," says Delbert Luna, who converted a caster-wheeled trailer so he can push it in front of his ATV.

'Push, Don't Pull' Trailer For ATV's

"It eliminates the need to ever look back," says Delbert Luna, Gainesville, Mo., who converted a caster-wheeled trailer so he can push it in front of his ATV.

The trailer measures 40 in. wide by 5 ft. long and has 1-ft. high side boards, with an endgate on back. It rides on a single 12-in. high caster wheel. The trailer's tongue bolts onto a metal bracket that he bolted onto the front guard on the 4 wheeler.

"It works much better than a conventional trailer because I can always see what's going on without having to look back," says Luna. "The trailer's tongue is bolted solid to the 4-wheeler, so with the caster wheel the trailer goes wherever I drive. I painted the trailer Deere yellow which looks nice with my red Polaris 4-wheeler."

Luna started with a caster wheel trailer built

in the 1970's from a kit made by Sears Roebuck. The kit included the frame, tongue, and wheel. The owner had to build the box.

He used 3/8-in. thick, 2-in. sq. tubing to build a new tongue. To hook up the trailer to the 4-wheeler he just inserts two bolts with nuts.

"The trailer comes in handy for a variety of jobs around my place. I also give my grandchildren rides in it," says Luna. "I made a couple of other smaller caster wheeled trailers that I push in front of my 4-wheeler, and one of them uses the front wheel off an airplane. Those trailers mount on a ball hitch that was already on my ATV."

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"It's built strong and should last a long time," says Joel Pominville, who built this front-end loader and mounted it on his new Case IH MX 120 tractor.

Home-Built, Heavy Duty Front-End Loader

"I've used it hard for three years without a single problem," says Joel Pominville, Middlebury, Vt., who built a front-end loader and mounted it on his new Case IH MX 120 tractor.

"I liked the Quicke 980 front-end loader I had on my Case IH MX100 tractor, but it had some weaknesses," says Pominville. "The frame towers loosened from the tractor, the main bucket pins broke often, and the bushings were very light."

So, he decided to build his own loader. The pins were built from hardened steel and he used heavy 1/8-in. wall brass bushings. The

frame towers were built from 1-in. thick plate steel and fastened to the tractor using available bolt holes. The cross tube on the loader boom was built from 6-in. sq., 1/2-in. thick steel tubing. The cylinders are much larger in diameter than the ones on the Quicke loader.

After spending nearly a year putting on the project, he finished it and painted it red to match the MX 120 tractor.

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"It should last a lifetime, and it definitely won't blow away in high winds," says Don Ickes, who stores firewood in this big 8 1/2-ft. dia., 20-ft. long corrugated metal pipe.

Big Pipe Works Great For Storing Firewood

A big 8 1/2-ft. dia., 20-ft. long corrugated metal pipe makes great firewood storage, says Don Ickes, Osterburg, Penn.

"I buy the pipe from a local company that makes road culverts and field drains. The pipe has some defects in it so I'm able to buy it cheap," says Ickes. "I paid about \$200 for the pipe five years ago. It's cheaper than buying a commercial storage shed. It should last a lifetime, and it definitely won't blow away in high winds."

Over the years Ickes has purchased four different pipes for storing firewood. He uses a trailer to haul them home and a backhoe loader to set them in place next to his farm buildings. In one end of the pipes he stores wood slab rejects that he gets free from a lo-

cal pallet maker. He cuts the slabs into 20-in. long pieces and uses them for starter fire material, because they're real thin and dry.

"Some of my neighbors have purchased oval-shaped pipe that has a flat bottom. That way they can drive a small tractor inside the pipe and use it as a storage shed. Even round pipes like mine are high enough that you could put a foot or so of dirt in the bottom and still have enough clearance to drive a small tractor inside," notes Ickes.

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Carl Vogel's 78 hp motorcycle is electric-powered by 10 Trojan 12-volt batteries.

Electric-Powered Motorcycle

You don't hear the engine roar on Carl Vogel's 78 hp motorcycle. It's electric, powered by 10 Trojan 12-volt batteries. And while it may not make much noise, it does make tracks going from 0 to 60 mph in 6 to 8 seconds.

"It'll do over 80 mph without the excessive vibrations you get on a Harley," says Vogel. "It has a range of about 60 miles at highway speeds. You can smoke the rear tire."

The electric motor produces more than 300 foot pounds of torque, which becomes almost 2,000 foot pounds at the rear wheel. The bike is so heavy it won't lift off the ground; it just digs in.

While it may have to stay closer to home than the classic big touring bike, in appearance it doesn't look that different. Technically, it's registered for road use as a custom Harley. Vogel says it is a combination of Harley components, including Wide Glide front end, installed on a custom frame. The gas tank houses all the electric components as well as the voltage and current gauges. The rear swing arm is custom made to allow for

the transmission and motor. It weighs in at 1,200 lbs. with a very low center of gravity. It even has its own vehicle identification number.

The batteries fill in the space where an engine would normally sit. The 120-volt DC motor sits just ahead of the rear wheel. The transmission is a five-speed Baker with right side drive. Vogel slips it into reverse by switching the direction of the DC motor. Regenerative braking feeds power back to the batteries.

For longer road trips, Vogel hooks up a customized sidecar with a diesel generator.

Vogel has about \$12,000 invested in parts. He estimates he could build one for sale for \$15,000 to \$35,000 depending on customization.

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