

## 2-Wheeled Diesel ATV Now On The Market

That 2-wheeled, diesel-powered ATV we told you about (Vol. 30, No. 1) is now on the market in the U.S.

Manufactured in Scotland, the Ecorider has a high torque transmission and low center of gravity, allowing it to tackle steep hills with improved ease and safety.

The Ecorider stands about 4 ft. high, 6 1/2 ft. long and weighs 331 lbs. It runs at speeds up to 32 mph on 11-in. wide tires. Ground pressure is only 2 psi. According to the company, the wide tires cause less damage to the ground than a person on foot and let you drive over wet ground with minimal damage.

Power is provided by a Hatz German 230 cc diesel engine which also runs on bio fuel. It gets up to 120 miles per gallon. A Kohler gas engine model is also available. The engines are interchangeable, as the frame is pre-drilled to accept both engines types.

The machine has an electric starter with back-up pull start, and hydraulic caliper disc brakes front and rear.

According to U.S. distributor Sean Dempsey, the Ecorider is super easy to ride

because of the wide tires, low center of gravity, and automatic transmission. "I use one on my own 3,000-acre farm. I bought it because I got sick and tired of spending \$7,000 to \$10,000 for conventional ATV's and then paying for expensive maintenance and \$3 gas. I put about 70 miles a week on it but use only .7 of one gallon of diesel fuel. It's a good feeling when you go to refill the fuel tank."

"Today's ATV's are getting so complicated that you have to take them to dealers for repairs. The Ecorider is simple without a lot of complicated electronics, which makes it easy to work on. It's just right for doing chores around a small farm. We have 100 head of registered Holsteins so I use it to check on the animals, do pasture work, check fences, etc. I take my dog with me and welded an expanded metal grating over the Ecorider's rear rack so the dog's feet don't fall through the rack."

The machine comes with a load rack and a tow bar with ball hitch on back, and can pull trailers that weigh up to 550 lbs. The automatic transmission comes with high and low



According to the company, the Ecorider's 11-in. wide tires cause less damage to the ground than a person on foot so you can drive over wet ground with minimal damage.

gears and reverse for backing up.

Available only in Forest Green.

Sells for \$4,500 plus S&H. The gas-powered model sells for \$3,700 plus S&H.

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To keep the original tires on his Ford 8N from sinking in wet ground, Leon Lease fitted it with 16.9 by 26-in. combine wheels.

## Combine Tires Work Well On 8N

"I use a Ford 8N tractor to put in feed plots for pheasants and deer," says Leon Lease of Beresford, S. Dak. "I do that because myself and family members enjoy seeing wildlife and sometimes hunting. The only problem was that, because the acreage has a lot of swamp ground, the 8N's tires would sink."

Lease resolved the problem by adapting 16.9 by 26-in. combine wheels and tires to the tractor in place of its original rear wheels.

He bought the replacement wheels and tires for \$200 at a combine salvage operation and made adapters to mount them.

"It only took a half day to complete the project from start to finish, and I haven't been stuck since," Lease says. "They look really sharp on the tractor and I also made a partial cab for it."

Although the old tires had fluid in them, Lease says it wouldn't be needed because of the increased surface area they provide.

Since Lease is an engineer by trade, he drew up his own blueprints for the steel adapter. Then, he had it custom made on a lathe at his own company's machine shop. He says that, although he's not interested in building adapters for anyone else, he's happy to share the idea and blueprint with anyone who's interested.

To complete the project, he bought stud

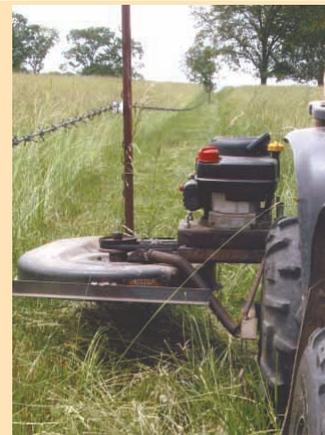


He bought the replacement wheels and tires at a combine salvage yard and made adapters to mount them.

bolts for mounting the big tires from his Deere dealer, and this cost an additional \$32. He says that if he had to hire out the machining, it likely would have cost about \$200, plus \$30 for the materials.

"I'm really happy with the way this conversion improved my tractor's performance on wet ground, which is the only thing I use it for," Lease says. "In most cases, it would also eliminate the need for chains if you wanted to use the tractor for snow removal."

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Forrest Wombles used half of a 42-in. riding mower deck to build mower, which mounts on his Polaris 4-wheeler. Mower mounts on an arm that pivots in a pin at back of ATV.

## Made-It-Myself Fence Post Mower

"I can mow both sides of my electric fence with the mower I built to mount on my Polaris 500 4-wheeler," says Forrest Wombles, Osceola, Mo.

"I have 2 to 3 miles of electric fence and we used to mow it with a weed trimmer but it took a lot of time and effort. Now I just ride along the fence without stopping on my ATV. I've used this mower for 2 years now with great success.

"I used half of a 42-in. riding mower deck and some scrap metal. It's driven by a new 6 hp motor and a drive belt from the motor that direct drives a pulley on the mower blade.

"The mower mounts on an arm that simply pivots in a pin at the back of the ATV. A piece of angle iron across the front of the mower deck hits the post and then slides around it as the mower pivots back. A large spring runs from the top of the mower deck to a bracket attached to the side of the ATV to pull the deck back forward after passing a post.

"To remove the mower, I can just pull one pin on the 4-wheeler hitch and lift it off."

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## Gas Station Pumps Move Used Oil

"I burn used oil on my farm and this setup makes it easy to go around collecting it from people who give it to me for free," says Lou Holland, McCallsburg, Iowa.

He mounted a 500-gal. tank on a 4-wheel cart along with an older-style gas station pump. "Most people don't have pumps to move their oil so I just stick my hose in their tank and use the gas station pump to move it to my tank. Works great."

Holland used to own a gas station and he kept the old pumps when he had to upgrade to new ones.

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To collect used oil from others, Lou Holland mounted a 500-gal. tank on a 4-wheel cart along with an older-style gas station pump.

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