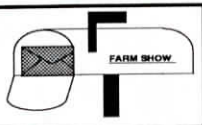


Reader Letters



The battery-powered lawn mower shown in Vol. 15, No. 6 is not the first battery-operated mower ever, as stated in the article. Many years ago an English-made battery mower was on the market. It could be equipped with a radio remote control and also had an attachment to trim hedges. (John B. Rogers, Sherwood Park, Alberta, Canada)

Our new ground-driven ATV sprayer is equipped with a ground-driven piston metering pump that eliminates the need for a



separate pump motor. The 4-wheel sprayer is available with booms ranging from 28 to 45 ft. wide and can be fitted with 100, 110 or 150 gal. tanks. A 5-gal. foam marker is optional. High-clearance models are available. It's very accurate at any speed and, because it's ground driven, there's less to maintain. It can be used at speeds up to 20 mph so you can also pull it with your pickup. Sells for \$850. (Glen Parker, Gleeve Corp., Box 490, Poseyville, Ind. ph 812 874-3385)



Two men can chop, blow and seed an acre of land in as little as 1 1/2 hrs. with our new bale chopping/mulching machine that's great for seeding terraces, steep hillsides, and other difficult areas where mulching helps new seedlings take hold. The new chopper/mulcher is simply a conventional bale chopper, designed for single square bales, that can be fitted with a seeding attachment. It consists of a seed hopper that feeds seed by gravity into the airstream exiting chopper. Flow of seed can be precisely controlled.

It can be fitted with a 33-ft. long flexible pipe that helps apply seed and mulch exactly where needed. It also comes in handy for bedding down barns, stalls and other areas. It's powered by an electric start Briggs & Stratton engine, chopping straw into 1 to 3-in. lengths. Sells for \$3,190 plus \$280 for optional seeder. (King Machine Co., Inc., P.O. Drawer K, 505 E. McClain Ave., Scottsburg, Ind. 47170 ph 800 365-2467 or 812 752-6000)

I'm 74 years old and on Social Security but I like FARM SHOW and always read it through the night it arrives in the mail. Several times I have taken advantage of your offer to send free sample copies to friends. I especially like your "best & worst buys" section. Two years ago I bought a used MF no. 10 baler. Compared to what I'd been seeing on equipment lots, it looked like it should be worth \$2,000 or more but I got it for \$450. I felt I got

a bargain but several days later I received my FARM SHOW and read a report from a farmer listing the baler as his worst buy. I used the baler the remainder of the season and had a lot of trouble with one of the knotters. The next year a man from MF fixed that problem and I then made about 20 bales before cast iron mountings in the gearbox cracked. In examining them closely, I could see they had been repaired once before. I learned from others that this is a weakness in this model. So, even as a trade-in this baler is worthless. So it just sits while I use my old Allis Chalmers small round baler, which just keeps going along - doesn't strain the tractor much and all you need is a sharp knife and grease to keep it going. (Ray Bungo, Rt. 1, Box 324, Zellenople, Penn. 16063)

In your November issue, John Fuqua of Maynoka, Okla., showed how to use a piece of pipe to tighten wire fences. I have used a standard claw hammer to do the same thing for the past 30 years. You can use a hammer to tighten smooth or barbed wire. Just use fencing pliers to remove the bars that are in the way where you wrap wire up.

You start by making a loop in one end of the wire. Then pass the end to be tightened through the loop and bend at a right angle. Next, place the neck of the hammer over the loop and next to the right angled wire. Bend the wire over the handle and hook it in the claw by making a sharp bend. By simply rotating the hammer handle, you wrap the wire to be tightened around the hammer neck until the fence is tight. Pull the hammer toward the untied loop and gradually unwrap it from the hammer. When unwrapped, take the loose wire end and tie the second loop.

Once learned, this method is easier, faster and much simpler than fighting with a stretcher. It also means you have one less tool to carry. (Arthur Habke, Plumas, Man. Canada R0J 1P0)

My father, two brothers and myself farm 3 1/2 sections of land and we were interested in the article in your last issue on John Deere "lemons". One thing we have learned time after time is that owning John Deere tractors and combines is a must. We have owned over 40 tractors in the past 60 years and have been quite satisfied, except when we bought IH and Versatile models. The 986 IH never measured up to a Deere 3010, 3020, 4010 or 4020. I think the IH 555 tractor and the company's combines almost bankrupted the company. We couldn't be more pleased with our 8450 4-WD Deere, which has logged over 5,200 hrs. with next to no trouble. Now we also own a new Deere 8560 which has 600 hrs. on it with no problems. We had the opportunity to test drive all kinds of tractors against Deere in the field - one against the other - at one of North America's largest tractor tests in Brunkhill, Manitoba. My personal opinion was that the opposition better go do their homework. If nothing else, you can tell Deere has good machinery because they're the only company still in business that hasn't been bought out by someone else. (Norman Ganon, Box 5, St. Alphonse, Manitoba Canada)

Here's my response to your article on Deere "lemons" in Vol. 15, No. 6. My first Deere lemon was a 4-WD 8630 with a 619 cu. in. motor that blew out at only 2,700 hrs. Before that premature engine failure I was the typical green paint "junkie", happily writing checks to line the pockets of Deere suppliers and dealers.

Deere offered a new 8650 motor for

\$5,000. I accepted, thankful to Deere for paying part of the bill since a new motor listed at around \$12,000.

The early 619's (some say even 619 engine) would have made excellent boat anchors. Sailors needing a heavier anchor could have used the 977 cu. in. V-8 that Deere later put into the 8850.

I'm thankful that I didn't buy an 8850, although I almost did. The screaming, high-torque 977 V-8 should have been the tractor engine success of the decade. The motor had the potential of giving Deere 4-WD's the reputation of supertractor similar to that of the 2-WD 4020 of a couple decades past. It was Deere's first V-8 and had the potential of 500 hp plus. However, high production costs, high maintenance costs and low 4-WD demand forced Deere to shelve the cherished V-8, which could have added a mystique to all Deere tractors much as the overpriced and red-ink splashed Chevrolet Corvette adds a bit of mystique to lesser cars from Chevrolet. The engine received the ultimate insult from Deere itself when, without fanfare, they replaced the V-8 with a Cummins 855 cu. in. in-line 6. This old trucking industry standby lacks the big-inch V-8 aura, but it makes up for that lack in reliability. With a potential of around 480 hp, this reputable old workhorse should be around for years. (George Wiemers, Rt. 1, Box 590, Greenvew, Ill. 62642)

I am a hard-core IH lover, but I think Mike Althoff's blasting of the JD "A" in the last issue of FARM SHOW was unnecessary. Six-volt systems never set the world on fire, as many Farmall "M" owners can attest to, but installing an 8-volt battery will solve all your cranking problems, providing the starter is in reasonable condition. The 8-volt battery is completely compatible with your 6-volt charging system and, as long as you keep the battery cover on, no one will ever know you're hiding an 8-volt battery. (Fritz Maurer, Wellington, Ohio)

We manufacture plastic name plates and house numbers that I think might be of interest to farmers and rural residents. The letters come in various sizes from 1 to 3 in. tall. Numbers are as large as 4 in. The name plates are made from heavy-duty plastic and can be used for various things such as mailboxes, houses, etc. The numbers can likewise be used for a variety of purposes. The foam tape we use for an adhesive assures good adherence to any smooth, clean surface and will give years of service. Various colors of lettering are available. We also make magnetic signs. Prices range from 35 to 80 cents per letter, depending on size ordered. (Robert F. Deaton, Pliable Plastics, 1186 Weavers Ft. Jefferson Rd., New Madison, Ohio 45346 ph 513 997-2445)

I made my own "get the washer off the bolt" puzzle that was shown on your Reader Letters page two issues ago (Vol. 15, No. 5). I had fun trying it out on friends and came up with a couple variations to really confound people. I made a second puzzle where I didn't cut the bolt in half and welded the nut in place. Guys who thought they knew how the puzzle worked - screwing out the top half of the bolt - would really get frustrated. Another idea is to use a bolt with left-handed threads so that when they try to unscrew the top half of the bolt they just tighten it down more. (Alvin Reedy, Jesup, Iowa)

We just took a trip to Canada and I saw thousands of bales of hay stored outside, often in such a way that spoilage could be up to 100 percent. I've done a lot of experimenting with bale storage and thought I'd send along some of my thoughts on how to do it with a minimum of spoilage.

Storing bales out in the open without any cover is no problem. The trick is to position

bales so they dry out quickly after rain and snow. That means you have to provide plenty of access for wind and sun. Position them out in the open away from trees, buildings and windbreaks and leave at least 1 ft. of clearance around each bale so wind can blow between them. Don't stand them side by side or end to end, which allows mold and mildew to set in between bales. The surface of a bale can get wet 50 times a year but if they're positioned to dry off, spoilage will not even get started.

The storage area should be well-drained with a minimum of tall weeds, since they can also hamper drying winds and create shade around the bottom of bales. In fact, anything touching the bales will slow the drying effect.

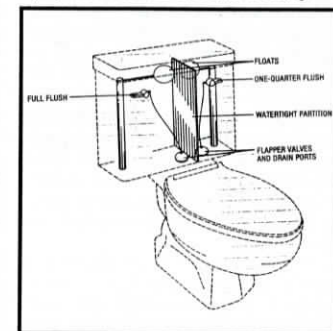
I also recommend against sitting bales on top of old tires or pallets. While this may save some hay, it creates a great habitat for snakes, field rats and other pests. (C.A. Strickland, HC 60, Box 55, Waldron, Ark. 72958 ph 501 577-2618)

Whatever happened to Lee Rogers, the fellow from Florida with the car and tractor that ran on compressed air with no fuel required (Vol. 7, No. 5, 1983)? Three years ago, when I took my family to Florida for a vacation, I decided to get in touch with him. I called FARM SHOW before I left to get the address, which only consisted of a box number.

The first day in Fort Myers Beach my wife and kids got sunburned and wanted to leave but I was determined to track down Lee. It took me two days. With a lot of luck, I managed to find his place of residence and called him twice, finally having coffee with him late one night for two hours. He said he planned to have a system on the market in 3 months but he wouldn't show me the air-powered vehicles because he had everything "locked up".

Have you heard anything new? (Regan Homandberg, Rt. 2, Box 157, Alcester, S.Dak. 57001)

Editor's Note: We have been unable to get a hold of Lee Rogers for several years. He doesn't answer our letters or phone calls and we haven't seen any news reports concerning this idea, which would have caused a revolution in powered equipment if it had become a reality.



I'm sending along a drawing of my patented new "dual tank" toilet which I hope to bring onto the market. Unlike ordinary toilets, which use up to 5 gal. of water for every flush, my toilet uses only the amount of water needed. It looks like a conventional toilet but has two flush handles, one on each side. A watertight partition divides the tank into two sections, one measuring just 1/4 of the volume of the tank. Both sides of the tank are fitted with flapper valves and their own inlet filler tubes so you can use either or both of the tanks to flush. It will save a tremendous amount of water. (Daniel C. Kuzic, P. Unit Q, Box 801, 27 St. Clair Ave. E., Toronto, Ontario M4T 2N7 Canada)

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