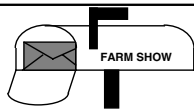


Reader Letters



We're looking for a way to pick up down corn after a recent freak accident. We were hauling corn out of a 100-acre field with a 1977 Chevy tandem axle grain truck, when a hot exhaust pipe apparently ignited some corn leaves. It was a windy day and, before the fire department got there, fire had swept from one end to the other. That left almost 25 acres with 60 to 70 percent of ears on the ground.

Do you know of anything that can help? (Larry Kidrowski, 12030 10th St. NE, Clara City, Minn. 56222; ph 320 847-2184).

Editor's Note: The newest method we've found to deal with down corn is the Corn Gleener out of St. Cloud, Minn. It's a special-built reel that mounts on a grain header. See story page 25.

A couple years ago, FARM SHOW featured "Jiffy Sew" (Vol. 18, No. 6), a Canadian-made fabric cement that's ideal for mending jeans, overalls, canvas, etc., because it tightly bonds but still stretches like elastic when dry. The company continues to receive orders and requests for information from that article.

As a long-time user of the product, I've now become the exclusive U.S. distributor. "Jiffy Sew" comes in 1 oz. tubes that sell for \$4.25 plus 75 cents S&H.

I also handle the company's new "Jiffy Vinyl", a repair kit for virtually any vinyl surface. It's unique because it can even be used underwater for repairing swimming pools, waterbeds, etc. It comes in 1 oz. tubes that sell for \$5 plus 75 cents S&H. (Patricia M. Mumbach, Cricket Creations, Concord Business Center, 74 West Main Street, Springville, NY 14141; ph 716 592-5350, fax 2316).

We introduced our prototype Demco "Posi-Flow" 650 gravity wagon last fall. Response was so overwhelming we unveiled our



smaller 550 and larger 750 "Posi-Flow" prototypes, along with the 650 production model, this fall. All three wagons feature the same side and end pitch as our smaller boxes, which farmers have dubbed the "best unloading boxes on the market." The 550, 650 and 750 sell for \$6,650, \$8,120 and \$9,220, respectively, less wheels.



We also just introduced our 60-ft. self-leveling hydraulic X-fold spray boom. It has fewer wear points than other similar size booms on the market for greater reliability and longer life. Likewise, there's a flotation mechanism between the boom and sprayer so it rides better than any other X-fold boom on the market. As for transport and storage, wings fold independently and when completely folded, the boom is only 13 ft., 3 in. wide and 11 ft., 11 in. high. It's available in 3-pt. tractor mount, trailer mount, or rear

mounted tank models. The boom sells for about \$5,100. (Tom Sheffield, Dethmers Mfg. Company, 4010 320th Street, Boyden, Iowa 51234; ph 800 543-3626 or 712 725-2311 or 2302; fax 2380).

We'd like to tell your readers that our company now holds exclusive manufacturing and marketing rights in North America for Gray's



Tube-Line bale wrapper. It's made in England and has been featured in past issues of FARM SHOW. I exhibited the machine at the Outdoor Farm Show at Burford, Ontario, this fall and it attracted a lot of attention. Our automatic wrapper sells for \$23,500 (Canadian); the manual model for \$18,500. (Oscar Frey, Horst Welding, R.R. 3, Listowel, Ontario, Canada N4W 3G8; ph 519 291-4162; fax 5388).

I started repairing tractor steering wheels in 1985. The most common repair is to completely remove old rubber from the wheel, sandblast it, and put new rubber back on. The cost is \$69.95, plus \$4.50 S&H, for the first wheel. I repair wheels for Massey Harris, Allis Chalmers, Avery, Case, Cockshutt, Co-Op, Ford, International Harvester, Deere and Minneapolis Moline tractors ranging from 1930's through early 1960's models. (Tom Lein, 1400 121st St. West, Rosemount, Minn. 55068; ph 612 455-1802).

Four years ago FARM SHOW called our "Freedom Lift" "the most sophisticated and useful wheelchair handler we've ever seen" (Vol. 16, No. 4). Not a lot has changed with the lift since then, but we'd just like to remind your readers using wheelchairs or



those who know farmers using wheelchairs how advanced our system really is.

"Freedom Lift" mounts in the back of any 1/2 or 3/4-ton pickup. It rotates 180°, has a 10 ft. extension and 8 ft. reach. It'll accommodate any size wheelchair and is operated from toggle switches on the platform or from a hand-held remote control. It operates smoothly with hydraulics for infinite movement and delicate maneuvering, making it suitable for getting into and out of any farm machinery. Hydraulics mount on the pickup bed and are powered by the pickup's battery.

The system sells for \$21,600 (Canadian, FOB Sask.) installed. Installation takes about a week. (Bryan Jones, President, Ontario Farmers With Disabilities, R.R. 4, Paisley, Ontario, Canada NOG 2N0; ph, fax 519 368-5360. Howard Derksen, Freedom Technologies Inc., P.O. Box 258, R.R. 4, Saskatoon, Sask., Canada S7K 3J7; ph 306 244-1508; fax 5223).

I always admired the simple design of the Allis Chalmers "G" tractor because implements hitched underneath the front end for

excellent visibility. Approximately 10,000 were built between 1947 and 1952.



I built a working 1/2-scale model to use for cultivating the garden, raking hay and plowing snow. It's powered by an 8 hp Briggs and Stratton motor coupled with a Foote 3-speed transmission.

It's fitted with 12 by 5-in. rear tires and 10 by 4-in. front tires. I used a worm off an old hospital bed for the steering gear.

I added a rollbar and 5 1/2-ft. high canopy for increased safety and comfort. I'll make plans available if there's interest. (Stuart S. Seaman, Seaman Industrial Design, P.O. Box 45, Nesbitt, Manitoba, Canada ROK 1P0; 204 824-2062).

I use a Lehman stack mover to haul 1,400 5 by 6-ft. bales a year. I had to build extensions to keep bales from rolling off.



I used 1-in. dia. sucker rod welded to the sides and braced underneath to extend each side 8 in. That brings the mover's width to 14 1/2 ft., which is enough to keep bales where they belong.

I haven't had a bale roll off since I modified the stack mover five years ago. Cost was only about \$25. (Kenneth Weisz, Rt. 1, Box 46, Halliday, N. Dak. 58636; ph 701 938-4723).

I built this "Gripper" bale trailer with the smaller farmer in mind. It was designed as "forecart" to be used with horses but can easily be adapted to use with a tractor. The 16 by 8-ft. cart is built on the chassis of a dual axle trailer. I put new flooring on it and



built a swinging hitch on the front. A 4-ft. by 3-in. cylinder mounted on a duck bill in front operates lift arms, while a cylinder with an 18 in. stroke scissors arms out to grab bale. They're lifted up and rolled onto a ramp, which rolls them back on the trailer. A chain on back prevents bales from rolling off.

A 6 1/2 hp Honda gas engine powers the trailer's hydraulic system. It consists of a 11 gpm high speed pump coupled to controls that include a two-way valve on the right side attached to the tank and a selector valve on the left for choosing one of the two cylinders.

Including one bale carried on the front forks, the trailer carries five bales altogether. I'll make plans available if there's interest. (Wayne E. Miller, 5683 TR 353, Millersburg, Ohio 44654-8759; ph 330 674-1907).

FARM SHOW readers might be interested in these two scale-model antique tractors I built a couple years ago for my sons,

Dwayne, 15, and Cotey, 9. Both tractors are built out of an assortment of old parts I've re-machined, and they really work. In fact, the Minneapolis Moline will pull 5,400 lbs rolling weight, while the B.F. Avery will pull 3,500 lbs.



The Minneapolis Moline BF is patterned after an early 1950's vintage tractor. It's powered by a Model 14 Briggs and Stratton 7 hp engine coupled to a 3-speed Wheel Horse transmission. It has V model Avery steering and fenders. The front tire is 400 by 8-in. off a riding mower; rear tires are 15-in. dia. tires off an old skid steer loader. The hardest part of building the tractor, which weighs 440 lbs and has a 6 ft. wheelbase, was getting the steering right because there isn't much bracing up front. To solve the problem, I put a carrier bearing in the middle of the steering shaft and braced it to the motor. I've got about \$250 invested in the project.

The B.F. Avery is patterned after a late 1940's Model A Avery. It's powered by a 5 hp Briggs and Stratton engine coupled to a 2-speed Bantam transmission I got at the local dump. It has a 400 by 4-in. front tire and 1200 by 8-in. rear tires off a riding lawnmower. The hood is made out of a 25-gal. gas tank off a 1937 Minneapolis Moline J. Like the Minneapolis Moline BF, the hardest part of building the B.F. Avery was the steering.

We've taken both tractors to seven or eight antique tractor shows a year and everyone says they've never seen anything like them. (John McCall, Jr., 4602 Crooked Creek Rd., Carlisle, Ky. 40311; ph 606 289-5647).

Here's a modification I made to my wheel rake that lets it do the same job as a hay



inverter but costs only a fraction as much.

It's a baffle I made from a 40-in. long piece of corrugated roofing material that I set in the cradle that held the two wheels I removed. I run along windrows with the two wheels, which turn hay only once. The baffle keeps hay from roping and keeps the wet stuff sunny side up.

I've used this idea for several years and it works great. Cost was less than \$10. (George Velasquez, Rt. 1, Box 360, Espanola, N. M. 87532; ph 505 753-4390).

We make a heavy duty replacement head and line for gasoline and some electric-powered weed trimmers.

The "Weed Whip" head has no moving inner parts and installs and reloads in 30 to 60 seconds without tools.

It holds two loops of special "SuperStar" line, held in deep grooves by a shoulder on the cap, that forms four cutting tips rather than one or two. The .130 in. dia. line is the toughest in the industry. The star-shaped line has 5 cutting surfaces per tip.