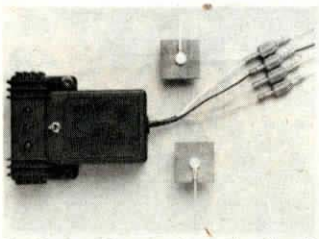
ELECTRICITY PROVIDES PROTECTIVE SHIELD

New Way To Protect Vehicles From Rust

Latest new way to protect cars and trucks from rust is the "Rustbuster" system developed by David McCready, president of A.C. Technology, Altoona, Penn. His system uses electricity from the car or truck's battery to stop rust, applying technology that's been used for years on ships, bridges and pipelines.

James Hayward, company representative in Canada, explains that rust is caused by the oxidation of metal: "More specifically, it's the attraction of oxygen electrons with a positive charge to metal electrons with a negative charge. Moisture acts as an 'electrolyte' or conducter for this electron transfer. Heat, such as sunlight, makes the reaction more efficient. Once the metal electrons are released, you get rust.

"The Rustbuster system fights the electron transfer by circulating current from the vehicle battery through the surface moisture on the body of the vehicle. This electrical current satisfies the oxygen's need for electrons. The system works full time — even when the vehicle's shut off — and protects the entire car against rusting, including the frame and underbody. It's 75 to 95% effective and is compatible with any existing rust-proofing treatment," says Hayward.



Control unit mounts under hood and the two contacts mount at either end of vehicle.

To install, two anodes (or contact points) mount on opposite ends and corners of the vehicle. Wires run from these anodes to a central control unit which is usually mounted under the hood. This unit is connected to the fuse box's direct power source feed-in. Once installed, the Rustbuster uses no more battery power than a car clock and can be transferred to a different vehicle when you sell or trade yours.

Rustbuster units also install on tractors and combines. A large system, with more anodes, is available for semi trucks.

Rustbuster sells for right at $220.

For more information, contact: FARM SHOW Followup, AC Technology Inc., P.O. Box 1971, Altoona, Penn. 16603 (ph 814 944-8700).

In Canada, contact: Conroy Electronics, 11 Argyle St. N., P.O. Box 1090, Caledonia, Ont. NOA 1AO (ph 416 765-6808).

BETTER CUTTING AND REDUCES WEAR ON GUARDS

Cutterbar Sections Mount Upside Down

That revolutionary "upside down" cutterbar from Germany is now available in North America.

Featured 3½ years ago in FARM SHOW, the "Easy Cut" cutterbar is being marketed in the U.S. and Canada by Argis Ltd., Listowel, Ont. According to the manufacturer, the cutterbar's unique design, featuring every other sickle section turned upside down, practically eliminates plugged blades and bent sickle sections. Also, it stops the tearing of stalks, so there's less breakage of sections and guards.

The Easy Cut system includes special guards with conventional 3-in. hole openings that bolt to the cutterbar. Both the top and bottom of the guard fingers have cutting edges, thus doubling wear time.

While one blade of the bar cuts in an upward fashion against a guard finger, the adjacent blade is cutting downward against the other finger. This evens out wear along the entire cutterbar and help reduce breakdowns and maintenance problems, says the manufacturer.

Every other sickle section mounts upside down to stop plugging and prevent bent sections.

Kits, available for most combine and swather systems, include all guards, spacer bars, one knife, other hardware, parts and spare parts. A 7-ft. kit sells for $458 (Canadian), a 22-ft. kit for $992 (Canadian).

For more information, contact: FARM SHOW Followup, Argis Ltd., Box 154, Listowel, Ont. N4W 3G8 (ph 519 291-4205).

REDISTRIBUTES RIDGES, AND SPREADS THEM BACK OVER THE ROAD

Ridge Kicker "Reworks" Gravel On Country Roads

"I got this idea while serving as a township supervisor when I realized we were spending $5.00 a ton for gravel by the time it got delivered and spread. I decided to reclaim the 150 to 200 tons of gravel per pile from the ridges and shoulders of the roads," says Jim Laskowski, Minot, N. Dak.

Laskowski says the idea is to reclaim grassy ridges at the side of roads that normally can't be reclaimed because of clumps of vegetation that take root in them. Ordinarily such ridges are simply left unused.

To use the Ridge Kicker, first the sides of the road are scraped clean with a road grader, pushing all material into a ridge in the middle of the road that Laskowski says can contain as much as 200 tons of gravel per mile. Then the Ridge Kicker is run down the ridge, throwing gravel and weeds alike into the air. The gravel comes down first so the vegetation is left on top to dry out. The next day the operator makes another pass distributing the gravel over the entire road, breaking up clumps and blowing weeds off the road.

Rear drum on 7½-ft. wide Ridge Kicker is fitted with 96 slanted teeth.

The 7-ft., 7-in. wide Ridge Kicker has two beaters driven by the front set of wheels. The front beater runs about 4 in. off the ground and knocks down the top of ridges while the back beater is fitted with 96 slanted teeth that run next to the ground and pulverize any clods and vegetation, throwing everything 5 to 8 ft. into the air. Working height of both beaters can be adjusted.

"It works best in the spring or fall when the vegetation is dead because it's easier to separate out. Once you've done it, it makes it easier to drive down both sides of the road. It pays for itself in just 6 to 10 miles," says Laskowski, noting that the unit pulls behind a pickup at 8 to 10 mph. By removing one pin, and a tension spring, it'll fit in the back of a pickup.

Laskowski says he has sold initial units to individual townships or pairs of townships that buy it together.

Road reworking is a 3-step process. First, a grader piles loose gravel and vegetation in the center of the road, left. Next (right) the Ridge Kicker is pulled over the pile, raking through it and throwing weeds out on top to dry. A day later, you pull through again with the Ridge Kicker set at its lowest point, which breaks up all clods and evens out the road.

For more information, contact: FARM SHOW Followup, Jim Laskowski, Rt. 1, Box 46, Minot, N. Dak. 58701 (ph 701 838-7142).