

## Paper Strip Field Marker Still Going Strong

FARM SHOW first told you about this paper strip field marker 15 years ago (Vol. 7, No. 5). Invented in Canada, it uses paper strips of varying lengths, sliced off a roll of "cash register" size paper, to mark each pass of a sprayer through the field. The system was recently bought and is now manufactured in the U.S. by HMA Systems of Cheney, Wash.

The paper marker consists of a control unit in the cab, a 12-V DC timer, a paper roll holder turned by a small electric motor, and a solenoid-operated knife that slices off lengths of paper at timed intervals. The timing interval is varied, depending on conditions such as the height of the crop and wind conditions. Once set, it operates automatically through the field. The length of the paper strips dropped at each interval can also be set as desired.

As the paper spins off the roll, it is soaked by the end spray nozzle which holds the paper in place in the field.

Besides being cheaper to buy and operate than foam markers, the paper strip marker is also easier to set up and operate, says Jerry Fox. "You don't have to mix up dye or foam solutions or maintain a pump."

The paper, which is available in white or fluorescent orange, comes in 1,500-ft. rolls. The marker comes with wiring for 80 ft. of boom and a switch to control left or right dis-



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charge of marker. A wind guard is available to reduce wind interference and deliver paper accurately to the ground.

Sells for \$1,275. Paper sells for \$10 per 1,500-ft. roll.

Contact: FARM SHOW Followup, HMA Systems, Inc., 114 First St., Cheney, Wash. 99004 (ph 509 235-2007; fax 5015).



Tractor is a reworked International "B" repowered with a Ford Ranger 4-cyl. engine.

## "Slow Speed" Tractor Great For Running Tiller

"I just couldn't find a tractor that would go slow enough," says Illinois farmer Tom McKee who needs to work slowly when tilling between rows of strawberries using his Multivator tiller.

With a conventional tractor he was continually braking and clutching to run at a slow enough speed to thoroughly work up the soil between rows.

Finally McKee decided to put together his own "slow speed" tractor by reworking an International "B".

He removed the original engine and installed a Ford 4-cyl. engine from a Ranger pickup. Then he geared the tractor down by installing a second transmission - from an IHC "A" - behind the original "B" transmission.

The result is a tractor that'll crawl along at speeds as low as .7 mph while keeping the throttle up high enough to run the tiller at full speed.

For additional radiator cooling, McKee mounted a bus heater with two electric fans along the left side of the tractor.

The front axle is 8 ft. wide to straddle two



Geared down with a second transmission from an IHC "A", it'll crawl as slow as 0.7 mph.

48-in. berry rows. The wide axle came off the rear of a combine.

The rear wheels are regular tractor wheels. McKee sometimes adds duals for wet conditions.

The driver platform is fitted with two extra-wide bus seats so there's plenty of room for passengers.

Contact: FARM SHOW Followup, Tom McKee, Highway 51 South, Ramsey, Ill. 62080 (ph 618 423-9376).



"Maxi-Trak" hitch mounts on a 3-pt. hitch and is fitted with a thick section of flat steel springs that lift a chain pinned to the implement tongue.

## Hitch Transfers Weight to Tractor

A new hitch that transfers weight from a towed implement to the tractor pulling it was invented by a New Zealand man who wanted to avoid buying a larger tractor.

Calvin Singh built the first "Maxi-Trak" hitch as a logical way to solve his own problem. But once he started using it, he realized he had stumbled onto a great idea. The Maxi-Trak system is now in production in New Zealand and Singh has been fielding inquiries from ag distributors all over the world.

Singh got the idea while excavating a large piece of land. He wanted to pull a 5 1/2 ton dirt mover but found he couldn't handle it with his existing Case-IH 5150 tractor - a 14,000-lb. machine. He didn't want to buy or rent a bull dozer.

Instead Singh started working on a traction control device that transfers weight from the towed implement to the rear tractor wheels, reducing slippage and boosting traction.

The Maxi-Trak lets him remove ballast from the tractor, replacing it with weight transferred from the implement. Spreading

weight out more evenly and reducing the amount of ballast needed has the extra benefit of reducing compaction.

Maxi-Trak consists of a hitch that mounts on the 3-pt. hitch. It's fitted with a thick segment of flat steel springs that lift a chain pinned to the implement tongue.

"We have several models to fit Cat II and Cat III hitches. It's a multi-use device with a variety of pto adapters under development, such as quick-hitch drawbars," notes Singh.

On newer tractors with electronic hydraulic draft control, the unit tricks the tractor into "thinking" there's an underground implement in use even when there is not.

Singh says the unit is ideal for use with any kind of large tillage implement or pulling any kind of large wagon or earth-moving equipment.

He has set up a company to build and market the hitches.

Contact: FARM SHOW Followup, Calvin Singh, Maxi-Trak Systems, 105 Old Te Kuiti Rd., Otorohanga, New Zealand (011 64 78738684)

## Manure Digger "Really Cleans Up"

Digging up packed manure, snow or ice is a lot easier with this home-built fork mounted on a Bobcat.

Don Moss wanted something that would work better than his conventional loader and bucket. The tines on his digger fork are 1 1/2-in. dia. cold rolled steel rods 30 in. long. He cut down a conventional bucket and welded a piece of 3 by 5-in. heavy steel tubing to the back plate. The tines fit into holes in the tubing and are held in place by bolts on the back side.

Moss says the tines are much more aggressive at tearing up packed manure than any bucket he's ever used.

Contact: FARM SHOW Followup, Don Moss, Rt. 1, Box 27, Tallula, Ill. 62688 (ph 217 634-4158).



Digger has a cut-down conventional bucket with a piece of 3 by 5-in. tubing welded to the back plate.

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