



Rig's 7-ft. wide snowblower is powered by a Honda 5-speed transmission.

ARTICULATED, 4-WD - THROWS SNOW 50 FT.

"Cadillac" Of Snowblowers

"It's unbelievable how much heavy snow it'll handle," says Denis Desjardins, Alcouve, Quebec, about the articulated 4-WD snowblower he built. He used a variety of parts, including the chassis and wheels from a Chevrolet 1/2-ton 4-WD pickup, a 6-cylinder Oldsmobile gas engine, and the front axle and transmission off a Honda Civic 4-WD car.

Desjardins cut off the pickup's body and used 2 by 6-in. channel iron to make a second frame that he welded inside the original frame for extra weight. The Oldsmobile engine, mounted in back, drives the Oldsmobile's 3-speed automatic transmission, a 5-speed truck transmission, and a transfer case. The 7-ft. wide snowblower is powered by the Honda's 5-speed transmission.

The cab is equipped with a tilt steering wheel, two heaters, stereo radio, electric push button doors, power windows, front and rear window de-icers (he used rear windows off junked cars), big windows, and a Jeep rear seat with room for two people.

It's built heavy so it has great traction and is geared low so I can drive slow in second gear without spinning the tires or stalling," says Desjardins. "I'm able to keep the engine at about 3,000 rpm's which makes it very fuel efficient.

"It's so comfortable to use that when I'm driving it I don't want to go home. I can work in my T-shirt even when it's 30 degrees below zero outside. I used 1/8-in. thick steel plates and self-tapping screws to make the cab. The floor panels can be removed with an impact wrench, making the drive components easy to service. The hood tilts back for easy access to the engine. The 15-in. high, 10-in. wide tires are off a Chevrolet pickup."

Desjardins mounted the Honda axle and transmission sideways in front of the rig. He cut off one side of the axle, then welded on a steel plate to keep that side from turning. A driveshaft runs from the other half of the axle to the Honda transmission and continues to the snowblower.

A hydraulic cylinder is used to raise the snowblower. The electric-powered snowblower chute turns left or right.

A pair of hydraulic cylinders connected to a steering box salvaged from an old backhoe provide articulation. The cylinders are powered by a hydraulic pump that's belt-driven off the engine. Another hydraulic pump is used to raise or lower the blower.

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Herald Barton shows off his crop dividers that keep ears from flying off ends of header.

PATENTED NEW CORNHEAD ADD-ONS FIT ANY COMBINE

Cornhead Crop Dividers "Save 3 To 5 Bu./Acre"

Herald Barton has been combining soybeans diagonally for 20 years. He says the unconventional method keeps bean loss to a minimum (FARM SHOW Vol. 13, No. 3).

Now the Silver Lake, Minn., farmer has come up with attachments for corn heads that he says cut ear loss, saving at least 3 to 5 bu. per acre.

"When you've got a corn borer riddled crop like this year's, you can lose 30 to 50 bu. per acre, including ears that are on the ground before you ever start combining," says Barton. "I don't know of any invention that can reduce those losses, but mine will allow you to harvest virtually 100% of the standing crop. Depending on a variety's standability, you can lose 3 to 5 bu. per acre in ears tossed off the end of the header, especially if outside header rows don't exactly match planter rows."

Barton's header attachments consist of wedge-shaped shields for each side of the header. They mount with just four bolts on the outer snouts just ahead of the gathering chains. The 32-in. high by 3 1/2-ft. long triangular panels help straighten leaning stalks and deflect ears that would normally fall to the ground back into the header.

Barton put prototypes on his Case/IH Axial Flow 1660 in 1991, another bad corn

borer year. He transferred the dividers to his new 1688 a couple of years later. The idea works so well on his 800 acres of corn that he's patented the device and now has 10 units on combines in his neighborhood, including both Deere and Case/IH machines.

Earl and Jan Longhenry, Glencoe, Minn., tried the dividers on their Case/IH Axial Flow 1660 this fall. The Longhenrys had used them for 10 days on about 150 acres of corn when FARM SHOW visited them in October.

"They're simple and effective," said Earl. "As you watch cobs pounding against the shields and back into the header all day long, you know most of those ears would be lost without them. They'll pay for themselves in three days of combining, in my estimation."

No price has been yet determined. Barton is looking for a manufacturer to make them out of plastic.

"Ears will slide down them better and they'll be white instead of black so you can see outside rows better at night," explains Barton.

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"New And Improved" Robotic Driver

"It works just like cruise control on your car," says Ralph Baillie about his company's "new and improved" Robotic Driver guidance system.

First featured in FARM SHOW eight years ago, the Robotic Driver originally consisted of a rubber-tired wheel that ran directly against the steering wheel of the tractor or combine it was used on.

However, some farmers found the wheel got in their way, Baillie says. So the company recently redesigned the system.

"It now tee's into the power steering system," he says. "To turn on the system,

you hit a button on the control box in the cab. When you come to the end of a row, you simply tap one of the brakes lightly to shut it off so you can turn around.

"These changes made the system an extremely popular add-on for combines this season. What hasn't changed is the system's unbelievable accuracy. It uses 'cat whisker' sensing mechanisms that mount between rows and on tie rods."

Sells for about \$4,000.

Contact: FARM SHOW Followup, Tri-R Innovations, 628 South Sangamon Ave., Gibson City, Ill. 60936 (ph 217 784-8495; fax 8951).

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