

## "MISSING LINK" FOR MAKING FULL USE OF HIGH HORSEPOWER TRACTORS

# Big New Hitch For Big Rigs

By Frank Buckingham

A number of farmers now have 40 ft. disk harrows. You may own one yourself. But, visualize two disks of that size side by side behind a Big Bud 4-wheel drive tractor moving 6 to 7 mph. Then you can see how Bill Cherry, of Parkin, Ark., farms.

Between the tractor and disk harrows is a "Big Hitch" which Cherry helped design and had built. He calls it the "missing link" which permits farmers to use the full power of today's biggest 4-wheel drive tractors by combining smaller implements whose size has not grown as rapidly as tractor power has increased.

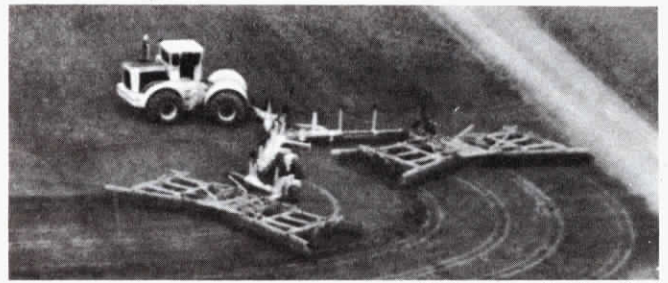
Cherry raises about 2,400 acres of soybeans in Arkansas, and farms 3,000 acres in Mississippi. He formerly kept five men and five tractors busy at planting time. But, says Cherry, those five sets of tractors and implements often had something wrong with them, and he couldn't count on having all the drivers there every day either. Now, this one big rig burns half as much fuel as the five tractors he used before, gets as much work done, and the one driver is the mechanic who formerly tried to keep all the other equipment running.

When it's time to plant soybeans,

Cherry has an airplane fly on Treflan, and a second plane flies on soybeans. Then, the Big Bud, pulling the Big Hitch and two 40 ft. disk harrows, covers the seed at the rate of an acre per minute, or up to 800 acres a day. Later, broadleaf herbicide — Sencor, Blazer or Basagran, depending on the weed problem — is flown on. The Big Bud, hitch and disk harrows are the only wheel traffic from planting to harvest.

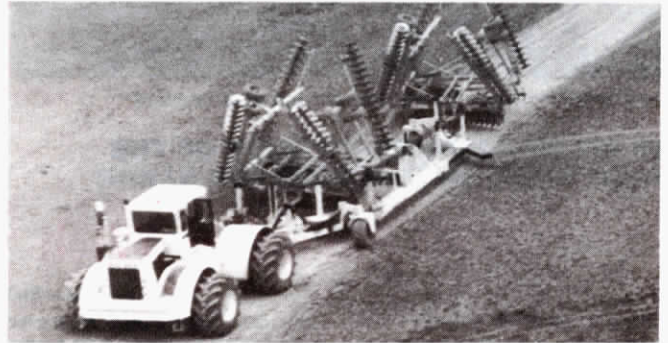
Last fall, Cherry used two 30 ft. Wil-Rich air seeders to plant wheat after soybeans were harvested. He says he can use the Wil-Rich units to cultivate and plant, or just plant, or just cultivate, depending on field and crop conditions. This expands his cropping options and usage of the Big Hitch.

The Big Hitch, now available commercially from Parkin Equipment Co., Parkin, Ark., can be adjusted to pull two disk harrows, chisel plows, field cultivators, drills or other similar implements, each 30 to 42 feet wide. However, Talmadge Doss, manager of Parkin Equipment, says the unit is not recommended for row crop planters. (Can you imagine a marker extending 40 feet from one



Photos courtesy of Soybean Digest

The "Big Hitch" turns equally well to the right or left.



A single hydraulic valve, controlled from tractor seat, folds both implements for transport.

end of the planter? Or, raising and lowering such a marker at row ends or for transport?)

Four large implement tires support the weight of the hitch — all 28,000 lbs. of it — and are free to swivel 360°. This makes it easy to turn in the field, or to back up when hitching implements.

At quitting time, or when a field is

finished, the whole outfit is readied for transport by operating four hydraulic levers. The operator doesn't even have to leave the cab.

The Big Hitch carries a price tag of approximately \$50,000.

For more information, contact: FARM SHOW Followup, Talmadge Doss, Parkin Equipment Co., Parkin, Ark. 72373 (ph 501 755-5495).

## BIG ENOUGH TO SLEEP IN, IT ALSO SERVES AS A CAB FOR GREATER RIDING COMFORT

# Home-Made Honda Motorcycle Camper

By Wally E. Schulz

"It creates a lot of excitement and conversation wherever I go," says Floyd Byler, Liberty, Ohio, who travels cross country on his Honda motorcycle camper.

"Motorists continuously drive up alongside and take pictures of me and the camper. Sometimes, I have quite a line of traffic behind and have to pull over to let them pass. I don't want to create an accident.

"I used to travel in a van but the price of gas forced me to travel in a more economical way," explains Byler, a retired house builder, who gets 60 mpg with his home-made Honda camper.

The camper is made of plywood and encompasses the cycle. It is 6½ ft. long, 4 ft. wide at the back and narrower in front to cut the wind. The hood that fits over the top of his head was custom designed to fit his height.

"When constructing the hood, I had to sit on the seat of the cycle to get the head piece above just right," he points out. "I'm 5 ft., 8 in. tall. The

built-in hood serves as a protective helmet which not only covers my head but also my entire body. The cab section is about 6 ft. high."

All in all, it cost Byler about \$70 to build the enclosure for his Honda motorcycle. A rear view mirror on the front gives him a clear view of the traffic in back while traveling down the road.

"With the built-on camper, it's a bit more difficult and tricky to turn on the corners. Otherwise, having this enclosure on the Honda gives me no driving or handling trouble," explains Byler. "Most people are surprised to learn that I sleep in the camper at night. My head is at the front of the cycle and my feet towards the back. I carry a sleeping bag and mattress right in the camper. There's not much room but I'm comfortable and have no trouble whatsoever getting a good night's sleep in the camper. It's equipped with a small gas stove which uses the same type of gas as the cycle itself. I use the stove



Mark Darrow, Elkhorn, Wis., tries out Floyd Byler's Honda camper. Byler sleeps in the unit at night when traveling.

to heat the camper at night when it's chilly. In summer, wind circulates from under the open camper as it travels down the road, providing excellent air conditioning while traveling down the highway," explains Byler. "It's really comfortable inside — even on very hot days."

Byler says he averages 40 to 45 miles per hour and notes that strong winds pose no problem while

traveling down the highway. He has a special house vehicle license from Ohio on the cycle.

In all of his travels, he has yet to see a camper unit that even remotely resembles his unique Honda motorcycle camper.