

Scythe SUPPLY
EUROPEAN SCYTHES



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European-Style Scythes

Most Americans have abandoned scythes in favor of power mowing equipment, even when it comes to cutting weeds around buildings and fences.

But if you've grown weary of the whine of string trimmers, maybe you're ready to try a scythe.

If you've used a scythe in the past and disliked the experience, you were probably using the wrong kind of scythe. The European-style scythe works so well you may want to park your lawn mower and use one to cut the lawn. The bush style of scythe may be used to trim undergrowth in your woodlot and the ditch style may be used for brambles and tough weeds.

Most scythes sold in America are heavy and poorly balanced. Not only that, but the angle at which the blade mounts on the handle (called a snath) tends to require that the worker bend over to cut with it.

On the other hand, his European-style scythes are lightweight and well balanced. The blade and handle are positioned to allow a comfortable upright stance.

Contact: FARM SHOW Followup, Scythe Supply, 496 Shore Rd., Perry, Maine 04667 (ph 207 853-4750; email: info@scythesupply.com).

Reader Inquiry No. 105

Propane Valve Boosts MPG, HP

By injecting a little propane into diesel engines you get faster speeds, more power, and a cleaner burn, says Craig Ridgeway, RMR Pro-Diesel Technology. Ridgeway says his Propane Enhancer, a patented progressive fuel valve, is catching on fast. He's installed the system on turbo-powered semis, field tractors and even pickups.

"The secret to using propane is to deliver the right amount at the right time," says Ridgeway, who has been burning propane in diesel engines since he was a kid on the family farm. "If you deliver too much or not enough, you lose fuel efficiency."

Ridgeway's valves are activated by the engine's turbo boost pressure. As the boost pressure increases, more vapor propane is fed into the air intake, giving the engine only the amount of propane needed to maximize efficiency.

Each installation of the valve is specific to that particular engine.

"We have an advanced dynamometer in our shop that gives us an accurate reading of engine usage and exact settings for our system," explains Ridgeway. "If you can't come to us, we provide a suggested setting based on our records of installation on the same engine in a similar situation. Once installed, it can be fine tuned to get the optimum flow."

Ridgeway has installed propane valve on more than 700 engines over the past four years with zero engine failures due to propane. RMR promotes an increase of one to three miles per gallon on over the road diesels. Ridgeway says he likes to be conservative in promises. His results, as well as customer reported results, point to much higher returns.

"I've raised my mileage pulling trailers by 6 mpg," he says. "Overall, my Duramax has gone from 14 to 16 mpg to 25 to 32 mpg."

Ridgeway has also installed his propane units on field tractors and bulldozers. He reports his 8640 Deere burned 16 gph pulling his 30-ft. chisel plow. Injecting only 1 1/2 to 2 gal. of propane per hour dropped diesel use to 9.2 gph. The increased power also let



Propane Enhancer injects a little propane into diesel engines for faster speeds, more power, and a cleaner burn in tractors and trucks.

him double ground speed.

Ridgeway says he can literally see the difference on his 8640 Deere. "When I am burning straight diesel, I can see the shadow of the exhaust on the ground," he says. "When I turn on the propane, the shadow goes away."

"I put a system on a D4 Cat, and it boosted output from its rated 57 horsepower to 120 when using propane," says Ridgeway. "I've put mega hours on it pushing twice as much dirt as it used to do on diesel alone."

He says the propane simply helps burn diesel fuel more efficiently. Typically, he explains, only about 75 percent of diesel used is burned. With the propane injected, efficiency jumps to 98 percent.

"That's where we get our increased power," says Ridgeway. "We turn that wasted fuel into energy."

Burning the diesel more completely reduces carbon buildup in an engine for longer engine life. It also cleans up the exhaust.

Ridgeway says, "When you put a pencil to it, you'll be surprised how quickly it pays for itself in fuel savings and extra power."

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Reader Inquiry No. 106

Homemade Penetrating Oil

Mixing kerosene and automatic transmission fluid together in a 50-50 mix produces a low-cost penetrating oil, says Bill Burlew of Savona, N.Y., who has successfully used the idea for years.

He pours the two fluids into an old dish-washing soap squeeze bottle, which holds about 1 1/2 pints of liquid.

"I call it jungle juice. It's super stuff and

works as well or better than the high-dollar penetrating oils on the market that cost up to \$15 per can," says Burlew. "My total cost per bottle is no more than \$2. The kerosene breaks down the viscosity of the transmission fluid and allows it to penetrate easier. If you want you can use diesel fuel instead of kerosene.

"I came up with the idea one day when I

ran out of penetrating oil. I didn't want to drive to town so I thought I'd give this idea a try. I've used it on stuff that was rusted all to heck, such as when I took the seats out of a van. The bolts were so rusty that when I tried turning them they just made a screeching noise. After I applied some of my homemade penetrating oil I had no problem loosening the bolts."