



A lot of rubber on this tire, used on a pulling tractor, was removed with a hot knife prior to grinding of the lugs. Operator is simulating lug grinding.

#### PUTS NEW LIFE INTO OLDER TIRES

## Grinder "Sharpens" Worn Tractor Tires

"It puts new life into worn tractor tires," says the manufacturer of a new tire-grinding device.

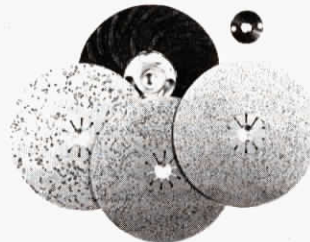
The practice of grinding tires has caught on among tractor-pulling enthusiasts who claim sharp tires count as much as driving skill. For less than \$50, you can get a do-it-yourself tire grinding kit to put the same extra "edge" on the worn tires of tractors you use in the field.

"To anyone involved with tractor pulling, tire grinding makes a lot of sense," explains Ed Kurtz, marketing director for Runco Mfg., Geneva, Ill. "When a fraction of an inch can mean the difference between winning or losing, drivers competing in tractor pulling contests are after every edge they can find."

Kurtz points out that the disks are made of tough tungsten carbide grit bonded to steel. They're special made and freely cut rubber without gumming up. The same grinding disks are used in making white sidewall tires. The Tunco tire-grinding kit includes extra coarse, coarse and medium 7 in. sharpening disks, backing pads and a locking nut.

The disks are designed for use with any standard 5,000 rpm portable grinder. The kit itself sells for \$42.50.

Kurtz notes that no special skill is required for grinding tires. He says he hasn't heard any negative comments



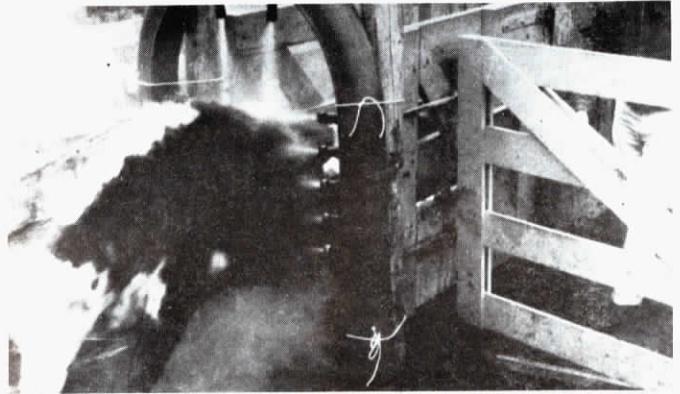
Lug-grinding disks are made of tungsten carbide grit bonded to steel.

on tire grinding from tire manufacturers or other sources.

"Tractor pulling enthusiasts tell us it makes the difference between bringing home trophies and top purses, and just being there," explains Kurtz.

"I see no reason why this tire-grinding idea wouldn't improve pulling power on a tractor being used in the field to plow, disk, plant or whatever."

Joe Mahoney, owner of Mahoney Equipment, Russell, Kan., agrees: "It's a new idea and not many farmers know about it. It would be quite a job to grind the lugs on a badly worn tire but one grinding would probably last



Patented spray head discharges atomized spray which covers animals from head to tail, back to belly.

#### USES 50% LESS CHEMICAL

## Waterless Sprayer For Livestock

"It virtually eliminates the need for dipping, except in the case of scabies," says the manufacturer of Sprayfoil, a new "waterless" sprayer for beef and dairy cattle, sheep or hogs.

The revolutionary sprayer uses air as a carrier instead of water. "It'll treat 25 to 30 head per minute, and saves up to 50% on chemicals costs," says Zack Wipf, sales manager for D & W Construction, Sioux Falls, S. Dak., manufacturer of the new Sprayfoil.

The unit's patented spray head discharges an atomized spray which completely covers the animal from head to tail, back to belly. "Insecticide is blown at high speed which lifts and fluffs the hair, completely covering all skin on the animal. Since air is used as the carrier, rather than water, animals do not become wet, allowing year-around treatment for lice and similar pests," Wipf explains.

The portable unit comes equipped with a 50 gal. tank with jet agitation to allow use of wettable powders, water soluble powders, or emulsified liquids.

Sprayfoil is portable, gets its own power from a gasoline engine, and comes equipped with a cannon-type



Portable unit comes with small arch for hogs and sheep and a larger arch for cattle.

attachment for space spraying around the yard, loafing sheds, barns, or for treating trees and shrubs.

Arches for treating livestock are available in two sizes — one for sheep and hogs, and a larger arch for beef and dairy cattle. Suggested list price of the Sprayfoil is \$3,580, including a 16 hp. Briggs and Stratton engine and your choice of the small or large arch.

For more details, contact: FARM SHOW Followup, D & W Construction, Zack Wipf, Sales Manager, P.O. Box 834, Sioux Falls, S. Dak. 57101 (ph. 605 336-0435).

a season or two. Except for the labor, it wouldn't cost much to try the tire-grinding idea and I can't see how it would hurt a farmer's tractor tire in any way."

Mahoney notes that in tractor pulling, the tire can spin at the equivalent of 50 mph within 20 ft. of the starting line. Because of this extreme wear and tear, most tractor-pull drivers grind the lugs between every two or three pulls.

"You can grind tires most farmers would consider too worn to save and get half a lug or better of new wear," says Dale Wagoner, or Lawler, Iowa. "It's not an easy job — I've spent up to 18 hours grinding one big tire on a

pulling tractor," he told FARM SHOW. "On a regular field tractor, one grinding would probably last for a year or two. I haven't gotten around to do it on my field tractors but I think it would be worth trying."

For Dale, tire grinding is standard procedure on his pulling tractors. He's got three of them, including a new one he'll be introducing this fall that's equipped with a V-12 Allison aircraft engine that boasts right at 2000 hp.

If you'd like to get a tire grinding kit to experiment, contact: FARM SHOW Followup, Tunco Mfg., Box 304, Geneva, Ill. 60134 (ph. 312 232-7894).