

Reader Letters

Editor's Note: As reported in our last issue, "combine expert" Ray Stueckle passed away last May 30 after suffering a massive heart attack at his home in Caldwell, Idaho. Thousands of farmers throughout the U.S. and Canada operate machines that have been "Stuecklized" according to Ray's recommendations. His do-it-yourself books, which are still available, have been big sellers. In the following letter, Ray's wife Arline addresses several problems that have cropped up during the past few months.

A recent article in SUCCESSFUL FARMING magazine contained several factual errors about combine modifications as recommended by my husband, Ray Stueckle. The article dredged up a 6-year-old argument with the Prairie Agricultural Machinery Institute (PAMI), an agency that evaluates farm machinery for Canadian farmers. In addition to many other inaccuracies, the article quoted Ray as saying that "faulty combine design costs farmers millions of dollars in crop losses every year". Ray never said this. He did say that poor quality control by combine manufacturers is the cause of many harvesting headaches and he spent 20 years teaching farmers how to adjust machines to compensate for these problems.

The article also stated, based on 6-year-old information, that PAMI researchers had found that none of Ray's modifications improve combine performance. Anyone who would have checked with PAMI would have gotten a completely different story. Since that original report, PAMI researchers have come to "see the light" concerning many of Ray's recommendations and most farmers find that they can increase the resale value of their machines by following Ray's advice.

Finally, the SUCCESSFUL FARMING article stated that Ray lived in Colfax, Was. We have actually been residents of Caldwell, Idaho for several years.

We have also had trouble recently with people who have begun to conduct unauthorized Ray Stueckle Combine Clinics around the country. We have never given permission to anyone to use Ray's name and no one is authorized to give such combine clinics, although several good companies do sell "Stuecklized" replacement parts.

Arline Stueckle
Box 1323,
Caldwell, Idaho 83605
(ph 208 459-1508).

I find your magazine very interesting, particularly stories about farmers who put diesel engines in gas-powered pickups. I sell wrecked Chevrolet and Ford pickups that have 6.2 and 6.9L diesel engines in them. Although the pickups themselves have been totalled, the engines and many of the component parts are still in perfect running order. The advantage of pulling an engine from a totalled pickup is that you

also get all the wiring and heavier springs needed, as well as the transmission, rear end, and other extra miscellaneous parts. Of course, there are some parts you would still have to buy, such as the radiator, since they're almost always wrecked in the accident.

I sell complete wrecked trucks for about the same price that most wrecking yards sell the engine alone.

Leroy Nissley
Leroy's Shop
Rt. 1, Box 11
Casey, Creek, Ky. 42723
(ph 606 787-6186).

Your paper is great. I had looked all over for a farm-sized oat huller, with no luck, when we finally wrote to FARM SHOW. Just one mention (Reader Letters, Vol. 9, No. 2) brought three replies. We had a very enjoyable trip to Wisconsin to get one and made some new friends. The manufacturer of the oat huller, William Galloway & Sons, Waterloo, Iowa, appears to be out of business.

Tom Cassan
Rt. 5
Dundalk, Ontario

Every time I apply the brakes on my 1971 Deere 2520 tractor the wheels snap and grab and it sounds like the rear end is going to smash apart. Also, when the clutch is pushed in more than 15 seconds, there is a complete loss of the entire hydraulic system. To get hydraulic pressure back, the tractor has to be placed in park with the clutch out and run until the oil pumps from the rear end up to the front pump. We've taken the tractor to four different Deere dealers and they've all taken it apart but cannot find the cause. I would appreciate any help from your readers. In other ways this has been a good tractor.

Bruce Avery
Box 317A
W. Topsham, Vt 05086

Thank you for your recent article (Vol. 9, No. 3) about the growing numbers of farmers raising canola (rape seed) in the U.S. We have had tremendous response from farmers throughout the U.S. interested in information about our new warm climate variety for southern and northwestern states.

As a followup, we would like to let all your readers know that we have now entered into a marketing agreement with Japan's largest grain trading company, Mitsui (USA). Japan is the largest importer of canola worldwide and each year their imports are increasing. Our new variety meets strict Japanese import standards. Now that we have firm market commitments, we're looking for even more growers for the fall, 1985, seeding.

Jim Hansen
Canola, Inc.
P.O. Box 16980
Memphis, Tenn. 38186
(ph 901 396-2004)

FARM SHOW is a magazine that I really like. It fascinates me to see the

new products that people come up with. However, in the Vol. 9, No. 4 issue there was an article about personalized toilet paper. What a disgrace to treat the leaders of our country in a way like this! Greatness does not come from such a low moral character such as this. To keep FARM SHOW a great magazine and to do your part in not demoralizing our country, I would encourage you not to print such articles that will help run people down such as this one.

Ervin Miller
Milford, Neb.

Thanks for your article in the last issue of FARM SHOW (vol. 9, No. 4) on our new husking collars for New Idea corn pickers that prevent husking bed plug-ups. The article was fine but, unfortunately, the phone number was incorrect. Our correct phone number is 317 987-7984.

Tom White
White's Welding Shop
Rt. 1
Straughn, Ind. 47387

Could any FARM SHOW readers help us find blueprints and an owner's manual for a 1962 17 by 40 Harvestore Silo?

Harriet Hinds
Stratford, Iowa 50249

I have been a Canadian subscriber to FARM SHOW for the past several years. It's the one magazine I read that really excites me. Most people read when they are relaxing and I'm no different but as I read FARM SHOW my mind becomes very stimulated, reading about new ideas and inventions, and it's difficult to put the paper down.

Jim Anderson
Rimbey, Alberta

We like FARM SHOW very much and never discard an issue. Keep up the good work! Really nice to get a publication without advertising. Thanks for an interesting farm magazine.

Ken Gadd
Moose Jaw, Sask.

I'm very pleased with FARM SHOW because it represents my way of life and thinking. I would like to know if anyone has ever built a combine with a baler on the back to bale up straw as you harvest. I live in a mixed farming and livestock area and could really use this type of whole-crop harvesting machine. The straw, if baled on the combine, would be of better quality for feeding and bedding because of its freshness. Would save at least two weeks or more of extra work every harvest and avoid the risk of bad weather.

Gisli L. Bjornson
Innisfail, Alberta
TOM 1A0 Canada

After reading a friend's copy of FARM SHOW two years ago, I subscribed right away. We have just finished a one-week holiday in the United States and found that Canadian and U.S. farmers have many identical problems and solutions. That's why I'm buying a three-year subscription to your magazine. It has proven to be a "labor-saver" for us many times over. It's worth its weight in gold and I don't hesitate to say it is, by far, my best buy. Keep up the dedication and good work that you do.

Jim Howes
Dundalk, Ontario

Automatic Header Lock

"It could save your life" says Harold Fratzke, Cottonwood, Minn., about the automatic header lock that he designed for his combines. His header lock kit is now on the market from K&M Mfg., Renville, Minn.

"Instead of trying to climb between the header and the combine wheel to lock the header cylinder in the up position, the header locks automatically when it's raised to full height. You can safely be under it and not worry about the hose breaking, or the header falling, and I can release the lock by pulling a lever in the cab."

Fratzke says installation was simple. He welded a 3/8-in. rod to the end of the existing header lock and then

ran it up and into the cab. He had to drill just one hole in the cab.

"Most guys don't lock the header because you have to do it from the ground. This makes it easy," says Fratzke.

At this time K&M makes the header lock to fit Gleaner, L, L1, L2, M, M1, and M2 combines. They plan to fit it other combines in the near future. The do-it-yourself kit sells for \$29.95.

For more information, contact: FARM SHOW Followup, K&M Manufacturing Co., Renville, Minn. 56284 (ph toll-free 800 328-1752 or, in Minn. 800 992-1702).