Reader Letters

I appreciate the fact that FARM SHOW mentioned my tire-turning machine in a story concerning tractor tire feed bunks in the last issue (Vol. 8, No. 5). However, the story contains a serious error of fact.

The story mentions that Lavern Hass, of Wisner, Neb., was unable to get a patent but has worked out a licensing agreement with Hilt Tire Feedbunk Inc. to continue turning tires. This is in error. To my knowledge, Mr. Hass does not have a patent and no licensing agreement, or any other agreement, has been worked out by Hilt Tire Feedbunk Inc. to authorize Mr. Hass to turn tires.

Please be advised that Hilt Tire Feedbunk Inc. holds a patent on the tire-turning process and no one in the midwest area — including Iowa, Nebraska, Kansas and surrounding states — has a licensing agreement from Hilt Tire Feedbunk Inc.

Merlyn Hilt, Owner
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I have read the statements published in FARM SHOW's last issue (Vol. 8, No. 5) written by A. Prestin, Wenona, Ill.

The statements in print describing Riley bucket elevators are totally false in every respect. The statement about delivery was totally false. The equipment was picked up by Tim Prestin, son of A. Prestin and the Prestin Farm Supply truck driver, on the day after notification to pick up was issued by Riley Equipment. Everything was shipped as per signed order from Prestin Farm Supply and delivery shipping form was signed by Tim Prestin. Tim Prestin received the equipment ordered by Prestin Farm Supply. A check was issued when each load was picked up. The last check for the last load was returned — no payment. A lien was filed immediately when the check was not made good. Lien foreclosure proceedings followed. When the equipment was put in use, a Dodge gear box became defective soon after use. It was reported defective by A. Prestin and, even though Prestin Farm Supply was a dealer for Riley Equipment and was issued a dealer discount, and should have been responsible for service on all equipment purchased as a dealer to resell to customers, Riley Equipment did deliver by automobile the Dodge gear box (the same day the defect was reported). Riley personnel had to go back another trip at a later date to recover the defective gear box. Prestin Farm Supply did not return it to Riley Equipment for credit as a dealer is required to do. At this time Prestin Farm Supply was cancelled as a dealer for Riley products.

Mr. Prestin states that the equipment was made of very weak tin. The truth is that the gauge of metal for the elevator is 10 gauge for the boot, 14 gauge trunking and 12 gauge for the head is equal to the very heaviest in the grain handling industry and two gauges heavier than most of the major manufacturers in the industry. If you will check specifications you will find many manufacturers use 16 gauge trunking and 14 gauge metal for their heads.

Mr. Prestin states that the head on the bucket elevator caused grinding of grain. Mr. Prestin is the only customer to complain of any problem with Riley Equipment's design and there was not then or now any problems with the design of our head. An elevator delivers what you put into it at the boot. If you put ground corn in you will get ground corn out. Riley's operating speed is as slow or fast as all other manufacturers. If you will check, you will find that 65 RPM for a 30 in. head pulley is very common in the grain industry. The head dimensions used by Riley Equipment are also very common.

Mr. Prestin's comment, "Riley Equipment distributors are a joke" appears in your magazine. Riley Equipment distributors are used by many other competitive manufacturers as well as all major grain companies and farms all over the world. Riley Equipment is very proud of the performance of its distributors and bucket elevators which are in service on farms, elevators and terminals throughout the United States. Many large terminals specify Riley Equipment when designing ports or terminals. A list of users is available to you at any time.

The two bucket elevators installed by Prestin Farm Supply on a Prestin farm were used for one year or more when Mr. Prestin reported to his insurance company that a tornado destroyed the bucket elevators and grain bins. A check was delivered to A. Prestin from his insurance company for full payment of the damage to Riley Equipment bucket elevators and grain bins for damage caused by tornado winds. Complete documentation of this notice is on file at the Knox County Court House, Vincennes, Ind., or available from the office of Sturm & Smith, Attorneys at Law.

If you wish to print this letter in its entirety in your publication I will consider your effort to print the facts as they are. Charles G. Riley, President, Riley Equipment Inc., Vincennes, Ind. Riley Equipment cannot and will not tolerate total false reports published by any customer in any magazine or paper.

Charles G. Riley,
President
Riley Equipment Inc.
Vincennes, Ind.

Judging from the great number of calls I have received this past summer and fall from owners who have purchased them, I would have to say that the new John Deere fan changeover kit is definitely not among their "best buys."

The calls didn't surprise me too much, because the first time I looked at the fan kit and took some measurements, I could see that it was not really an improvement over the old fan.

I thought FARM SHOW readers might be interested in the reason for my saying the fan kit does not represent an improvement over the old fan. Those who purchased this kit, or an 84 John Deere combine, might also want to know how to correct the problem.

The intake of a fan is the circle formed by the inside edge of the fan blade, regardless of the size of the hole cut in the side of the combine — as long as the hole in the side of combine is at least as large as the circle formed by the inside edge of the blades. To increase the intake, the circle has to be increased, either by sliding the fan blades out to a larger diameter or cutting some off the fan blades on the inside edge. The speed of the air will always be the speed of the outside edge of the blade, which is controlled by the rpms of the fan, regardless of how much intake you have. The position of the air where it strikes the sieve is controlled by how close the fan blade is to the bottom of the fan housing.

At no time can you ever use a deflector board — whether it be vertical or horizontal in any combine in any crop — to take the air and put it in one place, without creating a downdraft where the air was removed. Remember, at no time can a chaffer "beard up" as long as it has air in that spot. A good question is, how can you get chaff in your tank when it only takes a breath of air to blow chaff?

Because the intake of the 6600, 7700, and 8800 series is practically the same, but the discharge keeps getting wider on the bigger machines, the problems are more noticeable on the big Deere machines than the smaller ones. Therefore, most of the calls came from owners of the larger machines. Most of the Deere owners who called me said they were losing lots of grain from the center of the sieve and also had chaff in the tank.

If you have an '84 combine or a new fan kit in your combine, all is not lost. It is relatively inexpensive to correct the problem. Move the fan blades out exactly ⅜ in. This will give a ¾ in. larger diameter than there was originally, which actually amounts to 21½ sq. in. more intake. This has increased the volume of air. At the same time, the fan blade is now ⅜ in. closer to the bottom. This will put the air farther back on the chaffer or top sieve. If this causes you to have less than 3/16 in. at the cut-off point, slot the holes and slide the fan bracket forward until you have at least 3/16 in. between the fan blade and the cut-off point.

The divider boards in the bottom of the fan throat are deflector boards and the only place they could possibly be run would be parallel to the fan throat. They would then be neutral and of no value; therefore, remove these boards. It is not necessary to plug the holes where they were removed.

Because you have moved the blades out ⅜ in. farther and put the air farther back, the front of the lower sieve is too high and is keeping the air from getting to the back two-thirds of the chaffer. I suggest you remove the little side railing that supports the lower sieve and drop the front of the lower sieve down exactly 1½ in. from the center of the oblong hole or bottom hole in the front only. This will eliminate all return.

If it were my combine,I would definitely shorten the fan bracket that holds the fan shaft and is bolted to the top of the main frame. This should be shortened exactly ½ in. This will drop the fan shaft in the fan housing ½ in. Do not run the fan in this position because it will put all the air to the back and remove it from the front. Instead, put four ⅛ in. shims between the fan bracket and the frame, and put the fan shaft exactly where it was. Now, you have a tool to allow you to move the air fore and aft on the chaffer. This does not change the volume of air, nor does it change the speed of the air, but it definitely controls the position of the air. For every ⅛ in shim you remove from between the fan bracket and the frame, you will move the air approximately 8 in. back on the chaffer. So far these changes have eliminated chaff in the tank and all return (providing the return was not caused by whitecaps or unthreshed heads). Needless to say, it also eliminates the loss over the center of the chaffer.

Ray Stueckle
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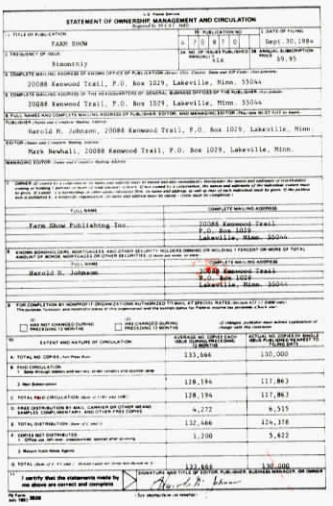
I certainly enjoy FARM SHOW. What a relief to see a farm publication not drowning in chemical ads and boastful truck and tractor ads which are long on hoopla and short on truthful information!

I have two Allis Chalmers model "B" tractors and a John Deere model "MC", all three from 1950 or so. Both models, and at least one other, a Ford tractor from that vintage, used tapered splines in the rear wheels to hold the wheels on the axle. The wheel splines matched opposing splines on the axle.

These wheels splines were apt to wear, especially if the lock nuts weren't kept tight. I used to be able to buy the spline inserts separately for a few dollars, but I can't find a source for them now, although there must be literally millions of tractors still around using them.

Can any FARM SHOW readers help?

R.F. Meyerowitz
R.R. 1, Grand River, Nova Scotia


STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

1. TITLE OF PUBLICATION: FARM SHOW
2. DATE OF FILING: Sept. 30,198x
3. FREQUENCY OF ISSUE: Bimonthly
4. NO. OF ISSUES PUBLISHED ANNUALLY: 6
5. ANNUAL SUBSCRIPTION PRICE: $9.95
6. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION: 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. 55044
7. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHER: 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. 55044
8. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR: Publisher: Harold R. Johnson, 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. Editor: Mark Newhall, 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. Managing Editor: None
9. OWNER: Farm Show Publishing Inc., 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. 55044; Harold R. Johnson, 20088 Kenwood Trail, P.O. Box 1029, Lakeville, Minn. 55044
10. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES: None
11. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES: Not applicable
12. (Not applicable)

EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES (Net Press Run)	133,066	130,000
B. PAID CIRCULATION		
1. Sales through dealers and carriers, street vendors and counter sales	128,194	117,863
2. Mail Subscription		
C. TOTAL PAID CIRCULATION (Sum of 10B1 and 10B2)	128,194	117,863
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	4,272	4,515
E. TOTAL DISTRIBUTION (Sum of C and D)	132,466	124,378
F. COPIES NOT DISTRIBUTED		
1. Office use, left over, unaccounted, spoiled after printing	1,200	5,622
2. Return from News Agents		
G. TOTAL (Sum of E, F1 and 2 - should equal net press run shown in A)	133,666	130,000

11. I certify that the statements made by me above are correct and complete. Harold R. Johnson

8-6- FARM SHOW □ 15