

# Reader Letters

FARM SHOW's recent report on using cow magnets to increase gas mileage (Vol. 4, No. 6, 1980) caught my eye. I wanted to know if the "increased gas mileage" claims were due to the magnets, or to driving habits, so I ran a test under conditions where driving habits were held as constant as possible.

The car was a 1976 Buick Skylark with a 231 V-6 and automatic transmission, radial tires and unleaded gas. I got 22.9 miles without the magnets, and 22.1 miles with the magnets.

It is obvious that under these conditions the magnets have absolutely no effect on gas mileage. One can only conclude that claims of "5 to 7 miles per gal." are due entirely to driving habits.

I applaud FARM SHOW for publicizing new products for the farm. I would like to see more independent testing of some of the claims some manufacturers are making for their products.

William Lazarus  
Graduate Student  
Dept. of AgEcon  
University of Illinois  
Urbana, Ill.

We are in receipt of your last issue of FARM SHOW which, on page 4, gives University of Minnesota test results on our ShurGro fertilizer. As this report is misleading for several reasons, we would appreciate clarification.

1. We were not contacted by the University about the grade of fertilizer they were going to use.

2. We have no soil test report on these plots.

3. We were not contacted regarding tillage, insect or weed control.

4. We discovered inadvertently that a test was being run and we requested that we be notified when the yield check was to be made. However, we never were contacted regarding same.

We know that this was not a proper test of our fertilizer and we feel that it was run only to discredit ours and others.

Our current farm blends all qualify as commercial fertilizers by grade, and are still made with natural and organic ingredients.

The blend you referred to in your article was discontinued in 1976 (Booster Blend 6-2-1). Our reputation has been damaged by your article and we feel we have a right to our say.

Delmer C. Bunke, President  
Canton Mills  
Minnesota City, Minn.

After reading the letter in your last issue (Vol. 5, No. 1) from the reader who claimed he had been overcharged when he bought a White Farm Equipment Kwik-Cut Cutterbar from Wyatt Farm Center in Wyatt, Ind., I had to sit down and write you.

I noticed the reader was located only about 60 mi. from them. I traveled almost 200 mi. to have an installation done by Wyatt Farm Center and they did it perfectly, to say the least. The reader also complained the price included installation cost. Why didn't he just take advantage of it? He said the unit could be purchased at any White dealer for about \$400 cheaper. Maybe

this is so, but, first of all, if he would have looked last fall I don't think he could have bought a cutterbar from White, as dealers were not able to get them. Secondly, it was not only a matter of getting the parts but of adapting them to the various makes of combines. Wyatt Farm Center spent time developing the parts and expertise needed to adapt the Kwik-Cut to other combines. Without their many small modifications, would it have worked right? Turning a John Deere 218 rigid platform into a flexible floating Kwik-Cut takes some experience! Try getting it from just any White dealer!

I was treated fair and square at Wyatt Farm Center — the guys there are the best. Also, keep FARM SHOW coming to my mailbox. I read every issue front to back.

John Good  
Bellevue, Ohio

The story you ran on us a year ago is still drawing requests for more information on our new club for owners of old Ford tractors.

Since your FARM SHOW report, our newsletter has grown into a magazine. I have mailed out thousands of copies to your readers. People really read FARM SHOW.

We would be glad to send a sample copy of our magazine to anyone interested in the "Ford 2N, 8N and 9N Preservation Society." Please send a business size self-addressed stamped envelope with your request.

J. Todd Miles  
Graystone Farm  
Milbury, Mass. 01527

We have received many letters and phone calls from farmers who read FARM SHOW's report (Vol. 5, No. 1) on our "Black Box" grain loss monitor for combines. For some reason, the story had the wrong phone number. The number listed is for a neighbor so all calls coming to him were forwarded to us. The correct number is 306-445-5602.

Richard Bartko  
Route 1  
North Battleford  
Sask., Canada

I don't put much confidence in the "report card" on soil additives mentioned in the last issue of FARM SHOW.

NaChurs fertilizer is not sold as a miracle soil conditioner, inoculant or additive. It is sold as a fertilizer — as a complete system of fertilizing crops. And, on any crop, such as corn, more than 3 gal. per acre would have to be used.

If the North Dakota experiment station used only 3 gal., it shows they do not follow the complete NaChurs recommended procedure.

I wonder why our experiment stations do not run a scientifically controlled test using NaChurs as recommended by the factory?

James Jackson  
Carlyle, Ind.

I recently received my first issue of FARM SHOW. As a former farm boy, I enjoyed it very much. As a mechanical

engineer working in the field of propulsion and power, however, I would like to comment on one article in that issue which dealt with a water-powered car developed by a New Zealand inventor.

I gather that the gentleman from New Zealand proposes to fuel the car with hydrogen obtained by electrolyzing water with electric power from the car's alternator. If this is so, he is indeed attempting a perpetual motion machine. Here's why:

When a pound of hydrogen is burned, it yields some 60,000 btu's of energy. It takes exactly the same amount of energy to obtain a pound of hydrogen by electrolyzing water. Therefore, even if the car engine were 100% efficient, it could generate only enough power to replace the fuel it consumed. In other words, every pound of fuel created would require a pound of fuel to be burned. The same argument holds for any fuel and any kind of engine.

Kervyn Mach  
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In one of the first issues of FARM SHOW which I received, I read an article about Clarence Trimpe, Junction US 31 and 50, Seymour, Indiana. He rebuilds combine rasp bars.

I sent a set of rasp bars to him and got them back in time to try them in the 1980 harvest. I cut 1,100 acres of wheat with one combine, using the rasp bars he rebuilt by removing every other rasp and hard surfacing the remaining rasps. I checked them after harvest. They were as good as when I put them in. They don't pulverize the straw either, like my other two combines, using conventional rasp bars. Trimpe's bars also saved wheat and used less power. I'm completely satisfied and have told many others here in this area about Trimpe's rebuilt rasp bars.

I tell everyone about your informative FARM SHOW magazine. I read it cover to cover.

William Schuenig  
Pendleton, Oregon

Because so many farmers asked for it, we had our attorney write up a letter explaining, in layman's language, the details of filing for bankruptcy under Chapter 11. We feel that, based on our own experience, this information could be helpful in saving someone's farm.

We were blessed in the fact that our attorneys cared enough and were honest and schooled themselves in preparation for our situation in which we filed for bankruptcy under Chapter 11.

We would be happy to send copies of this 4-page letter describing Chapter 11 from our attorney John F. Simmons, of Wright and Simmons, Box 629, Scottsbluff, Neb. All we ask is that your FARM SHOW readers enclose \$1 to cover our cost of having the letter xeroxed and for postage. Here, from the letter, are some of the key features of Chapter 11 which Simmons describes:

"Chapter 11 used to be reserved for corporations only but it is now legally possible for an individual debtor or a partnership, as well as a corporation, to

## "Best Tractor Ever"

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being used by another farmer in this area," says Louis Riou, Arborfield, Sask. "It had the lowest upkeep cost of any tractor we ever owned. It used only 1½ gals. of fuel per hour average. Excellent traction, was ruggedly built and very durable."

**International 1952 Farmall "M"** — "This tractor had looks and performance surpassed by none and is still proving its reliability after 28 years," says Walter Clavelle, of Plunkett, Sask.

**International 1967 "706"** — "This was one of the last models to have a fast hitch on it and it wasn't in the shop one time for any mechanical failures during the ten years we owned it," reports Ronald Naeger, St. Mary's, Mo., about his favorite tractor.

**Deere 1954 "70"** — "I can't recall ever leaving the field because of a malfunction of this tractor," says Don Paul of Tyndall, S. DSak. "It's indestructible, economical and handy. Repair has been very minimal. I still put around 1000 hrs. a year on it."

**Deere 1959 "730"** — "We own two '730's'. One is row crop and the other a standard. We finally overhauled both of them at about 10,000 hrs. Excellent handling for a tractor of that vintage. They were both primary tractors on our farm until 1968," reports Steve Overmiller, of Smith Center, Kan.

**Deere 1967 "2510-D"** — "The utility tractor Deere builds now can't match it," says Kenneth Houck of Delia, Kan., about his "best ever" Deere. "It was the most dependable tractor I ever owned. Used little fuel, was a pleasure to run and started better in cold weather than most gas tractors. Most of the time I used it with a No. 47 Deere loader."

reorganize. The idea of a reorganization is to get the creditors off the debtor's back so that the business can continue to operate."

"Another thing that is legally possible under Chapter 11 is for the Court to rearrange liens and release some property from liens. This might be particularly valuable in the farm situation where the creditor might very well have the legal power to take the entire proceeds of a farmer's crop, leaving the farmer nothing to continue operations with . . . it is legally possible for the debtor to stay in possession of all his assets and continue to operate them more or less as he did before."

"The heart of a Chapter 11 proceeding is what is called a plan or reorganization. Simply stated, a plan is nothing more than a proposal for how the debtor plans to pay his bills. It does not necessarily have to provide for full payment to everyone."

Mrs. Arthur Heim  
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