

DASH MOUNTED SPITTOON TIES INTO WINDSHIELD WASHER FOR FLUSHING

New "Cowboy Cuspidor" For Tobacco Chewers

It's new! It flushes! It's the new "Cowboy Cuspidor" — a handy spittoon that installs on the dash of your car, pickup, truck, or cab-equipped tractor!

The Cowboy Cuspidor is a poly propylene cup shaped like a coffee mug with a lid. Attached to the cup are 2 vinyl hoses. One hose hangs around the vehicle frame and drains the chew onto the highway or ground below. The smaller hose ties into the windshield washer hose to provide water for cleaning the cuspidor. To flush the unit, you just push the windshield wiper wash button. This will send water through the system to flush out the chew.

To install the unit, you need to attach a bracket to the dash for the cup, and punch or drill 2 holes in the firewall for hoses.

One 5/8 in. and one 3/8 in. hole are needed. Grommets are provided for neat installation.

The Cowboy Cuspidor sells for \$39.95. Color choices are tan, walnut, cherry, mahogany, black and blue.

For more information, contact: FARM SHOW Followup, Cowboy Cuspidor, 8050 Mansfield Road, Shreveport, La. 71108 (ph 318 688-9466).

"REVERSED" 3-SPEED CREATES OVERDRIVE

Add-On Transmission Doubles Pickup Mileage

Wesley Coats doubled the gas mileage of his 1975 Chevy pickup by connecting a 3-speed transmission to the existing transmission of his truck, creating three overdrive speeds that "take the pressure off" his engine.

"My pickup now gets double the gas mileage and it only cost me \$50 to do it," says Coats of Boise City, Okla., noting that the idea should work on any farm pickup. Here's how he did it:

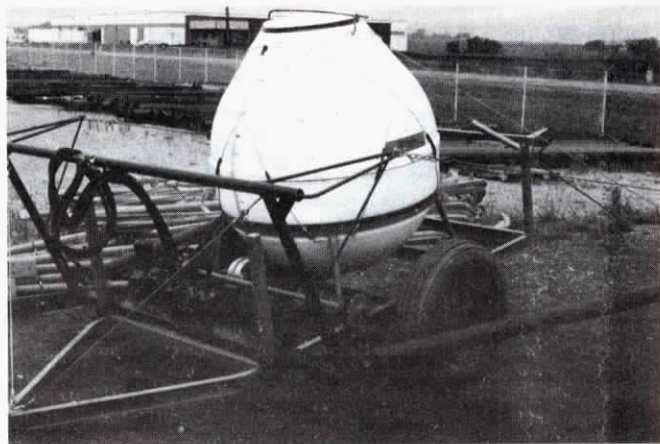
First, he found a used 3-speed transmission. Any make will do, and you can even use a 4-speed, although it will be harder to adapt. The second step was to turn the three-speed around and bolt it backwards to the transmission on his existing truck.

Third, he connected the two transmissions by a shaft and cut the existing truck driveshaft, refastening it to the now-attached 3-speed.

The 3-speed shifts normally from the cab, except that the gears are in the reverse position because it is installed backwards. Third gear is first gear, and so on.

"The 3-speed overrides the existing transmission. Third gear is not noticeable but second gear acts as an overdrive and first gear is a super overdrive in any gear," Coats explains.

He says the idea has worked without a hitch on his automatic 350 cu. in. Chevy pickup and will work on either manual or automatic transmis-



Regardless of the speed traveled, application rate remains the same.

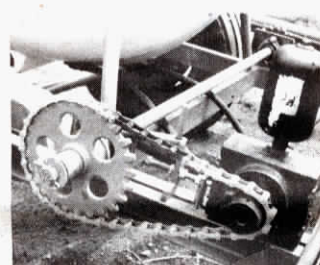
IT'S SELF-CALIBRATING AND HAS NO COMPLICATED ELECTRONIC CONTROLS

Wheel-Driven Sprayer New From Australia

Heading in the opposite direction from most North American manufacturers, an Australian company has eliminated complicated electronics in a new field sprayer, opting instead for the simplicity of a wheel-driven, sprocket-controlled system, that requires no calibration by the operator.

Called the Jetstream and imported by Edney Distributing Co., of Huron, S. Dak., the sprayer makes use of the same ground-drive metering concept used for years on seed drills. Regardless of the speed traveled, the application rate remains constant. The quick change of a single sprocket is all that's needed to change rates from 3.6 gal./acre up to 24 gal./acre. The sprocket, chain-driven by a fixed sprocket on a ground wheel, drives a shaft which powers the sprayer's positive displacement pump.

"No calibration is needed, other than changing the sprocket, and you can drive at any speed so even inexperienced help can spray without making major mistakes," says Duane Gramstead, Edney representative. He notes that the sprayer is built heavier



Fixed sprocket on ground wheel drives shaft which powers pump.

than most any sprayer on the North American market, with a large tubesteel boom and a heavy-duty trailer chassis.

The round fiberglass tank has agitator nozzles inside that'll agitate even when the sprayer is in transport. Chemical is filtered at six points in the sprayer, including a screen in the nozzles which pops out in seconds for cleaning.

Pump controls mount at the tractor seat. Sprayers are available in 40 and 60-ft. widths, and with 264 and 528 gal. tanks. Prices, respectively are \$3,430 and \$5,858. Harrow-mounted sprayers are also available.

A fire pumping unit for extinguishing spot fires is optional. There are 3 nozzle sizes for wide or narrow spray patterns.

For more information, contact: FARM SHOW Followup, Edney Distributing Co., Inc., Highway 14 East, Huron, S. Dak. 57350 (ph 605 352-8616).

sions. His truck, which never got much above 10 mph, now gets 20 mph.

"I spent \$50 to do the conversion but I already had an old 3-speed transmission to use that didn't cost me anything. After figuring out how to attach the two transmissions, I had to get used to driving the pickup this way. But, after several months, we think the idea works just fine."

Coats says he and his father, who originally had the idea for the dual transmission, would be willing to talk to FARM SHOW readers by phone about converting their own trucks. Contact: Wesley Coats, Boise City, Okl. (ph 405 426-2213).