



Power tire chains get you through slippery conditions with the flip of a switch.

Powered Tire Chains For Cars, Trucks

You've never seen anything like these powered tire chains that mount beside the front wheels on your pickup, car, or truck to get you through slippery conditions with the flip of a switch, says Onspot of North America, Inc., Stratford, Conn.

Six lengths of chain attach to a free-wheeling rotor that drops down against the bottom of each drive wheel when activated by an electric switch in the cab. Friction between the tire and rotor turns the chains.

"They give you the benefits of tire chains but you don't have to stop to put them on," says spokesman Ron Rosenbalm.

An air cylinder moves the chain rotor in and out.

"The chains work in both forward and reverse," says Rosenbalm. "They're easy

to mount on emergency vehicles, school buses, service or utility vehicles, etc., as well as trucks ranging from 1/2-ton pickups to semi tractors. The air cylinder can operate off the vehicle's onboard air system or a 12-volt compressed air kit. The chains aren't designed to be used in deep, untracked snow. They need a hard surface to bite into and don't work in mud unless there's only 1 or 2 inches of mud overlying hard ground. However, there's nothing like them for traction on ice."

Sells for \$1,395 without air compressor; \$1,760 with compressor. Installation cost is \$350 to \$650.

Contact: FARM SHOW Followup, Onspot of North America, Inc., 810 Access Road, Stratford, Ct. 06497 (ph 800 766-7768).



Massey 760 Hydro repowered with Cummins 903 cu. in., 320 hp V-8 out of Massey 4840 4-WD tractor.

"Souped Up" Combine Powered By Cummins

A lot of talk on the custom wheat harvesting circuit last year centered around a Massey combine souped up with what its owner claims may be the biggest engine ever installed in a combine.

"It's equivalent to putting a 350 cu. in. V-8 Chevy engine in a lawn tractor," says Marvin Helland, an Anamoose, N. Dak., custom cutter. "It has enough power and hydraulic capacity to last me far into the next century."

Helland repowered the 1978 Massey 760 V-8 Hydro with a Cummins 903 cu. in., 320 hp V-8 engine out of a Massey 4840 4-WD tractor.

Helland bought the combine for \$4,000 in 1993. In 1994, he replaced its 11-bar concave with a 12-bar concave out of a Massey 860 and lengthened its straw walkers 12 in., boosting capacity about 10%. He also repainted the machine, replacing the 760 decals with 860 decals.

Last year, he and his son Marvin, Jr., decided the only thing that limited the combine's potential was power. So they bought the big Cummins for \$500 from clients in South Dakota. They completely rebuilt the engine before installation.

"The Cummins was actually the perfect engine to replace the Perkins 540 cu. in.,



New electric mower is quiet, pollution-free, and requires almost no maintenance.

MOWS 2 TO 4 ACRES ON A SINGLE CHARGE

Battery-Powered Riding Mower

"It's an idea whose time has come," says inventor Newton Gingerich, Electric Tractor Corp., Baden, Ontario.

The front-wheel drive 9620 uses six 6-volt deep cycle batteries to power three direct-drive motors mounted on top of a 3-blade, 44-in. deck. It combines near-zero turn capability with the convenience of infinitely variable speed control. A joystick is used to steer the unit.

"It can be used with several different attachments, including a snowblower, blade (with springs and various angle settings), and wheelbarrow-type dumper," says Gingerich. "It runs quiet, is pollution-free, and requires almost no maintenance. There's no gas or oil to mess with, no noxious fumes, and no belts or pulleys to replace or adjust. You can mow two to four acres of lawn before the batteries need a recharge, depending on terrain and depth of cut. It takes about 5 1/2 hours to recharge the batteries. However, it takes only about one hour for the batteries to reach 90% of their top capacity. It costs about 50 cents (Canadian) to completely recharge the batteries.

"The blades are equipped with six free-wheeling, stainless steel blade tips that do a

fantastic job but don't throw rocks or get damaged by them. The deck tilts up making it easy to wash the blades. A quick-tach deck mount system equipped with a robotic arm is used to lift or lower the deck as well as other attachments. To switch attachments all you do is press a button. A 20-ft. retractable 110-volt cord on back of the tractor can be used to operate a weed or hedge trimmer and can be used to operate appliances or shop tools. The tractor's batteries can be also used as a power supply for appliances during a power blackout and can deliver up to 3 days worth of electricity. A gauge on the dash shows how much power is left in the batteries."

Sells for \$7,995 (Canadian) and has a 3-year warranty. Price includes batteries, battery recharger, and 600-watt inverter. The deck sells for \$1,695. Optional equipment includes a 1,500-watt inverter upgrade that sells for \$800; 44-in. snowblower for \$2,295; 44-in. blade for \$785, and wheelbarrow-type dumper for \$590.

Contact: FARM SHOW Followup, Electric Tractor Corp., 565 Snyder's Road East, Baden, Ontario, Canada N0B 1G0 (ph 519 634-8818).

160 hp V-8 that was in the combine," says Helland. "It was only about 1 in. wider, only 3 or 4 in. longer and higher, and weighed only about 300 lbs. more than the Perkins. Installing it was a piece of cake."

For the drive train, the men used a 19-in. long 1700 series driveshaft out of an over-the-road semi. It connects with a U-joint to a homemade solid shaft fitted with combine pulleys.

Next, they rebuilt the single pump hydraulic system into a dual pump system. The original pump now drives only the hydro, while a second 30 gpm pump controls the machine itself.

They moved the radiator from behind the cab to the right side of the machine, in front of the engine. That's so it's easier to work on the radiator, oil cooler, and air conditioning condenser.

A rotary screen off a Massey 8590 combine mounts in front of the radiator on a side panel that's hinged to swing open for easy access.

They replaced the worn sieves on the Massey with an air foil chaffer sieve off a 1680 Case-IH combine to increase capacity. That only required trimming the frame-

work off the air foil to fit the Massey. Grain tank extensions increase capacity from 200 to 240 bu., and they fitted the combine with home-built shallow-dished rims and 30.5 by 32-in. 12-ply tires to handle the extra weight.

They also replaced the Massey's original 90-gal. fuel tank with a 100-gal. aluminum fuel tank off a semi truck. They mounted it behind the grain tank instead of on the left side as the original had been.

"We relocated it to better balance the combine. Masseys were always a little heavy on the left side," Helland explains. "Plus, this way we have easier access to drive belts."

Finally, the Hellands added an additional exhaust stack to the combine and placed a Massey "9" decal in front of the model 860 so it reads "9860".

"It's got more power than I'll ever need," Marvin says, "and it uses less fuel than many of its competitors - about 8 gal. per hour."

The Hellands have about \$10,000 invested in the project.

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