



Combine's 150 hp diesel engine uses only 3 1/2 gal. of fuel per hour.

"IT GETS THE JOB DONE AS WELL AS A Fancier MACHINE," SAYS OWNER

Australian Farmer Loves His Chinese Combine

Ken Popple couldn't be more pleased with the no-frills Chinese-built combine he bought a couple of years ago. It replaced his previous Case/IH combine at a price that seemed too good to be true.

"It was \$60,000 cheaper than a U.S.-built machine," says Popple, who grows 2,500 acres of small grains, lupines, canola and canning peas near Beckom, New South Wales, Australia. "It's got the same basic components as better-known makes without the fancy extras you find on U.S.-built machines. It suits my purposes just fine.

"It's economical to run, using only 3 1/2 gal. of diesel per hour, compared with 5 1/2 with my old Case. Parts availability is no problem. As for durability, I'm sure it'll at least last until I retire in five years."

Popple's machine was the first Chinese-built combine ever sold in Australia. It's powered by a 150 hp engine and features a 20-ft. open finger reel header, a 4-ft. dia. cylinder, and five straw walkers. The belts and transmission are manufactured in China, but many other parts, like the engine, are made in Europe.

Because of Australia's drought last year, the combine saw little use. However, the first year he bought it, Popple harvested 800 acres of wheat and other crops with it.

The combine is imported from China by Armstrong Machinery, West Wyalong, New South Wales.

Contact: FARM SHOW Followup, K.J. Popple, "Hillside", Beckom, New South Wales, Australia 2665 (ph 69 782 325).

SHE SPORTS X-MAS LIGHTS

California Cow Gets Dressed Up For Holidays

Everyone puts Christmas lights on buildings, equipment, or trees, but did you ever consider putting them on your animals?

Leilani White of Ft. Bragg, Calif., did and her 8-year-old half-Hereford, half-Jersey cow is the talk of the town.

This past year the cow - named Pumpkin - sported a colorful array of Christmas lights topped off by a holly wreath. Pumpkin is a patient, good-natured animal that doesn't seem to mind donning the lights occasionally, notes White.

Pumpkin has another eye-catching outfit she wears on other occasions. It consists of a sesame seed bun hung over her back, with lettuce, cheese, pickle and tomato. Comes with fries, naturally.

When White started dressing her cow up in these and other outfits, it created so much interest she started a line of greeting cards with photos of Pumpkin on them. They sell for \$2 apiece plus 32 cents postage or a set of 10 for \$15 plus \$2 S&H.

Contact: FARM SHOW Followup, Cow Cards, P.O. Box 1852, Ft. Bragg, Calif. 95437-1852.



Pumpkin was decked out in a coat of lights for Christmas.



Pumpkin wore this "hamburger and fries" costume for Halloween.



Swather's wheels are fitted with 4-ft. wide paddle wheels that Deering made from the batts on the original swather reel.

SWATHER ENGINE AND HYDRAULICS POWER PADDLES THAT MOUNT ON REEL

Paddle Boat Made From Deere Swather

Hugh Deering, Murray, Ky., used Deere equipment all his life before he quit farming a few years ago and went to work for a local grain elevator.

Nowadays he still uses Deere equipment but in a different way. He converted a 10 1/2 by 31-ft. flatbed boat into a "John Deere" paddle boat by using components off an old Deere 2320 self-propelled swather. The swather's gas engine and hydraulic system power the wheels which are fitted with 4-ft. wide paddle wheels that Deering made from the batts on the original swather reel. The engine mounts behind the boat's cabin just ahead of the paddle wheels.

Made entirely of steel, the boat has no rudder. Instead, the paddles do the steering. They can be stopped or started independently and will even turn in opposite directions, which spins the boat around in its tracks. In other words, the boat steers like the original swather.

The boat is painted Deere green and yellow. Deering uses it to catch mussels in the nearby Tennessee river. At the front of the boat is a pair of 14-ft. long steel pipes fitted with a number of chains with hooks on them. An electric winch turns the pipes, lowering the hooks into the water. Then he chugs the boat along at a slow idle, catching mussels by dragging the chain hooks along the bottom of the river.

"The boat works great and draws a lot of attention," says Deering, who used the boat for the first time last March. "People wave and some stop to take photos. Most want to know if the boat is really powered by the Deere engine or if it's just for looks."

Deering moved the swather's frame and wheels to the back of the boat with the reel facing backward. He also moved the engine - a Chrysler 60 hp slant 6-cyl. industrial gas model - to the back of the boat and lengthened the driveshaft 4 ft. To make the paddle wheels he welded pairs of batts together side by side and welded them to steel support arms that he welded onto the wheels. The wheels have separate hydraulic motors mounted inside them just like on the original swather and are bolted onto the sides of a 5 by 10-ft. steel "float" at the back of the boat. The float compensates for the extra weight of the engine.

The swather's steering wheel and hydrostatic controls are mounted inside the cabin,



The engine - a Chrysler 60 hp slant 6-cyl. industrial gas model - mounts behind the boat's cabin just ahead of paddle wheels.



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with the hydraulic pump and reservoir under the cabin.

"It works better than I ever thought it would. I haven't had a bit of trouble with it," says Deering, who spent all of last winter making the conversion with help from friends.

"The boat is big and heavy because it's all steel. However, I don't need a lot of power because I don't need to go fast. My top speed is about 12 mph. I really like the variable speed hydrostatic transmission.

"The swather's 40-gal. gas tank is still under the hood. I added an extra 40-gal. gas tank in front of the boat to help counter balance the weight of the engine. A pair of sheet metal shields keep water from splashing onto the engine. I had to replace the swather's original steel hydraulic lines with rubber hoses which I had made at a local parts store. I spent about \$500 on them which was my biggest expense."

Contact: FARM SHOW Followup, Hugh Deering, Rt. 3, Box 283-Q, Murray, Ky. 42071 (ph 502 474-8384).