

Smörgåsbord

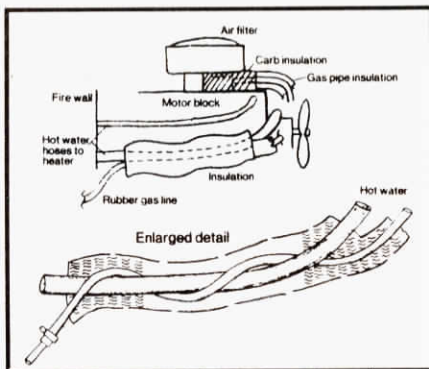


Harold Johnson
Editor

"Anybody can do it," said Andy Amerslav as he explained to me how he boosted gas mileage on his car a whopping 20% this winter. He took five feet of rubber gas hose, spliced it into the car's gas line, then wrapped about 2 ft. of the hose around the hot water hose going to the heater. He also wrapped fiberglass insulation around the carburetor. The idea: To heat gasoline before it reaches the carburetor.

"In winter, gasoline contracts in the cold metal gas tank, then shrinks further as it passes from the gas line and can be almost crystalized when it gets to the carburetor. This is one reason so many cars stop running in cold weather," Andy explains.

He suggests buying about 5 ft. of gasoline hose from an auto supply store, and clamps to splice it



into your regular gas line. Wrap a portion of the rubber gas hose around the heater hose, using about 1½ complete turns over a span of about 20 to 24 in. (you can't wrap it too many times or it will kink or have too many sharp turns in it). Tape the gas hose tight against the heater hose, then cover the both of them with a blanket of fiberglass insulation. Also, wrap fiberglass insulation around the carburetor. "You don't need the insulation during the summer months but it doesn't hurt anything so you can leave the complete hookup on the year around," Andy points out.

In testing his fuel-saving idea last December and January in his 6 cylinder Buick Sky Hawk, he averaged 13 mpg without the hookup, and 16.5 mpg with it. He went through 3 tankfuls of gasoline for each test.

"I have no patents and am not claiming any rights," he told FARM SHOW. "It's my contribution to the American people," says Amerslav, 60, who grew up in Czechoslovakia and returned to this country shortly before WW II. He has pulled together a "how to" instruction book on his fuel saving idea. If you'd like a copy, send \$1.00 and a stamped, self-addressed envelope to: The "Andy A. Principle," Box 32011, Fridley, Minn. 55432.

Getting out this farm magazine is no picnic. If we print jokes, people say we are silly; if we don't, they say we are too serious.

If we stick close to the office all day, we ought to be out hustling material. If we go out and try to hustle, we ought to be on the job in the office.

If we don't print contributions, we don't appreciate genius. And if we do print them, the paper is filled with junk.

If we edit the other fellow's writeup, we're too critical. If we don't, we are asleep.

If we print things from other papers, we are too lazy to write ourselves; if we don't, we are stuck with our own staff.

Now, like as not, some guy will say we swiped this from some magazine. We didn't. We swiped it from the Des Moines Register newspaper, which swiped it from the Sioux City Journal, which swiped it from the South Sioux City (Neb.) Star, which swiped it from some magazine.

Worth repeating (reprinted from Farm and Ranch Living): "Harold Noren of the DeKalb Seed Company has long mystified friends with his ability to tell how many rows there are on any ear of corn without having to count them. Finally, we got him to share his secret.

"First you must keep in mind that all ears of corn have an even number of rows, never an odd number. All average ears have between 14 and 20 rows. Still, it's difficult to tell just by a glance whether an ear has 14, 16, 18 or 20 rows.

"But Harold can. His years in the business have taught him that another rule applies. It's this: No one seems to know why, but if the rows on an ear are straight, the total number of rows is always divisible by 4 — thereby yielding either 16 or 20 rows per ear on most corn varieties.

"But if the rows twist around the ear, Harold knows the number of rows on that ear can never be divided by 4 — the twisted row ear will always have 14 or 18 rows. Once you know those two things, the rest just becomes a matter of experience, says Harold. And he continues to amaze experts by hefting an ear, then quickly announcing the correct number of rows.

"What he does is first check to see if the rows are straight or twisted. Then, he simply notes whether the ear is big enough to contain the upper or lower limit of rows and announces the number of rows. Got it?"

"We're back on the right track," reports Ward A. Fredericks, Massey Ferguson vice president. "It has been predicted that due to changes that have already been made, MF Ltd. will be operating in the black by the end of 1979.

"... Under new management, there are specific plans in action that have already begun," Fredericks told MF dealers last December. "Take quality control, for example. Many of you felt that MF product quality just wasn't up to traditional standards, particularly with the 2000 series tractors. On one dealer visit, I found so many quality defects in the product that I called Detroit and stopped the production line. Engineering and production people were advised to locate the problem and develop immediate and long-range solutions. We haven't corrected all the problems, but we've come a long way."

Remember Dennis Gustafson, the Kiron, Iowa farmer who over the past 20 years has become famous for his on-farm hybrid seed corn comparison trials? Dennis has now started his own seed corn company called Quality Seeds. The company specializes in selling hybrids which are genetically tailored to individual soil and fertility conditions. For example, individual hybrids are ranked according to their potash and phosphorus needs. If a given field is low in available potash and phosphorus, Quality Seeds would probably recommend their QS-115 hybrid which, genetically, is bred for low potash and phosphorus requirements. "This particular hybrid would be a poor choice for

fields known to be high in fertility, and with all nutrients in balance. But for fields known to be low in potash and phosphorus, it's tailor made to make the most out of a problem situation and will outperform hybrids bred for optimum fertility levels," explains a spokesman for Quality Seed.

Tribute to Greatness: Paclamar Astronaut, generally considered to be the greatest Holstein bull that ever lived, died in his sleep recently, ending one of the most remarkable careers in the annals of animal husbandry. He is estimated to have had a female descendant in one of every three dairy herds in the United States. When he died, all of his semen, which was selling at \$100 an ampule, was recalled and will be held until the new price is set.

Virtually unwanted because of his gawky appearance at birth, Astronaut was sold for \$9,000 at the age of 6 months. Yet, during his lifetime, he brought his owners more than \$4 million and was valued at \$5 million. Here, according to a report in the Country Today magazine, are some of the reasons Astronaut was so famous:

He was a big semen producer, giving almost twice as much semen as other bulls. Twice each week, two times on each of the two days, his semen was drawn mechanically. He never was mated naturally with a cow and, although nominated for "father of the year" awards several times, died a virgin. His semen production, even at the age of 12 years, was sufficient to inseminate 1,200 cows a week, allowing his owners to then undersell competition. Thus, even the average dairy farmer could afford Astronaut. But that day may be over.

We all know that just about everything has been skyrocketing in price lately. But isn't there anything that's gone down in price?

There is, believe it or not. Here, from a recent report in the Wall Street Journal, are examples:

Homelite has cut suggested retail price of its popular 10 in. chainsaw to about \$85 today from \$119.95 in 1975. And the McCulloch Corp. says its 10 in. model goes for \$89.95 retail, down from \$109.95 in 1975.

That electric peanut butter maker you always wanted is selling for 50% off list price, which puts it down to \$10. There has been a sharp drop in prices of residential smoke detectors. Prices now have apparently hit bottom in the \$10 to \$15 range after starting at more than \$100 in 1971.

Thanks to new technology spurred by competition, hand-held calculators are cheaper than they used to be. For example, suggested retail of the simplest model made by Texas Instruments dropped from \$149.95 in 1972 when it was introduced, to \$19.95 a year ago. Digital electronic watches have dropped in price.

On the average, airfares are down. Although carriers keep raising basic coach fares, they have been cutting first-class prices. And as the airlines introduce new routes under recent deregulation legislation, they are offering discounts to snare passengers. They are also providing discount fares on their old routes. In January 1977, for instance, a round trip flight on American Airlines between New York and Los Angeles cost \$212 in coach. Now, the coach is \$454. But, under a Super Saver fare, for which there are certain restrictions, the round trip price is \$272.40. Bus travel also is getting cheaper. You can go from any city in the country to any other city served by the Greyhound Line for a one-way fare of \$55.00 Monday through Thursdays. Thus, the fare from Los Angeles to New York is \$55, down from \$105.50 five years ago.

Sign of the times. A New York department store buyer reports that "Go Away" doormats outsell "Welcome" mats 3 to 1.