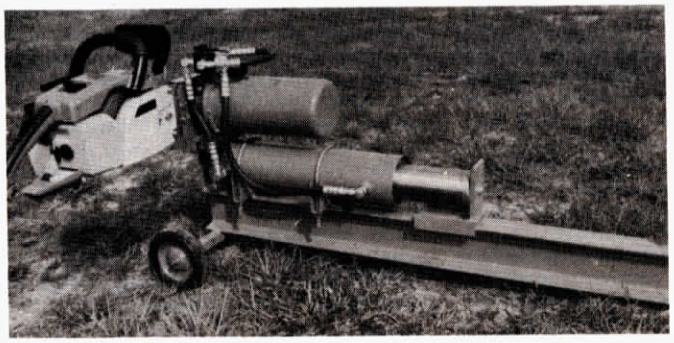


LPI's log splitter develops as much as 12½ tons of pressure.

WORKS WITH ANY BRAND, SIZE CHAIN SAW

Your Chain Saw Powers This New Log Splitter

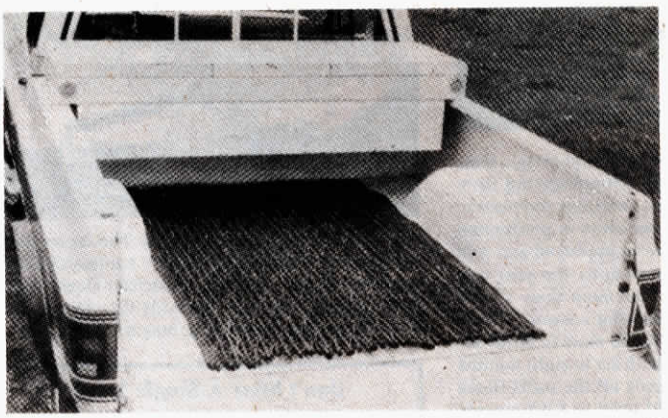
The photo of the chain-saw powered log splitter featured in our last issue (Vol. 5, No. 4) was built by LPI Sales, Inc., of Kissimmee, Fla., and not by LPI's competitor, as the story may have indicated. Harold Phelps, president of LPI, says his company holds the patent on the unique new type of splitter which gets double duty use from your chain saw.

"It eliminates the most expensive part on the splitter, at the same time making it light enough to easily pick up and carry in your car to wherever you're cutting wood. It has power to match larger units but with a much lower price," Phelps told FARM SHOW.

The splitter handles logs up to 20 in. long, splitting them on a special two stage splitting wedge. It develops as much as 12½ tons pressure, depending on the chain saw used to power it. Most any chain saw, including mini saws, can be used, says Phelps.

To attach your saw to the splitter, just remove the chain and bar and hook up to the drive chain on the splitter, a process that takes 4 to 5 min. LPI sells the splitter for $498.

For more information, contact: FARM SHOW Followup, LPI Sales, Inc., Box 1433, Kissimmee, Fla. 32741 (ph 305 847-0719).



Mat Fac cuts old tires into ¾-in. strips and ties them into mats with galvanized wire.

GREAT FOR LIVESTOCK TRAILERS, PICKUP BEDS, FARROWING CRATES

Many Uses For Tire Strip Mats

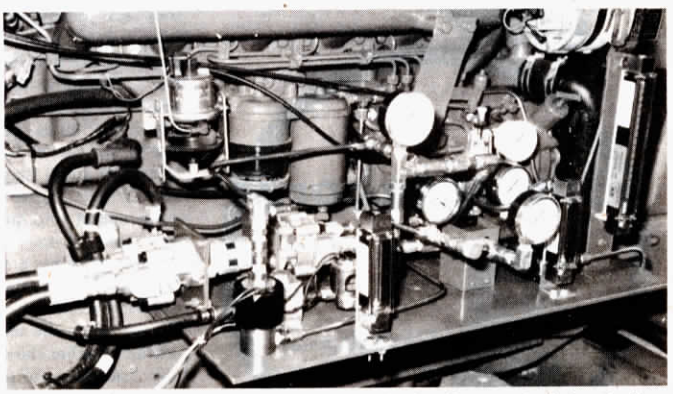
A Nebraska company is turning old, useless tires into useful mats for protecting your pickup bed or livestock trailer floor, and for use as cow mats and farrowing pen mats for increasing animal comfort and productivity.

Mat Fac of Peru, Neb., cuts worn out tires into ¾ in. thick strips and ties them together with galvanized wire into protective, cushioning mats. The mats weigh about 2¾ lbs. per sq. ft. so they're heavy enough to stay in place while providing a non-slip surface.

"With our rubber strip mats, materials will stay put in the truck bed. Heavy cargo will not slide when the truck is in motion, preventing damage to the box and tailgate," explains Robert Cole, president of Mat Fac. "In livestock pens and trailers, the mats help to prevent injuries and fatigue. The need for expensive straw bedding is eliminated, plus the mats are easily removed for cleaning with a pressure washer."

The mats sell for $2.61 per sq. ft., f.o.b. Peru, Neb. For example, a 4 by 8 ft. pickup mat would cost $83.52.

For more details, contact: FARM SHOW Followup, Mat Fac, Inc., 703 5th St., P.O. Box 144, Peru, Neb. 68421 (ph 402 872-5965).



A small pump and series of valves "emulsify" the two fuels just before injecting them into the cylinders.

NO ENGINE MODIFICATION NEEDED TO BURN ALCOHOL IN DIESEL ENGINES

First "Mix System" For Alcohol And Diesel

People say alcohol and diesel fuel don't mix but a fluid engineer at a small college on Long Island, N.Y., has worked out a solution to the problem with an add-on fuel "emulsifier" that he's used to burn up to 46% alcohol in a Ford TW10 tractor.

Dr. Vito Agosto, professor at Polytechnic Institute of New York and president of Fuels Systems Design Corp., is known for developing innovative fuel systems that are used widely in the trucking and shipping industries. When he realized, through contacts in the Midwest, the need to find a way to burn alcohol in diesel tractors, he began experimenting.

"The system meters and emulsifies the fuel just ahead of the fuel injectors. That means it suspends the one fuel in the other for as complete a mix as possible of the two as they enter the cylinders. The mix isn't necessarily stable but it doesn't have to be since the emulsified fuel is burned immediately," explains Agosto.

The fuel system is geared to farm alcohol fuels in that it works well with alcohol at as low a proof as 150 and will adjust easily to the varying alcohol contents of farm-produced fuels.

Agosto says he burned as much as 46% alcohol mixed with diesel but recommends a maximum of 31%. "At that level, we found the tractor runs efficiently, even though you lose about one gear of power. If you get into a spot where you need more power, you can change the mixture on-the-go. At 10% alcohol, you actually have more power than with straight diesel. You can switch back to straight diesel, too."

Agosto says he's burned as high as 46% alcohol in this Ford TW-10.

Other than a separate fuel tank for alcohol, Agosto didn't make any modifications on the TW10 when installing his system. The valves and a small pump mount on a small platform on the side of the engine. Although additional on-farm testing is needed, Agosto says the system is designed to be an integral part of the fuel system and requires little special attention.

He's looking for farmers interested in testing the unit before bringing it on the market. He estimates cost of the fuel system at about $1,000.

For more information, contact: FARM SHOW Followup, Fuels Systems Design Corp., P.O. Box 3, Centerport, N.Y. 11721 (ph 516 427-7670, or 427-0432).