

Most Popular Products

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World's Biggest Grain Swather

Canadian farmers Glen and Gregory Honey, of Bracken, Sask., do things in a big way. Not only did the Honey brothers build one of the world's biggest two-wheel tractors — the 425 hp. "Honey Bee" featured in FARM SHOW's January-February issue — but they also built a 67-ft. self-propelled swather featured in our November-December issue.

The swather cuts a 67-ft. swath and, in one 13-hr. day, the brothers were able to cut 420 acres.

The machine consists of three separate tables. The center one is 25 ft. wide and positioned just slightly ahead of two 21-ft. outside tables. Hydraulic cylinders hold the side tables in working position. Accumulators built into the hydraulic system let the system act like a big spring to

protect each table. The center table is split in the middle so the cut crop is divided into two windrows. The two outer tables deliver the cut crop over the end, placing it on the top of the windrows made by the center table.

Each cutting unit has individual height and reel controls.

The hydraulic system swings the tables back so the unit is 25 ft. wide in the transport position.

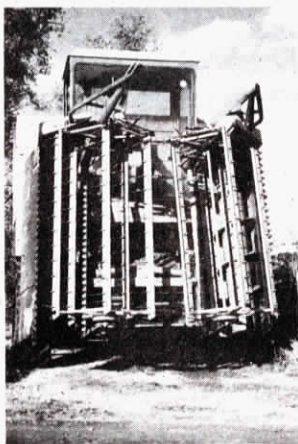
To pick up the two windrows laid down by the 67-ft. swather, the Honeys equipped their John Deere combine with double pickups. "On our best days, we combined 340 acres of durum wheat which yielded 8,000 bushels," says Gregory. "We only put 120 hours on the combine to harvest 2,600 acres of crop."

Combine Header Folds to 9-Ft. Road Width

"Hydraulic fold-up eliminates the need for a separate trailer to haul the header around," a Fisher Humphries, Ltd., sales representative told FARM SHOW. The popular new product was featured in our September-October issue.

Some American manufacturers apparently think the innovative English header may be the solution to the problem of too-wide headers on too-narrow roads. Although Fisher Humphries has had the 18 ft. fold-up header available for several years on a limited basis, they only recently decided to go into full production and have shown the header at two large farm shows. They plan to produce around 100 units in 1980, all mounted on their hydrostatic Lely Victory combine.

The cutterbar, in two halves with a separate wobble box drive at each end, has also reduced the load to the whole assembly, and increased the header's workload capacity. The reel is also in two halves, each driven by its own hydraulic motor. The 54-in. reel adjusts up and down hydraulically as well as forward and back, and



can even be moved forward to a position 4 in. below the cutterbar to pick up down or damaged crops. To fold the reel, the operator lifts one side at a time with cab-mounted controls. Two cylinders, mounted on the feederhouse, provide the lift.

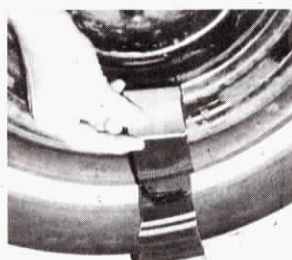
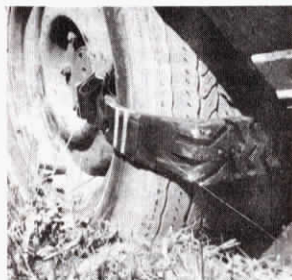
Contact: FARM SHOW Followup, Fisher-Humphries, Ltd., Division British Lely, Ltd., White Hill Lane, Wootton Bassett, Wiltshire, England SN 4 7DB.

New Way to "Unstuck" Cars, Trucks Or Tractors

"Dyna-Bites cost less than a pair of chains, yet are much more effective and simpler to put on and take off," says Ted Granryd, inventor of the slick new system we told you about in our November-December issue for "unstucking" cars, trucks or tractors hopelessly mired in mud or snow.

Dyna-Bites strap onto the drive wheels. Each unit consists of a tire segment 3 in. wide and almost 1 in. thick with a nylon-webbed belt and buckle fastened to it. To "unstuck" a vehicle, you simply strap a Dyna-Bite to each drive wheel. The device is used in pairs — one for each driving wheel. Thus, a two-wheel drive vehicle requires one pair. Four-wheel drives take two pairs for maximum mobility.

"Anyone who knows how to fasten and release a seat belt in a car can put the device on, or take it off, in a matter of seconds. It is effective whether you drive in deep snow, mud or sand. And, it fits rear-wheel drives, front-wheel drives and four-wheel drives — even those with disc brakes on the driving wheels. What's more, it's equally useful whether you drive forward or want to go in reverse," says Granryd.



Dyna-Bites to fit most tractors will be available soon. Just-introduced models for cars and trucks sell for \$29 per pair, including shipping. When ordering, give tire size.

Contact: FARM SHOW Followup, TG Strips, Inc., Ted Granryd, President, P.O. Box 258, Lake Forest, Ill. 60045 (ph 312 234-0013).

Hydrogen "Injector" For Cars, Trucks

"We've taken the model you featured off the market and substituted an improved model. We're going to replace all units your readers bought," Neal Moss, co-manufacturer of the Moss Fuel Master — a kit that makes hydrogen on-the-go in vehicles — told FARM SHOW two weeks ago. The kit, which is reported to improve gas mileage in some model cars by as much as 50%, was featured in our September-October issue.

"Many of the units worked fine, others did not work well in the cars they were installed in, and some were not used correctly," explains Neal. He says he has just recently teamed up with scientists to produce a more sophisticated unit that will work better under all conditions. As this issue of FARM SHOW went to press, Neal said he hoped to have the new Fuel Masters available "any day now".

The Fuel Master uses electricity off the alternator to split water into hydrogen and oxygen on-the-go and feed it directly into the car or truck carburetor. The stainless steel plate

design was borrowed from inventor John Lorenzen of Woodward, Iowa, whose hydrogen experiments have been featured in earlier issues.

The hydrogen-producing unit, made of five stainless steel plates (2 by 5 in.) spaced about ¼ in. apart, is inserted into a sealed plastic tank that mounts under the hood. In the new model, a circulating pump has been added, along with controls, to better regulate the flow of fuel into the carburetor.

The Fuel Master automatically kicks in when the switch is thrown and doesn't interfere with starting the engine, explains Moss. He says that the original Fuel Master worked best on certain model cars. "It seemed to work best on cars that use excessive amounts of gas, and not as well on the newer model, fuel-efficient cars. We recently got a 12 to 18 mpg. increase in a Cadillac, for example, but may not do as well in a small import."

Contact: FARM SHOW Followup, Moss Fuel Master, Inc., Route 1, Box 150, Sioux Center, Iowa 51250 (ph 712 722-2722).