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CROWD WAITS FOR COW TO "DROP" ON THEIR SQUARE

"Bessie Bingo" Raises Funds For School Group

A Michigan school group recently raised \$2,900 playing Bessie Bingo, a new "sport" that was first featured several years ago in FARM SHOW.

The most recent cow-drop raffle was played out in Crosswell, Mich. A field was divided into 400 2-ft. squares, each of which sold for \$10. Then Babe, a local Holstein heifer, was let loose in the field - fenced in by snowfence - and closely watched until she managed to make deposits on the property of three lucky square holders. Sponsors of the fund-raising effort say that although the final result was good,

there were a few tense moments during the game. The biggest problem was that Babe made her first drop out of bounds, just before she arrived on the field. The crowd then waited 98 min. for her next installment, all the while cheering her on. By the time Babe fired off the last two rounds several hours later, nearly everyone had gone home. But the prizes of \$750, \$250 and \$100 were awarded and everyone got a good chuckle out of the event. Organizers plan to stage another "Bessie Bingo" event next year.

"HISTORY'S MOST INEXPENSIVE MASS-PRODUCED CAR"

Briggs & Stratton "Flyer" Car Cited By Guinness

Briggs & Stratton Corp., the world's leading manufacturer of small gasoline engines, has made the Guinness Book of World Records with the very first product ever produced by the well-known company — a 2-passenger, buckboard-like car called the Flyer which was on the market in the early 1920's.

Believe it or not, according to Guinness, the Flyer — which was powered by a Briggs & Stratton 2 hp model D "Motor Wheel" engine — is "the most inexpensive mass-produced road car in history."

The historic fact will be highlighted in an upcoming segment of the nationally-televised show, "Guinness Book of Records." The segment is slated for showing in mid-January.

For the record, the most expensive mass-produced road car in history is the 1931 Bugatti Royale, purchased at auction recently for a staggering \$8.1 million.

The Flyer varied in price from \$145 to \$225 and only about 2,000 of the low-cost cars were ever produced, according to George Thompson, Briggs & Stratton director of communications. Its Motor Wheel engine, however, lived on to power motor scooters, snow sleds, railway inspection cars and even rickshas.

The Flyer car was equipped with a pull start, just like you'd use to start a standard lawn mower engine today, and brakes. It had no gears but could go in reverse. In the days when it was built, railroad tracks weren't built up like they are now. The operator had to come to a complete stop, then get out and lift the Flyer and carry it over the tracks.

For more information, contact: FARM SHOW Followup, Briggs & Stratton Corp., P.O. Box 702, Milwaukee, Wis. 53201 (ph 414 259-5333).

4,700 MILES BETWEEN FARMS

Globetrotting Dane Farms In Montana And Denmark

By Ed Maxiner

It's a good thing for farmers to diversify. Some do it by sector — they vary their crops and livestock, or put money into the stock market or a non-agricultural business.

Klaus Jonsson, a globetrotting Dane, does it geographically.

Jonsson finished harvesting a record crop of sugar beets on his Montana farm near Savage in Mid-October. Soon after, he flew 4,700 miles farther east to Copenhagen, Denmark and then drove 60 miles south to his other 600 acre farm.

Jonsson, 39, began farming in Montana in the early 1970's and married the daughter of a Savage-area farmer. He did well in the 1970's. His main farm in Montana has grown to 3,200 acres, and he now rents the farm of his father-in-law who is retired.

Jonsson's wife, Char, said that after establishing the Montana farm, her husband wanted to restore some ties with his homeland.

The farm in Denmark has certainly accomplished that wish. The Jonssons travel with their two school-aged children to Denmark each November, and return to Montana in April.

At his Danish farm, Jonsson has a manager with whom he communicates by telephone several times each week, and he usually visits his Danish farm during the summer.

Jonsson says it is difficult to compare profits of farming in Montana with profits in Denmark, pointing out that the government role in supporting farm income is quite different in Europe from what it is in the U.S.

Jonsson knows precisely how profitable his crops are on both farms. In Denmark, his best profit margins have been from peas, and the next best from grass seed (bluegrass and white clover) sales. Sugar beets are next.

"And in this country, due to the poor wheat prices, sugar beets are absolutely, without a doubt, number one — that is where we make the most money," Jonsson said.



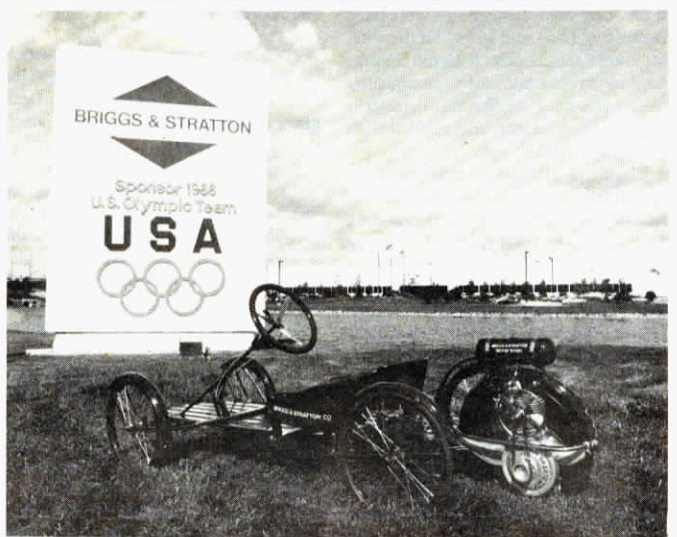
Agweek photo by Ed Maxiner

Jonsson farms 3,200 acres in Montana and 600 acres in Denmark.

His U.S. beet crop is contracted with Holly Sugar according to acres. In Denmark, the contract is by tons of sugar. If he produces an excess, a limited amount is accepted at a discount price called a "B" rate, and the remainder must be sold at a "C" rate which is the world export price and far below the costs of production.

Jonsson sees the U.S. government sugar program as effective and efficient. In general, the subsidies to farmers have been modest and occasional, and the government costs are paid out of tariffs on imported sugar, he notes.

(Reprinted from Agweek)



The car's pull start "motor wheel" engine was air-cooled.