



Round Bale "Lifter"

Here's one of the simplest, least cost systems we've ever seen for loading big round bales into a pickup, straight truck or semi. You simply roll the "Lifter" into position against the bale, then swing its U-shaped "grab bar" into position so it grabs the bale at the 8 o'clock position (see photo). You then hitch onto the lifter with your truck and drive forward. As you do, the lifter lifts the bale up and over, rolling it onto the truck bed slick as a whistle. Once on the bed, you roll the bale by hand to where you want it.

The Lifter allows one person working alone to load bales onto a truck without the use of tractor or other equipment, and without having

to do a thing to the truck itself, except for installing a bed level hitch for pulling the Lifter forward to load bales, explains Max Chandler, inventor.

The device weighs right at 200 lbs. and, because of its round shape, is easily rolled around by one person. For transport, you simply slide it (on its flat side) onto the truck bed.

The patented Lifter is available commercially in sizes to fit most sizes of his round bales. Sells for \$175 (U.S. dollars). Farmer, dealer, manufacturer inquiries welcome.

Contact: FARM SHOW Followup, Max Chandler, "Bowenleigh", Gilgandra, NSW 2827, Australia (ph 068 472613).



Conversion Crate For Farm Trucks

"With our new Stock 'N Crate your straight or semi truck becomes a three-in-one vehicle," explains Jim McNamara, inventor. "On long hauls, it helps avoid having to come back empty."

On semi trucks, for example, the 40-ft. long Stock 'N Crate accordian folds to 3 ft., leaving 37 ft. of unobstructed flatbed space. The crate on a 20-ft. straight truck folds to a 12-in. width.

The crate, made of hinged panels is equipped with bottom rollers (4 on each side) which ride on steel rails, one running lengthwise along each side of the truck bed. The rollers are off-center and are turned, with a wrench, into the "up" or "down"

position. When "up" they're retracted so the sides of the extended crate rest on the rail, making a grain-tight junction between the truck bed and sides. When the rollers are turned into the "down" position, the crate raises up from the rail about 1/4 inch and the rollers ride the rail for easy folding or unfolding of the collapsible crate.

Cost to equip a 20-ft. straight truck with a Stock 'N Freight Crate is right at \$3,800 (U.S.). Farmer, dealer and manufacturer inquiries welcome.

Contact: FARM SHOW Followup, Jim McNamara, Stock 'N Freight Crate, RMB 1800, Whorouly, Vict. 3735, Australia (ph 057 271-206).

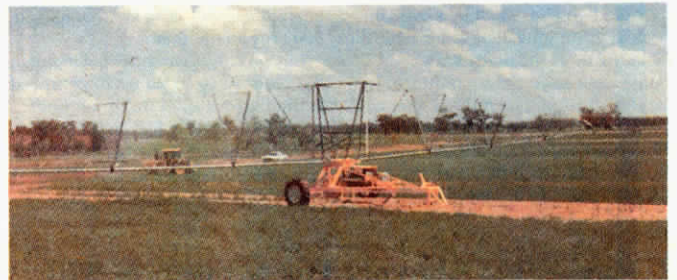


New Products From Australia

FARM SHOW covers all major shows in the United States, Canada and foreign countries to keep you posted on latest new products. Featured here are "best of the show" ideas which caught my eye in covering three of Australia's biggest and best farm shows — Ag Quip at Gunnedah, NSW; Farmfest at Toowoombah, Qld.; and the Machinery Field Days at Henty, NSW.

Highlights included a test drive of the world's smallest pickup — the "Mighty Boy" from Suzuki. "It's selling like hotcakes. We can't get them fast enough," reported Geoff Gardner, Suzuki's area sales manager. Priced about \$4,000, the sporty fun machine features a 543cc, 4 stroke, 3 cyl. watercooled engine, and manual or automatic transmission. It's 10 ft. long, 4 1/2 ft. wide and 4 1/2 ft. high. The 450-pound capacity cargo bed is wider (4 ft.) than it is long (26 in.). Suzuki is already marketing its mini jeep, the Samari, in the U.S. and may import the Mighty Boy once supply catches up with booming demand, an official told FARM SHOW. It's a winner — easy to drive, easy to park, cheap to run and a real eye catcher.

Harold M. Johnson, Editorial Director



Channelwalker: "The New Direction In Irrigation"

"It's much more versatile than center pivot systems, can be used on irregular terrain and saves thousands of dollars on installation, operating and maintenance costs," says Upton Engineering of its revolutionary Channelwalker, billed as "the new direction in irrigation."

You dig parallel V-shaped water channels (6 ft. wide and 3 ft. deep) across the field, spacing them about 430 ft. apart. The Channelwalker straddles the water supply channels, receiving its direction from the front wheel assembly which runs in the channel. There is no delivery hose, no winch or cable, and no main laterals or hydrants.

The self-propelled unit will follow the channel around bends, which enables it to water irregular fields, or steer around trees, potholes, build-

ings or other obstacles. Although best-suited to flat terrain, the Channelwalker will irrigate rolling land, requiring that only the path of each channel be leveled.

A 6 cyl. diesel engine powers both the water pump and hydraulic pump. Because water is being pumped a short distance — directly from the channel and through the booms — friction losses and power requirements are kept to a minimum.

Forward travel speed is infinitely variable up to 175 yards per hour. The reinforced 180 ft. boom has a rain gun at each end which operates in a part circle configuration. Retail for right at \$25,000 (U.S.).

Contact: FARM SHOW Followup, Upton Engineering, Federation Ave., Corowa, NSW 2646, Australia (ph 060 33-1844).