



Kenworth-mounted motor home's fuel capacity is 650 gal., giving Shackleford a range of over 5,200 miles before refueling.

## "PLENTY OF POWER AND YOU CAN GET IT FIXED ANYWHERE"

# Motor Home Mounts On 1972 Kenworth Truck

"People who see it are crazy about it because it solves nearly all the problems common to RV'ing," says Tommy Shackleford, Krum, Texas, about his one-of-a-kind motor home which he built by mounting a deluxe 35-ft. Avion trailer behind a totally restored 1972 Kenworth semi truck.

"It has all the power you'll ever need and you can get the 350 Cummins engine worked on anywhere across the U.S. It's safe, stable and has plenty of stopping power with the air brakes. Resale value is excellent and it rides as smooth as an automobile thanks to the 316-in. wheelbase. Gets 10 mpg on the highway," says Shackleford, who plans to take his just-completed custom-built motor home on lengthy pleasure trips. On its maiden voyage the big rig set the world land speed record for class A motorhomes by doing 96 mph at the Bonneville Salt Flats in Utah. Shackleford says he's confident he can reach speeds up to 133 mph so he plans to go back and try it again sometime.

He says his prototype has worked out so well he hopes to manufacture and sell the vehicles himself. He's talked with Peterbilt (makers of Kenworth trucks) and they will make trucks and frames to his specifications. "This is the future of the RV industry. Because motorhomes are getting so big,

you need the safety and stability of a truck."

Shackleford mounted the 35-ft. Avion trailer onto a semitrailer frame that attaches to the Kenworth cab. He cut out an access door between the cab and trailer, and added fuel tanks with a total capacity of 650 gal. Gives him a range of over 5,200 miles.

The 12 1/2-ft. high coach has steps leading to the living quarters.

He and his wife tow a pickup truck behind the rig and on their first trip, which included a run through the Rocky Mountains, they averaged 8.5 mpg, climbing hills at 60 to 65 mph. And because the truck chassis is fitted with a "Jake brake", downhill travel is not nearly so frightening as with other big RV's.

The 20-year old Kenworth truck had already logged over one million miles when Shackleford rebuilt it.

He says he can build and sell the big semi-powered rigs for about \$150,000. "That's about half the cost of some state-of-the-art RV's," he notes.

Gross weight of the motor home is 72,000 lbs. The entire rig is 45 ft. long.

For more information, contact: FARM SHOW Followup, Tommy Shackleford, Rt. 1, Box 42, Krum, Tex. 76249 (ph 817 482-6578).

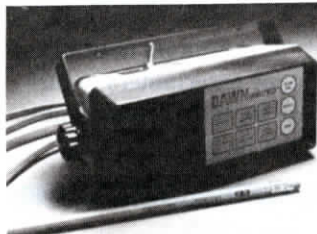
## CONTINUOUSLY MEASURES FLOW OF GRAIN IN COMBINE'S CLEAN GRAIN ELEVATOR

# "On-The-Go" Yield Monitor

First-of-its-kind yield monitor tracks yields on-the-go, allowing easy comparisons between crop varieties, fertilizer, herbicides, insecticides, rotational practices, etc.

"Other yield monitors mount on the combine unloading auger and measure yields only while grain is being unloaded," says Jim Bassett, president of Dawn Equipment Co. "Our monitor lets you see instantly the difference in yields between different parts of the field. It's accurate to within about 2 to 3 bu. per acre of corn."

The "HarvestYield" grain flow meter mounts on top of the combine's clean grain elevator and measures passing grain by calculating the force exerted against two stainless steel probes. It's hooked up to a monitor in the cab that provides instant



New yield monitor mounts at the inspection door on top of clean grain elevator.

digital readouts of yields in bu./acre.

"The only calibration data required is the test weight (pounds per bushel) of the crop being harvested. By knowing the test weight you can compensate for grain moisture

## 45 1/2-IN. CYLINDER LIFTS FORKS

# "Chainless" Tractor Forklift

New 3-pt. mounted forklift lifts 3,500-lb. loads up to 6 1/2 ft. high without using chains, making it less expensive and safer to operate, according to Westendorf Mfg., Onawa, Iowa.

The forklift, which sells for about \$1,055, uses a 45 1/2-in. long hydraulic cylinder to lift the load. The forks slide up and down within the frame.

"It does the work of forklifts that cost \$2,000 or more and works perfect for loading and unloading flatbed trucks and semi trailers," says Neil Kuhlman, salesman. "We make almost every part on the forklift, including the hydraulic cylinder, which helps keep the cost down. There's no chance of an injury from catching your coat or coveralls on chains.

"More farmer seed dealers are looking for fork lifts to handle seed bags on pallets. Many handle 15,000 to 20,000 bags of seed per year. Some seed companies use semi trucks to deliver seed on pallets to the farm. However, they won't deliver unless you have a forklift because they don't want to wait for the truck to be unloaded by hand. Our 3,500-lb. capacity forklift can handle 66 bags of soybeans weighing 3,300 lbs. Some farmers are looking for used self-propelled forklifts equipped with hard wheels. However, they sell for about \$1,500

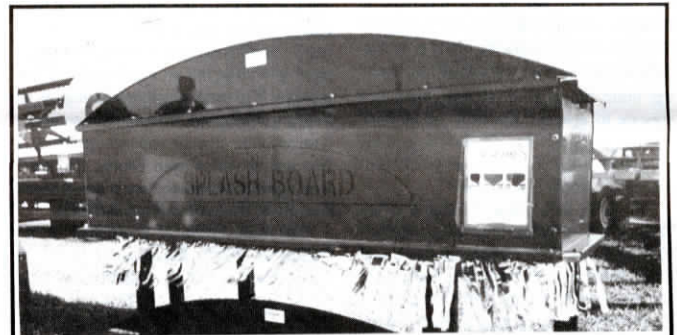


New tractor forklift can handle a pallet load of as many as 66 bags of seed.

and can be used only on concrete."

Several options are available including a top link cylinder that sells for \$231 (lets you tilt fork), an adjustable width fork, and a round bale spear. The adjustable fork and bale spear mount with four pins.

For more information, contact: FARM SHOW Followup, Westendorf Mfg. Co., Box 29, Inc., Onawa, Iowa 51040 (ph 712 423-2762).



Curved splashboards mount only on front and rear of wagon, not on sides. They let you "peak" grain from one end of wagon to the other.

## Splash Board For Grain Wagons

You can put more grain in hopper wagons with these simple new "Splash Boards" that bolt onto the front and back sides of wagons.

The curved sheets, made out of 14 ga. steel, come with pre-drilled holes and mounting bolts.

"Our Splash Boards allow you to load grain from one end of the wagon to the other, adding 10 to 15 bu. of capacity and helping to prevent spills," says Edward

Cully, farmer-inventor. "They're strong enough that you can hold onto them as you climb in and out of the wagon. They're rubber-coated on the top edge for protection, and you can use them with a tarp."

Two models are available to fit 7 or 7 1/2-ft. wide wagons. Both models sell for \$79 per pair.

Contact: FARM SHOW Followup, Edward L. Cully, 14556 St. Rt. 709, Van Wert, Ohio 45891 (ph 419 965-2520).

content. You can use a standard sprayer monitor with it on the monitor in the cab. We offer adapters to plug into Micro Trak, Dickey-john, Raven, and Hiniker spray monitors. If you don't already have a spray monitor to use we offer a Micro-Trak monitor for about \$200," says Bassett.

The yield monitor installs in place of an inspection door on top of the clean grain elevator on most combines. Mountings are available for most late model Deere and Case-IH combines and will soon be available for other models. Case-IH 1600 series combines require cutting a slot in the top of the elevator.

The new yield monitor is compatible with AgriCAD agricultural mapping software that can be linked to a Global Positioning System (GPS) satellite. The system "paints" a color representation of the yields into a field map on a computer screen. The map is stored on a diskette, and can be printed out for later analysis.

The yield monitor sells for \$695.

For more information, contact: FARM SHOW Followup, Dawn Equipment Co., Box 497, 1210 East State St., Sycamore, Ill. 60178 (ph 815 899-3296).