



Front end bale-loading spear features two independent bolt-on scissers that raise and lower a twin-pronged spear for loading and unloading big bales onto flatbeds.

LESS EXPENSIVE THAN A CONVENTIONAL LOADER

Low-Cost Bale Loader For Older Tractors

"It allows you to handle big round bales with an older tractor — without having to invest in an expensive conventional front-end loader," says Jerry Stirewalt, inventor-manufacturer of a self-contained front end bale-loading spear that sells for \$995.

"Most used conventional front end tractor loaders sell for \$2,000 to \$4,000. Ours gets the job done for a lot less money," Stirewalt points out.

Designed to fit virtually all makes of wide front frame tractors regardless of age, it features two independent bolt-on scissers, one for each side of the tractor. The scissers raise and lower a twin-pronged spear for loading and unloading big bales (round or square) onto flatbeds. The spears (1-3/4 in. dia. and 34 in. long) lower to 34 in. off the ground and lift bales a maximum of 60 in. off the ground.

"Mounted on a 65 hp or larger tractor, the loader will handle big round or square hay or silage bales weighing up to 2,000 lbs.," says Stirewalt.

To make it easier to back away from bales once they're loaded, he offers two optional tilt cylinders (\$65 each) that tilt the spear ends 30° above or below horizontal.

When not in use, the front spearing unit can be removed by pulling two pins. The "scissers" on each side fold up and can be left on the tractor.

In addition to bales, the self-contained loader can be used as a forklift for handling seed corn and feed sacks, lumber and other materials.

Contact: FARM SHOW Followup, Chanute Trailer Mfg. & Sales, Jerry Stirewalt, Pres., 1604 South Plummer, Chanute, Kan. 66720 (1-800-421-4092, or 316-431-4092).

NEW "OIL WELL" DEVICE LUBRICATES ENGINE'S INNARDS BEFORE STARTUP

Low-Cost Way To Extend Life Of Tractor, Car Engines

"We feel it can double or possibly even triple the life of tractor, truck and car engines," says Walt Pederson, mechanical engineer and inventor-manufacturer of the Oil Well, a just-introduced add-on device that lubricates the innards of internal combustion engines (gas or diesel) before starting to prevent costly wear and tear caused by "dry starts".

Pederson notes that 80 to 90% of engine wear occurs during starting because pistons, valves, main bearings and other components are starved of oil until the engine starts and runs several seconds.

"The hotter the engine, the more complete the gradual drain down of oil and the greater the wear from conventional dry starting," Pederson points out.

His pressurized Oil Well device solves the problem by automatically (or manually via a push button) bathing all major internal wear parts with a squirt of oil when the ignition is turned on—and before the starter kicks in to turn the engine over. After the engine starts and oil pressure increases to

about 10 psi, the device automatically "re-loads" for the next start-up by intercepting a pint of filtered crankcase oil and storing it under pressure. At the time of installation, and only that one time, you add an extra pint of oil to the crankcase.

"Designers of internal combustion engines have tried for the past 25 years to solve the 'dry start' problem but nobody's come up with a practical, cost-effective solution. We think the Oil Well is the long-awaited answer. It's inexpensive (less than \$100), requires no maintenance (uses no pumps, belts or motors) and you can install it yourself in half an hour.

Pederson says it only takes the pressurized Oil Well 7 seconds to bathe the engine's interior with a pint of oil prior to starting. (A built-in automatic timer allows 15 seconds for pre-lubing larger engines (over 500 C.I.D.) in cold weather.

There are three connecting lines on the Oil Well to hook up: An oil hose which you connect to the engine oil pressure system (where the oil pressure gauge plugs in); a

SAVES THE LEAVES

"Slow Grinder" Makes Better Chopped Hay

You've never seen anything like this new "slow-grinder" for hay bales that's so tough it could probably chop up 2 by 4's, according to inventor Harlan Anderson, Cokato, Minn.

Anderson says most bale choppers and tub grinders use flying hammers or high-speed sickle sections that work the hay over too much, turning leaves into powder that blows away when it's windy.

"My grinder works at 20 rpm's, cutting bales up in 3 to 5-in. lengths. Hay between knife sections isn't touched at all by the knives."

Anderson hand-feeds bales into the grinder's 20 in. sq. hopper. Fifty offset knives, powered by a tractor pto, grind the hay into wafers that drop out the bottom of the grinder.

"Lack of fiber causes twisted stomachs in dairy cows. Feeding long-stemmed hay is the way to prevent it," says Anderson, a practicing veterinarian who uses the machine to grind baled hay for his 88 cows. "Horsepower requirement of this grinder is low and the capacity (three tons per hour) is high. Torque, rather than speed, does the cutting. Moisture level has no effect on the grinder. I built my grinder for small bales, but it could be built for big rectangular bales by enlarging the hopper to 50 in. sq."

Anderson used angle iron to build the legs, large channel iron to form the body, and 1-in. thick flat iron to build the knives. He's working on a conveyor to carry hay from underneath the grinder to the feeding area or into an auger mixer.

In addition to preserving quality of hay, Anderson says his long-stem chopped hay can be used in an auger mixer to produce a total mixed dairy ration. He's looking for a



Anderson hand-feeds bales into the grinder's 20-in. sq. hopper. Fifty offset knives, powered by a tractor pto, grind the hay at 20 rpm's into 3 to 5-in. long wafers that drop out bottom of grinder.

manufacturer.

For more information, contact: FARM SHOW Followup, Harlan Anderson, Rt. 1, Box 55, Cokato, Minn. 55321 (ph 612 286-5682).

vacuum hose which you connect to the intake manifold; and a low-amperage wire (for operating a special-made solenoid) which ties into the tractor or car's battery.

The unit is hermetically sealed to make it weather-proof. It can be mounted in any position alongside, above or below the engine. On cars, you can mount it under the hood or in the trunk, says Pederson.

The Oil Well (patent application in proc-

ess) comes with automatic (sells for \$89.95) or push-button (\$79.55) engine pre-lubing. For engines larger than 500 C.I.D., Pederson offers a dual unit with push-button (\$123.95) or automatic (\$145.95) operation.

For more information, contact: FARM SHOW Followup, Pederson Enterprises; Walt Pederson, President; 4600 64th St. SE, St. Cloud, Minn. 56304 (ph 612 255-1991).



The pressurized "Oil Well" can be mounted in any position alongside, above, or below the engine. It requires no maintenance and can be installed in less than an hour.