

production of fuels and vegetable fuels appear to him to be the best bet. "I'm not trying to lay alcohol to rest but, at the present time, vegetable oils seem more practical," he points out. "I know that vegetable oil works great as a fuel. I've used it, and I think I can produce it. Smaller oil seed presses, such as the Simon-Rosedowns, will help farmers process that oil themselves."

Whitted received hundreds of letters from FARM SHOW readers following our report on his work last fall. He says he has been unable to answer them all since he has no literature or other prepared reports to send at this time. "Please tell your readers not to write. We're just not set up for it," he told FARM SHOW.

Suppose you decide to do some experimenting on your own. Where can you find processed soybean oil or sunflower oil to experiment with in your tractor or other engines? In checking with several major oil seed processors, FARM SHOW discovered that most of them aren't set up to sell small amounts of vegetable oil to farmers. For example, a spokesman for Cargill's new soybean processing plant at Riverside, N.Dak., said their production is shipped out in large trucks and railroad cars, and that they aren't set up to dispense small amounts in barrels.

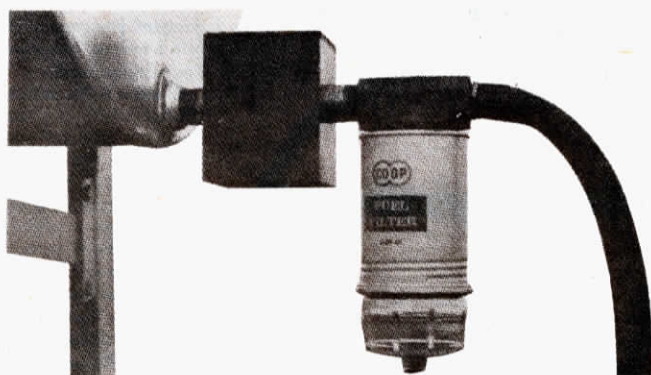
"We could sell or ship soybean oil in 55 gal. barrel lots, but it would be rather expensive," Dick Gerscherd, plant manager for the Archer Daniel Midland plant at Red wing, Minn., told FARM SHOW. "A farmer would have to filter the oil before using it for fuel. We'd emphasize that we have no experience and can make no recommendations so a farmer using oil from our plant for fuel would be strictly on his own. Most of our production is

shipped out in large railroad tank cars to food processors for further refinement. Cost of processed soybean oil to a farmer would run about 40¢ a pound, plus freight, according to Gerscherd.

Dr. E. H. Pryde of the USDA Northern Regional Research Center, Peoria, Ill., notes that in experiments he and his co-workers have conducted, some diesel engines running on straight soybean oil have developed serious mechanical problems. "We're suggesting to farmers that they wait until these problems are resolved before they start burning soybean oil, sun oil, peanut oil or other vegetable oils in their diesel tractors. With soybean oil, some diesel engines which ran okay in the short run developed mechanical problems after several hundred hours of operation," explains Dr. Pryde. Nonetheless, he's optimistic about the future of vegetable oils as an alternative fuel and feels that all mechanical problems encountered so far — such as plugged fuel filters, carbon deposits, seized pistons, thick and jellied crankcase lubricants — can be solved with further testing.

Dr. Pryde tells farmers thinking about experimenting with edible vegetable oil (corn oil, soybean oil or sunflower oil) from the grocery store shelf that, although expensive, it will work "as is" for fuel. But he doesn't recommend it. If you do experiment, use a mixture of 80% diesel and 20% vegetable oil, rather than trying to burn straight vegetable oil.

For more information on the farm-size Simon-Rosedowns oil extractor contact: FARM SHOW Followup, Chuck's Farm Equipment, Charles Bahm, President, New Salem, N. Dak. 56563 (ph 701 843-7824).



One end of the lockbox unlocks with a key. A small tool opens the flow valve inside (see photo below).

THIEVES CAN'T CUT, BREAK OR REMOVE REVOLVING LOCKBOX

New "Thief-Proof" Lock For Fuel Storage Tanks

"When a tank of fuel was worth \$90, a padlock was enough. Now that a tank may hold \$400 to \$500 in fuel, it's worth the extra effort to protect it," says Dick Bittney of Webster City, Iowa, inventor of a new "lock box" for fuel storage tanks.

Bittney's lock consists of a heavy gauge steel box that locks over the tank flow valve and fittings. One end of the box is removed with a key. To turn on the gas, you pull off that cover and reach in with a small tool that hangs by the side of the lockbox, and turn the valve.

"Any thief can pop a padlock off in minutes, but this lock is almost impossible to break into without special equipment. Not only is it constructed from heavy steel with a cover that cannot be pried open, but the entire box spins so that if a thief did try to break into it, he would find it difficult to work on," explains Bittney.

Besides the flow valve lock, which can be mounted ahead or behind the



gas filter, Bittney has also invented a similar lockbox for filler caps on fuel tanks. Made from the same heavy steel, it installs over the filler cap and also spins to frustrate thieves.

Both lockboxes sell for just under \$50. No special tools are needed to install them.

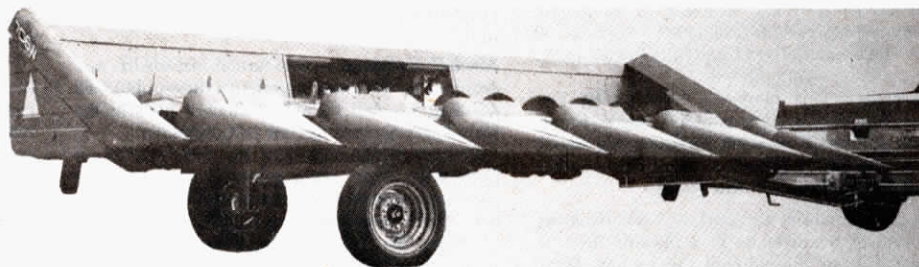
For more information, contact: FARM SHOW Followup, Bittney Enterprises, Rt. 1, Webster City, Iowa 50595 (ph 515 832-1675).

WHEELS AND TONGUE ATTACH DIRECTLY TO HEADER

Simplest Transport Yet For Combine Headers

"Why buy a trailer when you can use the header frame itself for transport?" asks a representative of Wetherell Manufacturing, Cleghorn, Iowa., manufacturer of a unique new combine head transport that takes care of the problem of too-wide headers on too-narrow roads.

The Wetherell transport consists of two wheels on an axle frame, and a tongue, both of which bolt directly to the header. For transport, you simply pull the header down the road with a pickup, tractor or combine. To get into the field, hook up the combine and raise the header off the ground. The wheels and tongue slip out, leaving the axle frame and tongue mounting plate in place — out of the way in the field but ready for the trip home later.



Wetherell header carrier bolts directly to the header for transport. Wheels and tongue slip off in the field.

The new transport fits most popular makes of combines. It bolts on so no cutting or welding is necessary. The wheels and tongue are secured in place with pins.

"It eliminates one more piece of equipment — a bulky implement or header trailer that can take up valu-

able storage space," Wetherell's representative told FARM SHOW.

Sells for \$715.

For more information, contact: FARM SHOW Followup, Wetherell Mfg. Co., Box 188, Cleghorn, Iowa 51014 (ph 712 436-2266).



These two parts are all you need for headers up to 30 ft. wide.