



Valmet bi-directionals run at speeds of up to 25 mph in either direction with a full 3-pt. hitch and pto on each end.



Valmet's bi-directional models range from 80 to 100 hp.

## New Bi-Directional Tractor To Challenge New Holland

"Anyone considering the purchase of a bi-directional tractor should take a look at the new Valmet. It's a better machine - and a better buy - than New Holland," says sales rep Terry Sexton of Moorhead, Minn., who recently helped introduce the new Finnish-built tractors to the U.S. Valmet bi-directionals run at speeds up to 25 mph in either direction with a full 3-pt. hitch and pto on each end.

One unique feature is that only the seat - not the entire console - swivels 180 degrees to face the rear where there is a duplicate set of controls including a steering wheel, clutch, brake, and throttle. "Turning the seat instead of the entire console, like on New Holland's bi-directional, eliminates wear and tear on wires and hoses," notes Sexton.

Another difference is that the bi-directional feature is offered on 12 to 15 models that range from 80 to 200 hp. "New Holland offers only one bi-directional model. Valmet

tractors are equipped with a 12-speed synchronized transmission - either manual or power shuttle - that's fully shuttled in either direction and offers 36 forward or reverse speeds. The New Holland model is articulated, while ours is not. That means you can steer with the front wheels for field or loader work," says Sexton.

The tractors are powered by 4 or 6-cyl. diesel engines made by Valmet in Finland. "It's one of the best diesel engines on the market and is used by several other tractor manufacturers," adds Sexton, who notes that the tractors also sell for about 20 percent less than the New Holland bi-directional.

The tractors are available in red, blue, white, green and yellow.

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To open grain well, you simply pull on the 4-ft. handle, which provides leverage.

## "Bin Buster" Helps Open Stuck Grain Wells

Opening stuck bin wells is a lot easier with the new "Bin Buster". All you do is pull on the end of a steel handle mounted outside the bin.

The 4-ft. handle attaches to the existing bin well rod. A bracket bolts to the side of the bin.

To open the bin well you simply pull on the handle, which provides the leverage to pull the rod straight out. "It's a safe, reliable way to open the well and can be used on all your bins," says the company. If the rod on your bin is already equipped with a "T"-type handle, one of the brackets can be slipped over it and pinned on."

"Most existing bin well rods are equipped with T-type handles that can freeze or rust shut during the winter when farmers want to unload grain. To solve the problem many of them try placing a prybar on one side of the handle, but that can cause the handle to twist and break. Our Bin Buster provides an even pull straight back to solve the problem," says the company.

Sells for \$49 plus S&H.

Contact: FARM SHOW Followup, The Spreader, Inc., Hwy. 136, Box 189, Gifford, Ill. 61847 (ph 800 428-9046 or 217 568-7219; fax 7619).



Researchers built this ventilated trailer in response to animal welfare concerns.

## Ventilated Livestock Trailer Reduces Stress In Transport

A new concept for transporting livestock on the road is said to greatly reduce stress. A "mechanically vented" trailer was designed by ag researchers in England. One prototype has been built.

The work was being done by the Silsoe Research Institute at Bedford, England. The United Kingdom already has regulations governing how many animals can be transported in a trailer, and more regulations are likely in the future. But researcher Peter Kettlewell of Silsoe says keeping animals comfortable in transport makes good business sense because they're in better condition when they arrive and are easier to handle.

The 44-ft. trailer is fitted with six 12-in. extractor fans each capable of moving 1.6 cu. ft. of air per second. Driven by 24-volt batteries below the trailer bed, there are three fans per side. They draw air from the back of the trailer over the livestock and out the front.

"We're still working on defining the ventilation requirements for different animals," Kettlewell says.

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## Home-Built Riding Mower Works Like New

Faced with the chore of having to cut a 1 1/2-acre lawn but not wanting to spend the money for a commercial mower, Terry Therikilsen, Comfrey, Minn., built his own 3-wheeled, 60-in. riding mower using a car rear axle as a base.

"I spent about \$700. A new commercial model of comparable capacity would've cost at least \$5,000," says Therikilsen.

He started with the axle, 14-in. wheels, and steering column out of a 1972 Plymouth Duster. He narrowed the axle down to 50 in. Power is supplied by a 15 hp Onan gas engine that mounts just behind the seat. The engine belt-drives a hydraulic pump that powers a hydraulic motor that chain-drives the axle. The engine also belt-drives a pto shaft that in turn belt-drives the mower's three blades.

A 13-in. caster wheel on back was salvaged from an old riding mower. It steers the mower via a chain that wraps around a sprocket on the wheel assembly. The chain connects to a length of steel cable that runs to the steering column. Therikilsen used 3-in. channel iron to build the frame and 12-ga. sheet metal to build the deck. He bought a new aftermarket seat.



Three-wheeled mower is built around a car axle.

"The engine has less power than many commercial mowers of comparable size, but that's not a problem because the belts transfer power much more efficiently than the gearboxes found on many commercial models. It works great."

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