

## WHAT'S GOING ON HERE?

# Wind-Driven Tractor First Of Its Kind

By Dieter Krieg

HOKSESHOE, PA. — A spectacular breakthrough in energy production was unveiled here this week when an Amish farmer, Emil Stoltzbug, successfully demonstrated the world's first wind-driven tractor. Stoltzbug's unique machine utilizes free energy (the wind), transforms it into useable power, and leaves absolutely no pollution. Theoretically and practically, the engine is so simple that energy specialists are wondering out loud why the idea hasn't been thought of before.

Stoltzbug claims that his engine is simple to make and not difficult to operate once the driver is accustomed to the dynamics of the system.

Components of the system are an air intake "funnel" which captures the wind. To increase the volume of air that can be accepted, inflowing air is cooled at the neck of the intake chamber and then sped along a linear acceleration channel. The air is then sent through a cyclical intensification unit which works on the principle of natural oscillations of atoms generating intense power under concentrated conditions. This power is then fed to a turbine which drives the transmission.

Unlike internal combustion en-

gines where a warm-up is generally required, the wind-driven engine invented by Stoltzbug requires a cool-down period.

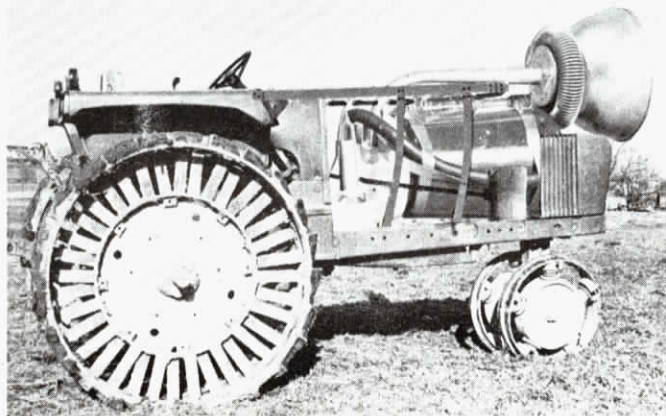
The initial cool-down period is accomplished by means of a battery-driven compressor. Once the airflow is established, the compressor runs with power siphoned from the main power supply line.

A mechanical valve is used to increase or restrict the flow of intensified wind. The used air is exhausted underneath the tractor.

According to Stoltzbug, his tractor is sensitive to very slight breezes. If a person could blow into the air intake constantly, he figures it would produce about five or six horsepower.

Because of the nature of his invention, Stoltzbug cannot park his tractor inside a barn, for the simple reason that it would be difficult to start. Outside, however, it will respond to even the slightest breeze.

Changing wind directions are no problem. The intake funnel can be rotated 285 degrees to catch the wind from most any direction. Stoltzbug figures that operating the tractor might be somewhat similar to sailing, where the seaman maneuvers ropes and booms to control the sails. One of the beauties of Stoltzbug's invention



Stoltzbug can't park his wind-driven tractor inside a barn for the simple reason it would be difficult to start.

is that it could generate its own wind if forward speed is fast enough.

Although Stoltzbug's tractor has a very limited forward speed due to its iron wheels, he agrees that rubber-tired vehicles probably could go fast enough to generate their own wind. He says he will leave this for others to prove.

Stoltzbug and energy experts agree that the wind driven motor has endless possibilities. Indeed, the device might well be America's answer to the oil sheiks.

Because of the magnitude of his invention, Stoltzbug expects to have a lot of inquiries about the wind-driven engine. He is thankful he doesn't have a phone, figuring that it would probably never stop ringing.

The Amish inventor said he in-

tended to register his invention with the U.S. Patent Office tomorrow, Sunday, April 1, but added he might not bother to do that since the office will probably be closed on April Fool's Day.

**EDITOR'S NOTE:** If your first impression to the above story is "I don't believe it," you are 100% right. Emil Stoltzbug's wind-driven tractor is simply the figment of Dieter Krieg's imagination. Dieter, editor of Lancaster Farming magazine, originated and wrote the spoof story for his paper's April 1 (April Fool's Day) edition. If you look closely, you'll see that the tractor's so-called air intake funnel is really an oil can with a coil spring over its spout. Our thanks to Dieter and Lancaster Farming for tickling our funnybone.

## HITCH OR UNHITCH WITHOUT LEAVING THE SEAT OF YOUR TRACTOR

# New Power Hitch Simplifies Hitching

Now, thanks to a new power hitch introduced by Vesco Products, Centerville, Iowa, you can hook up to most any piece of towed equipment in seconds without leaving the seat of your tractor or pickup.

"The time you waste hitching up always comes when you can least afford it. This hitch cuts the several minutes you usually spend hooking up a grain wagon during combining to only 5 to 10 seconds," explains Ferne Van Antwerp, of Vesco Products.

A key design feature is that you don't have to be right on the money in lining up the pin and hole for hitching. If you are within 5 or 6 in. when you back up, that's close enough.

Here's how the new-style hitch works:

It mounts on the tractor's 3-pt. hitch. With the hitch in the lower, unlocked position, you back up to the wagon or implement to be pulled. The special tongue, which is welded or bolted to each implement used in conjunction with the hitch, slides into the wing-shaped catch-all which guides it onto the pin. The tongue's

ball and socket drops over the pin from just about any angle and gives it some flexibility once it's hooked up. With the pin through the tongue, the hitch arms are raised, spreading the wings and clamping a safety bar onto the pin. You're now ready to go.

It's not just quick, but safer, says Van Antwerp. "You don't need a helper standing there between the implement and tractor where he might get hurt."

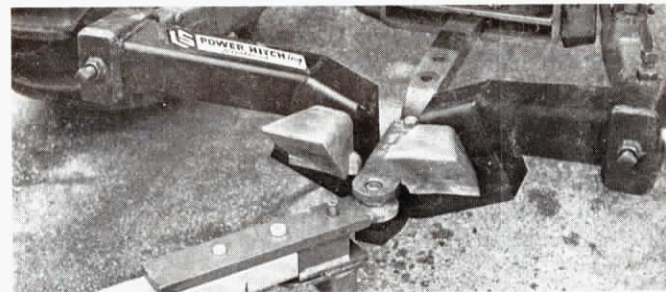
Because it's mounted on the 3-pt. hitch, the hitch can hook up to almost any height off the ground down to about 4 in. That's the height at which Vesco-designed wagon tongues are positioned so the driver never has to climb off his tractor to lift or handle the tongue.

At present, the hitch is made to fit all Cat. II and III hitches except White. A larger model fits the bigger 4-wheel drive Category IV tractors. A smaller unit for smaller tractors will be available soon.

Vesco can also fit the hitch to pickups, mounting it permanently to the frame. On trucks not equipped with hydraulics, it operates electrically,



In hooking up, wings of the Power Hitch come together to form "V" which guides wagon tongue onto hitch pin.



When the hitch pin is hooked, the hitch arms are raised, causing wings of the Power Hitch to spread apart in the middle and clamping the safety lock over the pin.

Van Antwerp feels the hitch may be even more of an advantage on trucks because you usually can't see anything behind you, and often waste the most time hitching up.

An optional quick-hitch attachment lets you use 3-pt. hitch equipment even with the power hitch

mounted. The system sells for \$379 including one bolt-on tongue.

For more information, contact: FARM SHOW Followup, Vesco Products, Inc., Ferne Van Antwerp, Centerville, Iowa 52544 (ph 515 452-6747).