

Reader Letters



To keep track of when hay was made, I use different color bale twine for each cutting. Lets me know at a glance what batch I'm feeding. (John Speicher, David City, Neb.)

I read with interest the article in your last issue about Empress Splendor trees. I had a good experience. I ordered 20 trees in February, 2007 and, due to a mixup I only received 10 trees. I notified the customer service department and was told I could either get a refund or take fall delivery. I chose the second option and they were delivered in late September in excellent condition. All trees have been planted and are growing well. Some friends are going to order in the spring. (Greg Fitzpatrick, Georgetown, Delaware)

I am a garage door technician and in your last issue you showed a photo of two garage doors hooked together to one garage door opener. I wanted to point out that this is a major safety violation. Openers only come with one set of sensors so only one of the doors can be protected against crushing something or someone at the bottom. Of course, force limits will still reverse the door if it hits an obstruction but running only one door with the sensor "eyes" is a code violation in most jurisdictions and would greatly increase the chance of injury. (Dave Hernandez, Jamul, Calif.)

Regarding the story in your last issue about an add-on kid seat for garden tractors. Here are my thoughts: Don't do it! A rear or sideward roll of the tractor would turn the kid seat into a rollover for the rest of the tractor. In the same way, the seat becomes the rear bumper for the tractor. Also, young children have sensitive hearing and I'm concerned the noise of the tractor would be excessive. I also think having kids on the back could divert the driver's attention from his main task. Enough said? (Alexander Thomson, Vocational Ag Teacher, Woodbury, Conn.)

I read the "worst buy" report in the last issue of FARM SHOW about the ThermaCell mosquito repeller. Several years ago we had the worst summer for mosquitoes that I've experienced in my 80 plus years. My daughter gave me a ThermaCell to try. It worked like a charm. I work a lot on my knees and just move the unit along with me as I work. If the wind blows, it doesn't work too well but then the mosquitoes don't bother much in a breeze, either. It works great in an open ended shed for working on equipment, too. Without the ThermaCell I'd get eaten alive out there. (Edmund H. Dean, Falls Village, Conn.)

I was real interested in your recent article about a fellow who repowered a Ford Explorer with a Deere diesel engine out of an old combine. I did the same thing 25 years ago, repowering a Lincoln Towncar. I drove the repowered rig for 7 years and then sold it to a co-worker. He later sold it to a farm kid after it had 240,000 miles on the repower. It was pretty rusty by then so he used it to haul hay to horses. After about 250,000 miles, they scrapped the car but kept the engine, which today is still powering a log splitter. (Jim Garrett, 830 Olympic Drive, Waterloo, Iowa 50701)

My uncle Alvin Freier has one of the largest collections of German-built Lanz tractors in North America. He began farming with them in the 1950's when he

farmed with his brother and father. They were always impressed with the fuel efficiency of the tractors. Alvin says the 50



hp Lanz Bulldog would only consume a gallon of diesel fuel per hour. The one-cylinder tractor ran at a top 850 rpm's.

Alvin "retired" his Lanz tractors in the later 1980's but keeps them painted and in good running shape. He also started picking up more of them. The photo shows me driving one of his Lanz tractors at a Canada Day Parade last summer in Binscarth, Manitoba. Alvin's riding on the fender. (Mark Kihn, #600, 205-5th Ave. S.W., Calgary, Alberta T2P2V7 Canada)

I wonder if your readers know anything about the history of this old cedar shake shingle maker that I recently found in Montana. The machine still has all of its



original parts, but someone had refurbished the unit so its age can't be determined. No one seems to know who made the unit. I think it may date back to the 1800's.

The shingle maker is belt-driven off a line shaft that's operated by an antique "hit and miss" engine. It's equipped with a 36-in. dia. saw blade that mounts on an arbor, and a carriage off to one side of it. The carriage goes back and forth to cut the log into shingles that have a tapered edge. (Robert Janz, 5760 County Rd. F., Wisconsin Rapids, Wis. 54495 ph 715 424-2118)



Our newest Australian-made Multi-planter has a flat folding wing frame in order to get through narrow gates. FARM SHOW previously featured our 120-ft. wide Multi-Planter (Vol. 29, No. 4). The new model can be built up to 80 ft. wide yet still fold for travel on the road. We still make the 120-ft. Multi-Planter which has a 50-ft. center section so it can't go on the road. An end tow system could be incorporated into its design, but there would be no point because the planter would be too long to take on the road anyway. (Kris Trevilyan, Multi Farming Systems, ph 011 61 7 4995 7230; multifis@tpg.com.au; www.multifarmingsystems.com.au)

It's not widely known that White Farm Equipment Co. sold chainsaws and Oliver Tractor sold outboard motors, but they did. I collect both of these unusual items.

My White chainsaw was made in 1974. It has a 17-in. long bar and is painted the



Many people don't know that for a few brief years Lennox, the company that makes furnaces and air conditioners, also made garden tractors. They were called the Lennox Kittytrack and were manufactured in 1963, 1964 and 1965. In January 1965, the Lennox Kittytrack equipped with an electric start engine sold for \$540.

The two Kittytracks that I own were made in 1964 and are powered by a 6 hp Briggs & Stratton electric start motor. There were eight manually-operated attachments available for the Kittytrack: a moldboard plow, lift-type disk harrow, toolbar, rotary weed mower, planter-fertilizer unit, row crop cultivator, rotary

mower, and reel-type mower. I own five attachments.

When I bought my Kittytracks they were in pretty rough shape. A set of cleats were fastened to the steel tracks, but they were badly worn so I removed them. In order to restore the tractors, I disassembled each one and sandblasted and repainted them to their original colors. The process took about six months for each Kittytrack.

I know of only three other Kittytrack models in the U.S. But I do have a lot of informative literature on these tractors. (William Griesbach, 1081 55th Ave., Amery, Wis. 54001 ph 715 268-5485)



original White colors. It was actually made by Poulan but sold by White, which soon discontinued them. The one I have has never been used. I got it from an Indiana man who also has a chainsaw collection.



As for the outboard motor, Oliver bought out the Chris Craft outboard motor division in 1954 and moved the company from Grand Rapids, Mich. to Battle Creek, Mich. They started production in 1955 and made the motors until 1959. Then in 1960 Perkins bought out the company and moved it to England. (Donie Fischer, 8020 Dutch Rd., Waterville, Ohio 43566 ph 419 878-8660 or 419 261-0061; papa_donie@aol.com)

We started making our own biodiesel using used vegetable oil that we collected from local restaurants and taverns as a way to reduce our fuel expense. We're running 100 percent biodiesel in our 1993 Dodge 3/4-ton pickup and haven't noticed any loss of power or fuel efficiency.

We're so pleased with the performance and ease of making our own biodiesel, that we decided to manufacture a biodiesel processor. We feel it's the best inexpensive processor made. It has a 40-gal. capacity and sells for \$725 plus S&H, which includes the mixer and heater, and comes completely assembled and insulated. We have bulk lye and methanol available. We also offer transfer pumps



with "Viton" seals (made for biodiesel), scales and 5-micron filters, or any other equipment needed to make biodiesel. We have complete knowledge of the biodiesel process.

We're making biodiesel for about 75 cents per gallon. We hold demonstrations every week and can teach you to make your own for a \$10 fee. You don't need a background in chemistry to make biodiesel. (Parma Fabrication LLC, P.O. Box 155, Parma, Mich. 49269 ph 517 531-4651)

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