



Hydraulic pto power unit lets you use your pickup to operate rear unload forage boxes.

Pickup Hydraulic Unit Has Remote Control

Bring hydraulic pto power where you need it with portable power units from REN Mfg. First featured in FARM SHOW three years ago (Vol. 29, No. 4), the Wisconsin company now has five different models from 13 to 24 hp. The latest addition is a 13 hp unit with either a 6 or 7 gpm pump and up to 2,400 lbs. of pressure. A new 24 hp power unit offers more hydraulic power and is available with a remote control unit.

"Our new 13 HYD is available with or without a two-wheel cart," explains Roger Nikolai, REN Mfg. owner. "It is handy for working on farm equipment or anything that requires hydraulics. The 24-19 HYD is designed to mount in back of a pickup with an in-cab remote."

Nikolai says the power units are popular with equipment dealers for setting up equipment or moving and delivering equipment. The 24-19 HYD was designed for use with rear unload forage boxes. Its tandem pump produces a maximum pressure of 2,400 psi and a maximum flow rate of 19 gpm.

"The 24-19 HYD can unload an 18 to 20-ft. forage box in about a minute," says



Unit is designed to mount in back of pickup and is available with an in-cab remote.

Nikolai. "A driver can pull up and unload without ever leaving the cab."

The most popular unit, says Nikolai, is the 24-12 HYD with pto and hydraulics.

Prices range from \$1,995 for the 13 HYD to \$3,795 for the 24-19 HYD. The remote option adds another \$460. The skid stand for a stationary unit is \$140. A utility cart with pneumatic tires for the 13 HYD is \$50.

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"Cross Country Ski Groomer"

When Arthur Vande Hey goes out to cross country ski around his farm, he uses nicely groomed tracks that he makes with his own "cross country ski groomer".

Vande Hey uses his 1959 Ford tractor to pull a box-type grader blade, which is set at a slight angle so that snow slides off to the side. When downpressure is applied to the blade, the skis - which are attached to a wooden frame that's bolted onto the blade - leave deep parallel tracks to follow while cross country skiing.

He cut down a pair of old downhill skis and fastened the front halves to the wooden frame, which clamps onto diagonal metal braces already on both sides of the grader blade. The skis are set about 8 in. apart and are positioned about 3 in. below the blade.

The wood frame holds the skis rigid from side to side and also from front to back. Two screws go up through the bottom of each ski and into the wood braces.

"I built it last year and have used it to make about one mile's worth of track," says Vande Hey. "I used a rotary finish mower to cut my hay field in the fall so it wouldn't cause the skis to drag. The groomer does a nice job on flat ground and does a good job on gradual turns. It doesn't work quite as good on hilly land because the skis are too rigid to follow the ground contour. The skis tend to skid out when making a sharp turn. I might shorten the skis a little more to solve the problem."

"I usually let the blade float with the tractor hydraulics. I don't think I'd have any trouble going through snow that's 18 to 20



Skis are attached to a wooden frame that's bolted to a box-type grader blade.



When downpressure is applied to blade, the skis leave deep parallel tracks to follow while cross country skiing.

inches deep. However, if the snow ever gets too deep I could raise the blade so it's not pushing too deep into the snow."

Vande Hey used downhill skis because he wanted tracks just a little wider than his cross country skis. "That way my skis and boots won't rub the sides of the tracks," he notes.

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Crop material from 25-ft. swath feeds evenly into a 25-ft. wide threshing drum, which avoids bottlenecks and requires a lot less power while boosting productivity.

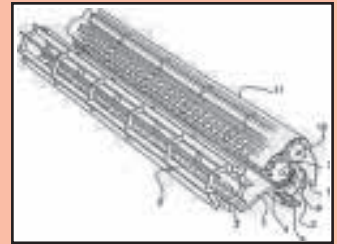
Combine Header Threshes As It Cuts

A friend of ours in England who regularly scouts out new products recently sent us photos of a new combine header that cuts, threshes, and chops all at the same time.

The Eyre header was invented by agricultural engineer Bob Eyre from Alford, Lincolnshire. At first glance the 25-ft. wide unit looks like a deeper-than-normal header. In fact, the reel, sicklebar, and belt-type table are off-the-shelf units. But the header has a full-width drum and straw chopper behind the sicklebar and table, where the feeder auger normally would be. Threshed grain drops into a pair of small bottom augers which move the grain to the center of the table. From there, a set of rubber "flickers" moves the grain into the combine for cleaning.

Right behind the drum is a full-width rotor with swinging knives that chops the straw and drops it onto the ground.

So instead of feeding all the crop material from a 25-ft. swath into a 5-ft. wide feederhouse, the crop feeds evenly into the 25-ft. wide threshing drum. Eyre says having a full-width drum and chopper avoids bottlenecks and requires a lot less power while boosting productivity. The only things



Header has a full-width drum and straw chopper behind the sicklebar and table.

that can't be done on the header are sieving the grain, but Eyre has already patented plans for that side of the operation.

Though the Eyre header isn't likely to go on sale for two years, Eyre plans to test the prototype header extensively on farms next summer.

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Pre-cut clear plastic film covers the areas of your car or truck that are most likely to be damaged by rocks, bugs and scratches.

Invisible Paint Protection For Trucks, Cars

Husky Shield® Paint Protection System is an easy-to-install, pre-cut kit consisting of clear plastic film specifically designed to fit any truck or car. The 6-mil clear plastic covers the areas most likely to be damaged by rocks, bugs and scratches.

"It keeps your vehicle looking new longer, providing protection without changing its look," says Bill Wagner, vice president of sales and marketing. "It's installed without drilling or special fasteners, and can be removed without damage to your paint."

This clear paint protection system allows your vehicle's paint to age naturally, but since it's UV stable, it won't yellow. Once it's installed, there's no special maintenance required. You simply wash and wax your vehicle like you always have, according to Wagner.

Novices will find the installation kit easy

to apply, he adds. It includes detailed, illustrated instructions, pre-cut vehicle-specific urethane film, installation solution, a spray bottle, a squeegee, and a clay bar for vehicle prep (a clay putty that removes dead paint and built up debris and wax). If the installer isn't initially satisfied with the job they've done, the overlay can easily be removed, re-wetted and re-applied as many times as necessary.

Husky Shield retails for about \$100 and costs between \$50 to \$75 to have it professionally installed. The product comes with a 5-yr. protection warranty against yellowing or cracking.

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