

Two rows of teeth carry hay to the back of the 5 ft. reel. Fins and four adjustable fingers complete the "flip".

## FLIPS HAY WITHOUT ROLLING IT ACROSS THE GROUND

# "Flipper" Turns Windrow 180° For Faster Drying

Latest new development in haying is the "windrow flipper" that picks up and flips the entire swath or windrow 180°—without rolling the hay across the ground where it could pick up dirt or rocks, and without mixing uncured hay on the bottom with cured hay on the top.

The inventor, Herman Ender Sr., Tracy, Cal., notes that the flipper, called the T-2-180, isn't designed to replace the conventional hay rake: "Here in California, it's ideal for flipping the swath after letting the hay dry a couple days, or in lighter crops that flip the double windrow after the top half has dried. Farmers in the Midwest, with shorter hay drying times, would be more likely to use the flipper after a rain to speed drying. Turning windrows with the flipper, rather than a rake, results in less leaf loss."

California farmer Stan Robertson, of Tracy has used a prototype T-2-180 for the past three years: "It does a heck of a job. Hay that used to take six to seven days to cure dries in four to

five days. I also think it makes hay easier to bale since the windrows aren't rolled up tight."

"The machine won't increase your hay production but it will minimize your losses," says Ender. Unlike conventional hay rakes, which handle hay from the top, his machine uses pick-up teeth that reach under to gently lift and convey windrows to a rear-mounted fin and four fingers which flip the windrow a full 180°. "Flipped windrows remain fluffy for increased air flow and faster curing, and the hay isn't twisted or wrapped together," Ender points out.

The machine is powered off the tractor's hydraulic system. You set a flow control valve to match tractor speed. Once set, reel speed adjusts itself to match the tractor's ground speed.

The T-2-180 sells for \$5,875.

For more information, contact: FARM SHOW Followup, Herman Ender Sr., 29516 S. Bird Rd., Tracy, Cal. 95376 (ph 209 835-2535).

## EASY ACCESS TO "UP FRONT" CARGO

# Hinge Kit For Pickup Toppers

"With a hinge kit on your truck topper you can easily get at cargo in the front of the pickup bed without having to crawl into the truck on your hands and knees," says Gale Harsha, Kellogg, Iowa, manufacturer of a new hinge kit for pickup toppers.

If you want to haul brush or other cargo and you need to remove the topper, it's as easy as pulling the three hinge pins and unsnapping the latch," he explains.

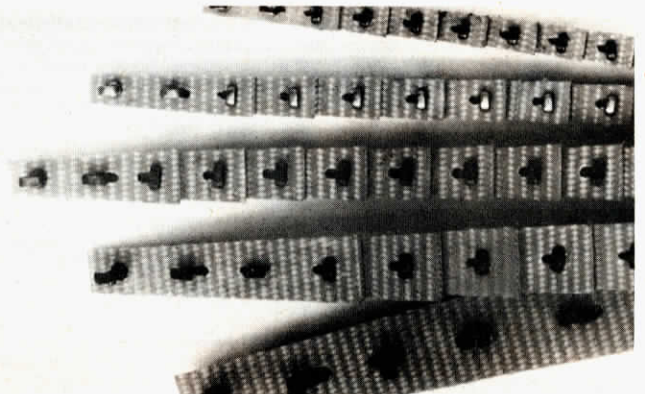
The kit is designed for 6, 7 and 8 ft. toppers. To install, you need to drill

eight holes for each of the three hinges in the truck bed lip and attach the hinges to the topper.

On the driver's side, you drill two sets of holes—one set for the prop-up arm which holds the topper 26 in. high, and another set for the guide pin that steadies the topper on the truck box.

Sells for \$39.95, plus shipping.

For more information, contact: FARM SHOW Followup, Harsha Sales Corp., R.R. 1, Box 28, Kellogg, Iowa 50135 (ph 515 526-8785).



Studs fit through each succeeding link and are turned 90° to lock them into place.

## "LINK" SYSTEM REPLACES ANY SIZE BELT

# Make Your Own Exact Size V-Belts

There's no need to keep 20 different size V-belts around the farm, according to the makers of a new make-your-own V-belt that's made of links which you can fashion in seconds to the exact size needed for any particular job.

Various forms of the Brammer V-belt system have been in use in England since the 1920's. Their newest V-belt is now being imported by their U.S. distributors, Brammer Transmissions, Inc., Haverhill, Mass.

The new belts come in the five most common sizes—O, A, B, C, and D—that range from 3/8-in. to 1 1/2-in. in width. Belts consist of individual links that fit together by fastening studs on each link into each following link. Links can be added on up to any length and there's no cutting or splicing needed to connect them. The studs are simply turned 90° with a pliers or the special tool supplied with the belts.

The belting material is made from a mix of urethane and polyester that's designed to withstand a wider temperature range than standard rubber V-belts. It also resists the effects of chemicals, oil, water and steam, ac-

ording to Brammer's Greg Hall.

"About the only application where the belts cannot be used is against an idler pulley because of the studs on the back of the belt. The belts are stronger and will last much longer than conventional belts," says Hall.

The belts are particularly handy in tight situations where shafts and pulleys would have to be removed to install a regular one-piece belt. The Brammer link belt can simply be threaded through the pulleys and fastened.

"The belts are slightly elastic so you measure the length needed, fasten the links together and slip it onto the pulleys. If you get the size wrong, you can add or subtract links as needed," says Hall.

The belts come on 50-ft. reels but you can buy any length. The company suggests having your local farm or hardware store contact the company for details on retail sale of the belts.

For more information, contact: FARM SHOW Followup, Brammer Transmissions, Inc., 295 River Street, Haverhill, Mass. 01830 (ph 617 373-1110).



Three hinges along one side of the topper are all it takes to convert it for "easy open" access.