

Reader Letters



The "Mighty Giant" handles the grain from two 12 row combines operating in 160 bu. corn.

17-IN AUGER UNLOADS IT IN JUST 4½ MIN.

Grain Wagon Holds A Whopping 1,500 Bu.

"As far as we know, it's the biggest grain wagon made," says Clark Bettenhausen, of Bancroft, Neb., manufacturer of the new "Mighty Giant" 1,500 bu. grain wagon that unloads itself in 4½ min. or less.

Bettenhausen, a farmer turned manufacturer, began building his wagon earlier this year in response to demand from a local farmer. "He has two 12-row combines and grows 160 bu. corn. He told me that in one pass he combines 1,400 bu. He wanted an efficient way to haul it away," says Bettenhausen.

The huge wagon is 32 ft. long and 14½ ft. wide from wheel to wheel. The entire rig weighs 17,500 lbs. empty. It has a 17-in. unloading auger and a bottom unload chute. The 24.5 by 32 tires, on tandem axles, are nearly 6 ft. tall.

The "Mighty Giant" sells for \$23,000. Bettenhausen also sells a 950 and 500 bu. wagon, and is working on a 4,000 bu. portable bin.

For more information, contact: FARM SHOW Followup, Clark Bettenhausen, CBJ Manufacturing, Bancroft, Neb. 68004 (ph 402 372-2722).

"THREE WHEELER" FEATURES CORVAIR REAR END, MOTORCYCLE FRONT END

Look What He's Doing With Old Cars, Cycles

Vehicles that come out of Bill Cruff's farm machinery repair shop often defy description. As a hobby, he builds hybrid machines that combine parts from two completely different vehicles. For example, there's his strange looking "three wheeler" that has the rear end of a Chevrolet Corvair and the front end of a Harley-Davidson motorcycle.

"It was easy to put together," says Cruff. "I cut the door posts at the top of the windshield and at the rear of the door opening. The Corvair has the engine in the rear, so there was nothing to move. The Harley-Davidson motorcycle is what I had around, but any other cycle would work. It only took me about two hours to make the basic changes and a few more hours for refinement."

Other Bill Cruff creations are a Sears moped made into a mailbox and a 1971 Toronado with front wheel drive, rear engine, and 36 in. tractor wheels and tires.



"It was easy to put together," says Cruff about the Corvair-Harley "hybrid" he rigged up in his workshop.

Why does Cruff do it?

"I like to do something different in between other repair jobs, so I make these odd vehicles." Cruff was a farmer for many years, before deciding in favor of running his own machinery repair shop.

For more information, contact FARM SHOW Followup, Bill Cruff Cycle, Rogers, N. Dak. 58479 (ph 701 646-6013).

In your FARM SHOW article (Vol. 5, No. 4) entitled "Air System Replaces Bottom Silo Unloaders", Paul Bender indicates that A.O. Smith Harvestore® Products Ltd. specifically manufactures a structure to be used with the Neuero pneumatic system. This is false and misleading.

A. O. Smith Harvestore Products, Inc., of Arlington Heights, Illinois is the parent company of A. O. Smith Harvestore Products Ltd. of Eye, Suffolk, England, and we do not manufacture any product specifically adaptable for use with the Neuero pneumatic system. We do not appreciate errors of this kind when our product is involved.

Harold D. Davis
Director of Marketing
A.O. Smith Harvestore Products
Arlington Heights, Ill.

(Editor's note: We sent the above letter from Harold Davis to Paul Bender of Neuero who responded as follows:)

Contrary to Mr. Davis complaint, the FARM SHOW article does not claim that A. O. Smith Harvestore Products specifically manufactures a structure to be used with the Neuero pneumatic system.

The silo we described is the Harvestore CTU (convertible top unloader) structure. It's equipped with access doors and designed for unloading from the top, and is therefore "adapted to the Neuero pneumatic system" as well as other top unloading systems.

The access doors simplify the installation of a top unloader but are not mandatory. Many European Harvestore silos built for bottom unloading have been converted to the Neuero system (partial list of owners attached). In this conversion, doors are cut in the silo to enable easy access to the unloader.

We hope this corrects Mr. Davis' misinterpretation of the article.

Paul Bender
Division Manager
Neuero Corp.
West Chicago, Ill.

Thank you for sending a copy of FARM SHOW to The Queen. She was very interested to see the magazine and also the FARM SHOW photographs of her visit to the Royal Agricultural Show.

Her Majesty much appreciated your kind gesture in sending the magazine and was pleased to hear you enjoyed your visit to the Royal Show.

Sir Phillip Moore
Private Secretary to
Her Majesty The Queen
Buckingham Palace
London, England

Your article on Kinze Mfg. versus John Deere on the Max-Emerge corn planter is what got me to order FARM SHOW. Keep these types of articles coming.

Keith Anderson
Clinton, Minn.

Thank you for publishing the report on my new Thief-Proof locks for fuel storage tanks. Your story was well written, accurate, interesting and outlined the

important features of our product. You have an excellent publication.

Richard Bittner
Bittner Enterprises
Webster City, Iowa

I enjoy FARM SHOW very much and have one suggestion. How come you don't put a date on the front cover?

Steve Smith
Shell Rock, Iowa

Editor's Note — The cover of each issue lists a volume number and an issue number. The volume number is the year of publication. All issues published the first year, for example were Volume 1. FARM SHOW is now in its fifth year. Consequently, all 1981 issues are identified as Volume 5.

Each issue published during the year is numbered consecutively, starting with the January-February issue which is No. 1. The March-April issue is No. 2, May-June is No. 3, July-August is No. 4, September-October is No. 5, and the November-December issue is No. 6.

We've been interested in alcohol fuel for almost 30 years. In 1973, after the first fuel embargo in our country, we started actively researching the possibility of using alcohol fuel in our machinery. We decided, after a lot of looking around, to build our own alcohol plant.

After developing our plant, we began building them for other people on a custom basis. The plants produce 20 or more gal. per hour of 185 to 190 proof alcohol.

We feed the wet distiller's grain as part of a complete ration to young beef animals. The stillage is fed to our Angus cows. Several neighbors have bought some of the by-products for their pigs and dairy cows. Several owners of our plants are producing distiller's grain and stillage for feed, and the alcohol is considered their by-product. In all cases, feed conversion is very satisfactory.

We sold some of the alcohol to a distributor, some to private individuals doing experimentation with other types of injection systems and we use it in our IH pickup and lawn mower with minor modifications. We're looking for a commercial conversion system for our tractors.

We believe that alcohol is the fuel of the future. And that farmers, with their renewable resources, are the most logical people to develop this very promising neophyte industry. Just as we farmers played a decisive role in the development of other farm equipment, so should we in the development of this piece of machinery. Care must be taken so that unscrupulous activities of charlatans are not allowed to injure or inhibit its development.

Anyone interested in seeing one of our plants in operation is invited to write or call us.

M. James Pufahl
Box 99
Milbank, S. Dak.
(ph 605 432-4169)