



Pete Schlatter's "Roadster", the world's first two-wheeled car, balances on hidden wheels.

APPEARS TO DEFY GRAVITY

Would You Believe A Two-Wheeled Car?

Detroit will probably never be interested, but Pete Schlatter of Francisville, Ind., hasn't let that bother him. He invented the world's first two-wheeled car strictly for his own enjoyment.

His chain-driven "roadster" mystifies mechanics and car buffs, who say such a car is impossible, even as they watch it chug along at its top speed of 4-5 mph at shows and parades. Schlatter doesn't spend much time explaining the mystery to bystanders, but he did talk to FARM SHOW.

"What appear to be two soft radial tires are really just shells for two small support wheels," he says. "The hidden wheels are 13 in. apart in each tire and are chain-driven by a small Onan motor under the hood."

Engine weight in front is balanced by the driver in the rear, but most of the weight is concentrated over the wheels for balance. "It takes 100 lbs. to upset it," says Schlatter. "The car performs well as long as it's on a smooth, hard, level surface."

A Canadian buddy of Schlatter's,

Art Eddy, Woodstock, Ontario, built the world's second two-wheeled car to promote his company's line of drainage equipment at shows.

Eddy's car also has hidden wheels within radial tires. His car, however, is hydraulically-driven, and steered by varying the amount of fluid sent to each wheel. It's powered by a 12½ hp John Deere garden tractor motor. The car is 4½ ft. across and weighs 800 lbs.

Eddy says it took a week to build with the help of his son and son-in-law and cost about \$2,000. "We have lots of fun with it," he says. "Everyone knows a two-wheeled car is impossible but when they see our car, they begin to wonder and forget their good sense."

For more information, send a self-addressed stamped envelope to: FARM SHOW Followup, Alfred "Pete" Schlatter, Box 548, Francisville, Ind. 47946 (ph 219 567-9158).

FARM SHOW Followup, Art Eddy, Eddy Oxford Enterprises Ltd., RR#3, Woodstock, Ontario N4S 7V7 (ph 519 537-8775).



Freck and son load a bale with their "sling" loader. Cable runs from winch to a pulley at front of box and over top of bale.

APPLIED BY TEAT DIPPING

New Weapon For Fighting Mastitis

Dairy farmers now have new hope for preventing one of the most devastating forms of mastitis in their herds.

The new preventative, developed by the 3M Co., St. Paul, Minn., is called Teat Shield. It protects against coliform mastitis, a type that works fast enough to kill a dairy cow in one hour. It also helps to keep staph and strep mastitis under control.

Teat Shield, unlike other mastitis medications, produces a physical barrier so microorganisms cannot enter the teat canal. It is a liquid into which the teat is dipped after milking. It dries fast and forms a thin film around the teat that cannot be penetrated by organisms. Before the next milking, washing the teats loosens

the film so it can be stripped off by hand, the manufacturer explains.

In three years of laboratory and field testing, Teat Shield has been shown to resist "rubbing off" or "soaking off" in wet barnyards or pastures between milkings. It has reduced coliform mastitis 80-100% in herds where it was a problem.

Teat Shield will be available through veterinarians and will retail for about \$20 a gal. One gallon will treat a cow for about a year with twice daily dipping of all four teats.

For more information, contact: FARM SHOW Followup, 3M Company, Medical Products Div., 3M Center, 555-15, St. Paul, Minn. 55101 (ph 612-778-5837).

DOESN'T TAKE UP ANY ROOM AND YOU'LL LIKE THE PRICE TAG

'Sling' loader For Big Bales

With just a winch, two chains, a piece of angle iron and a cable, two Oklahoma farmers have come up with a new big bale loader for pickups that moves two bales, yet leaves the pickup free for other work when not in use.

The D & H Big Bale Loader, invented by Darrell Freck and his father-in-law, Herman Vincent, both of Jet, Okla., mounts permanently on the front of the pickup box where it's out of the way when the pickup is used for other chores. But, when you need to move a bale or two, it's always there.

The "sling" loader consists of a ¼ in. thick iron frame that fits across the top of the front side of the pickup box and about 3 ft. down either side. A winch, rated at 3000 lbs., is mounted in one corner of the frame on the driver's side.

"It's simple to operate," says Freck. "You back up to a bale. A chain, attached to a bar that fits loosely inside the rear posts of the box, is laid on the ground on either side of the bale.

Then, you run the cable out of the winch and over the top of the bale. You hook it to the chain and the winch will roll the bale right into the pickup bed.

"It takes one man less than three minutes to load a bale from when you first back up to a bale," says Freck. "If you want to move two bales, you roll the first up to the front of the pickup, then winch up the second bale. To unload, you drop the rear bale by unlocking the winch, then back the pickup up quickly and hit the brakes. The up-front bale will roll right off."

The winch runs off the truck's 12-volt system. With 50 ft. of cable on it, the winch can be used for other lifting and towing chores around the farm, such as helping to "unstuck" vehicles or tractors.

"The main advantage of this system is that it's out of the way. It leaves your pickup free for other things, yet is always ready to use," Freck points out. "The only part of the bale loader on the floor of the pickup bed is the steel bar in back. That can be stored, along with the lifting chains, in the front of the box or behind the seat in the cab. Also, any other 2-bale loader we know of would cost you 4 to 5 times as much as this one — and they aren't as convenient."

The D & H Bale Loader, with a 3,000 lb. winch, sells for \$325. Another model equipped with a 4,000 lb. winch lists at \$375.

For more information, contact: FARM SHOW Followup, D & H Big Bale Loader Co., Jet, Okla. 73749 (ph 405 626-4512 or 404 626-4476).

