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the wheels on and convoy them to the dealership where we put everything else on."

John vividly remembers the assembly work, using a "podgy bar" (to align holes for bolts), an array of different-sized spanners, a crowbar and a sledgehammer.

"We would put them together in a week then line them up out the front (of the dealership) and before harvest,

farmers would drive by, drop in and buy one," he said.

"Based on current prices, you could have bought seven 711s for the price you now pay for a 40 foot header front."

Today it's a different story with farmers required to forward order because of the multiple options available.

"You still require spanners for the PD work but there's definitely no sledgehammers allowed," John said.

"It's a whole new ball game

these days.

"While today's machines are more productive, more technologically advanced and more comfortable, for the dealer, the costs of staff training are higher, along with the costs of specialised tools and diagnostic equipment."

Performance comparisons between the 711 and the 7240 are inevitable, but meaningless.

"We were gentle on the 711 because the accumulator

wasn't charged properly but for its capacity, it did really well," John said.

"It wasn't meant to be anything more than making the 711 part of our celebrations and we will use it again, probably at demo days and to exhibit at district shows.

"It was a good header in its day and it has been proven by its owners that if you look after equipment you can get a lot of work out of it."

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"Our Turbodrum was matching our Vario tin front in canola at 11 clicks on wheeltracks. You have to see it to believe it."
- Mic Fels, Esperance farmer and Turbodrum designer



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