

Front-mounted PowerLoader uses telescopic lifting arms and a winch to hoist up to 350 lbs. It also holds the load during transport.



ATV PowerLoader Makes Lifting Easy

With the help of Great Day Inc.'s new PowerLoader, an ATV can do the work of two or three men when it comes to loading heavy objects for transport.

The PowerLoader is a front-mounted accessory that uses patented telescopic lifting arms, and a regular winch of your choice, to hoist up to 350 lbs. It also holds the load during transport.

Made from strong but light aircraft aluminum, the device adds only 29 lbs. to the weight of a vehicle. Hunters can use it to load big game without physically picking up one pound themselves. Farmers and homeowners can use it to pick up building materials, small hay bales, sacks of feed or seed, fence posts, firewood, toolboxes and ice-chests, for example.

For maximum performance, Great Day, Inc. recommends using at least a 2,000-lb. winch, either factory-installed or aftermarket.

At the push of a button, the PowerLoader's telescopic arms retract and curl in seconds, positioning the item from ground level to



Telescopic arms retract to lock load into position for transport.

"locked and loaded - ready for transport."

It works well with most brands of ATV's. Polaris machines require an additional mounting kit.

The PowerLoader retails for \$299, plus S&H.

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Fluffer picks up a wet, matted alfalfa windrow and lays it back down in the same place.

Windrow "Fluffer" Speeds Hay Drying

"It works great for picking up wet, flattened windrows," says Ken Sheane, McMinnville, Oregon, about the low-cost windrow fluffer he built. "It doesn't knock leaves off and really speeds drying time."

The 10-ft. wide fluffer picks up a wet and matted alfalfa windrow and gently lays it back down in the same place. The resulting "new" windrow is fluffed to nearly double the height of the old one.

The windrow fluffer has no pto or gearboxes. Instead, it relies on specially built tines which revolve slightly slower than the machine's forward movement. The rig's wheels chain-drive a gearbox that controls the speed of the tines and keeps them from turning too fast. As the tines lift the hay up it falls off gently onto the ground.

"It's a fast and economical way of making hay. It works so simple that it's hard to believe," says Sheane. "Two units can be hooked up to a tow dolly, allowing you to fluff two rows at a time and cover up to 32 acres per hour. And it's light enough to be pulled by a pickup or ATV."

"I came up with the idea when I lived in



Specially-built tines revolve slightly slower than machine's forward movement.

Arizona where they grow a lot of irrigated alfalfa. I decided to build a machine that would let air go through the crop and not necessarily turn it upside down. Several Arizona hay growers are now using my fluffer, as well as one in Oregon."

Another advantage is the cost, says Sheane. "Two fluffers and a towbar sell for \$5,500. Other comparable units sell for \$10,000 to \$12,000 or more," he notes.

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"Gator wannabe" is built on an old White garden tractor. The driver's seat and controls were moved forward over the motor and front end.

Second Generation "Gator" Built Bigger And Better

A few years ago, Gary Parsch built himself a "Gator wannabe" (Vol. 30, No. 1). It worked pretty well for hauling stuff, but it couldn't handle the Michigan winter snows the way he wanted. When a neighbor with a small engine repair business took in a heavy duty White lawn tractor with hydraulics, he gave Parsch a call.

"He told me he had just what I needed to make a bigger and better rig," says Parsch. "It has a high-low rear hydrostatic drive, and when I put it in low, it really pulls. It also has bigger wheels with more ground clearance and better traction. I haul firewood with it, and it never bogs down in the snow."

Since his wife nicknamed the first rig "The Beast," Parsch named his new rig "Bride of the Beast." While both units were based on old White garden tractors, the Bride is built on a heavy framed 1987 model with 15-in. wheels. Since the engine was shot, Parsch substituted a 12 hp. Kohler from an old Cub Cadet.

"The big trick was lining up the Kohler on all planes, vertical and side to side," he says. "The homemade driveshaft had to be just right. I used a coupler in the driveshaft to the rear, as it needed some give."

Like The Beast, the driver's seat and controls for Bride of the Beast were moved forward over the motor and the front end. Also, like the earlier model, the most difficult chal-

lenge was installing steering, given the heavy load over the steering axle.

"The first time I tried turning the steering wheel, I bent the linkage because there was so much torque on the wheels," says Parsch. "I tried using the hydraulic cylinder that came with the tractor for power steering. It turned one way fast enough, but when I tried turning it back, it was slow on the return."

The steering wheel and original steering gear came from a Sears garden tractor. Parsch resorted to double gearing the steering system with a second set of gears, leveraging it down to handle the torque.

Parsch also moved the throttle, clutch and brake to the front end. He built a foot stand and a steel frame for a 36 by 42-in. box with 12-in. sides that he mounted over the rear. The box, which he made out of treated plywood, is hinged at the rear to dump manually at a 90 degree angle.

"I paid \$50 for the White drivetrain and have about another \$250 in it," says Parsch. "The engine is easy on gas, so I use it all the time instead of my tractor to haul wood or pull trailers around our property."

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"Mini" Equipment Helps Farm Smaller Acreage

As he listened to customers at his retail fertilizer business, Duane Glasgow realized many of them were looking for downsized farm equipment for smaller acreages and wildlife food plots.

He worked with Trotters Manufacturing in Buffalo, Ill., to create a caddy with a 3-pt. hitch in the back to hook up a small corn planter or other implements. Instead of hydraulics, the caddy uses an electric actuator to raise and lower implements.

"It's basically a quick hitch on wheels. You just need a battery," Glasgow says. A 4-wheeler battery is enough to operate the caddy. "It's great for folks who don't have a tractor with a 3-pt. hitch."

He pairs the caddies with commercially manufactured Yetter 2 and 4-row no-till planters and with a 15-ft. boom sprayer that he designed. With different seed plates, the planter can plant a variety of crops from milo and sunflowers to vegetable garden seeds such as peas, beans and sweet corn. The small sprayer also works well for lawn service businesses.

Glasgow discovered larger farmers are also interested in the smaller planters to replant a couple of rows that drowned out or didn't come up right.

Glasgow notes that the difference between his caddy and others is its quality and strength.

"It's overbuilt for strength. It won't tear up



Caddy with 3-pt. hitch on back hooks up to small corn planter or other implements.



Caddy uses an electric actuator to raise and lower implements.

like other equipment," Glasgow says. "I told my little brother to try to tear it up. We found the weakest spot and then fixed it." The caddy weighs about 450 lbs.

Caddies sell for \$2,400 and sprayers cost \$1,850. Corn planters run \$2,750.

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