



ATV loading ramp comes with a receiver hitch extension, T-bar, a pair of diamond plate “wheel ramps”, and 2 brackets that bolt onto boards to form loading ramps.



ATV's rear wheels are held securely in wheel pans molded into the wheel ramps.

## ATV Loading Ramps Fit Into Receiver Hitch

Anyone who needs to haul an ATV, garden tractor or other small vehicle in the back of a pickup will like this new loading rack that's said to be safer than anything on the market.

The 48-in. wide TralRack is designed to extend the bed of a short bed or full-size pickup – with a toolbox on – while still allowing you to tow a trailer. It makes use of the pickup's receiver hitch and comes with a receiver hitch extension, T-bar, a pair of diamond plate steel “wheel ramps”, and a pair of brackets that bolt onto 2 by 8-in. boards (not included) to form loading ramps. No drilling is required.

To install the system, you remove the

pickup's tailgate and existing trailer hitch and ball and attach the receiver hitch extension. Then attach the T-bar, set the wheel ramps over the T-bar so they rest on the pickup bed, and drop the loading ramp brackets into metal hooks on back of the T-bar. You're ready to load. Off-the-shelf straps can be used to tie the vehicle down.

“It's a real handy setup and provides a safe way to load a vehicle onto your pickup,” says Judy Grosskopf, Redgranite, Wis. “The ATV's rear wheels are held securely in wheel pans molded into the wheel ramps. Some other ramps on the market just lay on the tailgate and can slide off as you drive onto

them. In fact, my husband came up with the idea when he tried to drive his ATV up onto a pickup and one of the ramps kicked out. The ATV ended up sideways on the ground, but luckily he didn't get hurt.

“Another problem with other systems is the loading pressure caused by laying ramps on the tailgate can break the cables that hold the tailgate and bend it downward, causing severe damage. That can't happen with our system.”

The T-bar comes with a built-in receiver hitch for towing a trailer or installing a cargo carrier. “There's room behind the ATV to pull a small utility trailer or your boat or camper,”

says Judy.

The TralRack weighs 98 lbs. It isn't designed for the longer UTV's except the 50-in. wide Polaris RZR Razor, which has a slightly narrower wheel width than most other utility vehicles.

Sells for \$489.99 plus \$75 S&H.

Contact: FARM SHOW Followup, Ironman Equipment Racks, W3903 Beechnut Lane, Redgranite, Wis. 54970 (ph 920 566-4484; jggrosskopf@CenturyTel.net; www.ironmanequipmenttracks.com).

## Co-Op Seeks High-Yield, Open-Pollinated Corn

Seedtime Cooperative Project (SCP) is in the first stage of producing high-yielding, open-pollinated (OP) corn lines. The Midwest group of farmers is looking for an alternative to high-priced hybrid seed.

“How long it takes will depend in part on how many growers will cooperate in hand pollinating and selecting the pure inbred lines,” says Jeffrey Goss, SCP spokesman. “That process will take about 4 years, and stabilizing the lines will take another 10.”

Most existing OP corn lines have not improved in the past 100 years. Major OP crop improvement efforts stopped when hybrid corn was introduced. A few exceptions can produce as much as 150 bu. yields with optimum conditions. The co-op hopes to improve on those yields using modern seed selection methods.

Goss says the selection process will be carried out under different growing conditions in Missouri, Tennessee, and Kentucky. Cooperators will start by selecting 200 of their best ears. These will be segregated by variation in color, stem heights and similar traits. Initially the SCP members will be looking for the

greatest differences, hand-pollinating them to create the inbred lines.

“Within about five years, we expect to have significantly improved yields,” explains Goss. “We will be constantly upgrading and adding new progeny.”

Initially corn lines will be selected for yield, standability and root strength. Inbred lines will then be top-crossed within the best strains to stabilize the traits.

“Professor Dennis West, University of Tennessee, will evaluate data this fall,” says Goff. “His evaluations will be used to select which lines to work with next spring.”

The co-op is limiting its work to farms between the 34th and 39th parallels, areas with a similar climate. The area includes most of Missouri, Tennessee, and Kentucky, as well as southern Illinois and Indiana and northern Arkansas.

“Within two or three years, cooperating growers will be able to create their own hybrids and begin selecting lines that work best in their own soils and conditions,” says Goff. “Advantages include being able to save and plant their own seed. OP corn has a

wider genetic base than today's hybrids, so it is less vulnerable to total crop failure from weather or disease like the corn blight that struck in 1970.”

Goff says OP corn has also been shown to be nutritionally superior. It has a higher protein level (as much as 4 percent higher), higher free sugar, mineral and fatty acid content.

The co-op started with 8 farmers. Several more have joined. Interested farmers are encouraged to get involved and at least sign up for the monthly newsletter.

“We know more about genetics than we did 70 years ago,” says Goff. “That knowledge will speed the process. We will be able to do in 14 years or less what would have taken 40 in the past.”

Contact: FARM SHOW Followup, Seedtime Cooperative Project Newsletter, c/o Luke Eby, 170 Blue Heron Drive, Delano, Tenn. 37325, or Ezra Brubaker, Bates County Produce, Rt. 3, Box 55D, Rich Hill, Mo. 64779.



Seeking an alternative to high-priced hybrid seed, Seedtime Cooperative Project is in the first stage of producing high-yielding, open-pollinated corn lines.

## 3-Pt. Mounted Drawbar Keeps Logging Chain Secure

William Andrei, Ravenna, Ohio, uses an old tractor drawbar, mounted horizontally between the lower lift arms on his tractor, to haul a logging chain back into the woods. The drawbar pins onto the 3-pt. lift arms and is equipped with a pair of U-shaped metal brackets, on which Andrei wraps the chain.

“I use this idea on my Deere 790 utility tractor. It eliminates the need to drag the chain on the ground or spend time wrapping it around my tractor's 3-pt. lift arms. And, I don't have to worry about losing the chain in the woods,” says Andrei.

He bought a Ford 9N tractor drawbar at a flea market for \$10. He made 2 U-shaped brackets by bending 2 lengths of 1/4-in. thick, 1-in. wide flat stock into a U shape. Then he drilled a hole in each bracket and bolted it to the outer hole in the drawbar.

“Whenever I go to get a log, I just wrap the chain around the two brackets so it won't fall off,” says Andrei.

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An old tractor drawbar mounts horizontally between tractor's lower lift arms. Logging chain is wrapped around a pair of U-shaped metal brackets on drawbar.