

## BOOSTS CAPACITY 30%

# "Trempe Treatment" for Cylinder Bars

Combine owners from all corners of the U.S. are sending new and used rasp bars to a farm shop near Seymour, Ind., for the "Trempe Treatment".

"I rework them the way I figure manufacturers should have designed them in the first place," says Clarence Trempe. Using a cutting torch, he cuts out every other rib, then builds up and hard surfaces the remaining ribs, using tungsten carbide rods.

"Manufacturers design cylinder bars primarily for wheat. The bars aren't aggressive enough for corn or soybeans," explains Trempe. "Reworking the bars makes a world of difference. You can put a third more material through your combine with the same amount of power. And, the treatment practically eliminates cracked or damaged kernels," he told FARM SHOW. "If you hit a slug of weeds, these retooled bars will pull it right through."

If reworked bars are so much better, why haven't combine manufacturers and dealers followed suit?

"Every body asks that question," says Trempe, who has been custom retooling cylinder bars ever since he tried the "treatment" on his Gleaner "E" combine 10 years ago. He offers this explanation: "One reason might be that they'd probably ruin their market for replacement bars. These reworked and hard-surfaced bars never wear out. In fact, there's so little wear, most owners don't even bother to turn them around after so many hours of use."

Cost of the "Trempe Treatment" for a complete set of rasp bars is \$5 per inch of cylinder width. For example, reworking all 8 bars on a 39 in. wide cylinder is \$195, including balancing the bars. Trempe maintains a modest inventory of reworked bars for the most popular combine makes and models. When a customer sends in a set of bars, Trempe ships him a set of already reworked bars for

that particular make and model combine. A customer can get his old bars back if he wants, but it takes longer, says Trempe.

In reworking the bars, Trempe's son, Ralph, removes every other rib. Trempe does the hard surfacing of the remaining ribs. "We even rework and hard surface new and used chrome bars used in the newer model Gleaner combines," says Trempe.

If you're handy with a cutting torch, you may want to try your hand at the "Trempe Treatment". "Practice on a few discarded bars until you get the hang of it," Trempe advises. "On brand new bars, it doesn't do any good to simply remove every other rib without hard surfacing the remaining ribs. Without hard surfacing, the rib is too likely to bend or break."

How about the farmer who uses his combine only for wheat and other small grains? Would he benefit by having the cylinder bars reworked? How do reworked bars work in clover and other small seeded crops? How about sorghum?

"I haven't heard of a crop where the reworked bars haven't measured up to regular bars in performance," says Trempe. "They really shine in corn and soybeans. If I was using a combine only in wheat, I'd still go with the reworked bars to get the extra capacity, reduced kernel damage and the long life."

Trempe advises customers to call or write him in advance to make sure his work schedule is such that he can get reworked bars back by the time they're needed. Most customers ship the bars via United Parcel Service (UPS), then add whatever the shipping cost is to their check to cover return shipment of the reworked bars.

For more details, contact: FARM SHOW Followup, Clarence Trempe, Junction U.S.-31 and 50, Seymour, Ind. 47274 (ph. 812 522-1309).



"I rework them the way manufacturers should have made them in the first place," says Clarence Trempe. He charges \$5 per in. of cylinder width to rework a set of rasp bars.



Ramps are arched in the center so low-slung equipment will clear.

## IT'S ARCHED FOR CLEARANCE

# Loading Ramp for Pickups

"It's one of the highest interest new products we've ever displayed at farm shows," reports Bob Marquardt, of Tri-Star Corp., manufacturer of the popular new Arch-Ramp for loading equipment in and out of pickups.

"The high center arch design for clearance is the key feature that catches the farmer's eye," says Marquardt. "He's quick to spot this exclusive design which allows low-slung equipment to be driven on or off without getting hung-up underneath."

The arched skids are equipped with angle iron cleats at both ends. Either end can go against the pickup. Traction, even if it's raining or snowing when you're loading equipment, is no problem, thanks to the ramp's expanded metal track.

The Arch Ramp is available in 1,500 and 3,000 lb. capacity sizes for pickups, and a 6,000 lb. size for flatbeds. Costs range from \$79.95 per set for the 1,500 ramps, to \$173 for the heavy-duty 6,000 lb. set.

For pickups, the 3,000 lb. ramp is available 12 in. wide and in 8, 10 or 12 ft. lengths. A set of 8 ft. ramps, for example, weighs 120 lbs. and sells for \$108.35, less shipping.

An optional bracket with 4 stakes for carrying a set of ramps on the pickup sells for \$19.95. Also available is a set of arched ramps to set inside the pickup to raise mowers and other equipment over the fender wells.

For more details, contact: FARM SHOW Followup, Tri-Star Corp., Box 188, Fillmore, Ill. 62032 (ph. 217 538-2313).



Regular cylinder bar at top shows how cockleburrs, cob chunks, kernels and other material can become wedged in to block opening between ribs. On middle bar, only the left half has been reworked. Entire bottom bar has received the "Trempe Treatment" (every other rib removed and the remaining ribs built up and hard surfaced).