

Add-On Rotor Kit For Case-IH Combines

"It prevents roping of green vines and keeps higher-moisture crop material moving through the rotor much better than anything Case-IH has to offer," says Russell Makeeff of Makeeff Enterprises about his rotor modification kit for Axial Flow combines.

Makeeff started working on the add-on rotor kit three years ago as a specialty rotor for edible beans. But with the growth of BT beans – which tend to ripen on green stems – early users have discovered that it has the ability to keep higher-moisture residue from any crop moving through the combine without bunching up.

"After three years of testing, we believe this is an all-purpose rotor that you can use in all crops to boost performance," says Makeeff. "Because it allows the combine to run more smoothly, it reduces horsepower required, uses less fuel, reduces crop damage, and lets you start earlier in the morning and work later at night."

Makeeff's kit consists of add-on flighting that welds to the rotor. The flighting is fitted with wear plates that you can easily replace as they wear. The added flighting starts at about the center of the rotor where Makeeff says most wrapping problems start.

"You won't notice the difference in dry conditions but it makes a tremendous difference on tough crops. Our modified rotor outperforms Case-IH's Specialty Rotor, which still tends to wrap vines."



Makeeff adds flighting to back half of rotor to keep crop material flowing through combine.

The rotor kit sells for \$400. It comes as a do-it-yourself kit to fit 40, 60 and 80 Series machines.

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Add-On Front Mower Deck "Eliminates The Need To Trim"

"It's absolutely unbelievable how well it works and how much time it saves," says Roy Megli of Sterling, Ill., who's one of the first users of a new "Flex Deck" for riding mowers.

Invented and manufactured by Brad Bork of Mediapolis, Iowa, the Flex Deck is an 18-in. wide add-on deck that mounts on the left front corner of Deere riding mowers. It flexes upward 45 degrees and down 8 degrees.

It's designed to mow tightly around corners of buildings and will trim around an 8-in. dia. tree. When it's not needed, it raises straight up out of the way.

So far Bork has only built units for Deere mowers. It's already available through some dealers.

Roy Megli mounted the Flex-Deck on a 72-in. cutting deck, resulting in a total cutting width of 90 in. He added a small hydraulic cylinder to the lift mechanism so he can raise the Flex Deck up hydraulically when needed without getting off the tractor.

Mounts on Deere 54, 60 and 72-in. decks. "Our customers tell us they save 25 to 50 percent mowing time, depending on how many trees and other obstacles they have to mow around. Trimming time is virtually eliminated and they tell us it actually makes mowing more fun," says Bork.

The Flex Deck sells for \$1,299 installed for 54 and 60-in. decks and \$1,399 installed for 72-in. decks. Bork is working with Deere dealers. The installation takes about 1 1/2 hrs. and must be done by a dealer.

Contact: FARM SHOW Followup, Brad Bork, Flex-Deck, Inc., 504 Wapello Rd., Mediapolis, Iowa 52637 (ph 877 353-9335; Web site: www.flex-deck.com; E-mail: Flex-dek@netins.net).



Add-on Flex-Deck flexes up 45 degrees and down 8 degrees.



Flex Deck will cut even the smallest trees without backing up, as the photos above and below illustrate.



New tractor is powered by single rubber track at center. Wheels on either side are primarily for steering and stability.

First-Of-Its-Kind One-Track Tractor

"It offers the traction of a tracked tractor with the maneuverability of a wheeled machine. I think it's the most innovative tractor on the market today," says John Lansberry of Woodland, Pa., who recently introduced a one-track tractor with a single rubber track down the center and two big 42-in. wheels on the outside.

The 16-in. wide track has a 5 1/2-ft. long footprint and provides most of the traction, while the two tires provide stability and steering.

Lansberry has more than 32 years of engineering experience in the mining and excavating business. He developed the Tract-A-Pillar, as he calls it, for use in agriculture, forestry, and construction. Two companies, one in forestry and the other construction, have already ordered machines.

"It can operate in nearly all conditions with minimal disturbance to the soil," says Lansberry. "Minimizing ground disturbance is particularly important in the forestry and landscape business where regulations have become very strict. The mechanical and hydraulic design of this tractor makes a zero turning radius possible without damage to the soil surface."

"One of our prototypes has more than 1,000 hours on it. We tested it equipped with a front-mounted blade and loader and also mounted a LaForge 3-pt. hitch on front for carrying various attachments. It's well-suited for agricultural work."

According to Lansberry, conventional two-track tractors have limited maneuverability which requires "locking up" one of the tracks to turn sharp. That tears up the ground. Four-wheeled tractors, on the other hand, have better maneuverability but limited traction.

"The need for a dual purpose machine like Tract-A-Pillar is obvious when you consider that major equipment manufacturers such as Caterpillar and Deere offer both rubber tire and track machines in the same line, such as loaders or backhoes," says Lansberry.

The new one-track tractor has a modular design that reduces the number of components needed by one third compared to conventional two-track or four-wheeled machines. "Other than the steel frame, oil reservoir, cab, and operator controls, most components are off-the-shelf. That keeps the cost down," he notes.

Another advantage is that the single track design allows the engine and major drive



During testing, machine was tilted 45 degrees without tipping.



Tractor can be fitted with dozer, front-end loader, or any other attachment.



Soil disturbance is minimal compared to conventional dozers, says inventor.

components to be positioned near the ground, which results in a very low center of gravity that allows the vehicle to operate in steeper terrain than conventional vehicles. "In one test we used a crane to lift one side of the machine up at nearly a 45 degree angle but it still didn't tip over."

Lansberry is taking orders to custom build machines from 10 to 500 hp.

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