



Two-rung ladder, made from chrome-plated steel, measures 35 in. long by 15 in. wide. Plastic pads on back of ladder keep it from rattling against pickup bumper.

Tailgate-Mounted "Pickup Ladder"

"My new tailgate-mounted pickup ladder is low cost and simple to use," says Ronna Reeves, Adger, Ala.

The 2-rung ladder is made from high strength chrome-plated steel and measures 35 in. long by 15 in. wide. It weighs 14 lbs. Two bolts with lock nuts are used to attach it to the tailgate (drilling is required). The top part of the ladder is hinged, allowing it to pivot freely. Plastic pads on back of the ladder keep the ladder from rattling against the pickup bumper.

To use the ladder you drop the tailgate and swing the ladder out at the same time. Once the tailgate bottoms out you let go of the ladder. When you shut the tailgate again, the ladder automatically comes to a resting position against the bumper.

"I built my first one way back in 1971 and

put it on a 1968 Ford pickup equipped with a camper shell. I went all over the Rocky Mountains with it and never tried to sell it. Then two years ago I came across the ladder in my garage and decided to apply for a patent.

"Each rung consists of two 3/8-in. sq. hot rolled steel rungs. The rungs are welded to the underside of the ladder's siderails, one up and one down, which results in a level foothold when the ladder is at an angle. No matter what the surface - dirt, gravel, cement, etc. - the ladder will always stay firm due to the rigidity of the ladder and the way it's bolted to the tailgate."

Sells for \$49.95 plus S&H.

Contact: FARM SHOW Followup, Ronna W. Reeves, P.O. Box 117, Adger, Ala. 35006 (ph 205 428-6516).



Largest model ATV trailer, made of steel or aluminum is 6-ft. long and 5 ft. wide and carries up to 2,000 lbs.

Heavy-Hauling ATV Trailers

If you like looking for more and more jobs to do with your ATV, you'll like this "Grizzly" line of ATV trailers that have a carrying capacity up to 2,000 lbs.

Holland Industries produces both double and single axle units, as well as a walking beam model for the roughest terrain.

The trailers can be fitted with a reinforced tailgate that can be hinged from either the top or the bottom for hauling bales, feed and manure.

By removing the tailgate, customers can dump out the contents of their load more easily. Or you can drop it down to use as a ramp, making it very easy to slide heavy objects in our out.

The largest model is 6 ft. long and 5 ft. wide. Trailers are made out of steel or aluminum, and they can be made to dump.

"We started out in this business mainly

catering to recreational users, but demand has expanded a lot more toward commercial work applications such as oilfield, agriculture, seismograph and highway maintenance," says company owner Dave Holland. "We're currently designing a new model with a lockable, aluminum cover for keeping trailer contents dry, clean and more secure."

Holland says Grizzly All-Terrain Trailers have been sold as far away as South America, Hawaii and Africa.

Prices are anywhere from \$1,000 to \$2,500 (Can.) plus shipping.

Contact: FARM SHOW Followup, Grizzly All-Terrain Trailers, c/o Holland Industries Ltd., 13132 - 159 St., Edmonton, Alberta, Canada T5V 1H7 (ph 780 447-1060; fax 780 482-2856; email: dave.holland@holland-industries.com; website: www.holland-industries.com).



Three Timbren rubber springs absorb shock. "Having an improved ride is nice, but reducing the jerk between the truck and trailer really impressed me," says Mr. Truck.

Cushion Coupling Smooths Out Gooseneck Trailer Ride

Remember Mr. Truck? Better known as Kent Sundling, he runs a website that searches out and tests the "best of the best" truck accessories. He's been featured twice before in FARM SHOW.

When Mr. Truck checks out a new product, such as the new Cushion Glide Coupler from Rehme Manufacturing, he takes it out and runs it. In this case, that meant hooking it up to a friend's 20-ft. aluminum stock trailer.

"Installation was a snap," says Mr. Truck. "Just loosen the two adjustable coupler tube wedge bolts, and the old coupler falls out. Slide the Cushion Glide up the neck tube, retighten the two wedge bolts, and you are ready to go."

He set the new coupler about an inch below the standard hitch. This would raise the trailer to a level position when loaded with 2 to 3 horses, a standard load for his friend.

"My one concern was with the larger head

on the coupler. Would there still be room to lower the front of the trailer with the adjustable neck?" recalls Mr. Truck. "I could soon see that raising the trailer would be no problem. We still had 2 in. of adjustment left between the coupler and the top Timbren rubber spring bracket and the gooseneck tube. I was satisfied Rehme Manufacturing had done their homework."

Ball hookup was easy with the unit, thanks to the inward taper of the bottom of the coupler. Driving with the empty trailer was not that different, though movement could be seen in the Timbren rubber springs as the trailer crossed a set of railroad tracks.

Loaded with a couple of horses (2,500 lbs.), the improvement was significant, says Mr. Truck. He and his friend drove the rig on pavement, dirt roads, and even in heavy Denver traffic.

"The biggest difference was in slowing down, speeding up, starting and stopping,"

A 100 percent farmer-owned co-op in Belton, Mo. has found a way to boost the value of beans and wheat by brewing it into beer. It looks like the effort is paying off big time.

"Sales have been good," says Joe Effertz, president and CEO of TransCon Ag. "We are busting at the seams, and our biggest challenge has been finding workers."

Pony Express Gold, the first of several soy-based beers, has been marketed in Kansas, Missouri and Wisconsin for the past year. The beer, promoted as having added protein, is about 6 percent soy based. The brewery co-op hopes to add Nebraska, Iowa and Arkansas to their distribution soon. The soy beer is also being exported to China and Taiwan, countries where soy products are highly valued.

"Our goal is to keep building business," says Effertz. "We have just brewed our first light beer. Because it has soy in it, it's considered a health beer. It is also low carb and has other key marketing components. We are also trying to develop a hard lemonade with soy."

Contact: FARM SHOW Followup, Joe Effertz, TransCon AG, LLC, 2301 E. Oilwell

he says. "The Cushion Glide Coupler took the shock out of the movement. Having an improved ride is nice, but reducing the jerk between the truck and trailer impressed me."

Mr. Truck explains where the hard work in the coupler is done. "A solid steel square shaft slides in a rubber type sleeve similar to a torsion axle," he says. "This part of the coupler also absorbs shock as does a torsion axle, with three Timbren rubber springs doing most of the work."

Farmers Boost Value Of Crop By Brewing Soybean Beer



Soy-based Pony Express Gold is already on the market in Kan., Mo., and Wis.

Drive, Belton, Mo. 64012 (ph 816 581-7310; website: www.transconag.com) or Great Plains Brewing Company, P.O. Box 379, Garden City, Mo. 64747 (ph 816 581-7310; website: www.ponygold.com).

The CG4000 (600 to 4,000-lb. load) sells for \$544 plus shipping. The CG8000 (4,000 to 8,000-lb. load) sells for \$667.

To learn more about Mr. Truck and the Cushion Guide Coupler, go to www.MrTruck.com. Contact: FARM SHOW Followup, Rehme Manufacturing, 1449 Co. Rd. 1590, Rush Springs Okla. 73082 (email: sales@cushionglide.com; website: www.cushionglide.com).