



Attachment uses pivoting "fingers" to pull rocks into bucket.

Loader Attachment Pulls Rocks Into Bucket

"This rock picker works better than any rock picker we've ever seen," says Roger Moe about his patent-pending attachment for skid steers and front-end loaders which pulls rocks into the loader.

The skid steer's hydraulics power the attachment that bolts onto any size bucket and consists of 11 metallic "fingers" on top and below. "It pulls the rocks back into the bucket," he says. The attachment handles rocks as small as 1-in. dia. and big as 30-in.

dia. "Once I get on the Bobcat, I never have to get off," he says.

Moe is looking for a manufacturer to purchase the license for the attachment that he calls the Rock Picker Assist. He says the attachment should sell for less than \$1,000 each.

Contact: FARM SHOW Followup, Roger Moe, 36911 200th Street, Springfield, Minn. 56087 (ph 507 723-5947; ramm@tier-3.net).



Operator can remove lightweight canopy without ever leaving his seat.

'Easy Off' Compact Tractor Canopy

Dissatisfied with the compact tractor canopies on the market, Larry Kameron designed his own. He says it works better than commercial alternatives, costs less, and if it's damaged, it can be repaired, not replaced. In fact, it worked out so well that his son Chris is now manufacturing and marketing it as the "TuffTOP."

"My dad has to fold down his rollbar to get into the garage," explains Chris. "With standard canopies, if you fold the ROPS, the canopy will stick up farther than the ROPS did in the first place.

What Larry came up with is a canopy which, once installed, can be put on or off in about five seconds. Constructed of modular, nearly indestructible, thermoplastic panels, it is light enough that it can be shipped UPS. If only one panel gets damaged, it can be replaced, unlike one-piece canopies. Perhaps best of all, the operator can remove the lightweight canopy without ever leaving his seat.

"If you are working around a low overhang you can just reach up, loosen four bolts, and take it off," explains Chris. "Once finished with the area, raise the ROPS, set the canopy back in place and tighten the bolts."

Another advantage to the TuffTOP is its universal mounting brackets. Frustrated that a dealer he talked to had a canopy, but not



Canopy is made from modular, nearly indestructible thermoplastic panels.

the brackets, for a Cub Cadet, Larry designed brackets that fit on any brand's ROPS.

"The brackets fit any 2-in. by 3-in. or smaller rectangular roll bar," says Chris. "They also fit either of our two models, the 26-lb., 16.57-sq. ft. XL-48 or the 24-lb., 13.23-sq. ft. SC-44."

Both are available in white, green, orange, gray, blue and red colors with hot rolled steel, E-coated and powder-coated frames.

The SC44 has a suggested retail price of \$299.95, while the XL48 is priced at \$379.95.

Contact: FARM SHOW Followup, DesignTEQ, 5325 Foundation Blvd., New Albany, Ind. 47150 (ph 812 941-0010 or 877 883-3867; sales@tufftop.net; www.tufftop.net).



Used off-road mini trucks from Japan are a great value, says importer Paul Stith.

"Off-Road" Mini Trucks Imported From Japan

"I import several brands of used mini trucks from Japan for off-road use. They're really nice trucks and are a great value," says Paul Stith, Oneonta, Ala., who recently called FARM SHOW to tell us about his unusual business.

Stith imports six different brands of used Japanese trucks - Honda, Dahatsu, Mitsubishi, Mazda, Suzuki, and Subaru. Most are 1990 to 1995 models. They can be ordered with 2 or 4-WD and with an automatic or manual transmission. They come with a 3-cyl., 660 cc gas engine, cab, heater, and bed. Both sides of the bed fold down, as well as the tailgate. Some models are available with an electric/hydraulic-operated dump bed. They cannot be licensed for on-road use.

"The trucks are cleaned up and painted before they ever leave Japan. The average driver in Japan puts only about 6,000 miles a year on a mini truck so these trucks have low mileage. I get the trucks in 'as is' condition and sell them that way, but I won't sell them if something is wrong with them. There is no warranty."

Stith says he sells a lot of the trucks to farmers, ranchers, poultry producers, and hunting clubs. "Poultry producers like them because they're small enough to go through poultry houses and maneuver in tight places. Some hunters paint the trucks Army green to camouflage them."

He orders the trucks by the sea-going con-



Trucks can be ordered with 2 or 4-WD and with an automatic or manual transmission.

tainer load. "The trucks are usually pre-sold before I ever receive them. Most customers want 4-WD models equipped with a manual transmission. The trucks generally come equipped with 12-in. street tires. However, most of my customers put ATV tires on them in order to raise the body 3 or 4 inches. That way they don't have to spend money on a lift kit."

Prices start at about \$3,300 for a 4-WD model equipped with a manual transmission and air conditioning (not all models are available with air conditioning). He can also obtain new trucks, which start at about \$13,000.

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"Training Wheels" For Motorcycles

Gilbert Klarnar, Menasha, Wis., is a Marine Corps vet of World War II and an army vet of the Korean War. He has been a die-hard motorcycle enthusiast ever since high school. However, he's now in his 80's and has a repaired hip. That means he can no longer handle his motorcycle the way he'd like to.

So he went out and found a remedy. Training wheels for motorcycles!

A Voyager conversion kit was installed by Motorcycle Tour Conversion of Morris, Ill. He says the added wheels help him with his balance.

The Voyager kit is like having outrigger wheels. The kit requires no alteration to the motorcycle. It mounts with a belly bracket that fits onto the middle of the motorcycle frame and two rear wheel axle brackets. The brackets stay on your motorcycle whenever the Voyager frame is removed.

According to the company, with the kit attached to your motorcycle you'll still be able to lean up to 12 degrees. Conventional trikes have zero degree lean into a turn because they have solid rear ends.

The kit fits most motorcycles.

Sells for \$4,095.

Contact: FARM SHOW Followup, Gilbert



Voyager conversion kit adds two wheels to motorcycle, which stabilizes ride but still lets you lean on turns.



Kit requires no alteration to motorcycle.

Klarnar, 720 S. 5th St., Menasha, Wis. 54952 (ph 920 722-0059) or Motorcycle Tour Conversion, Inc., 2400 N. Ill. Rt. 47, Morris, Ill. 60450 (ph 815 941-9017; voyagers@uti.com; www.mtevoyager.com).