One-Wheel Cart Hauls Big Loads

With one salvaged motorcycle wheel and a welded steel frame, the GameTote retrieves large game, including trophy elk. Builder Dick Salisbury has tested it with loads up to 1,050 lbs.

Salisbury's son, John, first built a game cart in 1993. It had the GameTote design but was a one-piece unit. They collaborated to make it break down, to make it shippable and commercially viable. Since then they've sold more than 500 carts.

The GameTote's motorcycle wheel provides the necessary strength for supporting the weight of a large animal and makes it easy to add brakes. It also gives the rig lots of clearance.

Most customers are hunters who use it for hauling out their game. But GameTote has been purchased for other uses such as search and rescue, hauling fish to stock remote lakes, and hauling bales, decoys, and rafts.

GameTote usually requires two to operate, but can be used by a single hunter for deer or antelope and other loads up to about 200 lbs. With a large elk and a steep hill, as many as five people can be needed to guide the GameTote.

Salisbury offers two options: a completed GameTote with powder-coated frame, which weighs about 52 lbs. and sells for $495 plus $68 shipping. The other option is a kit with all the parts to be drilled and assembled, and the customer buys a salvaged motorcycle tire (at least 18 in. and suitable for 200 cc motorcycle or larger). Cost is $250 plus $50 shipping. GameTote comes with a lifetime warranty.

Contact: FARM SHOW Followup, Dick Salisbury, 425 Richards Lake Rd., Fort Collins, Colo. 80524 (ph 970 498-0578; dick@gametote.com; www.gametote.com).

Most customers are hunters who use the GameTote to haul game out of the woods. But it has other uses as well.

Massey Cab Mounted On Deere 4020

Wilbert Loewen wanted a cab for his 4020 Deere tractor to make feeding cattle and pushing snow more comfortable. The Neepawa, Manitoba, resident recalled an old FARM SHOW article about someone modifying a cab for their Deere. He went looking and found a 1135 Massey cab in good condition at a local scrap yard.

He purchased it for $300 along with new lights and flashers for the front and back. He used scraps of iron he had on the farm to modify it to fit.

"I had to flip the rear mounts and shorten them," Loewen says. He removed the Deere seat, cut holes in the floor of the cab for the pedals and reinstalled the seat. He made brackets for the front and mounted the cab on rubber blocks to reduce noise. He cut along the sides to reposition the back wall to keep it on the frame and cut and ground down welds that were in the way.

"Bigger tires would have been a problem," Loewen notes. His 18.4-34 tires only give him an inch of clearance between them and the cab.

After his son painted it, the cab looked like it belonged on the tractor.

"It has been excellent," Loewen says. He hooked up the heater that was built in the cab, with rerouted lines off the Deere engine's oil cooler.

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Wilbert Loewen modified a Massey 1135 cab and added it to his Deere 4020 tractor.

Raymond Janisch put four used Vicon rakes together to create this folding wheel rake.

Four Rakes Turned Make One

After putting four used Vicon rakes together to create a folding wheel rake, Raymond Janisch now finishes hay raking in record time.

"I can rake about 35 acres in an hour and a half," the Lake City, S. Dak., farmer says. His rake covers a 44-ft. wide swath and folds to 18 ft. when he transports it.

"I can rake road ditches or anything because each rake is very flexible," he says. "A lot of people are amazed how it works."

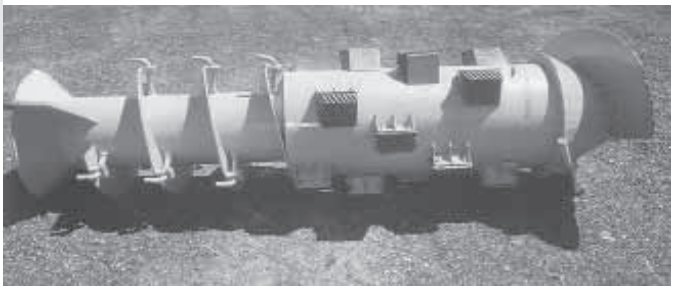
After traveling up to 100 miles to buy the inexpensive rakes, Janisch put them together with a cart he welded in the middle to pull the back two rakes. He took the wheels off of two of the rakes, turned them around and put them back on. Since the rakes were well worn, he beefed up the wheels by going to the salvage yard and purchasing car parts to make front wheel spindles.

Janisch has used the rake for six years without any problems or having to make any changes. He estimates it cost him about $2,000. Most of the materials came from junk he had on hand.

"I'm a patcher from way back. I've been welding for 50 years," Janisch says.

Contact: FARM SHOW Followup, Raymond Janisch, 11800 Hwy. 25, Lake City, S. Dak. 57247 (ph 605 698-7738).

Rake covers a 44-ft. wide swath and folds to 18 ft. for transport.



Fingers on the auger flighting are infinitely adjustable, making it easy to set the rotor for varying crop conditions.

Harvest Faster, Cleaner And Use Less Fuel

Bison Manufacturing's All Crop Rotor lets a combine harvest faster, do a better job, and use up to 25 percent less fuel. It's a design that 30-year custom combiner Stanley Gribben, president, had been asking OEMs to design for years.

It has been on the market for several years but has never been widely promoted in North America. It has sold widely in South Africa and Australia, however.

"The front half of the rotor has 40 to 80 percent more volume, and the back half has 350 percent more volume than factory-installed rotors," explains Gribben. "It allows the combine to handle 30 percent more work while saving 5 gal. of fuel per hour."

The volume, combined with the flighting and its infinitely adjustable fingers, allows the crop to flow through easier and faster. That means less resistance and less horsepower needed to power the rotor. As a result, Gribben says, the combine operator can pick up ground speed for more acres per day.

The design reduces rotor loss, splits and dockage. It also allows crops to be harvested at a higher moisture content.

"The wetter the crop, the more aggressive the fingers should be set," suggests Duane Johnson, general manager, Bison Manufacturing. "The flighting gets rid of residue fast. It really shines in a damp crop, cleaning the straw out instead of letting it sit and rumble."

All Crop Rotors are available for Gleaner, Massey Ferguson, John Deere and Case IH combines. Pricing depends on the combine. However, Johnson says rotors generally fall in the $5,000 to $7,000 range.

"Installation is easy," says Johnson. "Simply pull out the old rotor and slip in the new one."

Gribben says the time has never been better for installing a more efficient rotor. "With the high cost of diesel fuel and maintenance with OEM rotors, combined with the high crop value, this rotor will pay for itself quickly," he adds.

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