



Cushman's new "Hawk" features oscillating chassis and lugged tires that allow it to ride smoothly over even the roughest terrain.

## "Golf Cart" ATV

A well-known golf cart manufacturer says its new "state-of-the-art" utility vehicle is the best farm workhorse ever developed.

Cushman unveiled its "Hawk" at the recent Sunbelt Expo in Moultrie, Ga. The 2-WD rig is powered by a 14 hp Briggs & Stratton 2-cyl. gas engine but can also be powered by an electric motor. It comes with puncture-resistant, 4-ply lugged tires and an oscillating chassis that keeps all four wheels in full contact with the ground. The 50-in. wide, 14-ga. steel box is available in either 40 or 72-in. lengths.

"The combination of the oscillating chassis and lugged tires keep it going where even 4-WD vehicles such as the Kawasaki Mule would get stuck," says Bill Hensley, sales manager. "We went to Mule customers and asked them how their vehicles could be improved, then incorporated their ideas into the Hawk. For example, we moved the gear shift lever and parking brake to a center console so the driver doesn't have to reach

forward to use them. A steel plate under the engine protects it from rocks and mud and there's a "sunroof" on the overhead canopy. The headlights are recessed so they can't be knocked off. Seat belts, rack and pinion steering, and rear wheel hydraulic disc brakes are standard equipment. A hydraulic-operated dump body is available as well as an optional solid poly box that's easy to clean and won't leak or rust. We also offer a weather-tight, molded 1-piece cab complete with windshield wiper.

"We plan to offer a 4-WD version this winter but we don't expect big sales because the 2-WD model performs so well. We also plan to offer a model powered by a 24 hp liquid cooled engine."

Equipped with a 40-in. long box, the Hawk sells for \$6,400.

Contact: FARM SHOW Followup, Cushman, 900 North 21st St., Box 82409, Lincoln, Neb. 68501 (ph 800 228-4444).

## Boer Goats Catching On Fast

"My brother started raising Boer goats two years ago and had his first crop of kids last year," says Gary Hauck, Bodo, Alberta. "Prices for two-month old does and bucks were fantastic - about \$15,000 to \$18,000 (U.S.) Prices have dropped a little now because numbers are increasing slightly. But my brother did so well we decided to get into raising them ourselves.

"Until last spring, there were only about 200 purebred Boer goats in Canada and about 600 in the U.S. because import from their native South Africa was restricted," Hauck says. "At the same time, Canada imports 2 million lbs. of goat meat a year from Australia, New Zealand and Europe every year. One U.S. plant needs 17,000 goat carcasses a week to supply its portion of the U.S. meat market. So demand is large and supply is still small."

With a herd grown to 27 does and 23 bucks, Hauck's learning a lot about the animals.

For example, they're very easy to raise, requiring only general herd maintenance such as vaccinations, he says.

Adult male Boers go as high as 370 lbs. and females 235 lbs., even when raised on pasture. "They clean up brush but leave most of the grass so they fit in well with cattle operations," he says. "You can raise about 10 does, their kids and their kids on



Male Boer goats reach 370 lbs., females 235 lbs.

about the same amount of grass and grain you can raise one cow-calf pair on.

"The goats have a very gentle disposition and are easier to handle than cattle. My children tend them," he says.

As for reproducing, the goats are very prolific, Hauck adds. "Two kids is normal and three is common," he says. "You can sell them for breeding stock anytime after they're weaned at two months and reach 50 lbs. Kids born in the spring will breed in the fall."

Because of their size, commercial goat producers like to crossbreed their stock with Boers to produce larger offspring, he adds.

Contact: FARM SHOW Followup, Gary and Tilly Hauck, Box 33, Bodo, Alberta, Canada TOB OMO (ph 403 753-6619).

## "BETTER THAN NEW" SPECIALTY ROTORS AT HALF PRICE

# Rebuilt Rotors For Axial Flow Combines

"We've been working on the idea for the past five years but we didn't fully realize what a tremendous demand there would be for our Impact Rotor until we went public with the idea this summer," says Trevor Jubenville of M&R Machines in Weyburn, Sask., about the company's rebuilt and converted rotors for Axial Flow combines.

Case-IH came out with the specialty rotor for Axial Flows in the 1980's. It does a much better job threshing than standard rotors thanks to the more aggressive spiral arrangement of rotor cylinder bars. They help move crop material through the threshing area of the combine much the same way auger flighting moves grain through an auger. Today, many Axial Flow combines come factory-equipped with the specialty rotor.

"It's far superior in any tough-to-thresh crop like peas, lentils, beans, flax, and other tough-to-thresh crops. Even where there's no need for more aggressive threshing, the combine runs much smoother with less fuel consumption and increased capacity because crop material flows through so much easier," says Jubenville.

What M&R Machines does is convert standard rotors into specialty rotors, or they rebuild damaged or worn specialty rotors to "better than new" condition. "Better because we re-skin the rotors with 3/16-in. steel - heavier than O.E.M. - and install the 40 rows of rasp bar clips. We take special care in indexing and truing the clips into place because we work on them one at a time and have the equipment and methods that make this truly a precision piece of equipment, right down to the balancing," says Jubenville.

M&R's Impact Rotor uses standard off-the-shelf Case-IH rub bars. They also offer high wearing chrome alloy rub bars, and the 'Gordon Rotor Bar' for especially tough-to-thresh small grains.

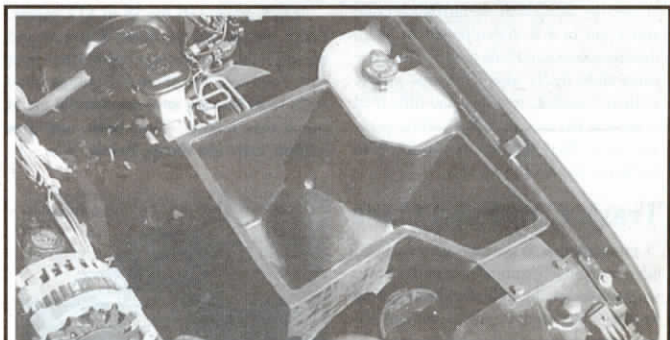


M&R Machines rebuilds regular rotors to specialty rotors for Case/IH combines, and also rebuilds existing specialty rotors.

"Farmers running the Impact Rotor say it works just like the original and lasts longer because of the heavier skin. What's more, we can sell them at less than half the price of new," says Jubenville.

A new Case-IH specialty rotor for 80 Series Axial Flows sells for right at \$4,600 (\$6,100 Canadian). M&R sells their rotor for \$2,025 (\$2,695 Canadian); \$1,795 (\$2,395 Canadian) for 40 to 60 series. M&R has been buying rotors from salvage yards so they have rebuilt units in stock. You send in your old rotor and they'll send you a new Impact Rotor.

For more information, contact: FARM SHOW Followup, M&R Machines Ltd., Box 546, Weyburn, Sask. S4H 2K7 Canada (ph 306 842-4411; fax 306 848-3519).



"Hood Hopper" fits in the engine compartment of Chevy, GMC pickups.

## Under-The-Hood Cargo Box For Pickups

Keep your tools, tow ropes, jumper cables, etc., out of sight under the hood of a pickup with this new cargo box for CMC and Chevy pickups.

The "Hood Hopper," which was introduced at the "Big Iron" show in Fargo, N. Dak., is made of sturdy 1/4-in. thick polyurethane. It has carrying capacity of 1,300 cu. in. The unit bolts to the driver's side fender and front radiator support with a

mounting bracket and three bolts. Installation takes only a few minutes and requires no modifications to the pickup.

Fits 1988-'94 Chevrolet and GMC full-size pickups, including 1500's, 2500's, and 3500's (except diesel).

Retails for \$30 to \$35. Contact: FARM SHOW Followup, M.F. Products, Rt. 2, Box 51, Greenbush, Minn. 56726 (ph 218 782-2276 or 2278).