

His Tools Ease Task Of Building Electric Fence

John Fields, Wasco, Oregon, used to spend hours installing fence stays for two and three-wire fences, but no more.

He made a little device for his cordless drill that he calls the "EZ-Zinger" and it has made the task easier and faster. To speed the work even further, he made a quiver/holster that holds a quantity of wire fence stays and his cordless drill.

"Until I built the zinger and quiver it took forever to install fence stays. I can now put on about six stays in the same amount of time that it took to do one," he says.

Fields says the quiver and holster have other uses, too. "It also comes in handy for

setting up electric fence. I load the quiver with 4-ft. long fiberglass electric fence posts and put a ball peen hammer in the holster. This cuts my time considerably, since I don't have to lay the posts on the ground every time I drive one and then bend over and pick them up again when I've finished."

The EZ-Zinger sells for \$4.95 and the quiver/holster for \$15.95 or both for \$19.95.

Contact: FARM SHOW Followup, John Fields, Fields Marketing Group, 75960 Highway 97 Wasco, Ore. 97065 (ph 888 645-6716; fax 541 442-5147; E-mail: jfields@gorge.net).



Fields made a device for his cordless drill that makes it easier to install fence stays. Quiver/holster holds a quantity of stays and Fields' cordless drill.

"Truck Sled" Unloads Pickup Fast

"It lets me unload manure, wood, leaves, and so on from my pickup quickly and with no manual labor," says Paul Tuggle, Martinsville, Va., about his "truck sled" that fits inside the bed of Tuggle's 3/4-ton pickup.

The sled consists of a frame made from 3/4-in. dia. pipe with 2 ft. of plywood on back that rests against the front of the box. A chain runs from the front of the sled to the back of the truck.

To remove the load, Tuggle lowers the tailgate and hooks the chain up to a tree or building, then drives the pickup forward out from under the load. He can also use a tractor or another vehicle to pull on the chain.

"I've used it for years, and it has saved me a lot of work," says Tuggle. "The sled cleans out everything but a little material around the wheel wells. Sometimes I use the sled to dump leaves into my garden where they can be converted into compost."

Tuggle made a smaller version of the truck sled which he uses during the fall to collect leaves behind his riding lawn mower. The sled is made from 1/2-in. dia. pipe with a wire mesh back. It fits inside a 4 by 6-ft. wooden box that mounts on a small 2-wheeled trailer that's pulled behind the riding mower. Leaves are blown into the box and then quickly emptied out by pulling out the sled.

Contact: FARM SHOW Followup, Paul A. Tuggle, 360 The Great Road, Martinsville,



"Truck sled" fits inside the bed on Tuggle's 3/4-ton pickup. A chain runs from front of sled to back of truck. To remove load, Tuggle lowers tailgate and hooks chain up to a tree or building, then drives pickup forward out from under the load.

Va. 24112 (ph or fax 276 673-6116; E-mail: Ptuggle@neocom.net).

"How I Found An Underground Leak"

"We have a 1/4-mile buried water line that developed a leak. Plumbers won't tell you how to find it, if they even know. All they want to do is dig. So I came up with my own solution," says Dick Smith, Adrian, Mo.

"We have a yard hydrant between the house and the water meter. I first shut off the water at the house and at the meter. Then I hooked my air compressor up at the yard hydrant and

let it run. In about an hour, I walked the line and you could hear the air and see water bubbling up to the surface of the ground, so I knew that's where the leak was. It was a cheap and easy way to find a leak without digging up the entire line."

Contact: FARM SHOW Followup, Dick Smith, RR1, Box 238, Adrian, Mo. 64720.

Some of the best new ideas we hear about are "made it myself" inventions born in farmers' workshops. If you've got a new idea or favorite gadget you're proud of, we'd like to hear about it. Send along a photo and a description of what it is and how it works. Is it being manufactured commercially? If so where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? Send to FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 800 834-9665. Or you can submit an idea at our Website at www.farmshow.com.

Mark Newhall, Editor

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Myself"**



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Old Fashioned Air Cooler Fits Most Cars And Trucks

If you've got an antique car or truck that you'd like to keep as authentic as possible - or if your car's conventional air conditioning system doesn't work - you'll like this old fashioned ClassicAire® window-mounted car "cooler", from J&M Engineering, Camas, Washington.

The ClassicAire is a reproduction of evaporative coolers used in the 1930's and 1940's, before the advent of the modern automotive air conditioner.

The unit mounts in the passenger side window so air entering the window flows through it. As the outdoor air is channeled through, it's filtered and cooled by evaporating water in the unit. The ClassicAire can cool 90-degree, 10 percent humidity air to below 70 degrees.

Models are available to fit most vehicles. The standard unit relies on the speed of the vehicle to force air through it. A powered model is available with a 4.5 amp. fan that plugs into a standard cigarette lighter outlet.

Because they rely on evaporating water, the units have 1-gal. water reservoirs that must be refilled every 100 to 150 miles. Filters should also be replaced or cleaned routinely.



Hot outdoor air is channeled through window-mounted car "cooler" and cooled by evaporating water in the unit.

The standard ClassicAire sells for \$410. A high-top standard model, for coupes, sells for \$435. The company sells the fan-powered unit for \$575 and \$595, respectively. Shipping is \$18.50 per unit.

Contact: FARM SHOW Followup, J&M Engineering, Inc., Box 739, Camas, Wash. 98607 (ph/fax 360 834-5227; E-mail: mail@classicaire.com; Website: www.classicaire.com).



James Marley modified an old Ford front-end loader to fit his 1945 Allis Chalmers D-14 tractor, which had no hydraulics. Loader frame doubles as oil reservoir.

Ford Loader Fitted To Tractor Without Hydraulics

"It's a handy, lightweight loader that serves my needs perfectly," says James Marley, Decatur, Ill., who modified an old Ford front-end loader to fit his 1945 Allis Chalmers D-14 tractor that had no hydraulics.

Marley mounted a hydraulic pump on front of the tractor that's belt-driven off the engine crankshaft. He uses the loader's hollow frame as the oil reservoir.

"I bought the loader at a sale for just \$25 and I got the other parts for little or no cost," notes Marley.

Loader is powered by hydraulic pump on front of tractor.



Contact: FARM SHOW Followup, James J. Marley, 5072 Forest Parkway, Decatur, Ill. (ph 217 877-7226).