

Log Skidder Designed For ATV's

Herb Linderman, Barker, New York, burns a lot of firewood, which means he has to make a lot of firewood. To do that, he has to get logs out of the woods.

He's always used a tractor for that job, but there are times when he wished he had something smaller and more maneuverable. His solution was to make a log skidder for his ATV.

"I've seen pictures of some commercial skidders available for ATV's, but I've never actually seen one," he says. "I don't know how close mine might be to some of the others. They all use an arch of some type."

Linderman used 2-in. sq. tubing to fashion a triangle-shaped frame for his 2-wheeled skidder. He made the arch from the same material. For the slider bar, to which the log is chained, he used 1 1/4-in. schedule 80 pipe. The slider bar runs from the drawbar hitch back to the top of the arch.

Linderman found a free set of tires already on wheels when he stopped by his community's tire pickup day. He mounted these on new 2,000-lb. rated weld-on spindles and matching hubs.

"With the regular highway tires and new spindles, it tows down the road like its not even there," he says.

He inflated the tires to a little over 20 psi pressure and added sealer (there are thorns in the woods).

To use it, he positions the skidder over a log and wraps a chain around the end of it and hooks the chain to the hook on the slider bar. As he pulls forward, the hook slides up the bar, lifting the end of the log.

"I had no problems going up hill with it, and even in mud, it left hardly a mark in the woods," he says.

"To be honest, I'm amazed at how well it performs," he says. "It exceeded my expect-



Herb Linderman used 2-in. sq. tubing to make the frame and arch for his 2-wheeled skidder.



Chain wraps around end of log and hooks to slider bar. As he pulls forward, the hook slides up the bar, lifting end of log.

tations." He figures he can handle logs weighing up to 1,500 lbs. with it. The power of his ATV is the only limiting factor.

One other feature he thinks is important was a suggestion by his wife. The back end is designed so it can be tipped up vertical and sit flat for storage. "It takes up a lot less floor space that way," he says. He also has a wood cargo platform he can fit to the cart for use when he's not skidding logs.

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Modified "Workhorse" Cub Cadet

By making a few modifications to an older Cub Cadet 1450 tractor, Wilfrid Fochs of Campbellsport, Wis., was able to convert it into a multiple purpose machine.

"I use it for everything from hauling wood to cultivating my garden to plowing snow," says Fochs. "I bought the late 1950's tractor used with a hydraulic system on back. It was in bad shape so I restored it and then started thinking of ways to make it more useful."

A homemade, 4-ft. wide angle iron bracket on back of the tractor supports a large wooden box that can be hydraulically tipped back to unload. The box measures 3 ft. wide and 30 in. long and has 2-ft. high sides. It has a tail-gate on back.

"I use the box a lot to haul firewood. It can haul up to half of a face cord," says Fochs. "Putting a lot of wood in the box takes weight off the front part of the tractor, which causes it to handle like it had power steering."

He modified an old 2-row horse-drawn cultivator so he can mount it on back of the tractor. The cultivator can be equipped with teeth of various lengths. A pair of center-mounted teeth are used to break up the ground for general purpose tillage work.

A large disc blade can be mounted on the same bracket that supports the cultivator and used to edge grass along flowerbeds and gardens. "I use a cast iron weight on back of the tractor when cultivating and edging flowerbeds to penetrate the ground," says Fochs.

On front of the tractor he mounted a steel bracket equipped with a ball hitch. "I use the ball hitch to back up hay wagons into my shed," he says.

Another front-mount bracket is used to support a 36-in. wide blade that's used to clear snow off his driveway. "I pull on a long



Wilfrid Fochs modified an old 2-row horse-drawn cultivator so he can mount it on back of his Cub Cadet 1450 tractor.



Homemade, 4-ft. wide angle iron bracket on back of tractor supports large wooden box that can be hydraulically tipped back to unload.

handle next to the driver's seat in order to raise or lower the blade. A length of rope runs from the handle to a metal pipe that's attached to a bracket mounted behind the middle of the blade. To change the blade angle I pull on a pair of ropes that are tied to each end of the blade," notes Fochs.

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Fire Extinguisher Works Like An Automated Sprinkler

This new heat-activated fire extinguisher can be used anywhere you worry about fire breaking out - house, shop or even on a combine or tractor. The "Watchguard" is heat activated at 165 degrees at which point it automatically discharges a non-toxic dry chemical out of a sprinkler head. The unit is self-contained and requires no wires or other connections.

Another model called the "Dryer Watchguard" has a higher discharge temperature of 200 degrees and is designed to be mounted on the ceiling above any potential fire hazard, including clothes dryers. It covers a 16-sq. ft. area and is designed to stop a dryer fire from spreading throughout the rest of your home. According to the company, clothes dryers are the most dangerous appliance in the home.

The company offers a free replacement after a discharge. Mounting brackets are included with each extinguisher.

Both fire extinguishers sell for \$69.95 apiece including S&H.

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"Watchguard" is activated by heat at 165 degrees. At that point it automatically discharges a non-toxic dry chemical out of a sprinkler head.

Mfg., 712 Broad Street, Riverton, N.J. 08077 (ph 800 327-1794; fax 856 786-7210; email: AM4323@AOL.COM; website: www.aspensafety.com).

"Car Chip" Creates An Electronic Log

A new add-on computer chip keeps an electronic log of driving performance so you can check up on employees or kids. "It's the next best thing to having parents in the back seat of the car," says Ed Edelman, president, of Ambient LLC.

The size of two 9-volt batteries, the device plugs into the on-board diagnostics (OBDII) connector found in all cars 1996 and newer.

Once attached, it gathers data such as time and date of trip, distance traveled, speed (logged every five seconds), idle time, hard accelerations and decelerations, and up to four engine diagnostic trouble codes and status of engine parameters at the time the code occurred.

The CarChip (\$139.00) tracks 75 hours of trip details, while the CarChip E/X (\$169) records 300 hours of trip details. To access the data, the CarChip is disconnected from the OBDII harness and connected to a computer with a Windows 95 or newer operating system. Analysis software on a CD and a serial port connector are all included with the devices. Thresholds for speed, acceleration and deceleration can all be preset for logging whenever they are exceeded.

"It creates graphs as well as a log of all events that occur," says Edelman. "It's perfect for intermittent faults where you take it to a mechanic, but he can't repeat the problem. CarChip lets you see when and under what conditions the problem occurs."

Other systems similar to his product are available on the market. However, Edelman



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says they tend to be bulky, require a mechanic to install and cost considerably more.

CarChip is tamper proof, too, recording both vehicle identification numbers as well as disconnects. One propane delivery fleet manager used the device to check driving habits of an employee. The CarChip revealed speeds of up to 84 miles per hour.

"One buyer told us that he was buying a CarChip after a friend crashed and died due to speeding," says Edelman. "He felt if his friend had had the chip in his car, it might have restrained him and saved his life."

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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 or two, 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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