

Rosita McQuown, rosita.mcquown@verizon.net: "My husband made a drill press and grinder stand using the heat tube inside of a gas hot water heater tank. He welded a plate on top to set the drill press and grinder on, and then made a heavy base out of a steel disc."



round wheel. I then used the pulley to fasten the wheel to the saw.



"A friend helped me lengthen an old Deere lawn mower 5 in. to make this 'donkey' mainly so I can ride instead of walk at auctions. The cargo box on back and hood are made of oak. Very handy."



Gene Weitzel, Early, Iowa (ph 712 660-8447; gweitzelfarm@gmail.com): He makes and sells aluminum warning plates for 3-pt. quick hitches found on Deere 10 through 40 series tractors, which were built from the 1960's through the early 1980's.

"The plates remind the operator to secure the hitch latches when hooking up to an implement. Four different kinds of plates are available," says Weitzel. "I also restore quick hitches on these tractors and can supply parts for them."

He also sells hydraulic cylinder depth stop pins with chains, designed for old 2-way hydraulic cylinders.



Landen Boes, Fostoria, Ohio: "We prevent wrong hookups of hydraulic hoses on our tractor by color coding each pair of hoses, spray painting them red, white and blue to match the tractor's number one, two, and three remote outlets. If we need to use a fourth outlet we paint those hoses green. We just paint an 8-in. long strip above each hose coupler. It's an easy way to tell at a glance where to plug the hoses in."



Milan Hochstetler, Cumberland, Va.: "After accidentally breaking the spokes on one of the wheels on my Montgomery Ward 20-in. band saw, I made a new one using 2 pieces of 3/4-in. thick plywood. I used Tite Bond III wood glue (www.titebond.com; ph 800 669-4583) to fasten a rubber strip to the wood."

"I marked a circle on the plywood and cut it out, then bolted a pulley to it, rigged a shaft, and mounted it flat on my wood lathe's bed. By using a sanding plate on the spindle, I was able to make a perfectly



"I'm 89 years old and started finding it difficult to lift my log splitter up for vertical splitting, so I made the job easier by using the splitter's hydraulic cylinder to do the job. I use pulleys and steel cable. To lift to vertical, a cable runs from the extended cylinder over a pulley at the foot of the splitter and back up over a pulley to a bracket on the frame underneath. Retracting the cylinder raises the splitter up. To lay the splitter down, a cable hooks to the retracted cylinder and to the tongue. During both operations I stop about half way, unhook the cables, and ease it down by hand."



Mike Peterson, Bellingham, Wash.: "I welded a steel foot pad onto the bottom of the clutch lever on my 1953 John Deere 50 tractor. It lets me operate the clutch by just lightly pushing on the pad with my foot. I came up with the idea because while backing up to an implement it's hard to operate the clutch by hand, and look back at the same time. The foot-controlled clutch also frees up my hand to operate the 3-pt. lever."



External tire patch glues on over puncture or slice in tubeless tire. You deflate tire and glue damaged portion back together, then use a special adhesive to apply patch.

New Way To Repair Tubeless Tractor Tires

"Our new external tire patch for tubeless tires eliminates the need to remove the wheel from the rim to patch punctures or slices in tractor tires and other off-road tires, even if it's a tear in the sidewall. Our patch kit is a great tool to keep on your tractor or ATV in case of an emergency," says Dave Auble, Glue Tread LLC, Hiram, Ohio.

FARM SHOW readers might remember that Auble and his son, Andrew, are the guys who came up with "glue on" tractor treads used to boost traction on older tractors with worn treads (Vol. 42, No. 6).

Now they're offering a kit that includes 1/8-in. thick pieces of a tough but flexible rubber along with a special adhesive that bonds the piece permanently to the tire.

"This kit uses a thinner piece of rubber than our glue-on treads. It's more pliable and bends with the tire but holds up to the air pressure inside the tire," says Auble. "Other external 'tire plug' kits on the market can fix punctures between the lugs, but they can't fix a puncture or a slice in the sidewall."

To apply the patch you deflate the tire and glue the puncture or slice back together, then apply the patch over the damaged portion of the tire. The adhesive should be allowed to cure for about an hour.

"The repair can be completed in the field, and the patch can hold up to 30 to 40 psi depending on the severity of the puncture," says Auble. "We worked with a manufacturer to develop a rubber that combines flexibility



Glue-on patch can even fix punctures on a tire's sidewall.

and toughness. It's able to stretch as the tire is pumped up, and flexes as the tire goes over rocks and rough terrain."

The patch is 1 1/2 in. wide and available in 1 1/2, 2, and 3-in. lengths. "If you need a smaller piece, you can trim the rubber using a heavy-duty scissors or a sharp knife," notes Auble.

He notes, however, that the new kit should not be used on any kind of highway vehicle.

The kit includes 4 patches and a bottle of adhesive. It sells for \$15, or you can get 3 kits for \$35, including shipping anywhere in the U.S. It can be ordered online, by phone, or via email.

Contact: FARM SHOW Followup, Dave Auble, GlueTread LLC, 11684 Hayden St., P.O. Box 357, Hiram, Ohio 44234 (ph 800 238-9791; dave@gluetread.com; www.GlueTread.com).

Vise Mounts On Pickup Bumper

"I recently read a story in FARM SHOW about a portable bench vise that attached at hitch level to a pickup bumper. The operator had to lean over to use it. It prompted me to put together a portable bench vise that I can use while standing upright, which is much handier to use," says Mike Peters, Harmony, Minn.

The portable vise consists of an L-shaped length of square tubing with a round flat steel plate on top. The plate has holes in it to bolt on the vise. By pulling a pin from the receiver hitch, Peters can quickly move the vise to another vehicle. It can be stored behind the pickup seat or in a toolbox.

"I already had the vise, which was originally designed to rotate on a round metal base," says Peters. "I had a local welding shop put the square tubing and round plate together. Then I painted the tubing and vise yellow so that other motorists will see it whenever the pickup is parked."

Contact: FARM SHOW Followup, Mike Peters, P.O. Box 53, Harmony, Minn. 55939 (ph 507 381-6874; mike1961@harmonytel.net).



L-shaped steel arm has a round steel plate on top with holes in it to bolt on vise.