



"Flat" Tires

Kenneth Winans sells flat tires. And he makes money doing so.

The catch is that these tires are not only flat but they're sliced into 1/2 to 1-in. wide strips and weaved together to form long-lasting rubber mats. Kenneth, Binghamton, N.Y., says the mats make great doormats, truckbed liners, log carriers and anti-skid pads which provide traction for stuck vehicles. He plans on making wider strips for use as rubber fencing for livestock.

Kenneth, and his wife Gladys, travel throughout the country stopping at rural towns and fairs, to recycle old car and truck tires. Kenneth says he gets the tires free — service stations are happy to get rid of them.

The process for making the mats is simple. Kenneth first slices the car tires with the special machine that he invented. The machine's circular cutting blade slices the tire in just two

minutes as the tire spins in the holder. Kenneth says a 15 in. tire produces a 300-400 ft. continuous rubber strip. He works with all types of used car-trunk tires except steel belted radials.

After slicing, Gladys weaves the strips together according to their intended use. For foot mats and truck liners, she binds the strips together with stainless steel rod and plastic tubing spacers. For truck and trailer mats, she binds the strips solidly together with the rod to make a solid mat.

Kenneth sells 11 by 18 in. mats for \$8, 20 by 20 in. mats for \$10 and 2 by 3 ft. mats for \$14. He also sells a complete kit, which includes the tire-slicing machine, for \$3,900.

For more information, contact: FARM SHOW Followup, Kenneth Winans, Box 1815, Binghamton, N.Y. 13902 (ph 607 722-0054 or 724-0220).

Great "Free Stall" Bedding Surface

Old tires and dirt make a great free stall bedding surface, according to researchers and dairymen who've tried the idea.

Scott Hodgson, dairy scientist at Western Washington Research and Extension Center, explains how the free stall "tire idea" originated. "When a loafing shed had to be renovated into free stalls, we decided to experiment with four different stall surfaces. We compared rubber tires and dirt, solid dirt, cement blocks placed on end, and solid concrete with and without pads.

"The tire-surfaced stalls are used most by the cows. In fact, cows sometimes wait in line to get into one of the tire-surfaced stalls even when other stalls are open. They seem to like the cushion effect of the tires.

"Unlike a solid dirt floor, cows are unable to dig holes into the tire stall floor," Hodgson explains. "On solid dirt floors, cows can dig holes so deep they get caught under the stall divid-

ers. Concrete floors are hard on cows' legs and aren't always comfortable for them to lay on."

In Hodgson's experiment, he used 13-in. tires, laid horizontally edge to edge. Holes were drilled through the bottom sidewall of each tire so urine and water can drain out. Hodgson says 14 and 15-in. tires can also be used, but cautions that larger tires may not provide enough cushion.

Tires placed in the stalls were half-filled with clay soil to hold them in place, then bedded over with wood shavings. "In 2 1/2 years of use, none of the tires have had to be replaced and the cows have yet to make any holes in the surface. Bedding retention is also good," says Hodgson.

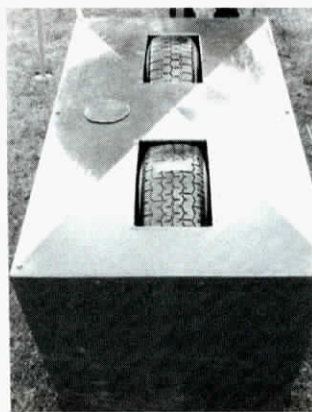
For more information, contact: FARM SHOW Followup, Scott Hodgson, Western Washington Research and Extension Center, Puyallup, Wash. 98371 (ph 206 593-8517).

Car Tire Mineral Feeder

"It works better than any other conventional liquid mineral feeder," says Robert McTurk, Scottish manufacturer of a new liquid mineral feeder equipped with two used car tires.

The feeder is a square metal tank with a capacity of about 65 gal. The tires are shaft-mounted on an auto hub and bearing inside the tank and spin freely. They're submerged in the liquid mineral solution which sticks to the tires and comes to the surface as cattle lick them.

McTurk says that car tires are well-suited for liquid feeding because liquids stick to the tread. The tank is filled through a fill hole on top and can be moved from place to place with a fork lift or front-end loader. Contact: FARM SHOW Fol-



lowup, Robert McTurk, Clumpton, Lockerbie Road, Dumfries, Scotland (ph 5232 61024).

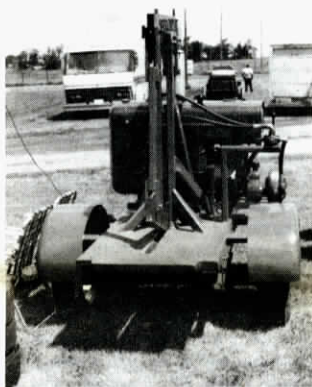
Old Tire "Fuel Maker"

Arnold Hoppe, Milona, Minn., has designed a special machine for cutting old tires into small, burnable chunks that easily feed into smaller shop stoves or furnaces.

Dubbed the "Super Clipper", it'll cut right through car, truck or tractor tires, including the beads. "I can cut a car tire into four pieces in 20 seconds," says Hoppe, who burns the tire chunks in an unmodified outside furnace which heats his welding shop. "The cut-up tires take up only one-third as much space as uncut tires, and are easier to handle than either whole or chipped tires. In stoves or furnaces of the right design, old tires chunks burn cleanly with little air pollution."

To cut a tire, Hoppe simply slides it onto the cutting table under the cutting arm. A hydraulic cylinder forces the blunt-edged arm through the tire and down into a slot with hardened edges in the cutting table.

On large tractor tires, Hoppe makes the initial slice with the tire standing upright on top of the table. After the first cut, he lays it across the table.



The Super Clipper is powered by a 28-hp. gas engine taken off a "C" Allis Chalmers combine. A hydraulic pump and reservoir connect to the 4 by 24-in. hydraulic cylinder which, in turn, powers the 1 1/2 by 5-in. high carbon steel cutting arm.

The system is mounted on a 2-wheel trailer for easy transport. Hoppe would like to find a manufacturer to produce the cutter.

Contact: FARM SHOW Followup, Arnold Hoppe, Rt. 2, Milona, Minn. 56354 (ph 218 943-6311).

