

He says he also plans to make a portable lazy susan. "It will attach permanently to the bucket so I can take it anywhere with me."

**Lowell Hayes, Columbia, S.C.:** When Lowell broke his thumb he was impressed with the gauze the doctor wrapped around his thumb. After wetting it, the wrap became hard within 5 min.

As a restorer of wrecked autos, Hayes immediately recognized the hardening



gauze's potential for other uses. After some research, he was able to buy the product at Uline, a shipping supply company ([www.uline.com](http://www.uline.com)).

3M™ Scotchcast™ Plus casting tape contains fiberglass, and with a water-active resin it hardens with the handling ease of plaster and is water-resistant. It comes in a variety of widths and colors.

Hayes purchased 2-in. wide black rolls for restoration work. For example, the wrecked cars he works with often have broken tabs that mount the headlight assembly to the car. Instead of replacing them with a whole new assembly, he creates new tabs with the casting tape.

"I fix cracks with it, too," Hayes adds. "I'm thinking you could use it on a lot of things you build. It could be used on a cracked distributor cap to keep out water, on the inside of a cracked taillight – all kinds of places."

Prices vary, but the 2-in. size rolls start at around \$62/per box of 10 rolls.

"It's great stuff," Hayes says. "I think people could use it for a lot of different things."

**Vincent Gwaltney, Poseyville, Ind.:** Vincent came up with a low-cost way to keep the front wheels on his 1952 Farmall



SM tractor from wobbling and shimmying when moving rapidly down a smooth road.

"Most older tractors have loose steering mechanisms. On my older tractors with wide front ends, I solved this problem by using two heavy-duty tarp straps. I fasten one strap onto each side of the tractor. I attach one end to the inboard steering ball shank and the other end to a hole in the axle, and then secure it with a heavy wire tie. It lets me travel along a smooth blacktop road at full throttle while the tires and steering wheel remain smooth and steady. I've used this setup on the tractor for many years."

**Dick Clevenger, Letts, Iowa:** "The gearbox and shaft wore out on my Aeromotor windmill. To get the windmill running again I 'repurposed' the front wheel, spindle, and

kingpin assembly off a 1961 GM 1 1/2-ton pickup. I welded them to a length of 1 5/8-in. dia. shaft that I installed in the top of the tower. I spent a lot of time balancing the entire assembly, and now the windmill works fine."

**Scott Testory, Farmer City, Ill.:** "The second-hand scaffolding I bought to paint my house uses wing nuts to fasten the cross



braces. I realized the nuts needed to be tighter when I walked around the scaffolding and saw the braces had become loose. I tried using a hammer to tap the wing nuts around, but the wings kept breaking off the nuts. So I developed this wrench to apply equal pressure to both wings on the nut as it's tightened. It works great.

"I started with a 1 by 8-in. flat plate that was 3/16 in. thick. I drilled a 1/2-in. dia. hole about 1 1/4 in. from one end and then reamed it out one size larger. Then I put it in a vice fixture on my lathe and chucked up a 1/4-in. mill bit. I centered it in the previous hole and ran it out 1 in. in both directions. The last step was to round the corners and clean up the burrs."

**Bill Hettler, Federalsburg, Md.:** "I used a metal-clad door, a wheelbarrow wheel, and table leg to make this portable workbench.



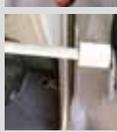
I keep it outside most of the time and use it to work on various projects. The big wheelbarrow wheel makes it easy to move from work area to work area as needed, and if I want I can also use it as a scaffold to paint buildings.

"I welded up a metal frame that's attached to both ends of a short axle on both sides of the wheelbarrow wheel, and used self-tapping screws to attach the frame to the door. All-thread rod bracing runs from the frame to the door. The table leg bolts onto the other end of the door and has a 4-legged stand that makes the door very stable."

**Milan Hochstetler, Cumberland, Va.:** "I mounted a car radiator fan on front of my riding mower to keep cool. I connected it to the original headlight switch.

"The rope on my overhead shop door was too small to get a good grip, so I drilled holes through some golf balls and slid them onto the rope for a better grip. I tied a knot under each ball and wrapped copper wire above the balls to hold them in place. The balls are spaced 12 in. apart.

"To reach the window crank on the passenger side of my pickup, I attached a short length of PVC pipe to a broom handle."



## They Make Custom Rims For Any Size Tire

Need a wider or narrower wheel rim? FTC Enterprises can build any rim to specs whether it's for agriculture, forestry, mining or any other off road tires.

Purchased in 2012 by Ron and Jennifer Barlow of Francesville, Ind., the business was founded in 1969 to meet the demand for wide rims for floatation tires. That continues to be a big part of the business, Barlow says. He works with rubber tire companies that need custom rims as well as individuals who want tractor tires widened or narrowed.

Creating quality products requires skill and attention to detail.

"When we expand wheels we use the submerged arc process to get 100 percent penetration on the welding so there are no air leaks," Barlow explains, noting that most tires they make rims for are tubeless. "The most challenging part is to get the wheel to spin true. We spin them here to make sure they spin true up to 35 mph."

FTC Enterprises carries steel in various thicknesses to meet rim specs and has bolt-hole patterns for every need. They also offer custom rim painting.

Typical ag-related orders include rims for Swamp Buggies and Terra-Gators for fertilizer applicators. But Barlow notes his biggest area of sales is for the petroleum industry, including rims for sonic vibrator equipment. The rims are 25 in. wide by 36



**FTC Enterprises custom-builds wheel rims for everything from Swamp Buggies and Terra-Gators to tractor tires.**

in. tall, and fitted with 6-ft. tall tires.

Besides fabricating wheel assemblies, the company makes and sells sub-assemblies including lock rings, flanges, side rings, bead bands, center flat disks, dual plates and valve protectors.

FTC Enterprises is ready to custom make or fabricate original spec rims for any off-road use, Barlow says. Call for an estimate.

Contact: FARM SHOW Followup, Ron Barlow, 4455 S., U.S. Hwy. 421, Francesville, Ind. 47946 (ph 219 567-2441; [jen@ftcenterprisesinc.com](mailto:jen@ftcenterprisesinc.com); [www.ftcenterprisesinc.com](http://www.ftcenterprisesinc.com)).



**Ride-Rite airbag kit levels and balances loads to reduce "bottoming out" and increase vehicle stability.**

## Do-It-Yourself Airbag Kit For Pickups

If you do a lot of hauling or towing, Firestone's Ride-Rite Air Helper Springs can make the job safer and the ride smoother. The airbag kit levels and balances loads as needed, reduces "bottoming out" and increases stability.

"Anyone who has added weight to a truck recognizes the need," says Todd Green, Ride-Rite. "Keeping a heavily loaded vehicle level is essential for maintaining proper steering control and braking effectiveness, reducing tire wear and keeping headlight beams on the road."

He notes that OEM suspension is always a compromise between suspension under full load and ride quality. The Ride-Rite kit is designed to not affect ride when unloaded. However, adding air to the airbags brings the truck back up to the appropriate height while absorbing road shocks.

The basic kit consists of mounting brackets, hardware, air lines and airbags. Green says most pickups 1999 and newer can be outfitted with the kits using existing holes. The airbags mount between the frame and existing leaf-spring packs.

"If you can change oil and rotate tires, you should have no problem installing a Ride-Rite kit," says Green. "It can usually be installed

in 2 hrs. or less. If it's maintained at around 5 psi, it won't affect ride quality."

Prices for the basic kit usually run between \$340 and \$360. The airbags are inflated using any available compressor and standard air valves. Optional accessories include different size air tanks, on-board compressors and an on-board monitoring system. Systems can be as simple as a tank and manual switch or compressors with automatic switches and tank charging.

"With the basic system, most people add air once the load has been added," says Green. "The on-board systems give infinite adjustability from the cab while travelling down the road. Once you have the compressor and tanks, you can add air hoses for inflating truck tires or other uses around the farm."

The Ride-Rite Air Helper Springs kit adds from 3,200 to 5,000 lbs. of load leveling capacity. The company cautions that they do not increase load carrying capacity.

Contact: FARM SHOW Followup, Firestone Industrial Products, 250 W. 96th St., Indianapolis, Ind. 46260 (ph 317 818-8600; toll free 800 247-4337; [www.firestoneip.com](http://www.firestoneip.com)).