



Kenneth Aller uses exhaust from his 25-year-old Simplicity garden tractor to kill gophers. "The reason exhaust from garden tractors works so well is that their engines have a lot more back pressure than the ones on cars and pickups," says Aller.

Mobile "Gopher Gasser"

When the mower deck wore out on his 25-year-old Simplicity garden tractor, Kenneth Aller of Louisville, Ohio, decided to convert the tractor into a mobile "gopher gasser."

When he spots a new gopher mound, he uses a shovel to open up the tunnel. Then he slips one end of a flexible exhaust pipe over the engine exhaust and sticks the other end of the hose down into the tunnel, sealing it off with dirt. He lets the engine - a 12 hp Kohler - run for about 15 minutes at a fast throttle.

He made a wooden rack that mounts on back of the tractor and uses it to carry a shovel as well as the hot exhaust pipe.

"It works every time and wipes out the entire colony," says Aller. "I tried the idea for the first time last summer and wiped out colony after colony. None of the gophers lived to dig their way back out, which made it a lot easier to make hay this summer. For years I used smoke bombs and guns to try to get rid of gophers, but I could never get rid of them all."

According to Aller, the reason exhaust from garden tractors works so well is that their engines have a lot more back pressure than the ones on cars and pickups. "The 12 hp Kohler engine on my garden tractor has an amazing amount of back pressure, which forces the smoke deep down into the tunnels. With the pipe off, I can stand 15 ft. away from



Wooden rack mounts on back of tractor and is used to carry a shovel as well as the hot exhaust pipe.

the engine's muffler and still feel the exhaust coming out," says Aller. "I don't know the long term effect of this idea on engines, so I wouldn't try this idea on a new garden tractor. However, my tractor is 25 years old so I don't have a lot to lose. I pull the choke on my engine to pour as much smoke as possible down into the tunnels.

"Sometimes when I put the pipe down a hole, I'll see smoke coming up from three or four other holes in the area which means they're all connected together. When that happens I close up all the holes so that I can kill all the animals at one time," notes Aller.

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The Landeez all-terrain wheelchair has air-filled, balloon-like tires that allow it to handle all types of terrain. It weighs just 37 lbs. and the whole chair comes apart by pulling two pins.



All Terrain Wheelchair Opens New Doors

People in wheelchairs used to be limited to paved paths and flat surfaces. But now a company called Natural Access has made a wheelchair that can handle all types of terrain in all kinds of weather. It has opened doors for people who couldn't go outside as often as they wanted to. "It's a new-found freedom. It's just nice to know we can go to all those places we couldn't before," says Mary Ellis.

The "Landeez" is an all-terrain wheelchair that's so versatile it can ride gently over gravel, soft soil, forest trails and even snow. Its air-filled balloon-like tires dampen vibrations while providing more surface area with

which to grip. The stainless steel frame with aluminum axles weighs just 37 lbs. so it's easy to transport. The whole chair comes apart by pulling two pins.

Another thing that makes the "Landeez" different from other wheelchairs is that it can be customized to a great degree. A motorized version is available and it can be fitted with normal wheels for indoor use.

Contact: FARM SHOW Followup, Natural Access, Box 5729, Santa Monica, Calif. 90409 (ph 800 411-7789; website: www.landeez.com).



Remote controlled boom lets Dale Wiens stand behind his 90-ft. sprayer and turn each boom section on and off individually to make sure nozzles are working properly.

Remote Control Makes Checking Spray Boom Easy

Dale Wiens got tired of getting on and off the tractor to check the nozzles on his 90-ft. sprayer.

He put together a remote controlled system that lets him stand behind the sprayer and turn each section of the boom on and off individually to make sure nozzles are working properly. It worked so well, he applied for a patent and is just finishing his first year of selling it. So far, he has units in Ontario, Manitoba, Saskatchewan, Alberta, and Montana.

"To use it, you turn your boom switches off and turn the sprayer pump on," he explains. "There's a button on the remote control that corresponds with each boom section. By pushing and holding the button, you turn that section on. As soon as you release the pressure on the button, the boom shuts off again.

"This means one person can check the sprayer with just one trip to the back," he continues. "It saves chemicals, because the

sprayer doesn't have to run so long, and the operator is exposed to the chemicals for less time."

Wiens makes three models of his SprayTest Controls: the ST200 controls booms with one or two sections; the ST400 controls up to four boom sections; and the ST600 controls booms up to six sections.

"It's easy to install. There's no cutting or splicing involved," he says. "All you have to do is plug the wiring harness into the existing sprayer harness."

He has wiring harnesses to fit most of the pull-type and self-propelled sprayers on the market now and says he can make a harness for any sprayer, given the right information.

Prices for the SprayTest Controller run from \$850 to \$950 Canadian. He says he can usually ship a unit within 24 hours of receiving an order.

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"It can be used to move almost any heavy object," says Bob Unger about his self-propelled "boom loader." The 2-WD rig is powered by a 5 hp Briggs & Stratton engine.

Self-Propelled "Boom Loader"

"I built it to move granite monuments around cemeteries, but it can be used to move almost any heavy object," says Bob Unger, Mena, Ark., about his self-propelled "boom loader."

The 2-WD rig is powered by a 5 hp Briggs & Stratton vertical engine. It belt-drives a hydraulic pump that powers a pair of motors. One motor is used to operate a hydraulic cylinder that raises and lowers the boom, while the other motor drives a 2-speed transaxle on back salvaged from a Wheelhorse riding mower. The boom is hinged in the middle and can lift objects up to 5 ft. high. Unger can telescope the boom in or out by changing the position of a pair of pins. The rig rides on 13-in. wheels off a Toyota car and has dual wheels on front to reduce compaction. He used 2 1/2-in. sq. tubing to build the frame.

"It didn't cost much to build and comes in handy for a lot of different jobs," says Unger. "I've also used it to move concrete culverts and propane tanks, and it's handy for pulling engines and handling transmissions."

"For cemetery work, I load the rig onto a 16-ft. trailer which I drive to a local 40-acre cemetery. There, I use it to load monuments and guide them into place. I mounted a wooden bumper covered by indoor carpet on front in order to keep granite monuments from getting scratched or chipped."

Unger says he plans to build another unit that will have castor wheels on back, allowing it to work much like a zero turn mower.

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