Seasick From Sway? Try "SuperSprings"

"SuperSprings" are single leaf springs that attach to the original spring, with rolling shackles at each end that self-adjust to movement of existing spring, says Mr. Truck, AKA H. Kent Sundling.

Long springs on late model pickups make for a smoother ride, but they also make for a sloppier ride, especially under load. If you've ever felt a little seasick from the sway as your truck leaned too far into a corner, Mr. Truck thinks he has found the answer.

"SuperSprings are single leaf springs that attach to the original spring with a rolling shackle that self-adjusts to your spring movement," says Mr. Truck, AKA H. Kent Sundling. He runs a truck accessory website at www.MrTruck.com. "It looks too simple to work, but it does. The tapered ends allow more movement so they don't interfere with the soft empty ride, and the wider part, in the middle of the spring, gives you support under load."

Other options exist for older trucks, such as air bags that slow the spring travel. And aftermarket overload springs help under load, but make the empty ride rougher.

The problem with options like aftermarket air bags, as well as bumper pads, is that they have to be drilled and bolted to the truck frame. SuperSprings simply attach to the springs, giving you the best of both worlds without having to drill holes, says Mr. Truck. "They even work as a rear axle stabilizer for anti-sway to eliminate wheel hop."

To test the SuperSprings, Mr. Truck overloaded a 1990 GMC 1500 (1/2-ton) with 221,000 miles on it and original factory springs. He mounted a friend's 10-ft. camper on it, but slid it only 2/3 of the way into the bed.

"It dipped and bucked going down the road," says Mr. Truck. "The extra spring travel with the longer leaf springs make a big difference how much farther the truck will lean on curves and bounce out of ruts and washboards. I used a camper for the load because they attract side wind like a magnet."

The first step in Mr. Truck's test was to mount SuperSprings to only the right side of the overloaded truck. When the truck was driven through some potholes, the impact of the SuperSprings was immediate.

"The right side didn't move much, but the left side without the SuperSprings bounced like a basketball," he recalls. "SuperSprings superbly controlled the movement of the truck's factory springs. They are self adjusting and require no air or air tank, no drilling and no welding."

The SuperSprings come in three weight ratings: regular ($249), heavy duty ($285) and extra heavy duty ($370). The roller shackles attach at both ends of the factory installed springs. If springs sit on top of the axle, a mounting kit may be needed to provide the proper torque.

Contact: FARM SHOW Followup, Kent Sundling, MrTruck.net, 1020 Downing Way, Denver Colo. 80229 (ph 303 288-2082; website: www.MrTruck.com or www.overloadsprings.com).

State-Of-The Art Plastic Horseshoes

When Kristy Watson's horse developed a tendon injury, she went looking for plastic or rubber shoes that might help the injury heal. She found several on the market but none of them were exactly what she was looking for so she decided to make her own.

"I designed the shoe I wanted and after consulting with a farrier, came up with the Ground Control Horseshoe," Watson says, adding that her brother, a plastics engineer, helped create them.

The 1/2-in. thick horseshoes are made of the same poly material used for skateboard wheels and last as long as metal shoes. They come in black or clear and fit sizes 000 to 2. The shoes are nailed on like metal shoes.

Watson says her shoes are the only ones with a frog protector. "It does two things: It protects the frog when you're going over rocks and it also stimulates blood pressure," she says.

"When a horse walks bare footed, the frog always touches the ground but when the horse has shoes on, the frog doesn't get stimulated naturally. Our shoe pumps the blood and increases the endurance of the horse that way."

Watson says riders immediately feel the benefit of her shoes. "When you're riding, you can feel the shock absorbing quality of the shoe through your horse. You can trot on the road and it's like the horse has tennis shoes on."

The 1/2-in. thick horseshoes are made of the same poly material used for skateboard wheels. They last as long as metal shoes.

The shoes cost $8 each plus S&H.

Contact: Kristy Watson, Ground Control Horseshoes, P.O. Box 2331, Boerne, Tex. 78006 (ph 877 872-2846 or 830 248-1097; email: info@plastichorseshoes.com; www.PlasticHorseshoes.com).

Granular applicators mount directly on hay and silage harvesters as well as balers.

Granular Applicators For Hay, Silage Inoculants

After being approached by a silage inoculant company about the need for a bigger dry inoculant applicator for silage choppers, Dynamo Company designed two new applicators that mount directly on hay and silage harvesters as well as balers.

The poly applicators have all stainless steel hardware with variable speed 12-volt auger systems, which the company says fine tunes distribution of dry inoculant for haylage and silage.

Some growers say the dry inoculants are a good alternative to liquid inoculants, because they're not as hard on belts and other components. Granular inoculants are also easier to use and have an indefinite shelf life, says Dynamo.

The company's largest applicator, called the Goliath, has the capacity to treat up to 1,000 tons of silage between reloading.

When installed on a baler it comes with an impeller-style blower. On choppers, a blower is not necessary. Applicators come with a speed control to adjust the rate of application from the cab.

The "Goliath" applicator sells for $1,810 and the smaller, David model, sells for $1,666. Prices for the baler blower kits are $875 and $575.

Contact: FARM SHOW Followup, Dynamo Co., P.O. Box 441, Blue Ball, Penn. 17506 (ph 717 354-7126 or 717 354-9205).

School Bus Machinery Hauler

George Goldsberry wanted a trailer to haul his antique machinery, but he didn't want to spend a lot of money for one. So the Columbus Grove, Ohio, retiree converted an old school bus into a machinery hauler.

He bought the 1987 "Blue Bird" 66-passenger bus from Cardinal Bus Sales in Lima, Ohio, for $1,500. It had new tires, an automatic transmission, and air brakes.

The first step was to cut away the body of the bus right behind the driver's seat, leaving one row of seats in place. Then he moved the back panel back up behind the driver's seat to make a complete cab. A headache rack was installed behind the driver's seat. After removing the plywood floor where the body had been removed, he installed a 1/4-in. thick diamond plate steel floor. The bus has 20 ft. of flatbed area. He also added a 6-ft. beavertail on back for easy loading.

"I chose a flat-nosed bus - without the engine sticking way out in front - in order to keep the rig as short as I could." Instead of scrapping the bus body, he converted it into a storage shed. He set wooden poles in the ground, then set the body on top and lag screwed it to the poles (which are on the inside of the body). "It gives me an insulated shed. I used sheet metal to permanently close off one end of the bus, and I made a pair of hinged doors on the other end."

Goldsberry says he's looking for a LeTourneau model D Tourna Dozer and would appreciate hearing from anyone who knows where he might find one.

Bus has 20 ft. of flatbed area. George Goldsberry added a 6-ft. beavertail on back for easy loading.

Goldsberry used the body of the bus to make a storage shed.

Contact: FARM SHOW Followup, George Goldsberry, 8750 Mayberry Road, Columbus Grove, Ohio 45830 (ph 419 659-2551).