

## Grain Bin Doubles As A Paint Booth

"I made a portable sandblasting and paint booth out of a 1,000-bu. steel grain bin," says Gackle, N. Dak., farmer and innovator Roger Gutschmidt. "I can easily move it in or out of my 36 by 40-ft. shop whenever I need it. I've used it on several restoration projects, and it works great."

Gutschmidt likes using the totally enclosed bin because it keeps sand and paint from getting all over his shop. And it allows him to do other shop work without having to worry about dust getting on fresh, sticky paint.

When he needs to paint or sandblast, he simply picks up the small bin with his tractor-mounted pallet forks and carries it into the shop. When not being used as a paint booth, the bin serves as a shelter for lawn mowers, grass trimmers, bicycles, or anything else he doesn't want left outside. It also comes in handy for temporary grain storage.

He made 12-ft. extensions to slide over the existing tines on his pallet fork to pick up the bin. Gutschmidt runs a chain all the way around the outside of the bin to keep it from falling off while he carries it into his shop.

Once the bin is positioned in his shop, Gutschmidt attaches a section of 6-in. dia. ventilation hose to an adapter he added to the top hatch of the bin. The duct leads to a large squirrel cage exhaust fan that pulls dust and paint fumes out of the building.

He also uses the ventilation system for removing exhaust when he has large tractors running inside, or when there are welding fumes.

Gutschmidt cut a 3-in. opening in the top of the bin to allow his chain hoist to go through for lifting large objects like wheel weights and other heavy parts while being painted.

The 3 by 7-ft. bin door is big enough to get most things inside, including tractor hoods, fenders and wheels.

Gutschmidt has floor heat in his shop, which he says is safe for painting.

"The portable paint booth's walk-in door is positioned right over my floor drain, which is nice for when I finish my sandblasting and get ready for painting. I simply wash the entire ceiling and walls down with my water hose and it washes all the fine dust off, making it a perfect environment for painting," he explains. "I've made many stands to hold my painted parts such as wheel weights, wheels and fenders. I also installed portable lighting by hanging halogen lights on wall mounts and stands, so it's pretty well lit in there. Halogen is tougher, safer and brighter than using trouble lights."

Gutschmidt admits that his dad thought he was crazy when he initially thought of the idea of bringing the bin inside his shop. However, since he's used it on several projects and "it has worked like a dream," the elder Gutschmidt is a convert.

Contact: FARM SHOW Followup, Gutschmidt Manufacturing LLC, Roger Gutschmidt, 6651 Hwy. 56, Gackle, N. Dak. 58442 (ph 701 698-2310; shopdoc@drtel.net).



Roger Gutschmidt turned a 1,000-bu. steel grain bin into a portable sandblasting and paint booth. He uses a front-end loader to move it in or out of his shop as needed.



Once the bin is inside his shop, Gutschmidt attaches a section of ventilation hose to an adapter he added to top hatch of bin. A fan pulls dust and paint fumes out of building.

## Modified Conibear Trap Catches Skunks, Raccoons And Other Pests

"I have a very simple way of getting rid of raccoons, skunks, foxes, and even some magpies. It's an instant kill system that I've used for 28 years," says Cornie W. Fehr of Hague, Sask. "I've trapped as many as 35 skunks from spring until fall using one trap."

Fehr's system design consists of a Conibear trap together with what he calls a "cubie" - a 7-in. sq. open-ended box made from scrap wood.

The Conibear trap has double springs that pivot in the center, making it what Fehr calls a "scissor trap." Fehr slides the Conibear's springs into a notch on each side of the cubie, which holds the trap in an upright "set" position. He places his bait on the floor of the cubie.

"I use sardines for bait, as they're attractive to all of these animals, especially raccoons," Fehr explains. "I put the bait as far back as possible so they have to come all of the way in to get at it. If the cubie was any deeper, the animals might simply give up and think they can't get at the bait."

When the animal touches the two fingers that are hanging down from the top of the open Conibear trap, it trips, according to Fehr.

"The variety of animals you can trap with this system is unbelievable, and because each type has different habits, they trip it while in different positions," he says. "With raccoons, it hits them on the center of the neck, killing instantly. Skunks are also always killed instantly, but are hit near



Conibear trap is combined with a 7-in. sq. open-ended box made from scrap wood.

the heart. It also breaks their back so they can't spray. Because of the competitive nature of magpies, they all rush at the same time, so one of them is often killed."

Contact: FARM SHOW Followup, Cornie Fehr, P. O. Box 147, Hague, Sask., Canada S0K 1X0 (ph 306 225-4440).

## Ultracapacitors To Revolutionize Electric Vehicles

An electric car that goes 250 miles per charge at speeds of up to 80 mph is expected on the market in about a year. Unlike current electric cars that take hours to recharge, the new ZENN car (zero emission, no noise) will recharge in less than five minutes. It'll operate at 1/10 the cost of an internal combustion engine and produce no emissions. Key to the car's success are the new "ultra capacitors" that store the electrical power. They're made by ZENN's partner EESstor, Cedar Park, Texas.

Capacitors have been around since the 1960's and are able to charge and discharge small amounts of power quickly, efficiently and repeatedly. ZENN's current electric cars are fully enclosed, three-door hatchbacks that offer air conditioning, power windows, power locks, remote keyless entry, wipers, defrost, heater, sunroof and more. However, like other electric cars, speeds are low (25 mph top speed),

trips are limited to 64 miles, and it takes four hours to recharge its batteries to 80 percent capacity.

The new capacitor-driven car will be the first of its kind in speed and distance. The company has kept its development largely under wraps as the ultracapacitors are refined. Images of either the car or the capacitors are unavailable.

ZENN has exclusive rights to retrofit vehicles with ultracapacitors and to produce new mid-size cars (3,000 lbs. or less) using them.

Ultracapacitors or super capacitors use an activated carbon core to soak up electrons. Until now, ultracapacitors have been limited to holding only 5 percent of the power of a lithium-ion battery. EESstor claims a breakthrough in technology that creates the efficiency and also lets them mass produce units at a very low cost.

The company suggests storage is more than twice that of lithium-ion and ten times



Ultracapacitors will allow the new ZENN car (zero emission, no noise) to go 250 miles per charge, and recharge in less than five minutes.

that of lead storage batteries. In addition to ZENN, Lockheed Martin plans to use the new capacitors in military and homeland security equipment.

Tom Weir, EESstor vice president and general manager, told the Christian Science Monitor, "EESstor's technology has the opportunity to touch every aspect of daily life from very big to very small de-

vices. We also see a whole new range of products and services based around our technology."

Contact: FARM SHOW Followup, ZENN Motor Company, 85 Scarsdale Road, Suite 100, Toronto, Ontario Canada M3B 2R2 (ph 416 535-8395; www.zenn cars.com).