

Do Your Own Tire Repairs

“So many small-town service stations have gone out of business that there is no place to get a tire fixed after 5 p.m.,” notes Bruce Docter at Your Next Tire, which sells discount tires online and recently introduced a line of “affordable” tire changing equipment. “We sell three different tire changer models. The 300 Series will handle rims up to 20 in., the 500 Series handles rims up to 24 in., and the 700 Series handles rims up to 26 in.”

The 500 and 700 Series have heavy-duty bead breakers. They can handle everything from ATV’s to semi trailers. Both also have a larger air tank with an optional bead blaster for seating beads on truck tires.

“With more farmers having semis, they need a way to fix the tires when a tire shop isn’t open,” says Docter. “Our heavy-duty bead breaker will handle them, but users needed a way to seat the bead when finished. We made an attachment for our air tank that will blast air into the truck tire to seat the bead.”

Unlike bead-setting machines that sell for \$350, his attachment does the same job for just \$150. The three tire-changing machines sell for \$1,200, \$1,700 and \$1,900, respectively.

“The smaller machine is really for lighter tires,” says Docter. “We try to discourage farmers from buying it. The \$1,700 500 Series is the most popular.”

Docter also sells spreader attachments for the tire machines, so tires can not only be changed, but fixed as well. The spreader attachment sells for \$100.

Once a tire has been remounted, it needs to be balanced. Docter sells a \$200 precision bubble model and a \$1,000 computerized, but hand spun, model where the operator uses a brake to stop it and back up to where a light flashes. He also sells a fully computerized, auto-spin and stop model for \$1,500.

“We aren’t catering to the tire store that does 20 tires a day,” says Docter. “Our customers do 30 to 40 tires a year. Getting a tire balanced at a shop can cost \$10 each. Our precision bubble machine pays for itself with 20 tires.”

Docter says he’s selling machines to implement dealers and large farmers. In some cases, several farmers buy a machine together. In other cases, buyers have found themselves doing tires for neighbors.

The company also sells tire repair parts



New line of “affordable” tire changing equipment lets you fix tires on your own.

and supplies. A starter kit includes a buffer/scrapper, rollers, patches and glue. “It has everything you need,” he says. “We also have a catalog with everything you need for professional tire repair.”

Contact: FARM SHOW Followup, Your Next Tire, Box 276, Firth, Neb. 68358 (ph 402 791-2004 or toll free 888 513-8473; yourenxtire@hotmail.com; www.yourenxtire.com).

“Wrench Stops” Hold Small Parts In Place

“Our new magnetic wrench stops work great on bolts and nuts in hard-to-reach places,” says Carl Ernesti, Norfolk, Neb.

The removable magnetic inserts contain a plastic collar, a rare earth magnet, and a hexagon-shaped base plate that keeps the magnet insert attached properly to the wrench. Wrench Stops fit open-end and box-end-type wrenches. They fit into the openings to hold bolts or nuts in place.

They come in both standard and metric sizes.

Ernesti, who grew up on a farm, says he has had his share of frustration with skinned knuckles, searching for dropped bolts and nuts and wrench slippage.

“The wrench always has good positive contact with nuts and bolts, so as you pull on the wrench it’ll stay in position without slipping. Wrench Stops also keep nuts and bolts from falling once they get loose,” says Ernesti. “They work great in tight spots where it’s difficult to reach in with your hand. Wrench Stops also work good for starting bolts or nuts in hard-to-reach places.”

Available in both standard and metric sizes and sold in a package with six different sizes. Standard sizes include 7/16, 1/2, 9/16, 5/8, 11/16, and 3/4 in. Metric sizes include 10 mm, 12 mm, 13 mm, 14 mm, 15 mm, and 18 mm.

A single package of metric Wrench Stops



WrenchStops use removable magnetic inserts to reach bolts and nuts in hard-to-reach places.



or standard Wrench Stops sells for \$24.95 plus S&H. Type in a promotional code: “FARM SHOW” for free shipping and handling.

Contact: FARM SHOW Followup, C.J. Inventor, L.L.C., 116 East Phillip Ave., Norfolk, Neb. 68701 (ph 402 316-3149; MAIL@wrenchstops.com; www.wrenchstops.com).

Bolt-On Rubber Patch Solves Flat Tire Problem

Michael Horn of Rush, Ky., says he and his dad came up with a cheap way to fix badly damaged flat tires.

“My dad does custom bush hog work for people. The problem is, he runs over all kinds of things that can rip into a tractor tire.”

To fix a flat, they bolt on heavy rubber patches inside the tire, between the tread and tube.

“We cut the patches out of ¼-in. thick conveyor belt, making it slightly larger than the tear in the tire. Then we place the patch inside the tire and drill a series of 5/16-in. dia. holes through both the tire and patch, spacing them every 2 to 3 in. apart around the tear. We insert 1/4-in. bucket bolts with flat heads through the holes from the inside out, tightening the bolts down until the rubber

patch puckers around the head of the bolt. We also put double nuts on each bolt and then batter the ends like a rivet so they won’t come out.

“Then we cut a large patch out of an inner tube and lay it inside over the bolts, then put enough air into a new tube to hold the tube patch in place. Once we finish putting the last side on the wheel rim we air up the tire to the

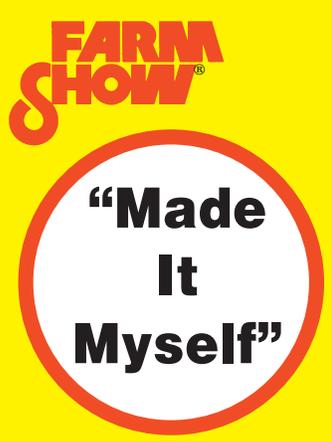
proper pressure.”

The two men say the last time they used this idea was three years ago when a radial tire on front of their tractor went flat. “The tire is worn out now, but the rubber patch is still holding,” notes Michael.

Contact: FARM SHOW Followup, Michael David Horn, 25023 Bolts Fork Rd., Rush, Ky. 41168 (ph 606 928-3153).

Some of the best new ideas we hear about are “made it myself” inventions born in farmers’ workshops. If you’ve got a new idea or favorite gadget you’re proud of, we’d like to hear about it. Send along a photo or two, and a description of what it is and how it works. Is it being manufactured commercially? If so where can interested farmers buy it? Are you looking for manufacturers, dealers or distributors? Send to FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or call toll-free 800 834-9665. Or you can submit an idea at our website at www.farmshow.com.

Mark Newhall, Editor



Volkswagen-Powered Skid Steer Loader

When Jim Remondi needed a new engine for his Case 1537 skid steer, he and Rich Comegys used an engine and parts from a Volkswagen Rabbit to replace the original 37-hp Wisconsin engine.

“We used mostly parts from the Rabbit to do the installation,” says Remondi. “We did have to make an adapter for the VW flywheel. We bolted it to a shortened Rabbit CV joint with the other end bolted to the existing skid steer flange.”

Engine mounts were mostly modified from parts Remondi had laying around his shop. He also reports modifying the intake manifold to match available clearance on the skid steer.

“A turbo manifold would have worked

without any modification,” notes Remondi.

The radiator was installed behind the seat. Cooling is provided by a 12-volt fan salvaged from a compact car. Remondi reports that biggest challenge came from revising the VW governor.

“We needed to convert it to constant speed,” he says. “We kept trying different springs until we got it set where we wanted.”

Remondi reports that the project worked out better than he ever anticipated. “The skid steer has plenty of power, and it is super economical,” he says.

Contact: FARM SHOW Followup, James Remondi, 4231 Sandy Bend Rd., Marydel, Delaware 19964 (ph 302 492-3724; jwr@wildblue.net).