



Bob Halaska filled in rusted areas on his 1975 Jeep Cherokee with spray foam insulation to keep moisture away. Photos show where he covered vehicle's underside.

Foam Used To Fix Rusted Car Bodies

Bob Halaska has a simple way to fix rusted out cars. Just fill the holes with spray foam insulation. When the rust on his 1975 Jeep Cherokee got too bad, he enlisted the help of a son-in-law who has a spray-foam insulation business.

"It probably took \$20 worth of foam to fill up the wheel wells, under fenders and cover the underside front and back. The only area we stayed away from was the muffler."

Not only did the foam fill in rusted areas, but it also quieted down road noise. Over time Halaska found that it appears to keep moisture away from rusting areas.

"Rust was starting to show up around the antenna mount, but is hasn't gotten any worse since we foamed the area," says Halaska.

Halaska used an angle grinder to grind away excess foam on the exterior and sculpt the foamed underside as well.

"I sprayed everything with gray undercoat and then spray painted surface areas to match the Jeep," he says. "The undercoat spray didn't stand up very well, so I'm going to try

body putty over the foam and then paint it."

While the gray undercoat didn't last, the foam itself stood up well to weather and the road. Halaska has since used the foam on 2 other family vehicles, including a well-worn Grand Caravan.

"My daughter was driving a car with floor panels so rusted that you could almost see the roadway," he says. "We layered the underfloor with chicken wire and then spray foamed it. It stopped rusting and quieted down as well."

Halaska notes that even the wiring benefits from the spray foam. Not only does the foam prevent corrosion, but it also holds the wires in place.

"Once it has been foamed, the wire connections and fasteners can't come loose," he says.

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To collect leftover oil from plastic oil jugs, Paustian cuts the bottom off 1-pint plastic fuel additive containers and turns them upside down to serve as funnels.

Handy Oil Jug Draining Device

"I built this oil draining device to collect leftover oil from plastic oil jugs," says Ron Paustian, Eau Claire, Mich.

He cuts the bottom off 1-pint plastic fuel additive containers and turns them upside down to serve as funnels. The containers are placed in a row, held in place by a pair of long screws that extend about 4 in. out of a piece of plywood. The necks of the funnels are inserted into empty 64 oz. plastic orange juice bottles. More screws are used to hold a row of upside down oil jugs in place above the funnels.

"I've got 3 different plywood sheets set up for 1-gal., 2-gal. and 1-quart oil jugs. I let the jugs drain for a day or two to provide

plenty of time for all the oil to drain out. The discarded oil jugs are completely dry when they go to the landfill," says Paustian.

"I save the oil jugs I use during the spring, summer and fall and drain them out over the winter. It's surprising how much oil I can collect with this system. I even have one set up for STP, which drains out real slow."

"I use orange juice bottles to collect the oil because they're clear and it's easy to see how much oil is in them. I write on masking tape to indicate what kind of oil is in each bottle."

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Nifty Fix For Kubota Front Wheels

Bob Strawhacker was driving his Kubota 9580 tractor down the road when the left front wheel and stub axle flew out about 6 ft. into the roadway. "We had to spend more than \$1,700 on parts to repair it," he says.

Two years later, the same thing happened when the right front wheel and axle started to come off. "I decided to find the problem and make a change," he says.

Upon removal and inspection, he discovered that only one snap ring secured the axle to the wheel. "Each time the wheel and axle fell off it was because the snap ring had come loose, even though the tractor had been in the shop for front bearings just a few years before," he says.

To solve the problem, he added a second snap ring 5/8 of an inch inside the original one and used a tapered bearing cone as a hardened spacer. "With the ends of the axle shaft previously center drilled, it was fairly easy to mount the shaft in the lathe and cut a new groove for the second snap ring that's 1/8 in. thick by about 2 in. in diameter."

"I now feel confident that our



To keep snap ring from coming loose, Strawhacker added a second ring inside the original one and used a tapered bearing cone as a hardened spacer.

front wheels and axle will stay in place. It's certainly not a good feeling when they don't," notes Strawhacker.

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To convert his log splitter to bend steel, Gruenberger drilled 2 holes in the wedge and then bolted a homemade head onto it. He also fabricated a square steel block and a 90-degree V-block.

Log Splitter Converted To Bend Steel

"I made a conversion kit for my log splitter to bend iron. It takes just seconds to switch from a splitter to a bender and works great," says Larry Gruenberger, Slinger, Wis. "The kit adapts to the splitter's wedge so I get a perfect 90 degree bend every time."

Gruenberger drilled 2 holes in the wedge and then bolted a homemade head onto it. He also fabricated a square steel block and a 90-degree V-block. The metal is placed between the square block and the V-block, which is held in place by a steel back plate with a pair of guides welded onto it. To convert back to splitting wood, Gruenberger just unbolts the bender from the wedge.

"The splitter has 34 tons of pressure so it can do some heavy-duty bending," says

Gruenberger. "Because the metal to be bent rests on the splitter beam, the bend line is automatically perpendicular to the metal so no pre-measuring is necessary. It results in a perfect 90-degree bend every time."

"It works fast. I made the kit 4 years ago when I needed about 25 metal brackets to fasten onto the fascia on my house. The brackets held 2 by 6's on edge so workers on the roof wouldn't slip off. Each bracket required 3 bends, but I was able to bend all the brackets in only about 20 min."

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The metal is placed between the square block and the V-block, which is held in place by a steel back plate with a pair of guides welded onto it.