

“Carpeted” Tires Stop “Goathead” Flats

Melvin Hagen puts carpet lining inside his tires to solve the problem of flats caused by sharp goathead – also known as puncturevine seeds.

“Goathead seeds are about the size of a pea with sharp barbs. They’ll poke right into a car tire or small tractor tires,” says Hagen. “Sit on them or get one in your hand, and you won’t forget it.”

Goathead plants are commonly found in dry sandy areas. Although Hagen lives in Grand Junction, Colo., the worst infestations are found in Arizona, California, New Mexico, Nevada, Oregon and Texas.

Hagen’s solution for tube-type tires is to cut a strip of 1/4-in. thick carpet the width of the tire face and a bit longer than the inside diameter of the tire. He first inserts the carpet and then puts in the tube. He adds a tube to tubeless tires.

“I used to cut it to length and use duct tape to connect the ends, but now I just overlap it a bit,” says Hagen.

After breaking the tire loose from the rim, he slides the carpet in and positions it against the tire’s inside surface. After re-setting the tire, he removes the tire stem to make it easy to inflate and deflate the tire quickly several times. Once he is satisfied, he reinserts the stem.

“The repetition pushes the carpet out so the goatheads sink into it and stop there instead of pushing into the tube,” explains Hagen.

Prior to using the carpet, Hagen tried adding silicone to tires. It cost nearly \$20



Melvin Hagen puts carpet lining inside his tires to keep sharp barbs on goathead seeds from causing flats.

per tire and it didn’t work. The goatheads just pushed through,” he says.

Hagen has been using his carpet treatment successfully for the past 10 years. “It works on everything from bike tires to skid steer tires,” he says.

Hagen also has advice for people with goatheads in their yard. “I take an old blanket or burlap bag and drag it around,” he says. “It sucks up the goathead like a magnet. Of course, then you have to throw it away, so don’t use anything you want to keep.”

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Bryant Combine Parts in Indiana specializes in used and new combine parts. They have more than 500 combines of all brands on hand.

Salvage Yard Specializes In Combines

If Bryant Combine Parts doesn’t have the used combine parts you need, they can often supply a new aftermarket part. Either way, you’ll get a 6-month warranty and parts that work.

“We offer a better warranty than some brand retailers,” says Randy Davidson, Bryant Combine Parts. “We test what we can and inspect the rest. In the case of fast moving parts that are difficult to keep stocked, we offer new, aftermarket parts at a significant savings over OEM replacement parts.”

While their new parts sales are growing, the heart of Davidson’s business is the salvaged parts. With more than 500 combines from all brands plus shelves loaded with new and used parts on hand, there is plenty to choose from. While a few combines are for sale intact, nearly every one on the lot will be parted out. That includes combines that are in excellent shape.

“I’ve had customers tell me the combine I’m getting the part from is in better shape than the one they are repairing,” says Davidson.

Although some parts may not be taken off the donor combine until a customer calls,

other parts are removed as the combine arrives on the lot. That includes any parts that may be weather sensitive or particularly hard to pull off.

“We keep them stored inside and ready for sale,” says Davidson. “If a FARM SHOW reader needs a part, call with the make, model and serial number. Increasingly, we need the serial number to access the correct parts book. The more information you can provide, the better.”

Davidson says the business has changed a lot in the 30 years since he started it. While most parts go to repair operating combines, Davidson says they do get requests for older parts for restorations.

At the same time, local and regional customers have evolved into a national and international clientele. They now ship throughout the U.S. and into Canada, as well as a growing overseas market.

Contact: FARM SHOW Followup, Bryant Combine Parts, P.O. Box 176, Bryant, Ind. 47326 (ph 260 997-6940; toll free 800 255-1071; parts@bryantcombineparts.com; www.bryantcombineparts.com).



Canola oil works great as a bar and chain lubricant and is also better for operator health, says Gerry Hawkes.

He Uses Canola Oil To Lube Chainsaw

“I’ve been using canola oil as bar and chain lubricant in my 6 chainsaws for about 2 years. I’m very pleased with how it works,” says Gerry Hawkes, Woodstock, Vt.

“It’s far better for operator health to not be breathing in petroleum oils and better for the environment. It lubes just as well or better and comes from a crop grown on the farm. What’s more, it costs less.

“But you don’t have to believe me. There are both European and Canadian studies showing how effective it is as a lube oil.

There’s a good online article at <http://learn.eartheasy.com/2010/11/using-vegetable-oil-to-replace-chainsaw-oil/>.”

Hawkes is a forester with several successful inventions. His latest is the “WHaTS” hand cart – an innovative leverage and transport cart that can do a number of jobs around the farm. Check it out at www.WheeledHandToolSystems.com.

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Electronic Ignition Conversion Keeps Old Welder Welding

Clifford Byer converted the Wisconsin V-4 engine on his Lincoln arc welder to electronic ignition when a distributor and magneto were no longer available. Along the way he also learned to cast aluminum.

“I knew that Chrysler and Wisconsin parts matched up pretty well, so I started with an electronic ignition system from an older Chrysler V-8,” says Byer.

The older electronic ignition system still used points, but the V-4 only needed half of them. Byer ground out the extra points, leaving the ones needed for the V-4 firing order.

He had to make a few slight modifications, such as filing down a flat spot on the stem so the Autolite rotor would slide on.

He wired up the module with the Chrysler coil and ran into a problem. The Wisconsin distributor was cast iron, and the coil kept picking up stray current and firing on different cylinders.

With the help of a neighbor and the



To convert the Wisconsin V-4 engine on his old arc welder to electronic ignition, Byer modified the electronic ignition system from a Chrysler V-8.

use of his forge, Byer cast an aluminum replacement. “I welded some washers and pipes together that were slightly bigger than the cast distributor,” he says. “We melted down aluminum scrap and poured it into the mold. When it cooled, I milled out the new distributor. It worked like a charm.”

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“Quick Release” Magnet

Hot parts produced by plasma cutting torches are easy to pick up with this new “quick release” magnet from K-Tech, Grainfield, Kansas.

“It can lift up to 25 lbs. of solid steel, or a little less if the parts are loose. Anyone who does any welding or metal fabrication will find it useful,” says Roger Kuntz.

The 2-ft. long magnet comes with a foam grip metal handle with a trigger inside it. A hollow stem runs from the handle down to a large 5-in. dia. magnet contained in a pvc housing with an aluminum base. A plunger runs from the trigger down through the stem to the magnet. When you pull the trigger, the magnet pulls away from the base and the object drops off.

“We came up with the design because many farmers are now using plasma cutting torches which cause material to get much hotter,” says Kuntz.



“Quick release” magnet comes with a 5-in. dia. magnet contained in a pvc housing with an aluminum base. When you pull trigger, magnet pulls away from base and the object drops off.

The company also offers an 8-in. long quick-release magnet that works the same way. Both models sell for \$45 apiece plus \$5 S&H.

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