



To attach plow, you lift one end of blade at a time over a pair of vertical holders mounted on a push frame. Frame slides into a receiver hitch on front of vehicle.

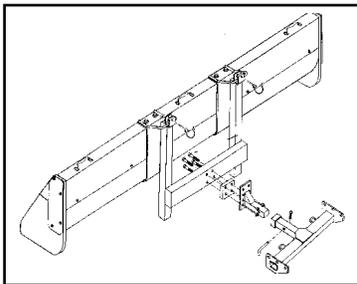
## “No Power” Snow Plow

“Our new no-power, pickup-mounted snow plow has no electrical or hydraulic components to malfunction or wear out. It’s lightweight enough for one person to handle. And no controls are required to operate it,” says Larry Jensen, Agri-Cover, Inc., Jamestown, N. Dak.

The SnowSport Personal Utility Plow is made from heavy duty extruded aluminum and measures 7 ft. wide by 18 in. high. It’s equipped with a heavy duty 1-in. thick rubber cutting edge and rubber box ends and weighs 110 lbs. The blade is supported by a push frame that mounts on a receiver hitch.

To install the unit, you mount the receiver hitch on front of the vehicle, then slide in the push frame and secure it with a pin. To attach the plow, simply lift one end of the blade at a time over a pair of vertical holders on the push frame. As you go forward, the blade slides freely up and down on the holders with the terrain. When you back up, the blade tilts back and floats over the surface to back drag snow. When you drive forward again, the blade automatically tips back into place for plowing.

To switch the unit to transport position, lift one end of the blade at a time into brackets



Drawing shows details of hitch-mounted push frame.

on top of the holders and secure with snap pins.

The low-profile design allows full view of your vehicles’ headlights while transporting or plowing.

Fits most late model pickups and sport utility vehicles and can be easily transferred from vehicle to vehicle.

Sells for \$1,195.

Contact: FARM SHOW Followup, Agri-Cover, Inc., Box 508, Jamestown, N. Dak. 58402 (ph 800 233-4655; fax 800 592-4460; E-mail: larryj@daktel.com; Website: www.mysnowsport.com).

## Easy-To-Use “SnowGrips” Provide Temporary Traction

“SnowGrips” are much easier to install than tire chains and cost far less than snow tires, says the manufacturer of new clamp-on devices that attach anywhere on a tire, clamped to the rim.

They’re sized for cars, mini vans, and pickups. No tools are required, and they’re sold in sets of two.

To install, you adjust the side pads outward around the sides of the tire, then run a tether strap through the inside of the wheel and connect it to the other side. Once you are unstuck, you take them off. They’re not designed for highway use.

SnowGrips adjust to fit virtually all tire sizes (from 175/50/13 to 235/75/16). They sell for \$39.95 (U.S.) plus S&H.

Contact: FARM SHOW Followup, Post Primitive Technology, Inc., 2154 Dundas St. W., Suite 202, Toronto, Ontario, Canada M6R 1X3 (ph 416 536-1727; fax 416 536-0463; or in the U.S. Post Primitive Technology



Devices clamp onto wheel rim. They’re not designed for highway use.

LLC, 266 Elmwood Avenue, Suite 508, Buffalo, N.Y. 14222 (ph 800 649-9988; fax 800 330-9884; E-mail: mgibson@postprimitive.com; Website: www.PostPrimitive.com).



Plowing snow is a comfortable job for John Myers, who mounted the snowplow hitch from a pickup on his 1977 Oldsmobile Coupe.

## He Plows Snow In Comfort

When John Myers’ 1/2-ton 4-WD pickup quit on him with the first snow fall of the winter last year, he wasn’t sure what to do until he started looking at his 1977 Oldsmobile Coupe. With 200,000 miles on the odometer, no pep left in the engine and a bad case of body cancer, the old car had been recently retired.

Half an hour later, this Harmony, Pennsylvania, resident was plowing snow.

“I don’t know why they don’t make plows for cars,” he says. “I have a 1/4-mile long driveway and get a lot of drifting, but the car plow did the job.”

Conversion was simple and straightforward. Myers detached the snowplow A-frame hitch from the pickup and

set it on the front bumper. After slicing some holes in the grill, he ran steel cables to secure the Oldsmobile.

He set the plow height to ride just above ground level. The angle of the blade has to be set by hand. Extra weight of about 1,000 lbs. was added to the trunk to offset the weight of the plow. About 3 gallons of calcium solution was added to the tires for additional weight and chains were put on the rear tires.

Myers plans to keep using the car to plow snow as long as it runs. “After all, it has a comfortable ride and, best of all, the heater works real good,” notes Myers.

Contact: FARM SHOW Followup, John Myers, 187 Bauder Mill Rd., Harmony, Penn. 16037-9415.



Lloyd Thompson uses oilfield pipe and lumber to make portable windbreaks that can be easily moved.

## Portable Windbreak Protects Cattle On Pasture

“Our portable windbreak panels work great to protect cattle,” says Lloyd Thompson of Carnduff, Sask.

Thompson uses oilfield pipe and lumber to make the windbreaks. Boards bolt vertically to the frame. An open space at the top of the windbreak allows you to grab it with a front-end loader or forklift.

Thompson found that a portable windbreak fence was the perfect solution for sheltering cattle on some rented range land during the winter. The cattle had been sheltered in aspen groves but browsed so much that the aspen trees were dying out. He tried using flax straw bales for windbreaks, but the cows ate them as well.

“They had to be extremely mobile. I move them every week. I can use my front-end loader to pick them up, and because they’re 20 percent open they don’t blow over. Moving them helps spread the manure out,” he says.

Thompson and his brother Ian and nephew Brock are now making portable windbreaks in their welding shop.

Detailed plans for constructing the shelters are available by contacting FARM SHOW Followup, Lorne Klein, Saskatchewan Ag and Food, Box 2003, 110 Souris Ave., Weyburn, Sask., Canada S4H 2Z9 (ph 306 848-2382 or 306 848-2374).