

Lightweight Tarps Made Out Of Auto Air Bag Material

Many truckers unable to haul flatbed loads due to unexpected rain are forced to take a break and relax. Craig Vogeler went looking for a pallet tarp that he could pull out when needed. He couldn't find anything that would work so he started thinking about how to make one.

"It took 2 1/2 years to work out the design and get a patent," recalls Vogeler. The former truck driver is now busy overseeing production and marketing of his weatherproof tarps. With their trademark ratchet and "D" ring strap design, Vogeler's tarps are used to cover seed corn pallets, balers, drills and planters. Vogeler is also making grass bags for lawn mowers, rally flags for high schools and ponchos - all from making larger covers. Pallet tarps sell for \$125, while baler covers run \$400. Ponchos can be had for \$30.

It is the straps with ratchet and ring tie-downs that set these tarps apart from the competition. Two straps come over the top and

connect with a third strap that goes around the top third of whatever is being covered. Double D-rings at the front where the three straps meet cinch up all four sides, while a ratchet strap pulls the tarp in tight at the bottom.

"The strap configuration over the top and part way down means that even if a pallet is two thirds empty, the tarp won't blow off", Vogeler explains. "Because the bottom is open, there is always enough air movement that condensation doesn't build up inside the tarp."

Vogeler says local farmers are after him to build tarps to fit over combine grain bins. Last fall many were caught by surprise when unexpected rain soaked grain left in their combine bins over night. Freezing temperatures that followed froze everything tight and combines had to be driven into heated sheds to thaw out.

Vogeler's new tarps are made from the



Air bag tarp is so thin it stuffs into a small bag for storage, yet it's virtually impossible to rip it.

same lightweight but tough fabric used for airbags in cars. He silk screens logos and designs on them.

"The fabric is so durable that if you put a hole in it, you would need two cars hooked onto it to tear it apart," says Vogeler. "It's so lightweight that they fit into a little storage

sack we provide. You don't have to fold it up; just stuff it in."

Contact: FARM SHOW Followup, Vogeler Enterprises, RR 1, Box 125, North Loup, Neb. 68859 (ph 308 496-3417; email: cvogeler@nctc.net; website: pallettarp.net).

Add A Parade Seat To Antique Tractors

Antique tractors are fun for young and old to ride on, but safety is another matter. When Gene Schneider wanted his grandkids to ride with him on his Cub Cadet, he knew he needed a safe seat for them. With the help of his friend George Barnett, owner of a welding, fabricating and machining business, the idea became reality. Now Barnett is offering it to others with the same need. He calls it the Buggy Seat.

"So far we have only built seats for Farmall Cubs, but we can customize it to fit any standard drawbar on any make of tractor," says Barnett.

The seat itself is heavy steel construction with a weight limit of 300 lbs. on the seat or 400 on the drawbar. It has a wooden base and is upholstered in a marine vinyl to stand up to the elements.

"It has an adjustable seat belt and a boarding step to help children climb up," says Barnett.

The Buggy Seat is priced at \$795 plus shipping and handling.

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Grill is coated with spray-on pickup bed liner to keep rocks and debris from chipping the surface.

Custom-Built Bumper Grills

"Our custom built bumper grills for pickups are built heavier than anything on the market but they look like they came from the factory," says Norman Bruce, Sheridan Welding, Sheridan, Montana.

The one-piece units are built from 2 by 4 and 2 by 6, 1/8-in. thick rectangular tubing. They bolt on in place of the pickup's original bumper. The tubing is sandblasted and sprayed with Turboliner, a bed liner commonly used on pickup beds. "The rectangular tubing keeps the weight down, and the bed liner keeps rocks and other debris from chipping the finish," says Bruce. "Each piece of tubing has four corners, which makes the bumper strong."

"I started out building these units for myself about 20 years ago, after I became dis-

satisfied with what was on the market. We have a lot of deer in our area and hitting them can cause expensive damage to vehicles. Other replacement bumper grills on the market are made out of light chrome or muffler tubing so they won't hold up nearly as well."

Bruce says he can custom build the bumper grills for almost any pickup brand or model. "Most of the units I sell are black or charcoal gray, but for an added fee I can match the color of your pickup," he says.

The bumper grill sells for \$1,650 plus S&H.

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Ray Oulman combined parts from Deere and Massey Ferguson lawn tractors to build this riding mower, which he painted Deere green and yellow.

Combo Deere/Ferguson Riding Lawn Mower

Ray Oulman, Excelsior Springs, Mo., combines parts from Deere and Massey Ferguson lawn tractors to build a riding mower that he says is so powerful, "it'll suck grass right out of the ground, roots and all."

The seat on the Massey was reversed and the steering column moved to the back. He then removed 6 in. of frame from the Massey so it would turn shorter. "I then installed a 16 hp motor along with a hydraulic pump and tank. To run the mower deck, I used a variable control orbit motor."

"I mounted a Deere 48-in. mower deck on the rear of the tractor frame. I had to modify the hydraulic control system so that the mower would go faster in reverse," says Oulman.

"In order to maintain balance I had to put weights on the rear of the tractor," he notes.



During construction mower still carried the colors of the original Massey Ferguson lawn tractor.

"The whole thing was painted from red to Deere green."

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