

“Ooze Tube” Waters Young Trees Right

Keep trees, shrubs and even tomatoes watered just right with the new Ooze Tube. It's a drip irrigation system that carries its own water. One 15-gal. bag can water a young tree for two weeks without a refill.

“Plants are killed by overwatering as well as underwatering,” says Darrel Downey, inventor of the Ooze Tube. “With the Ooze Tube, the plant gets a constant supply without overwatering.”

Downey cites the city of Tampa, Fla. as an example of Ooze Tube success. They cut newly planted tree loss from 25 to 3 percent and saved \$120,000 in labor spent watering. That was all with an investment of less than \$6,000 in Ooze Tubes. Instead of trying to water regularly by hand and over or underwatering, the workers simply refilled the Ooze Tubes as they flattened.

When an Ooze Tube is installed, it is arranged in a C-shape around a tree, filled with water and a drip emitter is inserted into the belly of the tube.

As the water level drops in the bag, so do the water pressure and the flow of water out of the drip emitter. This means the plant is gradually weaned from supplementary water as the root system seeks its own source of water. Each time the bag is refilled, the plant is encouraged to extend its root system between fills.

Ooze Tubes are available in 15, 25, 35 and 45-gal. sizes. Each comes with four drip emitters and drip tubing. Emitters are easily attached. Simply poke a hole in the belly of the Ooze Tube with a nail and insert an emitter. The plastic is self-sealing. Plastic tubing can be attached to the emitter to deliver water to individual plants.

Ooze Tubes for tomatoes and other plants are also available. “I just add a little Miracle-



“Ooze Tube” drip irrigator carries its own water. One 15-gal. bag can water a young tree for two weeks without a refill.

Gro each time I fill it, and it's amazing how my tomatoes grow. You need half as many plants for the same yield.”

One 40-gal. tube will stretch out 8 ft. and water four plants for 10 days between fills. The consistent watering prevents blossom end rot and cracking on tomatoes. The kit comes with 18 ft. of drip tubing.

Downey recommends using chlorinated water to kill any harmful bacteria or viruses. The Ooze Tubes themselves are easily patched using duct tape. The plastic is UV resistant and estimated to last up to four years.

Prices for the Ooze Tubes vary between retailers, with the A.M. Leonard website selling the 15-gal. size for \$10.99 and the 40-gal. tomato kit for \$19.95.

Contact: FARM SHOW Followup, Engineered Watering Solutions, 71 Confederate Ave., Jasper, Georgia 30143 (toll free 800 951-8123; www.engineeredwatering.com).



Conversion kit lets you add a laser trigger to an existing live trap. An infrared micro-processor activates a solenoid to release trap door.

Kit Adds Laser Trigger To Live Trap

Niles Wildlife Pest Control sells laser-triggered traps for birds and small animals that sell like hotcakes. Now owner Randy Hushower has developed a conversion kit so you can add a laser trigger to an existing trap. One Texas customer recently ordered several kits to use trapping wild pigs.

“He's going to use them on traps five feet tall and six feet long,” says Hushower. “I have other customers who are using them to trap geese and other birds. The kit is so simple that it can be put on a cage trap in about 15 minutes. It's just a matter of a couple of eye bolt screws and ties to hang the solenoid assembly.”

The \$125 laser kit uses an infrared micro-processor to detect the animal and activate a solenoid to release the trap door. It includes the laser module, reflector, solenoid assembly, wiring and protective hardware.

Like all his laser traps, the battery-operated unit is designed to operate for up to three months without replacement of the battery. It also includes the trip time delay switch. The trapper can set it for 10, 20 or 30 second delays to allow time for multiple babies to enter the trap, as is often the case with rac-

coons and other varmints. The same principle is involved if catching multiple birds, suggests Hushower.

“A single sparrow will fly to bait with the rest following a few seconds later,” he says.

Hushower, a former electronics engineer, recommends the animal control business to anyone looking for an independent life. He turned to it after tiring of the long hours away from his family in the corporate setting. Later he used his electrical engineering expertise to design the traps, but his main business is trapping.

“It's not hard to get started in animal control,” he says. “There's a lot of training information available. The National Wildlife Control Operators Association has a Wildlife Control Technology seminar. All the pest control companies show up to train people in everything from birds to bats to raccoons.”

Contact: FARM SHOW Followup, Niles Wildlife Pest Control, PLLC, 58300 Indian Lake Road, Dowagiac, Mich. 49047 (ph 269 684-1016; toll free 877 212-7378; sales @nileswildlife.com; www.nileswildlife.com).

Honda 3-Wheeler ATV Converted To 4-Wheeler

You can pick up old 3-wheel ATV's for a song. Dwight Keller, Foxholm, N. Dak., converted a 1983 Honda 200 to four wheels without spending a penny.

He removed the front forks and installed the front end from a 1970's Toyota Corolla. He cut about 1 ft. out of the car frame, then moved the two A-frames together until they almost touch each other and welded them back together. The ATV's front end is now about five inches wider than the back end. He welded a steel plate on an octagon-shaped coupler and hooked the car's tie rods to it and the two front wheels. He also welded a universal joint to the bottom of the triple tree on the 3-wheeler for the tie rod control shaft (octagon shaft).

To make the pivot point for the steering system, he made an upper control arm with struts and mounted bearings on top of the struts. The ATV's front end is supported by two springs off a motorcycle and the booster springs off a car hood. He also made universal adapters for the Toyota wheel hubs to accept the hub bolt patterns for both 3-wheel and 4-wheel ATV's.

“It handles well and is very stable,” says Keller. “I owned this 3-wheeler for many years and did a lot of racing with it before I made the conversion. I had numerous tip-overs. Finally I decided I was getting too old to keep going through that. After making the conversion I haven't had even one close call with regard to tipping over. If I wanted to I



Dwight Keller converted a 1983 Honda 200 Big Red 3-wheeler to four wheels using the front end off an old Toyota car.



ATV's front end is now about 5 in. wider than the back end.

could unbolt the car front end and remount the ATV's original forks.”

Contact: FARM SHOW Followup, Dwight Keller, 12401 198th St. N.W., Berthold, N. Dak. 58718 (ph 701 468-5525).

Aluminum skid plates are custom designed to fit particular ATV models. They protect the motor and other components from damage on rough ground.



ATV “Armor” Protects On Tough Ground

If the plastic skid plates that come with most ATV's don't provide enough protection to your chassis and fork, you may want to upgrade to a full set of aluminum skids, says Mike Gibbs, Ricochet Offroad Armor.

“Our kit provides better coverage of the motor and other components and real good boot protection,” says Gibbs. “People often get into conditions that tear up the boots.”

His family-owned company has been making skid plates and other protective plates for dirt bikes for more than 30 years. Gibbs' father, a professional racer on the dirt bike circuit, first built skid plates for his bike and then for friends. Word of mouth built the business until they began promoting under their own name when they added armor for ATV's in 2000.

For Gibbs, the key is keeping it simple and watching costs. “Our competitors make a good product, but it's more expensive, and ours is thicker,” he says. “We keep our design simple, rugged and securely mounted.”

Gibbs emphasizes the company's mounting clamp design. He points out that no matter how heavy or well made the skid plate is, if it falls off or hangs loose, it is worth even

less than the manufacturer's plastic plates.

“Our mounting clamps are fabricated from 1/8-in. aircraft grade 4130 Chrome-moly steel and heat-treated for maximum strength and ductility,” he says.

Ricochet skid plates are custom designed to fit particular models. Openings are cut to allow easy access to drain plugs so routine maintenance can be performed.

All plates incorporate the flared wing design Gibbs describes as “ears.” The ears protect engine components such as water pump housing and ignition covers. They also deflect low-lying brush that can otherwise wedge between the engine case and shift and brake levers.

While prices vary depending on ATV model, a full set of armor for a Honda Foreman runs about \$331. That includes the full skid plate, A-arm skids and swing arm skids.

Contact: FARM SHOW Followup, Ricochet Offroad Armor, 3375 South West Temple, Salt Lake City, Utah 84115 (ph 801 483-2389; toll free 866 273-1197; fax 801 483-2348; dh_gibbs@comcast.net; ricochetoffroad.com).