



Robert McMahon, Knoxville, Tenn.: “The anvil in my shop is on loan to me from a friend. I haven’t been able to find one like it since blacksmithing is making a resurgence in our area and collectors have bid up the prices for good ones to \$500 or more. The story behind this one is that the family who originally owned it buried it in the garden during the Civil War to keep the other side from confiscating it to melt down for munitions. After the war, no one remembered what happened to it. Decades later, someone found it when they hit it with a plow. I’m honored to have it in my shop.”

housing. He used the existing holes to bolt a 3-in. high by 9-in. long by 1/4-in. thick steel plate onto each side of the housing, then bolted a 3-in. high by 3/4-in. wide hard rubber wheel on back of the plates.

Bach says the wheeled runners lift the snowblower when it encounters any high spots on the surface, yet leave about the same amount of snow on the surface as a conventional plow with properly adjusted skid shoes.



Jack Middleton, Marquette, Mich.: “I didn’t like having the bench space in my shop cluttered with battery chargers for my cordless tools, so I used plumber’s strapping to attach the chargers to the shop wall. I place the cordless tool on a shelf while its battery is being charged and plug the charger into a power strip that I installed below the shelf. I can easily shut the power off to the charger whenever it’s not in use.”

Lloyd Conover, Bedford, Ind.: “I use an old golf ball to make a comfortable handle for my hand file. I drill a 1/4-in. hole part way into the ball and fill it with JB Weld then stick the file handle in. When the file eventually wears out I just throw it away.”



Jon Arms, Brewster, Mass.: “I use a surplus fire extinguisher to add gear oil to gearboxes. I fitted it with a pressure hose and a 1/4-in. nip valve. It holds about 2 gal. of oil, added through the top nut that holds the handle and dip tube. Air is added through the snifter valve at the top beside the pressure gauge.

“It sure makes life easier when filling transmissions or differentials. I use a round key ring on a chain to hold the handle in the flow position. I have two of them, one used for gear oil and the other for hydraulic oil. When I was 15 and worked at a gas station, they had a large floor-mounted gear oil machine. I just downsized the idea to extinguisher size. Very convenient for a small shop.”



Hugo Bach, Osoyoos, B.C.: He replaced the metal skid shoes on his walk-behind snowblower with wheeled “runners” that won’t wear out like skid shoes do. He removed the skid shoes and their slotted mounting brackets from the snowblower

ES Franki Screw Extractors: They sell a 4-piece screw extractor set that makes it easy to remove stripped or broken bolts and other threaded fasteners (www.esfranki.com). The extractors work with any power drill and any size screw or bolt.

Each tool is reversible and has a drill bit on one end and an extractor on the other. To remove the screw or bolt head you simply apply pressure to it.

Ronnell Ott, Manhattan, Kan.: “By mounting the stator from a discarded permanent magnet motor onto a wooden plate, I can use it to store small magnetic parts such as drill bits or even sewing pins and needles. I remove the stators from permanent magnet motors found in old computer printers, VCR’s, electric toothbrushes and other appliances.

“I think this idea would also work with bigger stators removed from permanent magnet blower motors in old cars.”

David Nolt, McVeytown, Penn.: “Salvaged hydraulic cylinder shafts make good pivot pins for skid steer buckets. They can be drilled after the chrome is ground off in the spot you need to drill.”

Engine Stand Welder’s Helper

Roman Bontrager gets extra value out of his engine stand by turning it into a welder’s helper. Using lengths of angle iron, Kindorf struts, and simple C-clamps, he can twist and turn pieces for easy access.

“You can buy rotisseries to rotate welding projects, but if you have an engine stand sitting around, just use that,” suggests Bontrager. “I bought mine at an auction, and it was sitting unused until I tried it. Since then I’ve used it for all kinds of projects, sometimes with a chain hoist for heavier, larger pieces.”

Castered engine stands with their 4 adjustable mounts easily adapt to a wide variety of uses. One of the simplest and most effective is to bolt a piece of channel iron to the offset arms on the stand and then use C-Clamps to hold pieces to be welded.

A former electrician, Bontrager has also used Kindorf Channel Systems with his welder’s helper. The channels with their slotted holes can be bolted to the engine stand arms. A wide variety of straps and clamping options are available for use with the channel. “Regardless of what you use, the engine



Modified engine stand allows Bontrager to rotate pieces as he welds.

stand allows the project to be tilted or rotated 180 degrees or angled to make it convenient for the welder,” says Bontrager. “I can lock the project into position, and with my three-legged stool, welding is easy on my back.”

Contact: FARM SHOW Followup, Roman Bontrager, 20 Deck Dr., Myerstown, Penn. 17067 (ph 717 933-8438).

Where To Buy Early GM Truck Parts

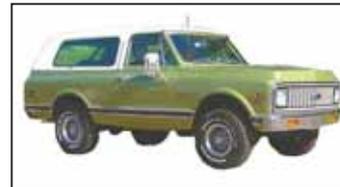
If you have an old GM truck from 1934 to 1972 you’ll want to check out Jim Carter Truck Parts. The Independence, Mo., businessman has been restoring and dealing with antique vehicle restoration parts for more than 30 years. With a website that boasts more than 10,000 parts, he has customers all over the world.

“Europeans love American vehicles because they are so big,” Carter says, noting restoration is also very popular in Canada.

Jim Carter Truck Parts sells hard to find parts such as those for the Cameo truck, built in 1955-58 as a fancy truck for city driving and not for work.

It’s one of Carter’s favorite models, and he makes a couple dozen parts for it. They also, supply new parts made by other manufacturers and have used parts, acquired by decades of trades and purchases that began after Carter traded for a 1950 Chevrolet 1/2-ton truck. While restoring it, he purchased extra parts and discovered a market for other hobbyists interested in restoration.

“We sell a lot of common things customers



Jim Carter Truck Parts specializes in new, used and rebuilt parts for old GM trucks.

always need like hubcaps, floor mats and wood for the beds,” Carter says. “Parts for 1947 to 1953 trucks are the most requested.”

Besides parts, his business website has videos, articles, an “Ask Jim” page and featured truck articles and photos.

Carter is licensed by GM, and parts are approved for quality, authenticity and carry the GM seal.

Contact: FARM SHOW Followup, Jim Carter Truck Parts, 1508 East 23, Independence, Mo. 64055 (ph 800 842-1913; www.oldchevytrucks.com; info@oldchevytrucks.com).

Dress Up Your Pickup’s Exhaust

“You can give your diesel pickup exhaust a more finished look with our new Sinister Dual Wall Exhaust Tip. It’s relatively inexpensive and easy to install,” says Andrew Sokol, vice president of sales and marketing at Sinister Diesel in Roseville, Calif.

The Exhaust Tip is designed to clamp onto any pickup’s 4 or 5-in. exhaust pipe. It’s made from corrosion resistant stainless steel and is available with either a polished or black ceramic finish. It measures 15 in. long. The rounded edges give the tip an upgraded, custom look and each tip has the Sinister Diesel logo riveted onto one side.

“It doesn’t change the sound but it does change the look. The high-quality black ceramic coating hides unsightly soot and gives your pickup a clean and powerful appearance,” says Sokol.



Sinister Dual Wall Exhaust Tip gives your diesel pickup exhaust a nice custom look.

The tips are priced from \$65 and include free shipping.

Contact: FARM SHOW Followup, Sinister Diesel, 2025 Opportunity Drive, Roseville, Calif. 95678 (ph 888 966-6543; GeneralInfo@sinisterdiesel.com; <https://sinisterdiesel.com>).

