

## Drain Plug Makes Changing Oil Easy

After you get a look at this new "no mess" drain plug system for changing oil, you'll won't believe it isn't required equipment on every engine manufactured.

Recently imported to North America from Holland by Lorne Hasinoff, president of Ettco Canada, the easy-to-use drain plugs have been on the market in Europe for several years. "Makes it easy to change hot oil. It's especially handy on equipment where the drain plug is aimed in the wrong direction, creating a mess every time you change the oil. Once this new plug is installed, you'll never get oil on your hands again," says Hasinoff.

To install, you throw away your old plug and screw in the Ettco plug, which is available in more than 300 sizes and thread patterns to fit any engine. The new plug contains a spring-loaded valve that remains closed until a fitting on the end of a drain hose is screwed into place. That opens the valve, allowing oil to drain out through the hose. Once all oil is drained out, the hose is removed and a dust cap - which is connected to the plug by a short chain - simply screws over the drain valve.

A variety of fittings are available to fit any application, including right angle drainers and extended plugs and drain valves fitted with magnets to pull metal filings out of transmissions and rear ends. All fittings



**New plug contains spring-loaded valve that remains closed until fitting on end of drain hose is screwed into place.**

are precision-machined out of solid brass.

The drain hose can be any length and it can even be fitted with a vacuum pump to empty out even the biggest oil pan in seconds.

Costs \$30 to \$40 per piece of equipment, depending on size of plug and fittings required.

Contact: FARM SHOW Followup, Ettco Canada, 727 Somerset Ave., Winnipeg, Manitoba R3T 1E3 Canada (ph 204 475-3410; fax 204 284-0199).

## PASTE POLISHES ROTOR AS YOU DRIVE

### Inexpensive New Way To "Turn" Brake Rotors

You can eliminate the most time consuming and expensive part of automotive brake jobs with a new abrasive "brake paste" that polishes brake rotors and drums while you drive with no need to take them off the car for "turning".

Inventor John Hilman of Solon, Maine, came up with the idea for his own use and has now started marketing it. "I've been doing my own brake work for 20 years and tried many ways of grinding and turning rotors on my cars. At first I got the idea of putting a special pad on discs to grind the rotors smooth but then got the idea of applying a 'soft' abrasive paste to the rotors at the same time as new pads are installed and letting the regular braking action of the car polish the rotors while simply driving normally. I've been using the idea myself now for 7 years with excellent results," says Hilman.

The paste consists of crushed limestone suspended in a petroleum-based, non-toxic thick paste. It fills pits and scratches and smooths and polishes disc brake rotors and brake drums back to like-new condition after just a day or so of normal driving,

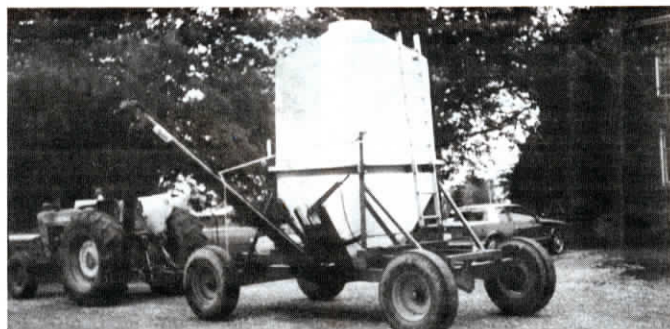
according to Hilman.

The product is designed to be applied to one side of one rotor at a time. Hilman says that as soon as you hear metal-to-metal contact on one of the pads, you should replace all the pads that need it and apply the paste to the rotor which was damaged. "The idea is to only apply paste to one side of one rotor at a time - the other rotors should still be polished since pads seldom wear out at the same time. There's no noticeable reduction in braking ability after the paste is applied," he says, adding that the paste is not intended for badly damaged rotors but for rotors that have just started to wear.

"Big companies would probably not approve of this product but I developed it as a shade tree mechanic for other shade tree mechanics," says Hilman.

It takes about 1 oz. of product to treat one side of a disc brake rotor. A 6-oz. can sells for \$10. Hilman also sells a 1-oz. sample size for \$3 (send SASE).

Contact: FARM SHOW Followup, John Hilman, Eco-Motive, 4040 Brighton Rd., Solon, Maine 04979 (ph 207 654-3994).



**MacLennan mounted 13-ft. high, 7-ft. wide plastic tank on frame of 12-ton wagon.**

**"COMPLETELY WATER, RUST PROOF"**

## Plastic "Feed Tank" Fertilizer Wagon

Bayne MacLennan, Goderich, Ontario, was using his gravity box wagon to load granular fertilizer into his grain drill, but he got tired of having to crawl inside it to clean out fertilizer that built up on the sides.

He solved the problem by mounting a 13-ft. high, 7-ft. wide plastic feed tank on the frame of a 12-ton wagon and positioning a 12-ft. long auger beneath the bottom of the tank. The auger is operated by tractor hydraulics.

"It's completely waterproof and it won't rust," says MacLennan. "It also cost less than a gravity box and doesn't weigh nearly as much. When I need to refill the tank, I just tie the auger up against the tank with a rope and haul the tank to town. I can unbolt the tank and lift it off with a front-end loader if I ever want to use the wagon running gear for something else. I paid \$1,200 for the tank and \$3,000 for the wagon. I already had the auger. When I'm not using it for fertilizer it also works great for loading seed into the drill."

MacLennan had to widen the steel beams running lengthwise down the wagon gear in order to make more room at center for the

tank. He discarded the original tank stand and used angle iron to make four "legs" that bolt to the running gear. The top part of each leg is bolted to an 8-in. wide steel band that came with the tank.

He cut 2 ft. off the bottom of the tank so it would fit under his machine shed door. Then he installed a plywood floor that slants from one side of the tank to the other and covered it with plastic. He mounted a slide chute unloading door on the side. The door is positioned 4 in. from the side of the hopper to reduce pressure from fertilizer, making it easier to open. The auger pivots on a chain fastened to one of the legs. MacLennan bolted the auger hopper to the framework around the door. A long flexible spout is mounted on the end of the auger.

"If I could do it over I'd buy a shorter but wider tank that would fit under my shed door without modification," says MacLennan. "Two tanks could be mounted on the wagon, one for seed and the other for fertilizer."

Contact: FARM SHOW Followup, Bayne MacLennan, Rt. 3, Goderich, Ontario Canada N7A 3X9 (ph 519 395-5351).

## New Protective Tarps For Crop Drying Fans

You can do your pocketbook and crop-drying fans a favor — cover them with tarps when not in use.

"A fan and duct left unprotected acts like a chimney, allowing the elements to get to the stored grain and trigger spoilage-causing changes in temperature and moisture levels," notes B & M Mfg., Worthington, Minn., supplier of a just-introduced tailor-made tarp called "The Grain Saver." "We recommend that grain not be warmed more than 40° F for summer storage, and that fans and ducts be covered when not in use."

The tarps are made of vinyl coated polyester. "It's the same material used by the federal government to cover missile silos. It not only resists weather but is resistant to rot, mildew and gnawing by rodents," says Tolsma. The tarps have a built-in elastic cord for securing them to duct openings. Standard sizes available to fit round fans from 12 to 46 in. in dia., and square fans from 12 to 36 in. Other sizes available on special order. Prices range from \$20 to \$30.



**Tarps are made of vinyl coated polyester and have a built-in elastic cord for securing them to duct openings.**

Covers for centrifugal type crop drying fans also available.

For more information, contact: FARM SHOW Followup, B & M Mfg., Brenda and Monte Tolsma, Rt. 1, Box 191, Worthington, Minn. 56187 (ph 507 372-4953).

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