They Drill Holes In Brake Rotors To Boost Performance

Drilling holes in the brake rotors in your car, pickup, or van can make the brakes last up to twice as long and improve performance, says an Ontario company.

K.V.R. Performance, of Ottawa, drills holes into the face of the rotor in a pattern that improves air flow without affecting the structural integrity of the rotor.

"Cross-drilling is especially useful when brakes are used frequently or at high speeds because it helps cool the brakes down which increases stopping ability," says manager Terry Gosse. "Brakes need heat to work, but too much heat reduces the ability of the pad to grab the disc and can cause it to warp. Cross-drilling lowers the temperature on the disc which results in less warping and lengthens the rotor's life and durability. It also helps brake performance in wet weather by pushing water through the holes rather than waiting for it to dissipate from the heat generated by the brake. As a result the brakes are able to 'bite' sooner.

"We cross-drill about 100 pairs of new rotors a week and ship them all over the world. The brakes are used in a wide variety of vehicles, from cars and half-ton pickups to 5-ton trucks. We do a lot of work for vehicles such as Chevrolet Suburbans that are

Drilling holes in rotors makes brakes last up to twice as long and improves performance.

used to pull trailers, and for high-power cars that need extra braking power. Sixty percent of our work is on newer vehicles from one to four years old."

The cost to cross-drill a pair of rotors is about $90 (Canadian).

Contact: FARM SHOW Followup, K.V.R. Performance, Inc., 1492 Startop Road, Ottawa, Ontario, Canada K1B 3W6 (ph 800 636-0854).

Hauler features four loading arms on each side that are independently operated.

Silage Bale HaulerLoads, Unloads Itself

A new self-loading 8-bale hauler that's specially designed to handle wrapped silage bales without puncturing the plastic is the first bale hauler of its kind in North America, says sales representative Charles Barkman of Chambersburg, Pa.

The bale hauler was invented by David Mitchell, an English farmer, and is manufactured by NC Agricultural Engineering Ltd. in Ireland. It's equipped wtih 4 loading arms on each side that are independently operated by separate hydraulic cylinders. The loading arms are attached to a steel floor that's hinged at the middle, allowing either side of the trailer to lower to the ground to pick up a bale. The end of each loading arm is equipped with a short length of horizontal steel tubing that's free to rotate depending on the position of the bale.

To unload bales you simply lower one side of the trailer to the ground and extend the cylinders - one at a time or all at once - allowing the bales to roll off.

"Not only does it eliminate puncturing of the wrapping but it also saves time by eliminating the need for a second tractor and loader," says Barkman, noting that the innovative trailer can, of course, also be used on

Arms attach to hinged steel floor, allowing either side to lower to ground.

unwrapped bales. "We've imported two models to the U.S. that are for sale at about $20,000. We may begin manufacturing them in the U.S. in order to bring the price down."

Contact: FARM SHOW Followup, Charles Barkman, Falling Spring Environmental Services, Inc., 2038 Lincoln Way East, Chambersburg, Pa. 17201 (ph 800 990-9114 or 717 264-3480; fax 3431).

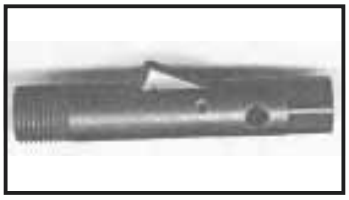
New "Dual Wheel Changer" Makes Putting On Duals A One-Man Job

"My new wheel alignment tool makes putting on duals a one-man job," says Corvin Coats, Winchester, Ind.

The 4-in. long steel stud is threaded on one end and fits a socket on the other and it has a spring-loaded latch in the middle.

You screw the stud into the top hole of the wheel hub. Then slide the wheel on until the latch automatically catches onto the wheel rim. After that you jack up the tractor so the wheel just clears the floor, allowing you to move the wheel slightly in order to align the other holes and insert the lug bolts. When there's only one lug bolt left to put in you can remove the stud and replace it with the bolt.

"It's a real labor saver and also makes the job safer," says Coats. "I made my first one 10 years ago but until recently I couldn't find anyone to manufacture it at a reasonable price. There are other screw-in wheel alignment studs on the market. However, none of them have a latch to keep the wheel from coming back off so it takes two people to do the job.



Stud is threaded on one end and fits a socket on the other. A spring-loaded latch holds the wheel in place.

"The tool is available in 5/8, 3/4, and 7/8-in. diameters and with fine or coarse threads so it'll fit most tractor brands and models."

Sells for $30 plus S&H.

Contact: FARM SHOW Followup, Cor Co Enterprises, Inc., 3973 South 400 West, Winchester, Ind. 47394 (ph 765 584-7555).

Industrial Sealant Prevents Corrosion

An industrial sealant used by state highway departments to keep salt spreaders in good working order also works great on the farm, according to the manufacturer.

Used by highway departments in 40 states, Rhomar Industries' Lubra-Seal prevents corrosion caused by manure, silage, lime or fertilizers by covering spreading equipment with a slick polymer "skin" that blocks out moisture and oxygen.

A rule of thumb is to spray on 3 to 4 qts. to completely treat an average sized spreader - bottom, seams, welds, conveyor chains and box - when it's put away for the season. Then, you should retreat it at about the same rate before going to the field the following season.

Comes in 6-gal. pails and 55-gal. drums. Sells for $29.95 and $28.95 per gal., respectively.

Spray-on sealant is used to cover spreader at end of season, then reapplied at the beginning of the next season.

Contact: FARM SHOW Followup, Rhomar Industries Inc., 2109 E. Rockhurst, Springfield, Mo. 65802 (ph 800 688-6221 or 417 866-5592; fax 5593).

Lightweight "Flugge Gate" won't sag, according to inventor's daughter.

Lightweight Aussie Gate

Good ideas can come from anywhere. While reading Town & Country magazine from Australia recently, we came across this design for a lightweight gate.

The "Flugge Gate" was invented by Western Australia farmer Brice Flugge more than 20 years ago to save money and to also make a lighter gate that wouldn't sag. His daughter, Jennifer Shearer, still lives on the farm and says many of the gates made 20 years ago are still in use.

"Dad made up a jig and when everything was cut up and ready he could make a gate in 14 minutes," says Jennifer.

The design consists of an upright pipe on either end and a single horizontal pipe running between. Then the gate is strung with woven fence wire and a couple of diagonal wires run between the corners to tighten it up.

Contact: FARM SHOW Followup, Jennifer & Max Shearer, Millinup, Katanning, Western Australia, Australia.

Photo and story exerpted from Town & Country.