simply rest on top of these rods. There are 36 trays in all.

"It turns easy yet it's built strong enough to support a lot of weight. I estimate that all the trays together hold a total of 500 to 800 lbs. of parts."

Don Lasee, Don's Welding & Repair, Krakow, Wis.: "I designed a set of steel pins to keep the stabilizer arms and lower lift arms on my MF 35 tractor in place on my tractor's

3-pt. hitch even when the 3-pt. isn't hooked up to an implement. The 7/8-in. dia., 3-in. long pins are designed to insert through both

the lower lift arm and stabilizer bar and are held in place by a snap ring.

"My pins keep the stabilizer bars from flopping around and getting bent. They also keep the lower lift arms from swinging sideways and getting caught in the pto shaft or hydraulic hoses as you make a turn.

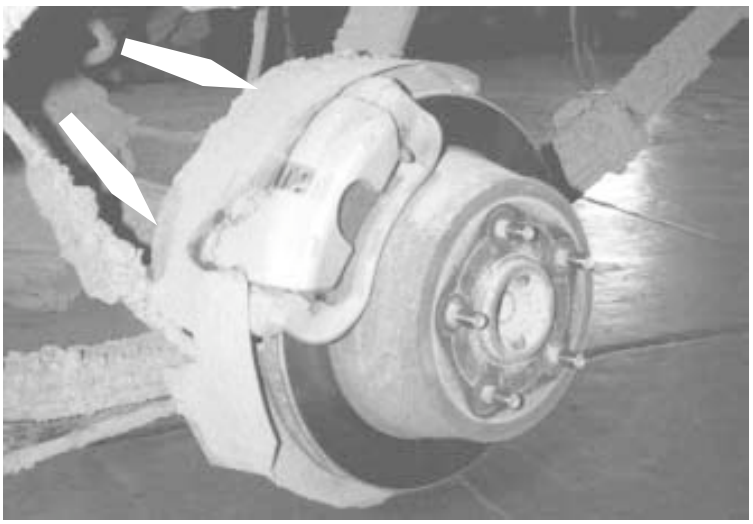
"Stabilizer bars are commonly found on tractors with less than 75 horsepower. Some of the newer tractor models are equipped with sway blocks that mount on the inside of the lower lift arms and prevent the arms from swinging sideways. Most of the real big tractors made today are equipped with A-frame hitches so there's no problem. However, even some fairly late bigger tractors still have stabilizer bars.

"The small, compact pins allow only about 2 inches of sideways movement whereas ordinary hitch pins are much longer and would allow much more movement. They're small enough that when you don't need them you can throw them in a toolbox without taking up a lot of space.

"A set of pins sells for $9.95 plus S&H."

Don Shannon, Green Bay, Wis.: "Lately I've been using epoxy to make repairs on all kinds of things. I've found a way to make epoxy less of a mess to handle. I bought a gallon of West System epoxy and a quart of hardener, along with plunger pumps that mount on top of each can. The pumps are set up to provide the right mixture ratio. For example, I might mix two pump strokes of the epoxy with two pump strokes of the hardener. It sure beats having to squeeze epoxy out of a tube or scrape it out of a can. Also, I can leave the pumps set up on top of the cans for quick access."

Wallace A. Johnson, New Ulm, Minn.: "I came up with a way to stop denting the side of my car while opening car doors in a double car garage. I used about 14 ft. of 3/4-in. dia. PVC pipe, two 3/4-in. dia. elbows, and two 3/4-in. dia. caps. Using a 3/4-in. dia. masonary drill bit, I drilled two holes in the cement floor 8 ft. apart midway between the cars. I also drilled holes through the caps and used masonary screws to fasten both caps to the floor. Then I secured two 33-in. long PVC uprights to the floor and placed the elbows on the uprights, then pushed an 8-ft. length of PVC pipe horizontally into the caps. If you open a car door and it hits the pipe, the pipe will give and then return to its former place once the door has been closed. The cost for materials was less than $10."



James Nelson, Lincoln, Kansas: "My wife Sharon drives a 1998 GMC Sonoma 1/2-ton, extended cab, 4-WD pickup on her rural mail route. She puts on about 750 miles a week and was wearing out the rear disc rotors and brake pads way too fast due to all the mud and gravel on our roads. She drives a 135-mile route every day on roads made from clay, rock, and gravel. In fact, at one point she went through two sets of rotors in only about 1,000 miles. GM replaced two sets of rotors and pads under warranty.

"To solve the problem I went to Beloit Motor Co. of Beloit, Kan., where a mechanic designed a shielding apparatus. The patent pending, one-piece shield keeps foreign material and water from interfering with the brakes. It's made from lightweight metal and simply bolts onto the wheel hub. We installed the shields last fall and since then my wife has put on thousands of miles in muddy conditions, yet the brake pads have worked beautifully and have shown less wear than would be expected even under normal driving conditions. No problems at all.

"I think any 4-WD pickup that rides low to the ground, is used extensively in muddy conditions, and is equipped with rear disc brakes could develop the same problems we had. Apparently 1998 was the first year rear disc brakes were used on the Sonoma and Chevy S-10 pickups. New full-size Chevrolet and GM pickups now also come equipped with rear disc brakes. However, Dodge and Ford 4-WD pickups still have rear drum brakes, with the drums protecting the brakes from mud and grime. Beloit Motor would like to hear from anyone else who's had these problems. They can contact Steve Criswell at Beloit Motor Co., 223 East Main St., Beloit, Kansas 67420 ph 785 738-3511; fax 2645."

Portable Vise-Mounted "Brake" Bends Sheet And Strap Metal

If you could use a sheet metal brake from time to time but don't need a full-size machine, you might want to consider the Vise-Brake, from Brut Manufacturing Company, Navarre, Ohio. It fits into an ordinary shop vise.

Brut Manufacturing, which makes auto body tools, put together the 20-in. brake for smaller shops. While it can be mounted permanently on a workbench or stand, the Vise-Brake can also be mounted solidly in any shop vise and then put away again after use so it doesn't take up valuable bench space.

The Vise-Brake will easily handle 20- in. wide sheets of 18-gauge steel and heavier gauges in narrower widths. It has two vinyl grip handles, giving it plenty of leverage for easy bending.

Because it's lightweight (shipping weight of under 40 lbs.) and not permanently mounted, the Vise-Brake can be used in the field on a pickup-mounted vise to make brackets from strap iron or bend sheet metal into repair or replacement panels, covers, etc.

Contact: FARM SHOW Followup, Brut Manufacturing Company, 4680 Alabama Avenue S.W. Navarre, Ohio 4466 (ph 800 362-4077; E-mail: info@brutmfg.com; Website: www.brutmfg.com).

"It's easy to move around and will hold more than 30 gallons of oil," say Roger and Bruce Elliott about the 3-ft. dia, oil drain pan on wheels they built.

Big Drain Pan Mounts On Castor Wheels

"We came up with the idea because commercial oil drain pans were too small for our equipment," say Roger and Bruce Elliott, Montrose, Ill., who built a big 3-ft. dia. oil drain pan - equipped with castor wheels - that they use in their farm shop.

The metal drain pan measures 37 in. in diameter and has 9 1/2 in. high sides. It rides on three 4-in. dia. castor wheels. It's made from scrap sheet metal with three lengths of 1 1/2-in. channel iron across the bottom to provide additional support. A local machine shop sheared and rolled the metal.

"It'll hold more than 30 gallons of oil, which is big enough to handle all the different fluids in any of our tractors or combines, including engine oil, transmission fluid, hydraulic fluid, and coolant. We like it so much that we built two of them," says Roger.

"We got the idea when we were working at an Allis-Chalmers dealer. Sometimes we had to open six drain plugs just to empty all the tractor's cavities. We were using buckets and ended up with a mess everywhere."

Contact: FARM SHOW Followup, Elliott Brothers, 19478 North 400 St., Montrose, Ill. 62445 (ph 217 924-4350).