

“No Mess” Bulk Oil Dispensing Rack

One of the handiest systems we’ve seen for storing and dispensing bulk lubricants is this one set up by B.J. Gingerich of Tremont, Ill.

“It’s convenient because we don’t have drums sitting all over our shop floor and making a mess,” says Gingerich, who is the shop manager for a small, family-owned company in the crane rental business. “We rent out about 50 cranes of different brands and models and use a lot of different oils, solvents, and antifreezes which we buy in 55-gal. drums,” he says. “I came up with the idea because I was tired of the constant mess caused by all the drums and pumps.”

So he set up a big gravity-fed, bulk oil dispensing pallet rack system. Several 55-gal. drums set on the top 3 racks, each with a different type of oil, while 14 rectangular 30-gal. clear plastic tanks set on the lower 2 racks in a staggered fashion. Oil gravity flows from the drums into the tanks, and from there through hoses fitted with ball valves. A big 250-gal. overflow containment tank on the floor under the tanks catches any spillage and has a metal screen on top of it to place buckets and drain pans.

Once a 55-gal. drum goes empty, Gingerich uses a forklift to replace it with a full one. If a full drum isn’t immediately available, he can use the 30-gal. tanks as a reserve and continue

dispensing oil out of them.

“It lets us continue to bulk purchase oil and lubricants in 55-gal. drums, but also provides a ‘reserve’ system of 30-gal. barrels whenever the drums go empty,” says Gingerich. “Using the forklift I can replace an empty drum in just 10 min. The bulk oil dispensing racks I found on the market were expensive and required a lot of pumping to refill the drums, which is a messy job. With my gravity-flow system there’s no need to pump anything.”

The clear plastic tanks were originally designed for use as water tanks in RV’s, and because they’re rectangular they can be stacked next to each other without taking up much space. “The tanks are made of thin plastic, so whenever they’re filled with liquid they tend to expand,” says Gingerich.

To keep the tanks from bulging out too much, he sets each tank inside a home-built, 3-sided plywood enclosure. A 1-in. thick by 12-in. wide plywood strip is bolted onto the racks in front of the 2 rows of tanks, with adhesive labels marking the contents of each tank. Gingerich also cut long, narrow slots into the plywood next to each tank to serve as sight gauges.

He made the overflow tank by cutting up a 500-gal. fuel tank. “When the overflow tank gets full, we pump the waste oil into a big

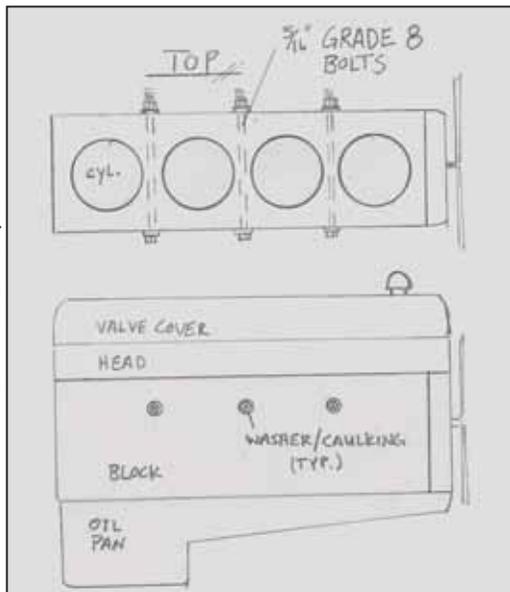


Several 55-gal. drums set on the top 3 racks, while 14 rectangular 30-gal. clear plastic tanks set on the lower 2 racks and serve as reserves. Oil gravity-flows from the drums into the tanks, and from there through hoses fitted with ball valves. A 250-gal. overflow containment tank on the floor catches any spillage.



275-gal. plastic tank that’s used to heat our shop,” notes Gingerich.

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Hoard drills holes horizontally between each of the cylinders, then inserts bolts with washers and caulking at each end and turns the nuts down tight. He then adds antifreeze with 3 cans of Stop Leak.

Fast Fix For Cracked Blocks

Jeff Hoard won’t be junking any more cracked engine blocks after learning about a quick and easy fix. Not only did he get a cracked engine block working, he sold the engine to a fellow who says it still runs fine.

“I bought an old Ferguson with a cracked block very cheap, intending to replace the engine,” recalls Hoard. “I had no luck finding an engine. One day I asked a mechanic who had a lot of old equipment on his place. He said he didn’t have an engine but then he grinned and told me how to fix the crack for about \$20.”

He advised Hoard to get 3, grade 8, 5/16-in. bolts that were an inch longer than the width of the cracked block. Staying high on the block, but below the bottom of the head bolts, Hoard was to drill 5/16-in. holes horizontally between each of the four cylinders.

“On the Ferguson there was a clear shot between each cylinder,” says Hoard. “If you can’t tell where the head bolts are, pull off the rocker arm cover and check to see if spacing will be an issue.”

Once the holes were drilled, Hoard inserted the bolts with washers and caulking at each end and turned the nuts down tight. He explains that the grade 8 bolts (tensile strength of 150,000 lbs./sq. in.) were needed because of the tremendous torque.

“I then added antifreeze and my secret ingredient...3 cans of Stop Leak,” says Hoard. “The tractor sat for years, but I fixed it in a couple of hours. It ran great the whole time I had it, and I never had to add coolant.”

Hoard suspects there are hundreds of tractors and other engines in the same condition around the country. “They could be put back in use tomorrow morning,” he suggests. “Why not try it? What do you have to lose?”

Hoard shares his creative scrounging ideas and projects on his DVD titled *Hillbilly Heaven* available at his website.

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He Specializes In Obsolete Deere Parts

If you’re looking for old or even not-so-old Deere parts, a good place to start is The Old Tractor Company. Greg Stephen started running parts while in high school when his dad Dean bought a Deere dealership in 1975. He jokes that he memorized parts numbers because he was too lazy to look them up. The dealership closed in 2006, but the parts business continues. Stephen admits he may not have all his parts numbers memorized, but he does have a good idea where to find them.

“We have well over 100,000 line items, perhaps as many as 150,000 to 200,000,” says Stephen. “I don’t know for sure because we have pallets of parts yet to be inventoried.”

Stephen and his dad began buying up parts inventories as other Deere dealerships went out of business around the country. In addition to original equipment, they also handle many reproduction parts.

“I liked the old stuff and started concentrating on that, ran some ads and started promoting it and writing articles for *Green Magazine*,” says Stephen. “I have long-time product knowledge. I may be weaker on the newer stuff, but I know the old Deere stuff, including anything available after market.”

While tractor parts continue to be the core of his business, he sells “everything Deere” from bikes to garden equipment to barbecue grills. Stephen cites a growing demand for antique combine and implement parts.

“People with tractors want to do something with them,” he says. “An old B with a plow or sickle mower is kind of neat.”

Stephen advises people thinking of restoring an implement to first buy the parts and service documentation for it, as they are often hard to find. He also suggests paying more for a complete implement or picking up a second for parts.

“Implement parts are often hard to find because many weren’t kept when the model

was discontinued,” says Stephen. “Spend the money on the parts book for the implement you want to collect. You’ll need it. Always look for tractors or implements that are in good shape. A \$100 price may be attractive, but all the parts needed can get costly.”

Stephen carries a wide variety of implement parts such as roller chain, but also specialty parts no longer made by Deere or others. In some cases, such as lift handle latch plates for spike tooth harrows, the Old Tractor Company has had them reproduced.

Stephen advises people looking for parts to have the model number and year handy if they have it. If a casting number is available, have that as well. He suggests talking to your local Deere dealer about being sponsored to get access to JDParts.com, Deere’s parts website.

“They have all the parts catalogs online, and you may be able to figure out the part you need,” he says. “Then we don’t have to play a guessing game over the phone.”

He warns people to be persistent and patient if calling. His Joe’s Tractor website has a parts search link, but the parts number is needed. Contacting him by email is a good option.

“I’ve kept the old parts boxes, and now they are becoming collectibles, too,” he adds. “It is fun looking over the old boxes with their ivory and green stickers, some of them from the 1930’s and 1940’s.”

Sometimes what he finds looking through old boxes surprises even him. “I pulled a box apart one day, and the parts were packed in newspapers,” he recalls. “A headline read ‘President Hoover Visits His Mother.’”

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