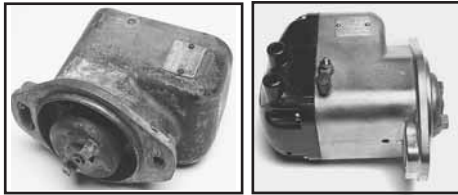


## Magneto Rebuilder Trades For Cores

If you need a magneto rebuilt, you could get it done free if you have enough extra magneto cores to trade. Rudy Calin has worked on practically every type of magneto from big horseshoe magnet antiques to Fairbanks Morse and Wico units. He has rebuilt magnetos for old cars, trucks, tractors, hit and miss stationary engines, and even small, single cylinder gas engines with external magnetos. He always needs old cores.

"I've been rebuilding magnetos for 20 years," says Calin. "I can test, diagnose, fix or completely rebuild most any magneto. I have most parts on hand, and in rare cases where the parts are not available, I may be able to repair the damaged parts."

Calin got interested in magnetos while rebuilding his first tractor. He rebuilt the head, carburetor, magneto and other components. Before long he had accumulated and restored more than 20 tractors, most with



These photos show Calin magnetos before and after they're rebuilt.

Wico magnetos. When he hit a Minneapolis Moline with a Fairbanks Morse magneto, and was unfamiliar with them and needed help. He met and was mentored by the late Neil Yerigan, author of *How to Restore Tractor Magnetos*, a classic on the subject.

"He was working on the book when I met him, he was afraid all his knowledge would be lost when he died," says Calin. "I still refer to it when I have questions. He knew most of the quirks about different magnetos."

He charges \$45 plus parts for a basic

rebuild. Calin says his stock of parts and equipment sets him apart from other magneto repair services.

"I have a magneto test bench that can spin the magneto at various speeds to see the sparks on a spark rack," says Calin. "I also have a magnet charger so I can recharge the magnets in a magneto, as well as a core rewinder."

In addition to magnetos, Calin also works on carburetors. He sandblasts and repaints them, replacing any damaged parts.

"I've worked on all makes and models," he says. "The most unique one ever was a TD18 International diesel crawler. It has a unique motor with a carburetor that starts it on gas and then switches the engine to diesel once it warms up."

Calin charges \$95 plus parts to repair full size carburetors and \$75 for smaller ones.

Contact: Rudy Calin, 8431 Scandia Trail N., Forest Lake, Minn. 55025 (ph 651 464-6655; cell 651 233-6655; Rudy@rebuiltmags.com; www.rebuiltmags.com).

Reader Inquiry No. 77

## State-Of-The-Art Gator Cab

If you've got a Deere Gator, you'll be interested in this new state-of-the-art cab for Gators offered by Prosum Equipment, LLC and designed by Scott Christopherson of Pennock, Minn.

The cab bolts onto the Gator's standard rollover protective structure (ROPS), without the need to remove the ROPS from the vehicle. The cab's roof and doors are made from heavy duty ABS plastic and mount on a steel frame. There are glass windows all the way around. The windshield is hinged at the top and opens forward for ventilation, while the rear window slides open like a pickup slider window. The doors can be lifted off during hot weather.

"There's no need to remove the ROPS from the vehicle like with other add-on Gator cabs," says Christopherson. "Deere offers a cab for the Gator but the doors are hinged on back and open rearward, so you have to walk around them to walk back to the bed. And the Deere cab has poly windows which scratch more easily."

Fits the Gator HPX and XUV models and is available through Deere dealers.

Sells for around \$2,600. Additional kits include a cab heater, windshield wiper, and auxiliary rear lights.

Contact: FARM SHOW Followup, Scott Christopherson, 8887 150<sup>th</sup> Ave. N.W., Pennock, Minn. 56279 (ph 763 390-9185;



fax 763 219-4721; scott@prosumequipment.com; www.prosumequipment.com).

Reader Inquiry No.78

## Irrigation Pipes Make Sturdy Buildings

Kenny Cemper started installing irrigation systems in 1969. A few years later, he made his first calving shed out of discarded pipes that he had replaced.

"The main thing is that you make it perfectly square," Cemper emphasizes. "If you don't, you'll have problems with the steel siding. It's got to be perfect."

He starts by making straight cuts on the pipes, tearing out hoses, and welding holes shut. He squares up a base of large pipes and welds them together. Then he tack welds upright pipes every 9 to 10 ft. and welds another rung of pipes around the top. He measures often to make sure everything remains level and square before he makes final

welds — sometimes using a come-along to pull pipes into line.

He joins the vertical and horizontal pipes together with brackets made from angle iron. He welds longer pieces of the angle iron horizontally to the upright pipes for strength and to support the steel siding and roofing.

His largest building was 40 by 60-ft. with 14-ft. walls. With the help of an assistant, he framed and put on the steel for the roof section on the ground and lifted the roof on to the irrigation pipe frame with six loader tractors.

With the welded angle iron supports, Cemper says he believes his sheds will outlast any commercial sheds on the market. Using



recycled material for the frame also saves money.

Contact: FARM SHOW Followup, Kenny Cemper, 87175 504<sup>th</sup> Ave, Page, Neb. 68766 (ph 402 394-1603).