



Matthias Wandel uses an angle grinder with a cutoff wheel to quickly sharpen chainsaw chains.

He Uses Cutoff Wheel To Sharpen Chainsaw

Dull chainsaw chain? Worn files? No worries, says Matthias Wandel. Grab an angle grinder with a cutoff metal wheel. The Canadian blogger tried it when he needed to sharpen a chain. It worked so well he made a YouTube video in 2012 that has had nearly 300,000 views.

"It's critical to get the right angle and to be careful not to cut the links," Wandel notes, "and also to not hold the wheel on a chain tooth very long. You can mess the chain up fast with a grinding wheel if you make a mistake."

Despite some YouTube critics, others say they've used the grinding method successfully for a quick sharpening.

Wandel says the cutoff wheel is faster on a chain that is really messed up. But for a quick touch up, a sharp file in the hands of an experienced sharpener is better.

Wandel adds that the wheel can be quickly dressed by running the edge against a stone.

A video of the method can be seen at www.woodgears.ca



"It's critical to get the right angle and to be careful not to cut the links," he says.

www.farmshow.com. Wandel shares a variety of woodworking projects, techniques and tips at his website.

Contact: FARM SHOW Followup, Matthias Wandel, 82 Starwood Rd., Ottawa, Ontario Canada K2G 1Z5 (www.woodgears.ca; matthias@woodgears.ca)

Brake Repair Kit For Deutz Tractors

"My dad was a fulltime farmer and part time mechanic, and since Deutz tractors were popular around here, he repaired quite a few of them. I gravitated into the repair business myself and eventually he and I built a conversion kit to replace faulty master cylinders on older Deutz tractors," says Dennis Burkholder of Hopkinsville, Kentucky.

Burkholder says their kit is a replacement for Deutz tractors in the 80-06, 90-06, 100-06 and 130-06 series. "When these tractors were new, they had good brakes, but the master cylinder was usually the first thing to go. It was costly for a dealer to rebuild at about \$350 for parts alone, plus labor. My dad and I figured out how to fix the problem for less money and turned the metal work over to a local fab shop. We assemble the parts here and ship to customers all across the country."

Burkholder says a customer can install the replacement parts on his tractor in about an hour. "First he has to clean the dirt from old lines, disconnect 2 fluid lines with screw-in fittings, unscrew the brake linkage, remove 2 allen head bolts and then the master cylinder can be removed. Our replacement drops right in, and reinstallation is the reverse of the removal process. After that, fill the reservoir with fluid and bleed out the air. You may have to balance both brakes and the job is finished." The cost for Burkholder's kit is \$225, plus shipping.

In addition to selling kits, the Burkholder business, which includes his dad and



Conversion kit replaces faulty master cylinders on older Deutz tractors.

brother and another employee, repairs Deutz hydraulics, engines, transmissions and sells Bosch hydraulic pumps for about 50 to 60 percent of what Deutz charges. They also have synchronizer rings for TW90 series transmissions. "We're a small business that specializes and we've done this since 1988, when my dad opened the shop," Burkholder says.

"We're a good source for parts and repairs, with just about anything available for Deutz, including OEM, aftermarket and salvage. With the Deutz Fahr parts network we're also able to supply parts for SAME, Lamborghini, Hurlimann and Agco tractors built by SAME."

Contact: FARM SHOW Followup, Dennis Burkholder, 10970 Butler Road, Hopkinsville, Kentucky 42240 (ph 270 886-0850).

Pastor's Son Devoted To Deere Tractor Parts

Darwin Gingerich grew up as a pastor's son in a small Kansas community. At a young age his interests tended more toward Deere tractors than theology. "I restored a 1948 Deere model 'D' in high school ag shop and just gravitated to mechanical things after that," says Gingerich. "One thing led to another, and pretty soon I was buying and selling 2-cylinder Deere tractors and parts for a living."

Now in his mid 40's, Gingerich has 25 years of experience. His business has hundreds of used parts for Deere A, B, G, H, D, R, 50, 70LP and 520 to 820 series tractors. He also has new parts for L and LA Deere tractors.

"I have more than 200 tractors on the premises and can pull parts from any one of them for customers," Gingerich says. "I go to auctions and buy old tractors, pick them up through the internet, and hear about others by word-of-mouth. I also have people call me from all over the country looking for parts or offering me parts."

Although he carries parts for many different models, he says items for the Deere 720 and 730 are the most popular. "People are looking for tin work, carburetors, complete engines, brakes, you name it," Gingerich says. In a quarter century of business he's shipped parts to customers in every state except Hawaii and Alaska, plus a few foreign countries.

"I guess one of the reasons I've been successful is that I've got a lot of inventory and it's priced fair," Gingerich says. "My parts are in good shape and I rarely have a customer complain about getting something that won't work."

Winter is usually a busier time for shipping



Darwin Gingerich buys and sells 2-cyl. Deere tractors and parts for a living. His father and 5-year-old son help him.

parts, and other times of the year Gingerich is either locating tractors, pulling parts, doing repairs for local customers, or occasionally restoring a tractor of his own or for a customer. His father Jim, now retired from ministry and full-time work, goes to swap meets for him and does books for the business. He also looks after the Gingerich parts store on ebay (gingerichjohndeeres.com), which generates a nice amount of business.

Asked who's going to take over the business when he wants to move on, Gingerich is quick to point out "I've got a 5-year-old boy Gavin who follows me around everywhere and already wants to help. He might be the one to take it on."

Contact: FARM SHOW Followup, Darwin Gingerich, P.O. Box 48, Moundridge, Kansas 67107 (ph 620 386-0071; darwin@mtelco.net).

"Tire Talk" Website Helps Explain New Ag Tire Trends

You can get the answers to any questions you have about ag tires at the website, www.agtiretalk.com. The new website can make you a better buyer and user of today's high tech tires.

"There is a lot of confusion in the market with a lot of advice being given, and some of it is not correct," says James Tuschner, founder of Ag Tire Talk. "I saw a lot of conversations in forums on the web where questions were asked and the answers were really wrong. I saw an opportunity to help clear up misconceptions."

With more than 20 years in the ag tire business and a team that represents another 40 years, Tuschner feels he has some of the answers to most common questions and he knows where to go to get more.

"One premise for the website is to get questions answered by people in the industry," says Tuschner. "Another is to simplify engineering jargon. One of the hallmarks of my career has been to take highly technical information and explain it so it can be easily understood."

Tuschner notes that a common area of misunderstanding, and a catalyst for the website, was advances in low-pressure tires. If you don't know the difference between Improved Flexion (IF) tires and Very High Flexion (VHF) tires, Tuschner explained it in a recent blog.

IF tires can carry 20 percent more load at the same tire pressure as standard tires or the same load at 20 percent less pressure.

VHF tires carry 40 percent more load or the same at 40 percent less pressure. If less pressure, tires have a larger footprint, much less compaction, and offer better traction.

Other recent blogs include Flat Plate & Flotation, Implement Tire Trends, Better Traction Ag Tire Basics, and more. The site includes an ag tire glossary as well as a place to post questions.

Tuschner is quick to inform visitors to the site that they should check all information provided with their local certified ag tire dealers. However, they may find their dealers also checking the site.

While Ag Tire Talk is for farmers, Tuschner also operates a site for tire dealers and another for ag equipment dealers. He notes that recent feedback on the tire dealer site thanked him for providing easy-to-understand information.

"That was from a dealer," notes Tuschner. "Even at the tire dealer level, there is a lot of confusion, and they may not understand basic concepts."

Tuschner says the website as it stands is just the beginning. "We're taking ad placements, but we will work to provide an unbiased site for information," says Tuschner. "Manufacturers we've spoken with have endorsed the site. They see it as a help to clear up misconceptions."

Contact: FARM SHOW Followup, Ag Tire Talk (James.Tuschner@AgTireTalk.com; www.agtiretalk.com).