

John Veneziano, Olmsted, Ohio: "I installed a 12-volt GM HEI (high energy ignition) electronic ignition in my 1951 Ford 8N tractor. It works great and eliminates the points. Kits are available for just about any type of equipment and distributors. You get better starts and easier maintenance. Just search up 'high energy ignition' kits on the internet and you'll find them."

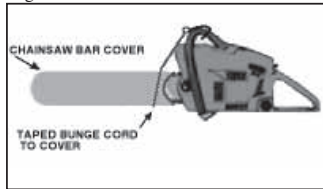
Doug McAlexander, Cedar Grove, Tenn.: "Here's a tip if you need a long lasting gasket. I had a problem with a gasket on an older IH tractor with an ether start booster. The gasket was bad and replacements kept going bad, too. So I cut one out of an All-Flex cattle ear tag. It worked great. They're tough, pliable and made to stand up to lots of abuse. Later, I needed a washer on a bathtub faucet and I used an ear tag for that, too. Worked great."

John Knowles, Seaford, Dela.: "An Indiana FARM SHOW reader recently wrote in about his spark plug problems on an 8N Ford tractor. I wanted to point out that the original spec Champion H-10 plugs will not perform satisfactorily with unleaded gas. He should switch to the H-12. That'll get the job done."

Joe Rupnicki, Soldier, Kan.: "I got tired of dragging a welder and tools around the farm when equipment broke down. So I bought a large cargo van—I think it had been a bread delivery truck. It's 6 1/2 ft. tall inside and about 20 ft. long. There's plenty of room inside for my welder, cutting torch, air compressor, and all the other tools I need. I don't have to worry about rain and I can look it up so no worries about theft. It has two doors at the back that open up as wide as the van. It's great when working on rented fields

15 miles away. It's one of the best buys I ever made."

Burton Graves, Sandusky, Mich.: "I'm concerned about a story in your Vol. 30, No. 6 issue that showed a fellow squirting ether into a hole in the air intake on a tractor. I was a mechanic for many years and I've seen the damage ether can do to an engine. If you use too much, it can blow the bearings right off the crankshaft—that's how explosive it can be. The thing is, you should never have to use ether if you keep your tractor tuned, keep the air cleaner clean, and keep up on other maintenance. Unless your tractor is set up from the factory with an ether-starting system, using ether is a very dangerous habit to get into."



David P. Campbell, Elnora, Ind.: "The plastic bar cover I use on my chainsaw kept coming off because it didn't fit tight enough. To solve the problem, I taped one end of a bungee cord to the cover and hooked the other end onto the saw. Now the cover always stays on tight. It won't flop off as I'm driving down the road with the chainsaw in the back of my pickup."

Lowell Tuplin, Ellerslie, P.E.I.: "During winter I use a winch on back of my tractor to skid logs out of the woods, and small trees and branches were catching on the valve stems on the rear tires and breaking them off.

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Money-Saving
Repairs
&
Maintenance
Shortcuts

Have you come up with any unusual money-saving repair methods for fixing farm equipment? What maintenance shortcuts have you found? Have you had any equipment recalled by the factory? Name a particularly tough mechanical problem you've had with a piece of equipment and how you solved it. These are a few of the questions we asked randomly selected FARM SHOW readers. If you have a repair tip, maintenance shortcut, or other mechanical experience you'd like to share, send details to: FARM SHOW, P.O. Box 1029, Lakeville, Minn. 55044 or email us at: editor@farmshow.com.

Mark Newhall, Editor



Whether it's a part for a 2-cyl. Johnny Popper or a New Generation 4-cylinder, Joel Martin has it or he knows where to get it.

He's Got Johnny Popper Parts

Need a gasket for a 1937 B John Deere? How about a radiator core or grill screen for a 1947 MC built at Deere's Dubuque factory? Maybe you need original style lights for a 1957 620 or a muffler or sway block kit for a 1967 3020?

Whether it's a part for a 2-cylinder Johnny Popper or a New Generation 4-cylinder, Joel Martin has it. If he doesn't have it, he knows where to get it.

"Most of my work is with two-cylinders, but I have parts or can get them for newer Deeres too," says Martin. "I can get parts for just about any other brand."

It is Deere tractor parts, however, that his Martin Parts & Repair specializes in finding. Demand for his services and his parts continues to grow as Deere phases out and stops making parts for its older tractors. It is also a market that Martin grew into.

"I grew up farming with older tractors and working on them," he says. "I bought one and fixed it up and sold it. Then I started doing it for others, and finally I got into selling parts. For the past 6 years, it has been a full time job."

Martin still restores 2-cylinder Deeres, though mostly for other people. He also breaks some down for parts he and others



Reproduction parts are Martin's biggest sellers. "We also sell a fair amount of piston kits," he says.

need. While he also sells Deere parts if available, it is the after market or reproduction parts that are the biggest sellers.

"We sell a fair amount of piston kits," he says. "After 40 to 50 years or more, engines wear out. With aluminum pistons, the tractors have higher compression and more power. Gasket kits from Deere are pretty expensive, so I stock whatever I can get from aftermarket suppliers."

Contact: FARM SHOW Followup, Martin Parts & Repair, 217 S. Red School Road, Morgantown, Penn. 19543 (ph 610 913-6299; sales@martinparts.net).

All the fluid would drain out.

"To solve the problem, I came up with a bolt-on valve stem protector for the tires. It consists of a 4-in. long steel strap that goes around the valve stem and has holes drilled into it to match the wheel nuts. The strap extends from the wheel nuts down to the valve stem. A small box is welded onto the strap iron.

"Commercial valve stem protectors are available, but they have to be welded onto the wheel rim. Besides, I can't use them because my tires have tubes inside them, and the heat from welding could melt the tube."

Wess Cornelius, Winlock, Wash.: "I wanted to use my cherry picker to lift engines but couldn't get it close enough to my motorcycle lift with the legs on. To solve the problem, I built an extension rack on the rear and bottom of the cherry picker. A cable runs from the top of the mast to the rear bottom of the rack. The longer the rack, the more cantilever ability I gain. I fill the rack with 5-gal. buckets of sand, scrap metal, concrete, etc.

"There's never enough level space in a shop. To solve this problem, I mounted metal doors with hinged legs to one of the walls. When folded up, the doors are out of the way. When folded down, the doors make a nice workbench."

Charles M. Whitman, Cooperstown, Penn.: "I use Epson salt to prolong the life of batteries. I put one teaspoon in each cell, once a year with water to the proper level. It really makes a difference."

Metal Supermarkets, 170 Wilkinson Rd., Unit 18, Brampton, Ontario, Canada L6T 4Z5 ph 866 867-9344 or 905 459-0466; www.metalsupermarkets.com: If you need metal bars, plate, or sheet metal, you'll be interested in this company. It claims to be the world's largest supplier of small quantity metal and says it can provide one stop shopping for all your small metal requirements. It has a network of more than 80 stores worldwide.

The company serves metal shops, fabricators, machine shops, hobbyists, artists, company maintenance departments, or anyone else who needs various pieces of metal. Unlike traditional shops, they're able to fill small orders. They cut metal to the customer's specifications and don't require minimum order sizes. If customers want they can have

the metal cut to size while they wait.

The company website lists metal guide quick links for a wide range of metals, including cold finished steel, hot rolled steel bars, alloy bars, structural steel, steel tube and pipe, sheet steel, steel plate, aluminum, stainless steel, brass and copper, specialty products. You can use the website to request a quote and to find the store nearest to you.

Lee Horstmeier, Pocatonia, Ill.: "I put a motion detector light up on the opposite wall from the walk-in door in my shop. When it gets dark enough the light comes on when I exit. And I don't have to remember to turn it off later."

Ray Tuchscherer, Langley, B.C.: "My cow barn was quite a low building. It needed a new tin roof so last winter I removed the roof in sections, leaving half the wall studs attached, then placed taller studs beside the old ones to make the barn 6 ft. higher. Now I can drive any equipment into it.

"I installed an old-style garage hoist (in-ground, big cylinder) in my shop. Works great for servicing vehicles, and it also makes a great adjustable height work bench."

Allan Melanson, LaGrange, Maine: "I couldn't find a distributor for my 1980 Massey Ferguson 230 tractor. But I was able to buy an electronic ignition module that's designed to bypass the points and eliminate the need for them. After installing the module my tractor has never run better. We bought the electronic ignitor kit module from Gary's Garage (Poland Spring, Maine ph 207 998-5100). It's made by Pertronix Performance Products; www.pertronix.com. I think I paid about \$20 for the unit."

Bill Kobiskie, Milton, Kansas: "One day while I was in the field the power steering cylinder on my 1960's Case 930 tractor fell out. Apparently the threads on the cylinder stripped, causing the cylinder rod to drop out. It was a good thing it happened in the field because when this problem happens the tractor's steering wheels go wherever they want to go. I tried to find a new replacement cylinder and drag link but couldn't. I was going to have the cylinder rethreaded, but then it would be too small.

"I solved the problem by drilling a 5/16-in. dia. hole through the drag link and also through the cylinder rod, and then I put a bolt through the hole and added lock nuts on it.