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, 70L 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 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), 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.”

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Money-Saving Repairs & Maintenance Shortcuts

Brake Repair Kit For Deutz Tractors

“Tire Talk” Website Helps Explain New Ag Tire Trends

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

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 his 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 brother and another employee, repairs Deutz hydraulic systems, engines, transmissions and sells Bosch hydraulic pumps for about 50 to 60 percent of what Deutz charges. They also have synchronize 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.”

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Conversion kit replaces faulty master cylinders on older Deutz tractors.

Tire Talk (James.Tuschner@AgTireTalk.com; jbt@agtiretalk.com; 671-367-6710; xd@farmshow.com) endorsed the website. They see it as a help to unbiased site for information,” says Tuschner. “That was from a dealer,” notes Tuschner. 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.

“Tire Talk” is a website that helps farmers find their dealers and clear up misconceptions. It includes an ag tire glossary as well as a place to post questions.

Contact:  FARM SHOW Followup, Ag Tire Talk (James.Tuschner@AgTireTalk.com; jbt@agtiretalk.com; 671-367-6710; xd@farmshow.com).