

## Customized Air Compressor

“The traditional ‘motor-on-the-top’ air compressor that I got from a friend had a rusty 80-gal. tank and bad seals, so I decided to fix it up rather than throw it away,” says Mark Rinke, Lakeville, Minn. “It took me most of one winter to reconfigure the machine, adding features similar to those on expensive commercial models that I work with at my job. Now I’ve got something that really fits my needs.”

Rinke’s primary goal was to turn the stationary, top-heavy machine into one that was portable, stable while it was operating, and produced the driest possible air. To do that he built a rectangular metal platform out of 3/8-in. C-channel steel and bolted the pressure tank and motor to it sitting side-by-side. The platform rides on two large caster wheels beneath the tank and two smaller casters under the motor. A screw jack mounted on the frame in front of the motor raises the platform off the smaller wheels to keep the platform stable when the compressor is running.

To produce dry air and keep moisture from collecting in the pressure tank, Rinke mounted an aftermarket air exchanger on the side of the compressor skid with an electric power fan enclosed in a metal shroud.

“The compressor discharges air into a pre-cooler and from there into a forced-fan heat exchanger, which drops out most of the moisture,” says Rinke. “This keeps water from collecting in the main storage tank.”

As a career mechanical engineer who brings his job skills home, Rinke says, “Re-working this machine was never about the economics. It was more about the journey, an interesting hobby project that really suits my home shop needs with a commercial quality device.”

His compressor has a 5 hp. motor and operates from a traditional pressure switch with safety controls configured much like larger commercial units. The motor starter contactor, fan control contacts and thermal overload/heater strip are housed in neatly designed and sealed box mounted between the motor and the tank. He also re-worked



Mark Rinke’s customized air compressor rides on a wheeled metal frame and has a shrouded fan, a neatly arranged electrical box, and other accessories.

the compressor air passage ports to provide more efficient air flow.

“This unit serves my purpose for having a good and portable supply of the driest air possible, without using a commercial air

dryer,” Rinke says.

Contact: FARM SHOW Followup, Mark Rinke, 11175 225th St. E., Lakeville, Minn. 55044 (mark.rinke@nngco.com).

## Cub Cadet Specialist Buys, Sells, Repairs, Restores

Scott Urschel is a bonafide expert in the repair, restoration and general maintenance of Cub Cadet lawn and garden tractors. Urschel’s Cub Cadet Connection business carries a large supply of new, used and reproduction parts for virtually every Cub Cadet model ever made.

“I grew up with Cub Cadets because my dad and grandfather both worked in an IH dealership that sold them,” Urschel says. “As a kid I started tinkering with them to see how they worked, also mowing lawns, tilling gardens and pulling trailers. After I went to school for machining, my dad and I started repairing and restoring them part time in 1997 as a hobby. I made it a fulltime business in 2016. I enjoy it because I meet a lot of different people who share the same interest I do.”

Urschel says there’s a 3-part market for the thousands and thousands of Cub Cadets still out there. “A lot of people are still using them so they need replacement parts which I carry or can locate. Collectors want rare models, and pullers need specific parts.”

Urschel’s inventory includes about 100 complete tractors and parts that he’s removed from more than 1,000 tractors over the years. He does up to 10 full restorations a year,

handling all the mechanical work himself and contracting out the paint and final finishing. He also contributes regular technical articles on Cub Cadets to Lawn and Garden Tractor Magazine ([www.lagtmag.com](http://www.lagtmag.com)).

Urschel says that over the years he’s owned, repaired or restored at least one of every Cub Cadet model ever built since the brand originated in 1961. About 30 of his tractors were equipped with Danco, Johnson and Kwik Way Loaders, which were made specifically for Cadet tractors.

“The brand really has a good reputation because those first models from 1961 to 1981 used the transmission from a Farmall Cub tractor,” Urschel says. “They were very durable and still work well today if they’re properly maintained. Quite a few people still look for them because they can keep it in a garage and use it for mowing, snow blowing, and yard work.”

Urschel acquires and sells tractors and parts when he attends shows and finds more of the same through a network of acquaintances he’s made over the years.

Contact: FARM SHOW Followup, Urschel’s Cub Cadet Connection, 854 E. Hwy. 224, Uniondale, Ind. 46791 (ph 260 715-3440; [cubconnection@aol.com](mailto:cubconnection@aol.com)).



Scott Urschel restored this Cub Cadet 100 to “like new” condition in his Indiana shop. It has base clear paint applied by a painting subcontractor. He says many Cub Cadets can be fitted with loaders and other attachments.

## “Lockdown” Platform Holds Ladder In Place

“Our new Ladder Lockdown saddle prevents almost all ladder movement to greatly reduce the possibility of accidental falls,” says inventor Troy Kumprey, Ladder Lockdown, El Segundo, Calif.

Ladder Lockdown consists of an 8-lb., powder-coated steel saddle that serves as a traction pad for almost every surface, both indoors and outdoors. It can be used with extension ladders up to 32 ft. long and A-frame step ladders up to 8 ft. tall.

The underside of the saddle comes with a pair of non-slip rubber grips for hard surface use. A pair of large soft ground staples or hard/frozen ground spikes can be used to hold the tray in place outdoors. The ladder is then placed inside the saddle on a pair of abrasive pads, with the legs set flush against the front side of the saddle to make sure the

saddle stays flat on the ground. To further secure the ladder, a nylon strap is then hooked to the saddle and looped over the third rung of the ladder and down the back side of the rungs.

“It’s a simple invention that works really well. The ladder can’t slide forward or backward and lateral movement is greatly reduced as well,” says Kumprey. “I came up with the idea because I own a construction company and have men working on ladders all the time. Every year I had to take someone to the hospital, usually because a ladder slipped and they lose their balance and fell.”

He says the non-slip rubber grips on the bottom of the saddle and the staples provide a firm grip on hillsides, soft grass, and slippery surfaces.

Kumprey recently started using sturdy,

high resin plastic to make the saddle.

“The plastic saddle works better than steel because it’s super rigid but still flexes a little, which allows the saddle to hug the ground more closely. It also reduces the saddle’s weight to about 3 lbs. And because it costs less to manufacture, we’ve been able to drop the retail price to between \$34.99 and \$39.99 plus S&H.”

Ladder Lockdown is available at many Ace hardware stores and online at Amazon, Home Depot, and Lowes.

Contact: FARM SHOW Followup, Ladder Lockdown, 111 Penn St., El Segundo, Calif. 90245 (ph 855 862-7233; [info@ladderlockdown.com](mailto:info@ladderlockdown.com); <https://ladderlockdown.com/about-us>).



“Ladder Lockdown” uses a poly saddle as a traction pad to hold ladder in place.