

These Parts Experts Specialize In Garden Tractors

If you need parts for an older lawn or garden tractor, check with HAPCO or Deaven Tractor Parts. If one doesn't have what you need, the other likely does.

Brandon Pfeiffer started restoring a 1966 Deere 110 he bought while in college. He quickly discovered a lot of parts were not available, so he made extras of some parts and sold them. HAPCO grew from there.

"We specialize in parts for Deere lawn and garden tractors that are no longer available," says Pfeiffer. "Our mission is to provide our customers with the most authentic reproduction parts available."

Collecting and restoring led to doing a newsletter. Then in 2002 he and his wife Charlotte started a magazine. They were soon joined by now managing editor Kate Goelzhauser. For the first 5 years, they covered just Deere tractors, but in 2007 *Lawn and Garden Tractor Magazine* expanded to cover all brands (www.lagtmag.com).

In a similar way, the parts business has expanded to include used parts and other brands. In the past 3 years Pfeiffer and Goelzhauser acquired Dandy Sales and its Panzer parts and Baird Beaver parts. A redo of the company website will soon list parts from all 3 brands. Inventory includes around 300 different Deere parts, around 700 Panzer parts, and about 100 Baird Beaver parts.

It was also a restoration project that got

Josh Deaven into the business. His father Bill bought a Ford LGT 100 in 1975 and Deaven grew up driving it. When they started restoring it, one thing led to another.

As they worked on the restoration, they found it needed to have a wiring harness made, as well as knobs, the steering wheel cap, and even vibration dampers for fenders to sit on.

"As we found parts that were broken or not available, we tried to reproduce them," says Deaven.

By the time they finished, they had parts to sell. This led to custom restoration work for Deaven and his dad. Deaven, a tool and die maker by trade, and his dad, a small engine mechanic for 30 years, are well-suited for the work. They also continue to make and sell parts.

"We make reproduction parts for Jacobsen-built garden tractors from 1964 to 1976 model years," says Deaven. "These models include Minneapolis Moline, Oliver and Ford garden tractors. I try to make what I can or find a source that can. If not, we'll try to clean up or repair the original."

Deaven tries to have all the small parts that really make a good restoration, noting that a restoration is more than just paint.

"You want to have nice stainless steel bolts, new tires, new tie rod ends and hardware that



Brandon Pfeiffer specializes in parts for Deere lawn and garden tractors that are no longer available, but has expanded to include other brands, too.

matches," he says.

In addition to fiberglass molds, Deaven carries about 40 parts. "A lot of my parts are short-run reproductions. Perhaps 10 to 15 were made, and I'll have 5 or 6 sitting on the shelf," says Deaven.

Loving to restore a tractor can make finding parts for customers a challenge. "It's hard to part out a tractor that may be in better shape than the one you are restoring," says Deaven.

While Pfeiffer keeps around 100 tractors on hand for parting out, he would rather be

restoring. "If I could, I would be restoring tractors all day long," he says.

Both companies are active on Facebook.

Contact: FARM SHOW Followup, HAPCO, Inc., 8977 Framewood Dr., Newburgh, Ind. 47630 (ph 812 455-5870; HapcoParts@gmail.com; www.hapcoparts.com) or Josh Deaven, 326 Hillside Rd., Elizabethtown, Penn. (ph 717 367-0756; joshdeaven@aol.com).

They Specialize In Wiring Harnesses

If you have a wiring harness that's burned or otherwise damaged, Porch Electric can rebuild or replicate it. The company specializes in not just harnesses, but also in everything electric for tractors – mostly of the IH variety, but they also do custom work.

On the gas-powered Farmall M with regulator and battery ignition, for example, there are 10 product listings covering everything from the harness to the fuse housing and fuse, battery cables, rear light cable, and starting switches.

"We ship to every state in the U.S., including Alaska and Hawaii," says Eric Porch, Porch Electric. "We've even shipped to Canada and New Zealand. We like talking to people doing restorations and helping them out."

If you have the part number, very little conversation is necessary. If you don't, just go online to the catalog and select the tractor and the series, whether numbered, lettered or in the Super Series, like the Super A, C or M.

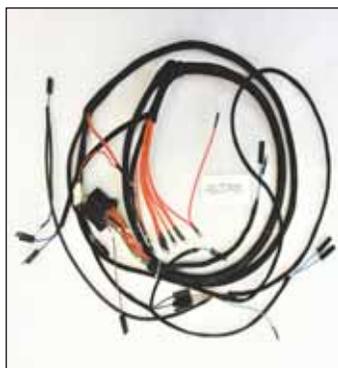
If lacking key information or just not sure, give the company a call, and they'll help.

"We need to have the tractor serial number and know whether it's generator or alternator equipped and gas or diesel," says Porch.

If they don't have the needed harness on hand, they'll make it up. "If a sample can be provided, we can reverse-engineer the assembly," says Porch. "We can manufacture a custom-made harness that looks like the original OEM specifications. That includes battery cables. We braid 95 percent of them like an OEM harness. We don't do just a plain Jane cable."

The Porch braiding machine can braid cotton braid over cloth lacquered, covered wire or use a nylon braid. Custom harnesses consist of types and sizes of wire, solder and crimp-type terminals and pins, along with electrical components specified by the customer. Every termination is checked for pull test and crimp height.

"Our most unusual requests come from people wanting to create a homemade tractor," says Porch. "Orders can range from a couple of dollars to \$1,000, depending on what you need."



Porch Electric specializes in wiring harnesses and anything electric for tractors. "We like to help out people who are doing restorations," says Eric Porch.

Contact: FARM SHOW Followup, Porch Electric, 205 N Main, Lostant, Ill. 61334 (ph 815 368-3230; eric@PorchElectric.com; www.porchelectric.com).



An air filter kit on this double alternator cleans air before it enters the unit, allowing it to run cooler.

Double Alternator Boosts Electrical System Power

Retired engineer and pilot Ron Heidebrink has invented a double alternator for use on farm tractors, combines and other vehicles such as trucks, construction equipment and even military vehicles. "A failed alternator diode that costs just a few dollars can put a big engine out of service quickly, but the redundancy of my double alternator provides electrical backup to keep your equipment running." The device can be used in single and dual battery vehicle systems using the same space and existing mounting hardware.

Heidebrink says his double alternator is actually two complete alternators in a single housing, using a few common parts. It produces multi-voltage output and works with systems from 60 to 440 amps. It's a patented design with advanced cooling technology, dual remote status indicators, and anti-vibration control. Made with lightweight aircraft quality material, the double alternator doesn't add extra weight to the mounting bracket. The device produces high idle amperage, can be controlled by internal or external voltage regulators, and has built-in anti-vibration control for reliability.

His most popular Double Alternator is the 2J with a J180 mounting, used on retired Military MTV and LMTV Vehicles. It's a 12/24-volt model producing 160 amps at 14.2 volts,

and 70 amps at 27.4 volts. It replaces many of the Niehoff, Delco, Prestolite, Ford, Leese Neville, Chrysler and other brand alternators.

Several of Heidebrink's models in different voltages for the farm and construction industry include an air filter kit that cleans 97 to 100 percent of the air before it enters the alternator. This extends the life of the alternator and allows it to run up to 100 degrees cooler.

"Some people are adding dual alternator kits because their vehicle has options such as heating and cooling systems that drain battery power when the vehicle isn't running and receiving a charge," Heidebrink says. "Those kits require extra brackets along with a new belt and take up more room than my product, which fits on a regular alternator mounting and provides the same benefits in a simpler and more cost effective way."

Over-the-road truckers are also using the double alternator because it allows them to simultaneously charge a 48-volt DC battery and the normal 12 or 24-volt electrical system while the engine is running, then use just the 48-volt system while the rig is parked.

Contact: FARM SHOW Followup, Ron Heidebrink (ph 843 756-7007; www.double-alt.com).