



Davis used mostly salvaged parts to build his "Prowler 228". Its 12-in. wide tracks each put 5 ft. of rubber on the ground and are made from two 13 by 6 by 38-in. International M tractor tires with the beads cut off.

4-WD Tracked "Chore" Tractor

"I use it for hauling wood, pushing brush and pulling my fish house onto the lake," says Orrin "Bud" Davis about the powerful 4-WD tracked tractor he built from scratch last winter.

The Lake Park, Minn., retired farmer used mostly salvaged parts to build the machine. Sections of a 1941 Chevy truck frame were used to build an 8 1/2-ft. long frame. A 6-cyl. 228 cu. in. engine and 4-speed transmission out of a junked 1949 GMC 1-ton truck power the tractor.

Two rear ends out of Ford Thunderbird cars are used for front and rear drives. They're joined by a driveshaft built from drivetrain parts out of Chevy and Ford pickups. The driveshaft telescopes 10 in. to allow Davis to adjust tension on the tracks.

The 12-in. wide tracks each put 5 ft. of rubber on the ground and are made from two 13 by 6 by 38-in. International M tractor tires with the beads cut off. Each turns on two drive wheels with an idler wheel in between. Each "wheel" actually consists of a pair of space saver spares out of Buick LeSabre cars that Davis welded together.

"There's just a 1 3/4-in. space between each set of dual wheels," Davis says. "Each track is fitted with 23 3/8-in. thick flat iron plates, 12 in. long by 3 in. wide, that run across the inside of the track. There's a 3-in. long metal guide welded to the middle

of each strap that runs in the space between the wheels to keep the tracks on."

Two master cylinders out of Ford Thunderbirds steer the tracks independently with levers in the cab.

Davis cut an old combine cab down 11 in. and mounted it on the tractor, which has two bucket seats out of an old Datsun car for the operator and a passenger. Heat from the engine heats the cab and a heater fan out of an old Buick car is used to blow heat out if it gets too hot inside.

He also converted the engine's electric system from 6 to 12-volts for easier winter starts.

"I can go from 1 to 5 mph in first gear and 5 to 10 mph in second gear," he says. "Any faster and I might tear up a track so I never even use third or fourth gear. It's got plenty of power and traction. I'm sure it would pull a 2-bottom plow or an 8-ft. tandem disk with no problem."

Out-of-pocket expense was \$1,330.

Next season, he plans to equip the tractor, which he calls "Prowler 228", with a dozer blade for pushing snow. It'll be 6 ft., 8 in. wide to match track wheelbase and will be operated hydraulically off a pump mounted on front of the engine, he says.

Contact: FARM SHOW Followup, Orrin Davis, Rt. 2, Box 108, Lake Park, Minn. 56554-9532 (ph 218 532-7858).

Lightweight Scoop Shovel Made From Recycled Plastic

"As far as we know it's the only scoop shovel on the market made out of recycled plastic," says Curt Bowman, distributor of a new lightweight plastic shovel.

Legend Valley Products' gray shovel is made from 100 percent reground polypropylene and weighs only 4 lbs., lighter than any steel or aluminum shovel. It's virtually unbreakable and is easy to clean up.

Overall length is 40 in., and it has a 14-in. wide by 17-in. long blade.

Sells for \$29.95 plus S&H.

Contact: Legend Valley Products, 1014 South Monticello, P.O. Box 7, Winamac, Ind. 46996 (ph 800 638-1901 or 219 946-6154; fax, toll-free 888 638-1902; or http://www.legendvalley.com).

The all-gray shovel is made from 100% reground polypropylene and weighs only 4 lbs.



The "SnowVer" is a "pallet fork" that fits under the front end between the skis. It's fitted with two 10-in. dia. wheels that "walk" from front to back of forks to lift sled.

Easy New Way To Move Snowmobiles

Here's the newest, easiest way to move a snowmobile into or out of storage without hurting your back.

The "SnowVer" is basically a "pallet fork" that fits under the front end between the skis. It's fitted with two 10 in. dia. wheels that "walk" from the front to the back of the forks to lift the sled. Wheels are activated simply by turning a steering wheel, which activates a roller chain that moves the wheels.

It requires no more than 4 1/2 in. clearance under the sled and lifts machines equipped with 15 in. or narrower tracks.

Sells for \$349.

The company also just introduced the "SnowHus," a protective poly cover for sleds on trailers. Protects the sled and provides an



Wheels are activated by turning a steering wheel, which turns a roller chain that moves the wheels. aerodynamic surface that makes towing easy.

Contact: FARM SHOW Followup, Cozy Cab, P.O. Box 380, Eden Valley, Minn. 55329 (ph 320 453-4530).



The company also offers a protective poly cover for sleds on trailers.



Larkin mounted blade on rear of his Allis-Chalmers 416 garden tractor which is fitted with a snowblower on front. "I use the snowblower to clear snow in one direction, then come back with the blade in the opposite direction," he says.

Garden Tractor Fitted With Tractor Blade

"It lets me do much better job of clearing snow," says Harlan Larkin, Brookings, S. Dak., who mounted a blade on the rear of his garden tractor which is fitted with a snowblower on front.

The blade is a 7-in. wide, 48-in. length of cutting edge off a highway maintainer blade. It mounts on a frame that Larkin designed and built for his Allis-Chalmers 416 garden tractor equipped with a 16 hp motor.

He used 1/4-in. angle iron to build the lift brackets and 7/8 by 1 3/4-in. steel bars to make the pull arms. The arms are 22 in. long with an 8-in. length of steel bar connecting

them. A pipe swivel mounts horizontally between the arms, which allows the blade to be tilted to either side.

Larkin raises and lowers the blade with a lever on the left side of the driver's seat.

"If snow is deeper than 6 in., I use the snowblower to clear snow in one direction, then come back with the blade in the opposite direction," he says. "It's fast and convenient and works well. I also use the blade for leveling dirt and gravel around my yard.

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