



A local metal shop built spacers from rolled pieces of steel to hold wheels on ATV. Riddlestine hauls the big rig sideways on a snowmobile trailer.

## “Go Anywhere” 16-Wheel ATV Runs Through Water

Gene Riddlestine's Polaris 250 is more than an “all terrain vehicle”. He calls it an “all anywhere vehicle”. When he adds 12 wheels to the four wheeler, there isn't much that can stop him, including lakes and ponds. The idea came to him when a former employer, a local Polaris dealer, asked him to help pull snowmobiles out of the water during a summer “water skipping” contest.

“The beach was real sandy, and I put duals on my 250,” recalls Riddlestine. “Someone asked if it would float, but it didn't. Two years later, when I was asked to help out again, I decided to try fours instead of duals. I drove



All eyes are on Riddlestine when he takes to the water.

down to the beach and out into the lake about 400 to 500 feet.”

The first year, Riddlestine simply put spacer drums on each wheel and the 16-wheeler crawled across the lake at about 1/4 mph. The second year, he turned the ATV into a paddle wheeler by welding four steel paddles onto the spacer drums. This brought his water speed up to about one mph.



The Diablo, shown above, is powered by a 2-cyl. water-cooled diesel engine.

## Diesel-Powered 4-WD ATV's “Run Cheap”

Visitors to the recent National Farm Machinery Show in Louisville, Ky., crowded around a new diesel-powered ATV on display.

Panorama, Inc., of Gibson City, Ill., recently began importing 2-WD diesel-powered ATV's from England. The heavy duty Diablo is powered by a Lombardini 2-cyl., water-cooled engine and is designed for on-farm chore work. The Scorpion is powered by the same engine but is built much lighter for transportation and recreational use. Both models have automatic transmissions.

“As far as we know they're the first ATV's

in North America equipped with a true diesel engine, not just a reworked gas engine,” says John Smith of Panorama.

The Diablo is available in red, green or yellow colors while the Scorpion is available in red, green, or blue. The Scorpion sells for about \$6,000 and the Diablo for about \$9,000.

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## Amphibious ATV Fitted With Front And Rear Floats

Michael Dick of Humboldt, Iowa, can drive his ATV right across deep rivers and lakes. That's because he equipped it to float on front and rear-mounted pontoons.

He welded two pairs of 17-gal. steel drums together and mounted them on front and back of his Honda 450.

“I came up with the idea because I live on one side of a river and wanted to go trail riding on the other side,” says Dick.

He made a steel mounting bracket for the front drum which U-bolts to the ATV's front bumper. On back he bolted steel mounting brackets to the ATV's rear axle and welded other brackets to the luggage rack.

A length of steel pipe clamped onto the exhaust muffler on back serves as a “snorkel”. Muffler tubing was used to make another “snorkel” for the air intake (not shown). “Even when I don't have the pontoons on, the snorkels allow me to still go in fairly deep water,” says Dick.

“It makes quite a sight because when I go in deep water all you can see of the ATV is the handlebars. With the engine below the water line I can't even hear the engine running, but I can feel it vibrating on the handlebars. I only go about 1 mph. The deeper the tread on the tires, the faster you will go. The front wheels are still used to steer.

“The bracket that supports the drum on front has a series of holes in it, so that by

“A local metal shop did the work for me,” says Riddlestine. “They built the spacers from rolled pieces of steel to lock between the rims like duals on a tractor.”

Riddlestine then took the studs out of the four-wheeler hubs, replacing them with a long redi rod. As a wheel is added with a spacer in between, it's locked in place with two lug nuts.

He cautions that anyone putting together a similar rig should be careful not to try forcing turns. The extra wheels add a lot of weight. They also add a lot of width. At 14 ft. wide, the 16-wheeler must be hauled sideways down the road.

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A length of pipe clamps onto exhaust muffler to serve as a “snorkel”. Another snorkel fits the air intake (not shown). The snorkel allows water to wash over ATV.

pulling a pin I can adjust the height of the drums. I can also raise or lower the rear-mounted drums. Whenever I'm on land I raise the drums so they don't catch on tree stumps, rocks, etc. To keep from ‘bottoming out’ when approaching the water's edge I simply pick out a spot that's not too steep so I can go in gradually. If I ever do get stuck I can use an electric winch on front of the ATV to pull myself out. And the front-mounted drums can be swung out of the way by simply pulling a pin.

“The drums stick out about 6 inches on each side of the ATV, which makes it a little harder to get between trees. I think hunters in the wilderness could haul the drums on a cart behind the ATV and mount them whenever they have to cross deep water. Once they're across they could leave the drums there until they come back.”

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