Home-Built Tracked Vehicle

The WD rig is powered by a Wisconsin 2-cyl., 15 hp engine off a Ditch Witch. It also has the Ditch Witch’s 3-speed transmission and clutch. The 6-ft. 12-in. wide rubber tracks were made from 13 by 38 rear tractor tires. The tracks ride over 13-in. Ford Pinto tires and are held in place by metal prongs bolted to the outside edges of the rubber.

The rig measures 5 1/2 ft. wide and has a frame made from 2 by 2 1/2-in. sq. tubing. Both axles are the rear axles off a pair of rear wheel drive Ford Pintos. The axle on front faces backward so that the wheels turn in the same direction. The engine’s 3-speed transmission is hooked up to a 4-speed Warner synchronesh transmission. The transmission chain-drives a shaft that drives both rear ends.

“They have a lot of fun with it, although it does ride pretty rough,” says Larry Brown about his home-built tracked vehicle.

Contact: FARM SHOW Followup, Larry Brown, 10180 Co. Rd. 43, Chaska, Minn. 55318 (phone: 952-448-3493).

Half-Breed Oil Field Engine Powers Allis WC Tractor

You won’t find another tractor anywhere like the one put together by Jim Hunter of Carey, Ohio, who mounted a Thomas “half-breed” oil field engine on a stretched-out 1936 Allis-Chalmers WC tractor. The engine runs on liquid propane. The tractor has a big 4-ft. dia. flywheel on one side and a water cylinder fitted with two big tubes on front. The seat was replaced with a metal deck on which the driver stands.

“I take it to shows and county fairs, where it draws a lot of attention,” says Hunter. “It has a big 4-in. dia. exhaust stack on front so whenever I start it up it really barks.”

The story begins 20 years ago when Hunter got the engine from a family relative in West Virginia. He didn’t have a trailer to set the engine on, but he did have the Allis Chalmers tractor with a blown engine. So he removed the engine, lengthened the frame by 40 in., and set the oil field engine in there. Then he shoved the tractor back in the corner of a barn where it sat until 1 1/2 years ago when they started working on it.

The “half breed” engine was made by Oil City Boiler Works and was designed so it can be powered by either steam or liquid propane gas via a conversion kit. Hunter’s uncle found the engine in West Virginia, where it was originally equipped with a boiler and used as a steam engine and used to drive an oil drilling rig. Once they got the first well drilled and producing natural gas, they converted it to run on natural gas, which of course was free.

The engine’s big flywheel, originally used to belt-drive an oil drilling rig, is now used to belt-drive the tractor’s original belt pulley. A 5 hp Briggs & Stratton engine, mounted on the deck, is used to start the engine. The engine belt-drives a hydraulic pump, which drives a hydraulic motor which chain-drives the tractor’s original transmission to spin the tractor pulley which in turn turns the engine over to start it. (Both the pump and the motor came off an old combine). Once the engine is started, Hunter shuts off the Briggs and Stratton engine and uses the oil field engine to belt-drive the tractor using the same belt.

The oil field engine is water-cooled. Hot water comes out the top of the cylinder on front of the tractor and gets cooled as it runs up under the hood through two long copper tubes with fins. From there the water goes into the tractor’s original gas tank.

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Garden Tractor Converted Into Mini Unstyled Deere B

Cal Zeerip was restoring a 1938 Deere B unstyled tractor when he found a 1968 Deere 140 garden tractor that had caught on fire. He decided to also make a miniature replica of the B using the garden tractor’s frame.

“I tried to make it look as close to the real tractor as I could,” says Zeerip.

The articulation point consists of a big hinge pin and two lengths of tubing that allow the tractor’s body to pivot sideways.

“I call it my 2418 because it has an 18 hp, 2-cyl. LUC gas engine off an old Deere A12 combine.”

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Mini Articulated Deere Tractor

Last winter Jim Borg of Waverly, Minn., built a miniature Deere 2418 articulated tractor equipped with dual wheels all the way around. The tractor is powered by an 18 hp, 2-cyl. LUC gas engine off an old Deere A12 combine, and its 4-speed transmission is off an old Ford pickup. The wheels and axles also came from the pickup, with each axle shortened by 1/8 in. Inside the cab there’s a cast iron seat from an old Deere tractor.

“I grew up with the old 2-cylinder tractors and always liked the sound they made. But I also like the looks of the newer tractors,” says Borg.

“I drive it in parades at antique tractor shows and people smile when they hear the putt-putt sound of a 2-cylinder coming from a newer-looking tractor I didn’t use plans to build the tractor to scale, but just pieced it together as I went along.”

He used sheet metal to build the body, mounting the combine’s 6-gal. gas tank under the hood. The 5.70 by 15 dual wheels are off a self-propelled swather. He used sheet metal and tubing to build the muffler and manifold to build the cab. The windows are made from glass and tip out at the bottom.

The articulation point consists of a big hinge pin and two lengths of tubing that allow the tractor’s body to pivot sideways.

“I call it my 2418 because it has an 18 hp engine and I built it in 2008,” says Borg. “It has a top speed of 21 or 22 mph. By removing two screws I can remove the entire hood.”

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