

6-WD Mega Truck Attracts Crowds

By Jim Ruen, Contributing Editor

This 27-ft. long, 6-WD Mega Cab truck started out as a 2006 Dodge 3500. Doug Loughery has stretched, raised and rebuilt his truck to make it truly one-of-a-kind.

"We did some of the work ourselves and farmed out other parts, such as the rear splitter," says Loughery. "I've been doing stuff like this for years with lifted trucks and mud dragging. It got to the point where lifted trucks were so common, I wanted to do something different."

Loughery stretched the frame and welded two short beds to make the extended box. He added an axle ahead of the original rear axle and installed a military bogie style suspension, adding three leaves to the existing leaf spring set. The splitter, which he had fabricated by a custom shop, powers the rear axle with a custom made drive shaft.

"The splitter is basically a transfer case with a 4-in. chain that splits power between the two axles," explains Loughery. "It's mounted right ahead of the first rear axle."

Although it has full-time power, Loughery emphasizes that the extra axle was done

for looks, not for hauling heavy loads. The add-in axle is a corporate 14 center chunk (GM differential) with custom-made Dodge axle tubes. The transfer case is bolted to the front pinion of the GM differential. All other stock parts of major systems such as brakes are Dodge.

"The biggest challenge was getting the drive angles lined up correctly," says Loughery. "I blew one transmission due to vibrations. I blew chains in the power divider and had to respace gear shafts."

To dress up the truck, Loughery added 6-in. lifts with BDS coils on the front and a BDS long arm kit to keep the front axle in check.

Line-X'ed Road Armor front and rear bumpers and a Ramsey winch were all added. The big rig also sports Mag-Hytec differential covers, BD X-Monitor gauges, Gear 17-in. wheels and 37-in. Pro-Comp mud terrain tires.

"I added a Defender roof rack for the spare tire, shovel and axe added HiLift jack mounts. I also mounted a set of four HID off-road lights," says Loughery. "Without the rack, the truck just looked so long. The rack made a world of difference in appearance."

Light Force, PIAA fog and driving lights and an Extreme center light mounted on the bumper provide plenty of illumination.

"I've had it out in the mud and snow," says Loughery. "It's pretty wild to get sliding around, but it's not exactly a trail rig. The



Doug Loughery stretched, raised and rebuilt his 2006 Dodge 3500 pickup to end up with this 27-ft. long, 6-WD "Mega Cab" truck.

turning radius is not the greatest."

Loughery does make some use of the long bed for hauling long items (it can handle a 10-ft. board). Mostly it's just for show and to advertise and promote his trucking business. He also enjoys "most" of the attention he gets.

"On my way to an audio store, I noticed a police car tailing me," says Loughery. "When I came out, there were a half dozen police cars surrounding the truck. It turned out the one policeman had called all his buddies to come see it."

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He added an axle in front of pickup's rear axle and installed a military bogie-style suspension, adding three leaves to the existing leaf spring set.

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"Grown Up" Tricycle Powered By 6 1/2 Hp Engine

"I've ridden it on trips up to 25 miles from home, at speeds up to 35 mph. It's one of the most fun rigs I've ever built," says Kazira Temple, Pisgah, Ala., about his home-built tricycle that's driven by a 6 1/2 hp engine.

The tricycle has a 21-in. high front wheel off a motocross bike and two 8-in. boat trailer rear wheels that mount on an axle off an old Honda 3-wheeler. The rear wheels are chain-driven by the engine, which mounts on a platform between the rear wheels.

The tricycle's handlebars are 50 in. off the ground. The rider sits on a metal seat off a Ford 8N tractor that's supported by a pair of springs, which were removed from the shock absorbers on a junked motorcycle. Temple shortened the springs and made rods to hold them in place. "It rides super smooth," he says.

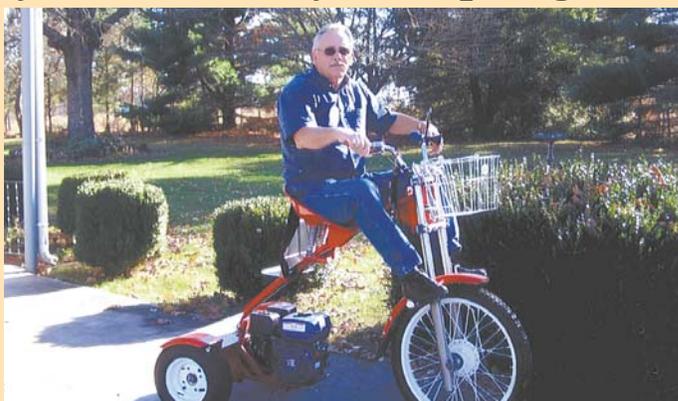
He used 1 1/2-in. dia. cold rolled tubing to build the frame. The front wheel's steering spindle is off a motocross motorcycle, and the front forks are off a Kawasaki motocross motorcycle.

"I live about three miles from the nearest store and use the tricycle to run errands, such as to get a gallon of milk or a loaf of bread. The engine is super quiet so it really goes," says Temple. "It's reliable and always starts on the second pull. The engine originally came with a go-cart type clutch, but it was too noisy so I replaced it with a centrifugal clutch."

The springs under the tractor seat act as a cushion so the machine rides smooth going down the road, says Temple. "At first I used a regular bike seat but it didn't have any suspension on back so I switched to the tractor seat."

The rig didn't cost much to build. "I bought the Chinese-built engine at Harbor Freight for only \$129. I paid \$50 for the seat and \$18 for the rear axle and wheels. Everything else I already had," says Temple.

He says driving the tricycle is a little tricky. "Traveling at 35 mph is plenty fast when you're sitting up high, so the learning curve on it is pretty sharp. I always wear



"It's a lot of fun to ride," says Kazira Temple about his home-built, 51-in. high tricycle. It's driven by a 6 1/2 hp engine.



Tricycle rides on a 21-in. high front wheel off a motocross bike and two 8-in. boat trailer rear wheels, which are chain-driven off the engine.

a helmet whenever I ride it," says Temple. "However, I've never tipped it over. I use a thumb throttle to accelerate. I depress a foot-operated pedal to actuate the brakes on the front wheel, and a lever attached to a cable to actuate the brakes on the rear wheel."

Temple painted the rig red and added ac-

cessories including a basket and a "toot" horn to make the tricycle parade ready.

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