

Home-Built 2/3-Scale Deere High Crop G Tractor

"I had a lot of fun building this 2/3-scale Deere High Crop G tractor from spare parts that I already had," says Dick Carey of Shell Rock, Iowa.

"Being a collector of Deere tractors and memorabilia, I knew I never would be able to add one of the company's rare High Crop tractor models to my collection because these tractors are expensive. So I decided to build a 2/3-scale model. It drives and sounds just like a real Deere High Crop G and is a lot of fun to drive at shows and parades."

He started with the burned-out frame and pedestal from a Deere H tractor that he found at a wrecking yard. He shortened the frame and bent the frame rails to match a real G, which has a big 600 cu. in. engine. He installed the LUC engine from a Deere combine "because it has almost the same sound as the Deere tractor." He laid the engine down on its side instead of upright, with the spark plugs now facing the front and the oil pan facing the back.

With the engine laid flat, Carey had to make several changes. He built a new oil pan and a new pickup tube to the oil pump, drilling holes in the engine block to install the oil pan. He replaced the original carburetor with one

off a garden tractor and made a fake valve cover for the engine. The radiator is from a model H. He cut a hole in the top of the engine head and installed a pipe adapter and ran it back up to the radiator. He also welded in an elbow to make a new connector from the water hose to the radiator.

"I mounted an electric fan behind the radiator, but have never had to use it because the tractor never heats up. Most of the time I'm just driving the tractor on and off a trailer," says Carey.

The transmission and final drives are off a junked Deere 45 self-propelled combine. Deere. He shortened up the final drive and rear end from the combine. The rear wheel rims came from a front wheel assist combine of some other brand. The front axle and wheels came from a Cub International tractor. The tie rod on a High Crop G tractor is located behind the front axle but the tie rod on the Cub tractor is located in front of the axle, so Carey turned the axle and wheels around backward.

In the middle of the build Carey was able to purchase a full-size G High Crop in poor condition. "My work on the 2/3 scale model stopped for 2 years while I restored the full-



"It drives and sounds just like the real thing and is a lot of fun to drive at shows and parades," says Dick Carey about his home-built, 2/3-scale Deere High Crop G tractor.

size G, but when I finished I had a tractor to compare my scale model with," says Carey. "A photo of the full-size tractor appeared in the official 2009 John Deere Vintage calendar."

He made hydraulic outlets by hand and mounted them on back of the tractor. The pto shaft is from the input shaft off an old Chevy car transmission, and the pto shield is made from sheet metal. The muffler and air intake

are cut down from a model B Deere tractor. The hood and grill are from a model H.

The tractor has working lights. The battery is located under the seat. The hand clutch operates off a belt tightener.

Both of the tractors have appeared at many John Deere 2-cyl. expos.

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Steam-Powered Car

When an unexpected death left a family with a couple of steam engines and other components, David Brazeau bought everything and went to work creating a steam-powered car.

"Jack Hanes, the previous owner, had planned to use one steam engine to power a car," says Brazeau. "I decided to finish the job, putting a boiler in back and the steam engine in front."

Hanes had already built a chassis with the front and rear axles in place. Brazeau chopped a drive axle with differential from a junked Buick Opal, cutting it to fit between the frame sides and beneath the steam engine.

"I turned one axle on my lathe so I could slip a roller chain sprocket on it," says Brazeau. "The roller chain runs to a sprocket on the steam engine."

He then attached a 4-speed transmission with a band-type parking brake from an early 60's pickup truck to the differential where the driveshaft would have connected. A driveshaft connects the transmission to the differential on the rear drive axle.

"I use the parking brake as a clutch," says Brazeau. "To start up, I just release the parking brake, put it in gear and away it goes."

He added a steering wheel he picked up at a junkyard and fabricated the linkage. The steam engine and boiler needed very little work.

"I had to redo the plumbing to bring it up to code," says Brazeau.

The only other changes were largely cosmetic, such as adding a wooden bench seat.

The steam car worked so well that Brazeau took it out on the road. "We got it up to 25 mph before it started rocking because of the water in the boiler and because it was so top heavy," he recalls. "I think it could have gone 40. I changed the sprocket to slow it down."

Brazeau recalls stopping at the local McDonalds for a burger and getting in trouble with the police. "We couldn't go through the drive-thru because of the height of the stack, so we parked it," he says. "When we headed back on the road, a policeman stopped me for not having a license plate or windshield. However, he didn't give me a ticket because he didn't think it qualified as a car."



David Brazeau created this steam-powered car, putting the boiler in back and the steam engine in front.



Brazeau chopped a drive axle with differential from a junked Buick Opal, cutting it to fit between the frame sides and beneath the steam engine.



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Julius Cross turned a horse-drawn 1896 planter into a 3-wheeler by attaching it to the front half of a Yamaha motorcycle.

"Rare" 3-Wheeler Dates Back To 1896

When Julius Cross takes off down the road on his 1896 3-wheeled self-propelled antique Deere planter, traffic usually stops. People follow him home to get a closer look at the strange-looking rig.

"My dad bought the horse-drawn 1896 planter in 1952 with a B Deere. He later gave it to a cousin who finally gave it to me," says Cross. "I set it out on the lawn behind a 1909 solid rubber tired motorcycle. One day I looked at them and decided to turn the planter into a 3-wheeler."

Cross attached the front half of a 250cc Yamaha to the planter frame. He removed the front wheel, replacing it with a wooden spoke wheel with a solid rubber tire from an old ice truck. He also replaced the Yamaha headlight with an old blowtorch.

"It's perfectly functional," says Cross. "When I pump it up, I get a 2-ft. flame shooting out."

Cross mounted a 6 1/2 hp Wisconsin engine between the planter units and moved the old planter seat forward. He retained the original steel planter wheels as well as all the working parts. Where the seat had mounted, he installed a smaller version of the planter wheel as a mock "spare tire".

"I painted the engine green, and everyone asks where I got a small Deere motor," says Cross. While he put a fresh coat of paint on many of the "new" components, he left much of the planter its original color.

"I wanted it to retain the old look," he says. For a drive system, he mounted a jackshaft



He retained the original steel planter wheels and mounted a 6 1/2 hp Wisconsin engine between them.

from a go-cart with a belt drive to the motor and a chain drive to the sprocket on the planter axle.

"I put it at a quarter throttle, and that's as fast as I want to go," says Cross, who has fun taking the 3-wheeler planter to tractor shows. "I've taken multiple first place awards. I had one guy ask me if Deere really made these."

Cross plans another change before next year's round of tractor shows. He plans to switch hoppers and fill the planter hopper with corn.

"All the hoppers have their chains and are still functional," he says. "I plan to drive around shows and shoot corn out the back."

Check out the video at www.FARMSHOW.com.

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