

Aussie Built Monster Saw On Wheels

We've seen monster chainsaws before, but we like how an Australian took the backbreaking work out of his big saw by mounting it on wheels.

David Burder, a self-confessed "Rev Head" and engineer and CEO of Whitlands Engineering, says, "to my knowledge it's unique and the only one like it in the world."

About two decades ago he designed the Superaxe wood splitter, which led to manufacturing a range of firewood processing equipment.

Just as he built a better splitter, he knew he could build a monster saw that didn't require two strong men to run it.

Other than the wheels, it's similar to other saws built for speed and showmanship. Burder took a Holden 4.2L V-8 engine out of a car with more than 200,000 miles on it. He ordered a gearbox with a 1.1 ratio right angle drive from Germany, bought other

components locally, and designed and made a few parts himself.

The saw resembles an old 090 Stihl and has a 4-barrel quadrajet carburetor. The 728-lb. saw is 8 1/2 ft. long including the 43-in. harvester bar.

"Once complete and after the first test run where all the dubious onlookers were standing well back, it was clear that we had a real beast on our hands," Burder says. "It's really big, extremely loud, and wow, could it cut through a log quickly; just 2.5 seconds to get through a 23 1/2-in. dia. hardwood log."

Since then the saw has drawn crowds at Australian events and was filmed to be aired on Canada's Discovery Channel. A YouTube video (Australian V-8 Chainsaw made by Whitlands Engineering) posted in October has exceeded 1 million views.

"It certainly brings the crowds around to our trade sites at the field days and can



Australian David Burder took the backbreaking work out of this big saw by mounting it on wheels. It's powered by a Holden 4.2-liter, V-8 car engine.

only be good for gaining public awareness of our company and the products we are manufacturing," Burder says.

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Teen Built His Own Diesel Lawn Tractor

"Diesel mechanics and a good torque wrench are my true loves," says 15-year-old Devon Young of Manlius, N.Y., who put a diesel engine into a junked Gilson C-14 Ford he picked up cheap at a scrap yard. He started learning about diesels when he was 3 years old, while working with his dad on Volvo and Mack hay trucks.

Last summer he had some money he earned working at a dairy farm. His first stop was a scrapyard with more than 3,000 old lawn mowers. Young made a deal with the owner to trade a rototiller he'd fixed up for a Gilson C-14 Ford made in the late 1950's.

"After bringing it home, I gutted it; 95 percent of it was bad," Young says.

A few months later he attended an auction and purchased a Lombardini 6ld260 for \$74. The engine had been used to power a flashing road sign and had low hours, but required extensive repair. The oil pump was in good shape, but the rest of the oil system was missing. The injector pump was defective and the injector nozzle was pitted and stuck. Young researched and found parts online and had Ralph's Diesel Service in Nelson, N.Y., repair the injector for \$80.

On the chassis, Young cut new holes for drain plugs, drilled mounts for the engine,

and added rubber stoppers as vibration dampers for the engine mounts. He rebuilt the transmission, built an electrical harness and wired up lights. He flushed out the tractor's old gas tank, resealed it and customized it to fit with the diesel engine. Because there wasn't room for a fuel separator he installed two inline filters on the fuel line.

To make it look as good as it runs, he added a polished aluminum grille to the front and a stack.

"It sounds like a Harley at higher rpm's, and at lower rpm's it's like a diesel grader," Young says.

He loves the sound of the diesel engine and its fuel efficiency. With the lawn tractor's granny gear he can drive up hills and over rocks without any problems. The engine has so much torque that he out-pulled a 4-wheeler in a tug-of-war contest.

The total cost to make the diesel lawn tractor was \$600. Young figures he ended up with more than just a piece of equipment for his investment though.

"I learned so much," he says.

He notes that he appreciates people who took time to share their knowledge and specialized skills with him: Skip from Ralph's Diesel Service, family friend Jim



At just 15 years old, Devon Young installed a diesel engine in a junked Gilson C-14 Ford garden tractor made in the late 1950's.

Hartnett, Craig Dennis at Dennis Family Farm in Pompey, N.Y., and his father, Ron.

With his first big project finished, Young is working on another project repowering a 4-wheeler with a street bike engine and

transmission.

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Big Collection Of 2-Wheeled Bradleys

David Bradley tractors aren't big, but Maynard Marquis collection of more than 60 of the 2-wheeled Bradleys is huge. He has plenty of attachments as well, including some that are extremely rare.

"When my wife died 20 years ago, I needed something to do," recalls Marquis. "I was at a show when I saw a Bradley with a reel-type mower on it. I asked the guy how much he wanted for it, and he told me, 'the deed to your house'."

Bradley first brought out the 2-wheel units in 1946. Marquis recalls drooling over them at a local dealership when he was a boy. At the time he decided to start collecting, he already had a couple that he used for lawn and garden work. Today he has two of the three reel mowers made for the company. He also has a dump rake, tillers, mowers, buzz saw attachments, carts, and just about every other attachment made by the company for their tractors.

Marquis was recently offered \$2,000 for one of his carts. He turned it down. "I do this for fun," he says. "I put a lot of work into fixing that cart up, and I enjoy riding around in it. I'll leave this stuff for my kids to sell."

The company made 29 different tractor models, and Marquis has 19 of them. "The

first model was made with wheel options," says Marquis. "You could order it with steel wheels, wheels with tires, or rims to put your own tires on. I have all three."

Bradley varied the motors used over the years. Marquis segments his collection accordingly.

"They built 3 models with Briggs and Stratton engines, 5 with Continental and 3 with Wisconsin engines," he says. "I have sets of each."

"I belong to two Bradley collector groups on Yahoo," he says. "One has 400 members, and the other has 1,600 members."

The Bradleys aren't just collector items for Marquis. He keeps one with a snowblower on it for winter, another with a tiller on it for summer and others with mowers and carts for riding around the neighborhood. The little tractors do more than pull their own weight of around 450 lbs.

"I have a trailer that weighs about 7,000 lbs. when loaded," says Marquis. "When I need to move it in or out of the garage, I hook on a Bradley. It handles it fine."

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Maynard Marquis has a huge collection of more than sixty 2-wheeled David Bradley tractors. He has plenty of attachments as well, including some that are extremely rare.