

1950 "M" Re-powered With V-12 GMC Engine

When the International Harvester Company built more than 270,000 Farmall M tractors in the late 1940's and early 50's, chances are they couldn't imagine that nearly 65 years later a Nebraska farmer and his son would replace an original 4-cyl. gas engine with a V-12. The Scholtings got the idea for the unusual repower when they saw an old V-12 engine sitting at a local repair shop and asked if it was for sale. Hearing that it was, they decided to buy it.

"We've built our share of pulling tractors over the years, adding horsepower through overhauling and repowers, so after a couple years we eventually settled on putting the 275 hp V-12 in an M," says Don Scholting. "We had to stretch the frame 22 in. to accommodate the bigger engine. My son did an amazing job welding the frames together."

Scholting and his son used the original flywheel and clutch from the M and used an adaptor to connect the transmission to the V-12 crankshaft. Don had a body shop build a new hood that's almost 2 ft. longer than the original. The shop cut apart 3 original M hoods and spliced the pieces together into a new one. After the rebuilt tractor was sanded,

primed and painted, Scholting says people couldn't even tell where the frame and hood pieces splice together. The new supersized M has the original M wheels, operator station, front end and front grill. With the new engine it weighs in at 6,240 lbs., about 1,400 lbs. more than an original unballasted M.

Scholting says the V-12 is a 702 cu. in. GMC that was probably built in the early to mid 1960's. The engines originally powered over-the-road trucks, fire trucks, military missile transport vehicles and were used for stationary applications like irrigation pumps. About 5,000 were built, each with a single block, a single crank and a single camshaft. The engines had 2 distributors, 2 carburetors and three 4-cylinder heads. Output was rated at 275 hp at 2,400 rpm's.

Scholting's M uses a 12-volt electrical system with an alternator that's located close to the front of the engine in line with the valve covers. Four stainless straight pipes, two on each side, funnel the exhaust to the side and up, on each side of the hood. "When we fire it up at shows people really notice what's going on," says Scholting. "It has a deep throaty sound while it's idling



Don Scholting and his son replaced the 4-cyl. gas engine in their 1950 Farmall M with a 275 hp V-12. "We had to stretch the frame 22 in. to fit the bigger engine," he says.

and it really cracks your eardrums when it's running at 2,000 plus rpm's." Scholting and his son did the majority of the frame rebuilding and repowering themselves over two winters. He figures they put about 1,500 hrs. into the tractor. They painted the tractor Farmall red with a cream colored hood and had a specially made V-12M decal made to replace the regular M badge.

Over the years the Scholtings have restored several other tractors, including a Super M, a Super M-TA, a 6120 Deere with a corn picker, an 8N Ford and two Minneapolis Molines.

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Tom Pike repowered his Ford 8N tractor with a 100 hp, flathead V-8 engine. He also upgraded to a 12-volt electrical system.

He Made A V-8 Ford "The Hard Way"

Tom Pike did his Ford 8N, V-8 conversion the hard way, keeping the full-size gas tank and retaining the tractor's bell housing as is. Other modifications married the engine and tractor under a modified hood that was longer and higher than stock and added dual wheels, dual carburetors and dual exhausts.

"I did the conversion in 1999, and they weren't as common as they are today," says Pike, who has been restoring and reselling Fords since the late 1980's. "I did things a little different from others I've seen since."

Pike started with a 100 hp, flathead V-8 and a stock 8N. He bored out the cylinders and totally rebuilt the engine with new components. He also upgraded to a 12-volt electrical system and installed a Sherman step-up transmission and Dowden Foot Feed throttle.

In order to avoid modifying the bell housing, Pike replaced the V-8 starter with one from a flathead inline 6, which worked opposite the V-8. This required he reverse the starter ring gear on the flywheel.

The Stromberg carburetor normally sits level on an engine that is angled 5 degrees forward. Pike put the Edmunds aluminum intake manifold in a precision jig and milled a 5-degree angle off to let the dual carburetor sit level on the engine. The manifold matched up nicely with the Edmunds finned aluminum heads.

"Most conversions replace the gas tank with a 1 to 2-gal. tank," says Pike. "I wanted to keep the original tank. This required raising the hood about 16 in. and extending it about 8 in."

The raised hood required an extension to the dash. Pike had one from an original Funk 6-cyl. conversion kit, but it had to be

modified.

"This is one part that is very hard to obtain, and I only had the one," recalls Pike. "Instead of measuring twice and cutting once, I measured about 20 times and held my breath as I cut. It was successful."

With the modified dash in place, Pike installed a custom built 4,000-rpm tachometer with hour meter. He also installed a custom made seat.

The V-8 required more cooling than the old radiator would provide. With the longer, higher hood in place, Pike had an aluminum radiator fabricated to fit. He also replaced the belt drive fan with a quiet electric fan and installed dual exhaust pipes.

"Most conversions I've seen have straight pipes with no mufflers," says Pike. "I wanted my tractor quiet, so the dual exhausts have the quietest mufflers available. With the electric fan, you can stand next to the tractor and hear nothing but the 'flatie' sitting there running."

To top off the conversion, Pike handed off all the sheet metal and other components to a friend with a body shop. He media blasted everything, made repairs as needed, followed it up with a professional paint job and then added clear coat to the finished product.

Pike has whittled his Ford collection down over the past few years, and due to some serious health issues 2 years ago, has been unable to attend any shows with his 'Baby-8'. While it will be one of his harder decisions, he says he will be selling his pride and joy this year.

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Jerry Bukovitz repowered his Farmall H with a 350 cu. in., V-8 engine out of a Chevy pickup. "People are amazed by how the tractor looks and sounds," he says.

Farmall "H" Repowered With Chevy V-8 Engine

"When I was a young kid my dad took me to a county fair tractor pull and I saw a Farmall M pulling way more than what it normally would because it had a big V-8 engine in it," says Pennsylvania farmer Jerry Bukovitz. "I told my dad I wanted something just like it some day, but he said that's going to really take some doing because the name of that tractor was 'Mission Impossible'. You'll have to work really hard."

More than 40 years later, after repowering a Farmall H with a 350 V-8 from a Chevy pickup, Bukovitz has finally realized his childhood dream. "It's an H so it isn't exactly the same rig that I saw all those years ago, but I'm really proud of it," Bukovitz says. He and friends, who helped him make the engine conversion and rebuild the tractor, spent the better part of one winter on the project.

"We started with an old H that looked like it had really been through the ringer," says Bukovitz. "The motor didn't run, all the paint was faded or rusted, and it had a bad rear end and bad tires. We tore it all down, put in a new rear end and added about 5 in. of channel iron to the frame to accommodate the V-8. I had a driveshaft made for it and put in a 1-in. plate for the bell housing. The driveshaft connects right to the transmission and we used the same gearbox."

Bukovitz and the friends who helped him install the V-8 used the original radiator and water pump for cooling. The original fan

from the tractor motor wouldn't fit on the V-8, so they used an electric fan instead. Initially they used the original starter, but found it didn't have enough power to turn the V-8, so they put in a larger starter and a 12-volt battery. The lights, switches, amp gauge and driver station are original equipment. The headers extend outside the hood with straightpipes used for the exhaust. Five inches of sheet metal were added to the hood to accommodate the longer V-8 motor. New tires rounded out the project.

After all the mechanical changes were complete Buskovitz had the body cleaned and then painted it Farmall red. "With the shiny paint it looks just like it came from the factory," says Bukovitz. In the past year he's taken it to area tractor shows and a county fair where people ask him when Farmall built an H with a V-8. "I tell them the V-8 is from a Chevy pickup and they're amazed by how it looks and sounds."

Bukovitz says the motor purrs like a new one and provides enough rpm's so the tractor will go more than 40 mph in 4th gear on a straight road. "I don't really use it for work because the gear ratio isn't right for that," says Bukovitz.

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