

Doug Yoder's cab-over custom-built diesel consists of a 1948 GMC cab-over-engine truck that rides on the chassis off a 2002 GMC 4-WD pickup.



He used 16-ga. sheet metal to build the floor and bed sides for the 11-ft. bed. Note the deep custom wheels.

Custom-Built Cab-Over Diesel Is One-Of-A-Kind

Retired professional auto restorer Doug Yoder used nearly a year of his precious time and experience to build perhaps the ultimate specialized cab-over-engine truck in the country. His rig consists of a 1948 GMC COE (Cab Over Engine) cab that rides on a GMC 2002 4-WD pickup chassis. It's powered by a 20-year-old 6.6-liter Duramax V-8 diesel engine. The one-of-a-kind vehicle has an Allison automatic transmission, 4-WD, disc brakes, power steering, power windows and as you might expect, a lot of custom equipment.

To create his masterpiece, Yoder cut away

unnecessary parts of the frame, fabricated new mounts for the bed and cab, and completely rebuilt the engine. He made the floor and bedsides for the 11-ft. box out of 16 ga. sheet metal and replicated stake pockets to match the OEM originals. Crossmembers were made from 16-ga. steel and the box floor was built from composite decking that he secured with custom stainless steel strips. New steel running boards along with reproduction tailgate and front bed panels rounded out the box work.

Yoder says work on the 72-year-old cab was tedious and time consuming, especially since

he had to re-make everything except the hood. The cab interior has a custom bucket seat, a tilt steering column and high-end Autometer gauges. Yoder says the power windows and a touchscreen stereo with a backup camera are options nobody who built the original cab could've even dreamed of. Electrical work required all new wiring harnesses and sorting countless wires that Yoder says was the hardest part of the whole rebuild.

The custom finish color is GMC Silver Ice Metallic topped with a sanded and buffed clear coat. Factory match decals and mouldings are complemented with '80s

vintage mirrors mounted to custom arms made of stainless tubing. Deep well custom wheels, a gooseneck hitch in the box, and a standard receiver hitch below the chrome bumper round out Yoder's fantastic custom re-build. He says the vehicle drives real well and he hasn't had any mechanical issues.

EDITOR'S NOTE: Doug Yoder passed away shortly after completing this project. The vehicle and trailer are now owned by the family and they respect privacy at this time.

Contact: FARM SHOW Followup, Yoder Family, 515 Winterstown Rd., Red Lion, Penn. 17356.



Extremely rare, this 1962 John Deere Scamper owned by Mike Saelens was a forerunner of today's modern Deere Gator.

Rare Deere Scamper Ready For Parades

Mike Saelens owns an extremely rare John Deere Scamper. According to production records, it's one of only 11 built in 1962. Saelens says he located the machine after finding notes that his father, an equipment salesman for a Deere dealership in Moline, Ill., had collected over the years.

Saelens wrote a letter to the address of a person who owned a Scamper and found it was for sale.

Saelens says the original engine and transmission had been replaced with components from a Harley Davidson golf cart, and the frame had been modified for that installation. He wanted his restoration to be more "original", so he refabricated the frame and installed a Tecumseh engine and transmission. The operator platform, front console, and tilting rear panel assembly are still original and in excellent condition.

A forerunner of today's modern Deere Gator, the Scamper was built by M.O. Holton in Slinger, Wis. Saelens has a copy of the original invoice showing that 10 machines were sold to Deere for \$767 each in 1962. A stripped down model without a tailgate, chrome body rails and lights sold for \$700. Saelens says Deere probably marketed the Scampers for about \$1,000, which in 1962 was a steep price.

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Eye-Catching Solar-Powered Farmall

"Last year we bought a custom solar-powered Farmall Cub Lo-Boy tractor. It's a big attraction on our farm where we raise Nigerian dwarf goats and miniature donkeys, and also hand craft wooden bowls in our woodworking studio. We buy and sell Cub tractors as a sideline business," says Sam Sanderson, East Burke, Vt.

The tractor is equipped with 3 big solar panels mounted on an overhead frame. The original gas engine was replaced with a 10 hp. DC electric motor located under the seat, and six 12-volt batteries.

The tractor's transmission, differential, gears, and brakes are original. The radiator and other engine parts were removed. "The only engine parts still on the tractor were left for structural integrity," says Sanderson. "All controls work the same, except that with DC power there's no need for a clutch. I turn on the ignition key and listen for the system to activate, then move the throttle lever just a fraction of an inch. I wait to hear the electric motor engage and then push the lever forward again, and away I go. The speed is governed by the throttle.

"The electric motor actually has more



This Farmall Cub Lo-Boy has 3 solar panels mounted on top. Its engine was replaced with a 10 hp. DC motor powered by six 12-volt batteries.

torque than the tractor's original 10 hp. gas engine, and because of that the original owner who converted the tractor won several tractor pulling contests."

The tractor came equipped with a Fast Hitch system, which Sanderson removed. "I

plan to install a standard drawbar so I'll be able to pull a wagon," he notes.

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