



Start to finish, the truck cab took them a year and four months. Completed, it measured 11 ft., bumper to bumper, and 44 in. wide.

## Custom Mini Lowboy Built For Shows

David Guthrie and his son-in-law Justin Gunn sized their home-built semi-tractor and lowboy to fit on a 34-ft. car trailer. They didn't worry about scale; they just wanted it to fit so they could take it to shows and fundraisers.

"We started with a bare golf cart chassis with steering axle, steering column and the floor pan and started adding things," says Guthrie. "We wanted things to look and function like the real thing."

Those things included a 44-hp. Yanmar diesel, the twin-axle driveline from a Deere five-wheel gator, lights, horns and everything needed to actually drive it off the trailer and around shows. Then there were the features needed for the right look, like a chrome fuel tank with straight pipes up the backside of the cab and mirrors and grab bars on the sides, all in chrome. For their comfort at shows, Guthrie and Gunn added air conditioning.

Guthrie notes that the biggest challenge

was reversing the direction of the diesel flywheel, which turned opposite the gator's original gas engine.

"We put a 90-degree gearbox on the back of the diesel and ran it down to a jackshaft and back across to the driver's side with a variable speed pulley," says Guthrie. "It gives us forward and reverse, and the variable speed pulley lets us change speed. The chain drive is noisy, and we plan to develop a belt drive."

The building team wrapped the chassis in plywood to resemble a cab-over tractor. A buddy, Rod Satterthwaite, covered it in fiberglass, and Tony Stanley, another friend, painted it.

Because the cab doesn't actually tip, Guthrie and Gunn designed the seating area and sleeper floor to slide out the passenger door. From start to finish, the truck cab took them 1 year and 4 mos. Completed, it measured 11 ft., bumper to bumper and 44 in. wide.

The next step was building a lowboy to match. That took them only a few months. The truck gave them the width, and the car trailer gave them the total length the truck and trailer could be.

"We started by going to a steel shop and getting the pieces, laying them out on the shop floor and squaring them up," says Guthrie. "We decided to build the gooseneck and the tail end first and then decide how long to make the lower deck."

Their first big challenge was designing the electric over hydraulic gooseneck disconnect. The second was calculating the clearance needed when turning to clear the chassis with the gooseneck.

"To fabricate the fifth wheel, we laid the tubing out and clamped it tight," says Guthrie. "We calculated everything, including needing to raise it 33 degrees to make it work. Then we started welding."

Guthrie and Gunn attached the rear end similarly, laying out the steel for a 7-ft. long, triple-axle upper deck. They had wheels with hub axle stubs and steel tubing cut to length to match the deck.

"We figured we needed 3 in. between the tires and positioned the steel tubing based on half the width of the rims," says Guthrie. "We bored holes in the tubing and attached them to the upper deck frame. When we slid the axles in, everything matched up fine."

With the front and back ends in place, figuring out the lower deck that connected the two was simple. The lower deck was 14 ft. long and 13 1/2 in. off the ground. Both decks have alternating strips of polished wood and steel with tie-down rings.

"We added electric brakes on the center



Gooseneck end of lowboy trailer shown.

axle of the trailer just for safety's sake," says Guthrie. "We didn't want a child to run out into the street and be unable to stop. We also added safety-lock pins to the hitch."

The final touch for both truck and trailer was adding under lights, 12 under the truck and 24 under the trailer.

"The lights dress it up, and people enjoy seeing it," says Guthrie. "I know I couldn't have done it without my dad, Bobby Guthrie Sr., and friends and mentors Neil R. Glass and Phil Newberry. They may all be gone to heaven, but they left behind knowledge and skills that help me daily."

Contact: FARM SHOW Followup, David Guthrie, 40329 US Hwy. 264 E., Belhaven, N.C. 27810 (ph 252-943-7725; david143gina@gmail.com).

## He Built An 'Air Bike'

Julian Cross (Vol. 37, No. 6 and Vol 47, No. 5) is at it again with another unique bike. This time, he mounted a 1958 Evinrude Air Boy motor with propeller to a 1950s vintage Montgomery Ward three-wheel bike. The 5-hp., two-stroke motor was designed for use with a 14-ft. aluminum boat.

"I was looking at some old cars a guy had for sale when I saw this motor with a propeller sitting on a stand in the corner of the yard," says Cross. "The owner's son collected boat motors. As I was getting ready to leave, I offered him \$100 for it, and he took it."

Cross already had it in his head to mount it on a bike. When a buddy offered him the three-wheeler with the original redline tires, it was a perfect match. His first thought was to mount the motor and propeller directly to the bike, but he recognized that would be too low.

"I realized I could use the Evinrude stand to mount the motor to the bike, and it would position the motor and propeller above my head," says Cross. "The bike had a basket on the back with two adjustable braces connecting it to the bike frame. I drilled two holes in the stand upright and bolted the braces to it. I also used two muffler clamps to bolt the bottom of the motor frame to the bike frame between the rear wheels."

Cross had previously checked over the engine. Aside from a missing cover plate and a leaking gas tank, it was in good shape.

"I didn't even have to clean the carburetor," says Cross. "I replaced the gas tank with one from an old snowblower and modified a motor cover from a 5-hp. Briggs & Stratton. One pull, and it started."

Cross locked the propeller in a forward direction with a piece of angle iron and hooked a throttle cable from the motor to the handlebars. He started the motor and set off at half throttle down the road. A neighbor captured the trip on video.

"The motor has a power band on it and kicks in like a dirt bike," recalls Cross. "It



Cross mounted a 5-hp. Evinrude propeller motor to a three-wheel bike.

was really ripping, and I was going about 40 mph. I was flying."

The bike was only equipped with its original brakes; however, Cross had a kill switch on the motor, which he used.

"I could hear the wind from the fan, and the motor had a whine like an aircraft engine," he says. "With its rubber mounts on the stand, it didn't even shake. Everything went together perfectly."

Cross has since discovered that the motor and propeller are quite rare. The cheapest he has seen offered on the internet was \$800 and in rough shape.

"Mine is in excellent shape with the original paint bands on it," says Cross. "I had a guy stop by after seeing it in my yard and offered me \$500. It's not for sale at this point. If I want, I can remove two bolts and mount it to a boat or put it on something else. I just love building things. Riding this stuff is like being a kid in a candy store."

Contact: FARM SHOW Followup, Julius Cross, 30 Ubyly Rd., Sandusky, Mich. 48471 (ph 810-537-4377).



Virginia's Peninsula Tractor Organization has nearly 100 members from several states, bonded together by 60 and 70-year-old tractors, ageless steam equipment, promoting agriculture, and rebuilding a century-old sawmill.

## Peninsula Collectors Celebrate Vintage Ag Equipment

Virginia's Peninsula Tractor Organization (PTO) doesn't have your typical "farmer-centric" membership. It isn't located in a hotbed of agricultural production, but that hasn't stopped it from growing to more than 100 members in 2024.

"We're not in the corn belt, the wheat belt or any other belt for that matter," says real-life farmer and PTO secretary Laurie Dryden, whose husband Richard is the organization's president. "We're in a small county of less than 10,000 people on a narrow wisp of land surrounded by Chesapeake Bay on one side and the Atlantic Ocean on the other. Norfolk, Va., is to our south, and Washington, D.C., is to our northwest. Our members love old tractors and old equipment and love to share the Delmarva Peninsula's agricultural heritage."

The PTO has members from Virginia, Maryland, Delaware, New York, the Carolinas and Florida. Laurie Dryden says one supporter is even a wheat producer in Kansas. Members share a love of preserving old tractors and machinery, and they host events to demonstrate plowing, grinding and shelling corn.

Garrison "Doc" Brown says the PTO is

just plain fun, with members owning many different models and colors of tractors, most built in the 40s and 50s. Laurie Dryden, a sixth-generation farmer, says the members all agree that once vintage iron is in your blood, you just can't get it out. Her husband has 20 tractors, and Brown has nearly 100, many restored and running. Others are biding their time waiting for attention. John Soderberg has a 1/3rd-scale steam tractor and a rare hay press.

Every year, PTO members drive their tractors in parades, show their gas engines at community events, and host a stock tractor pull and a plowing demonstration. They also run educational events and are restoring a 19th-century sawmill in Nassawadox, Va.

"We're a non-profit organization with regular monthly meetings and a long list of things to work on," says Laurie Dryden. "It's a fun and worthwhile group that keeps growing with new members joining every year."

Contact: FARM SHOW Followup, Laurie Dryden, Peninsula Tractor Organization, 8104 Sunset Cove Dr., Exmore, Va. 23350 (www.peninsulatractor.org).