

Rosenthal installed a roof on his truck, painted and detailed it, and then added a brewery's name to the side of the box.



Vintage REO Truck Restored To Perfection

Unless you're an authentic or aspiring automotive enthusiast, you might think the initials REO (pronounced as a word) are associated only with the popular music groups REO Speedwagon or Diamond Rio. If he were still alive, Ransom Eli Olds (whose initials are REO) would quickly point out that they're

the name of his REO Motor Truck Company, established more than 120 years ago. That was the second business Olds started after he left the Olds Motor Vehicle Company, which he founded in 1897.

In 1911, REO introduced the classic Model H truck. Cincinnati vehicle collector Scott

Rosenthal owns a perfectly restored H that runs smoothly and carries six large wooden barrels in its box. At one time, the truck was part of Bill Harrah's famous Las Vegas collection. Now, with its classic look and exquisite detailing, the H always has parade and show enthusiasts smiling.

Olds designed the truck's frame around a reconfigured horse carriage, using leaf springs to absorb shocks from rough roads. It rides on 32-in. wooden-spoke wheels for plenty of ground clearance.

Power is supplied by a transversely mounted single-cylinder 9-hp engine, also used in Curved Dash Oldsmobile cars. The engine is coupled to a 2-speed transmission, with chains driving the rear wheels. Designated a 3/4-ton model, the H was built tough. Company literature showed it carrying two large upright pianos, which might've weighed 700 to 800 lbs each.

After Rosenthal acquired the truck, he installed a new top, reconditioned the wheels, and replaced the engine pan. He had the H completely repainted and detailed, adding "Gerke Brewing Co." lettering on both sides of the box. Gerke was one of more than 80 breweries in Cincinnati in the early 1900s.

The H's mechanical features, emblems and accessories are original, reflecting Olds' commitment to quality.

Rosenthal drives the H several times a year around his neighborhood and in parades, usually at a top speed of 25 mph. The seat is a lightly cushioned version of those used on buggies. The steering column is almost vertical, making it difficult to maneuver a horizontal wheel.

REO was once the 4th-largest U.S. automotive company, producing more than 30 car models from 1905 to 1926, 28 truck models beginning in 1910, and 12 bus models. Through an agreement with Studebaker, REO produced about 20,000 transport trucks during WWII, which were exported to the Soviet Union. The company was sold to White Motor Corporation in 1967, which produced Diamond Reo trucks. An Australian company now manufactures the brand.

Rosenthal is an active member of the REO Collectors Club and says his Model H is a great garage mate for his 1909 Model T Ford.

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Seifert added old gauges and levers and a steering wheel to the bed.



Custom-Built Deere Sprayer Kid's Bed

By Cindy Ladage

Tim Seifert built a John Deere sprayer bed for his grandson, Harrison.

"We made it a model 322 22H," Tim said, explaining that the model represents Harrison's birthday.

Before the sprayer came a John Deere tractor bed for Tim's grandson, Hudson.

Next, it was Harrison's turn.

"When he turned two, my daughter-in-law Cathryn and son Wes wanted me to make Harrison a bed."

When asked if he wanted a tractor bed, he said, "No." However, when Tim broached the idea of a John Deere sprayer bed, he got

two thumbs up. The reason for this soon became clear.

"Cathryn said he likes levers and to pull stuff and turn a steering wheel. At that point, I had to start thinking about how to incorporate it."

Thinking about all those gauges, Tim said, "I was lucky enough to find some old Kubota junk parts and started cutting some loose, the steering wheel, ignition switch, and dash out of it. I got a couple of other levers he could turn off and down. I used any kind of gizmos I could find," Tim added, noting that Sievers in Auburn helped him out with the junk Kubota.

Next, he found some levers that represented the 3-pt. and one like the gear shift. Harrison was most enthralled with the levers he thought would operate the boom.

"He wants to move levers all around," Tim added.

This was a winter project that Tim and his wife, Roxie, started in March.

"I put the controls in, then found some wire spools to use for the wheels and cut the spools apart," Tim says. "I used the ends for the wheels and painted them. Then I got puck lights in different styles."

These were perfect because he said, "You can push, and they get bright and dim, so it's like a night light for him. I got them after talking to a friend. He also had these GPS globes that they don't use anymore. He had

one that someone had destroyed. I put it on top to make it look like it had GPS."

After adding decals to the wood base, Tim created his own radiator, painting it black and then adding Harrison's name. The final icing on the cake was the muffler.

"I got PVC pipe and an elbow to make a muffler up the side."

When he created the sprayer bed, Tim didn't have any plans.

"The more I worked on it, the more ideas came to mind. I had a picture of a John Deere sprayer I was trying to mock up. The challenge, in the end, was to get it in the room. It ended up being 80 in. long and 55 in. wide. It's a full-size bed, basically. On the end, I made bookshelves to put things in."

What made it all worthwhile for Tim was when Wes sent him a picture of Harrison falling asleep on the very first night in the bed, with his hand on the steering wheel.

"He wanted to keep spraying all night long," Tim said.

This was a joint effort between Tim and Roxie. She helped with painting and ideas.

"She was the brains of it," Tim said. "I had no plans; the only thing I had was the dimensions of the bed. I just used bits and pieces, plywood, wire spools and found pieces in a junkyard to make it all work."

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Gregory's model of a classic Mack truck is built at 1/8 scale. Body parts and wheels are aluminum, and the truck bed and stake sides are oak.



Hand-Built 1/8-Scale Model Mack Truck

With meticulous attention to detail, Gene Gregory handcrafts scale-model vehicles and tractors.

"I used to restore tractors, and when that got too expensive, I switched to scale-model pedal tractors," Gregory says.

That was satisfying, but he longed to build scale-model vehicles that actually ran. He soon crafted scale-model 4-WD tractors,

bulldozers and a flatbed semi to haul them. These were described in FARM SHOW Vol. 43, No. 4. While finishing one project, he came across a picture of a C-cab Mack truck.

"Those were classic trucks," Gregory says. He soon began building a working model.

The most helpful part of this project was finding actual blueprints that provided wheelbase dimensions and side and top

views, which allowed him to precisely determine 1/8-scale dimensions. A Texaco dealer's Mack truck photograph was also helpful in determining scale.

He built the chassis of his Mack from 3/8-in. by 1-in. channel aluminum, using connecting crossbars for frame stability. Axles, springs and rolling blocks completed the undercarriage. The overlying cab and fenders were made from 80-ga. aluminum and formed to match the design in the truck photos. The windshield has a wood frame, just like the real truck.

Parts and pieces for internal components were equally precise. Gregory carefully cut apart a junk radiator to build a scale-model version for the C, complete with an opening to add water. Tiny clutch and brake pedals, the shifting lever, and the emergency brake extend through the cab floor. The steering column holds the steering wheel, the throttle and the spark delay lever.

"It's all built as realistically as possible," Gregory says.

The wheels are also built to scale and machined from aluminum, including the

metal spokes. The rear wheels are dualled on a common shaft, with drive chains on sprockets leading to a differential. He made a metal form around the wheels and filled it with polyurethane rubber to create authentic tires. Gregory even roughened the edges to give the tires a working-truck appearance.

Several of Gregory's earlier models were radio-controlled, but he chose not to add power to the Mack. Still, it's a work of art. Authentic parts are replicated to scale, and it's painted in the true Texaco service-vehicle colors. The Texaco graphic replicates a 1933 sign.

The box floor and side stakes are made of real wood, cut to scale and fastened with stainless hardware. Gregory says the build took nearly 2 years because he worked on it only part-time. The completed vehicle measures 26 in. long, 9 in. wide and 12 in. high, and weighs 25 lbs. He says the vehicle is a classic replica of the real Mack, a model he's extremely proud of, and that it'll go to his daughter Karen when he passes on.

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