



It took Ken Peterman 3,000 hours to build 1/2-scale working models of a Massey "44" diesel tractor and a pull-type Clipper combine.

"Perfect" 1/2-Scale Massey Tractor, Combine

One reason Ken Peterman spent 3,000 hours painstakingly building a 1/2-scale Massey tractor and pull-type combine is that he happened to find a pair of 15-in. tires at an auction that were ideal for the tractor's rear tires.

"That's the 'excuse' that really triggered the whole project," says Peterman, a Webster City, Iowa, antique tractor enthusiast. The project took almost three years from start to finish.

The 1952 Massey "44" diesel tractor with standard tread was built almost totally from scratch.

"I fabricated everything from the bell housing back," says Peterman. "The sheet metal was tough. The gauges were tough, too. You just figure out what you have to do and go for it."

The 5-ft. long tractor is powered by a D600 Kubota engine coupled to a 3-speed

Cub Cadet transmission. It's fitted with 8-in. three-ribbed front tires. Everything on the tractor works.

After the tractor, he got to work on the late 1940's vintage Clipper combine, which he says was even more difficult than the tractor.

"The hardest part was building the concave and cylinder and forming the rear sheet metal," he says.

The 10-ft. long combine features all the working augers and elevators found on the original as well as a 6-ft. pickup.

Peterman says he'd consider selling the models but only as a set. Asking price is \$40,000 to cover labor and materials.

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Norm Craigie's Deere 4320 runs on a blend of 20 percent soy oil. It has placed high in tractor pulls two years in a row.

Pullin' For Soy Diesel

Here's a prize-winning, hard-pulling tractor we spotted at the Outdoor Farm Show at Burford, Ontario, earlier this fall.

The 1971 Deere 4320 equipped with stock 404 cu. in. engine is one of two tractors in the Southwestern Ontario Tractor Pull Association that runs on soy diesel. Burning the fuel requires no special engine modifications and it cuts emissions by about 50 percent.

It obviously hasn't hurt pulling performance. Owner Norm Craigie took first place last year and tied for second place this year in the association's 9,000-lb. out-of-field

class. The class limits modifications that can be made to the tractors. In this case, only the injection pump was reworked and larger fuel injectors, turbocharger, clutch and 24.5 by 32-in. rear tires were used. The work on the fuel system more than doubles the tractor's off-the-assembly-line power, from 116 to 300 hp. He burns a blended fuel that contains 20 percent soy oil.

Craigie is sponsored by First Line Seeds, Ltd., of Guelph, Ontario.

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Have You Ever Seen An IH Car?

Did you know that before International Harvester ever built pickups, they were in the car business?

"IHC built 4,410 'Auto Buggies' between 1907 and 1911," says Dennis French, Minnetonka, Minn., who owns one of the rare vehicles. "They had air-cooled, 2-cyl. engines which got hot pretty fast. The engines were later converted to water-cooled simply by casting the cylinder heads with an internal water jacket, making them exceptionally reliable. The 'Auto Buggies' were designed to travel slow, 20 mph tops, with lots of power. Mine was used as a scrap hauler at the Crystal, Minn., junk yard during World War II."

French found his IHC "car" four years ago in operating condition at Montrose, Minn. Since then, he's done extensive engine work on the vehicle.

His "Auto Buggy" features a two-speed transmission (low, high and reverse) and 36 by 2-in. solid rubber tires. It chain drives the rear differential which in turn chain drives each rear wheel.



The International Auto Buggy predated the company's pickups by 5 years.

The brake system consists of an external foot brake, which squeezes the differential, and internal hand brakes connected to the rear wheels.

French has his vehicle insured for \$15,000 but says he doubts that's enough to ever replace it.

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The Mogul was IHC's first tractor designed specifically for small farmers.

First IHC Tractor Geared For Small Farmers

"It was great for smaller farmers because before this tractor came out, International Harvester tractors had been huge steam or gas-powered machines," says Mel Melcher, Norwood, Minn., about the IHC Mogul tractor he and his son Todd restored.

The Melchers' 1916 8-16 hp Mogul was one of approximately 1,400 the company built in the early 1900's. Few still exist, Melcher says. "I've seen only three others at the shows we take it to," he notes.

The Mogul features a 1-cyl. engine that runs on distillate, gasoline, or kerosene. It has two gears - one forward, one reverse - and it's roller chain driven.

Moguls originally sold for around \$1,200, Melcher says. His tractor is valued at around \$15,000.

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Minneapolis Moline "Jeep"

Here's an old favorite of showgoers at the Le Sueur County Pioneer Power Show held every year at Le Sueur, Minn. It's a 1943 "Jeep" built by Minneapolis Moline during the late 1930's and early 1940's.

"The company built two models - the NTX 4-WD and a bigger GTX 6-WD," says Charlie Schleeve, Le Sueur, who bought his NTX 20 years ago at a Wyoming ranch. "It has a 38 hp Z tractor engine and driveline. If you look underneath you can actually see all the old tractor parts. About 1,100 NTX's were built for use in the South Pacific during World War II primarily as airplane tugs."

Minneapolis Moline engineers began experimenting with converting a tractor to an artillery mover in 1938, according to company literature.

The first such vehicle was christened "Jeep" by soldiers at Camp Ripley, Minn. It was named for the character in Popeye cartoons that was neither beast nor fowl but knew all the answers and could do everything. The name, the literature emphasizes, did not come from the contraction G.P. (gen-



Soldiers dubbed the converted Minneapolis Moline tractors "Jeeps" for a Popeye cartoon character.

eral purpose) vehicle, as is commonly believed.

While Minneapolis Moline Jeeps are regularly discovered around the country, Schleeve claims to have the only one in Minnesota.

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