



"People often stop and ask if I made it myself," says Don Willson, who converted his Deere 110 garden tractor into a two-seat "golf cart" using a kit sold years ago by Deere.

Rare "Golf Cart" Tractor

Not many people know that back in the 1960's, Deere offered a kit to convert its 110 garden tractor into a two-seat golf cart. Don Willson owns one and had it on display at the recent Ohio Farm Science Review Show.

"I take it to farm shows and antique tractor shows where it always draws a lot of attention. People often stop and ask if I made it myself," says Willson.

The bolt-on, one-piece kit consists of a fiberglass body and two padded seats. The tractor's original seat and rear fenders have to be removed, and the rear wheels turned around, in order to install the kit.

"Initially the golf cart body was painted white, but since I'm a Deere man I had to paint it green," says Willson, who is a member of the Ohio Deere Two-Cylinder Club.

According to Willson, Deere offered the golf cart kit for only a short time during the

mid 1960s. At that time, he was working for a Deere dealer who used the tractor to drive customers out around his lot. After a while the novelty of the golf cart wore off so the dealer removed the kit and stored it in an attic. It stayed there for a long time before Willson offered to buy it from the dealer. That was about 20 years ago.

"The kit was made by a Michigan company, which also offered a model to fit Cub Cadet tractors," says Willson. "Deere advertised that you could use your garden tractor to mow your yard and also to go golfing. They stopped selling the kit many years ago and it's no longer available. I don't know how much it cost. I only know of two other golf cart tractors in existence."

Contact: FARM SHOW Followup, Don Willson, 2237 Co. Hwy. 47, Nevada, Ohio 44849 (ph 740 482-2506).

Shotgun Seat Converts Tractor Into "Showmobile"

"I have bone spurs in both of my legs so I ride it wherever I go. It saves a lot of walking for both me and my wife," says Bob Lamb, Greenfield, Ill., who modified an 8 hp Ariens garden tractor by mounting a "shotgun" seat on the hood. He often takes the tractor to fairs, festivals and similar events. "I can ride for hours on a gallon of gas."

The seat bolts to the front frame and is made from sheet metal, with round tubing used as a platform for the rider's feet. The

seat is hinged and can be flipped up for access to a wire basket. Before building the seat Lamb shortened the tractor's frame by 1 ft. so it would turn shorter.

To move the tractor from place to place, Lamb built a small trailer that he pulls behind a car or pickup.

Contact: FARM SHOW Followup, Bob Lamb, 512 S. Main, Greenfield, Ill. 62044 (ph 217 368-2131).



One-of-a-kind rig is powered by nine 5 hp Briggs & Stratton gas engines.

Nine-Engine Tractor

You've never seen anything like this 9-engine tractor built by Jim Wepler of Morse, Sask.

"When people see it for the first time most of them just shake their heads in wonder," says Wepler.

The one-of-a-kind rig is powered by a single row of nine 5 hp Briggs & Stratton gas engines. The engines bolt to a sheet of plywood that mounts on top of a frame made from 2 by 3 steel tubing. The rear axle and differential are from a 1964 Dodge 1/2-ton pickup while the front steering axle is off a 1948 Ford car. The 4-speed transmission is off a 1946 Ford car and chain-drives the differential.

The engines belt-drive a jackshaft that runs along one side of the frame and is connected to the transmission by a double pulley that serves as a clutch. There's a separate hand-controlled belt tightener for each engine.

To operate the tractor, Wepler first rope starts each engine and also activates the belt tightener on it. Then he gets on the tractor and operates a foot pedal to engage the transmission.

"It's built from a little bit of everything," says Wepler. "The brakes are off a 1964 Dodge pickup and the master cylinder off a

1979 Ford car. The hubcaps on the rear tires are off a boat trailer. It will travel at speeds up to 48 mph.

"It's quite a job to get all nine engines going. I plan to install a Ford ring gear and starter so I can use a button to start all the engines at the same time right from the tractor seat. At first the tractor was quite noisy and with all the engine fumes I could hardly stand it. To solve the problem, I added an exhaust manifold above the engines. A series of curved pipes lead from the manifold down to an automotive muffler underneath the tractor's frame. Now the tractor runs so quiet I can hardly hear it."

The rig turns surprisingly short. Steering is provided by a power steering pump (off a Chevrolet car) that's belt-driven off the jackshaft. The pump sends oil to a hydraulic cylinder that's connected to a tie rod on the front axle.

"I mounted a padded seat over the rear end housing and use a shift lever to put the transmission in gear. I used 1/8-in. thick sheet metal to build the fenders."

Contact: FARM SHOW Followup, Jim Wepler, Box 60, Morse, Sask., Canada S0H 3C0 (ph 306 629-3569).



Engines belt-drive a jackshaft connected to a 4-speed transmission above rear axle.



"It saves a lot of walking for both me and my wife," says Bob Lamb, who modified an 8 hp Ariens garden tractor by mounting a "shotgun" seat on the hood.

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