



For now, this huge 40-ft. tall metal horse stands next to Ron Porter's shop in Lawrence, S. Dak. But he plans to move it 150 miles away to his sculpture park next to Interstate I-90.



Made of railroad tie plates, horse weighs nearly 60 tons. It's going to take several semi trucks to transport it.

Giant Horse Ready To Join South Dakota Sculpture Park

A giant 40-ft. tall metal horse will soon join about 50 other sculptures at Porter Sculpture Park along Interstate I-90 near Montrose, S. Dak.

FARM SHOW readers were introduced to Ron Porter's roadside attraction 10 years ago (Vol. 31, Issue 5), where his 60-ft. bull head can be seen for miles. Every summer, thousands of people pull off the busy interstate to meander through Porter's

sculptures.

Porter made the horse at his shop in Lawrence, S. Dak., about 150 miles away. Made of railroad tie plates, it weighs nearly 60 tons. So Porter is looking for good crane operators to handle the dismantling and reassembly of the sculpture. It'll take several semi trucks to transport it.

The sculptor says he is open to suggestions from engineers and heavy equipment operators

regarding the logistics of transporting and assembling the horse on a concrete slab with stainless steel implants to secure the statue.

His goal is to have the horse installed by July, 2018. Porter and his albino dog, Bambino, stay in a camper through the season: Memorial Day through Sept. 15. Admission is \$8/adults, \$4/ages 13-17, Free/ages 12 and under.

The park is listed as a top roadside

attraction in America, and can be found at exit 374 off I-90. Go south one mile to get to the entrance of Porter Sculpture Park.

Contact: FARM SHOW Followup, Porter Sculpture Park, 25700 451st Ave., Montrose, S. Dak. 57048 (ph 605 204-0370; www.portersculpturepark.com; bambinosd2012@gmail.com).



Abe Kemp built this mini bulldozer, blade and dirt pan from scratch. "The dozer has a fully functioning hydraulic blade, and the dirt pan works like the real thing," he says.

Mini Cat Dozer Mounted On Rubber Tracks

Abe Kemp, semi-retired owner of AJ Machine shop in Franklinton, N.C., recently finished building this miniature bulldozer, blade and dirt pan. The dozer has a fully functioning hydraulic blade, and the dirt pan works like the real thing – but on a smaller scale. Everything is painted Caterpillar yellow.

"I call it Abe's Lucky 13 caterpillar," says Kemp. "I designed it myself without using any blueprints, and just building it as I went along. Over the years I've restored numerous tractors, trucks, bulldozers and cars, and I always wanted a miniature dozer but I couldn't find one to my liking so I built one. I used an old Caterpillar no. 10 bulldozer as a model and crafted all the working parts by myself.

"I built it just for show, but it pushes, lifts and maneuvers like a full-size dozer – just at a smaller scale."

He started with a Cub Cadet zero-turn riding mower. He discarded the Cub's wheels, front axle, steering wheel, steering column and tie rods, keeping the rear axle and hydrostatic transmission.

The dozer is powered by a Hercules 4-cyl.

engine that was recovered from a 1949 Avery tractor and rebuilt. "The mower's original engine was worn out," explains Kemp.

The rubber tracks, which Kemp bought online, were designed for a Dingo walk-behind compact utility loader and came mounted on their own running gear.

The dozer is equipped with a 3-spool hydraulic valve. "One valve operates the blade and the other two operate the pan, picking up the dirt and dumping it out," says Kemp.

The blade measures 4 ft. wide and 16 in. high and was fashioned from 3/16-in. thick sheet metal. It's welded to a pair of tubular steel arms that are welded to a steel rail that came with the tracks. Kemp raises or lowers the blade by pulling on a lever and steers by maneuvering a pair of levers. The blade lifts about 12 in. high.

Kemp also built the frame and seat, making room for the battery.

Contact: FARM SHOW Followup, Abe Kemp, 7270 N.C. 56 Hwy., Franklinton, N.C. 27525 (ph 919 496-4857; janieabe@aol.com).

Honda CX500 Motorcycle Converted To Electric

There's no engine noise coming from Ryland Erdman's motorcycle because it's equipped with an electric golf cart motor powered by 16 lithium batteries. He says the electric cycle can go up to 60 mph with performance comparable to a 200 to 250cc motorcycle.

Erdman converted the 1979 Honda CX500 motorcycle 5 years ago and says it still runs great.

The 3 1/2 hp., 48-volt, 3,600 rpm golf cart motor is located directly in front of the rear wheel. An adapter connects the motor to the motorcycle's driveshaft. Two stacks of batteries fill in the space where the engine used to be. They consist of 16 100 amp-hour GBS lithium batteries purchased at an online golf cart shop and are enclosed in a sheet metal frame. An on-board charger is mounted in the main battery box.

The motorcycle is equipped with a battery management system with CAN bus and a 15-amp battery charger, both from Elite Power Solutions (www.elitepowersolutions.com). Recharging time is 6 to 7 hours.

"It's a simple, clean system without a lot of complex moving parts, oily grime, and maintenance requirements. The motorcycle still has its original gas tank, just to preserve the style of the bike," says Erdman. "I built it because I didn't want to spend countless hours rebuilding carburetors or doing tune-ups on the first nice day of every spring. I used as many off-the-shelf components as possible, without having to track down hard-to-find parts. There's nothing exotic about the drivetrain from an electric golf cart, but it's reliable and easily available.

"I did a lot of research before I built it. I read everything I could find at www.evalbum.com, which features thousands of electric vehicles."

He says the most fun part about riding his electric motorcycle is the acceleration. "High torque is available from a stand-still so it's always ready to go," says Erdman. "It has a range of about 35 miles in town and 50 miles at highway speeds.

"My biggest surprise after building it was how much more courteous other drivers are



Motorcycle's electric motor is located in front of foot peg. An electric fan mounted beside the batteries keeps motor cool.



This is the DC motor and adapter that Erdman used to drive motorcycle.

on the road when they're around an electric motorcycle because it's so quiet."

An Alltrax AXE 4844 300-amp, 48-volt motor controller allows the motorcycle's Magura electronic throttle – which replaces the original gas throttle – to precisely vary the motor's speed and power. A Surepower 10-amp, DC-DC converter (48-volt to 12-volt DC) reduces the battery's voltage from 48 volts to 12 volts in order to operate the motorcycle's lights and turn signals.

Erdman spent about \$3,500 on parts. "The batteries and battery management system and charger cost about \$2,400. The rest was for other electrical components and the motor," he says.

Contact: FARM SHOW Followup, Rylander Erdman, 1310 1/2 Main St. E., Menomonie, Wis. 54751 (ph 715 529-3522; rylandererdman@gmail.com; www.blackboxbikes.com).