



Tractor restorer Scott Hart used an English wheel to form new OEM-style fenders on this John Deere AOS, whose fenders had rusted out.



Photo shows finished John Deere AOS. Hart built a shop designed for tractor restoration in 2004, and business quickly took off. He has restored more than 130 tractors.

Business Is Booming For Tractor Restoration

Scott Hart's tractor restoration is not only a full-time job, but he has a waiting list. With nearly 20 years in the business, he has had clients from Pennsylvania to Texas, as well as Canada. All told, Hart has restored more than 130 tractors.

"Most clients find me on the internet or from ads," says Hart. "I may not have any response to ads, and then suddenly I'll fill up for a year."

What started with the restoration of his grandfather's tractor quickly took off. He built a shop designed for restoration in 2004. It has a 30 by 30-ft. paint booth area with 150 ft. of cable for hanging parts.

On his website Hart outlines a 17-step process from examining the tractor to completion. It includes inspection, cleaning and replacement as needed of any bearings and

gears, sanding and degreasing, sandblasting and painting. He does his own ceramic coating of turbos and exhausts.

He also does his own sheet metal forming using an English wheel. "Wheeling" is done by rolling the sheet metal back and forth between a small domed wheel and a larger flat wheel. He first used it after discovering the fenders on a John Deere AOS (orchard style) had rusted out.

"The first one was a real challenge, and I swore never again," says Hart. "I've done 6 others since, forming the sheet metal into OEM-style fenders."

Hart involves the customer in the restoration process, welcoming them to visit throughout the process. "We are flexible and open to the type of primer used, the type of paint

used, and the number of coats the customer prefers," says Hart.

The oldest tractor Hart has worked on is a John Deere D from 1925. While 99 percent of what he does is for clients, he has picked up a few for restoration and resale. One he kept is a John Deere 80.

"It was in parts for 2 years after I got married," recalls Hart. "My wife was in college and told me I had to get it done before she graduated. I did, and it's probably my favorite. I take it to shows."

Hart notes that pricing can vary by thousands of dollars from job to job. He usually has a good idea of what costs will be by simply knowing the make and model.

"If I get a call, I'll often ask for pictures," says Hart. "I ask about condition of the tractor

and what the owner wants done. If they want me to restore it, I ask for a partial payment to hold their place in line."

While Hart does a little farming on the side, the restoration business keeps him busy. Lately, it has also kept him too busy to work on another tractor for himself.

"I have had one sitting in parts for about 4 years," says Hart.

Contact: FARM SHOW Followup, Scott's Tractor Restoration, 14025 Haumesser Rd., Shabbona, Ill. 60550 (ph 815 762-0851; twocylinders@aol.com; www.scottstractorrestoration.com; www.facebook.com/Scotts-Tractor-Restoration-160550520668812/).

17-Year-Old Produced A Blue Ribbon Tractor Restoration

"I probably got my first tractor ride from my Grandpa when I was a year or two old, and from then on I always loved tractors," says 17-year-old Iowa teenager Elijah McGowan. "When my grandpa passed away in 2017 he left four old tractors to my brother and me, so I restored the old Deere G as a 4-H project. It turned out so nice that I displayed it at the county fair where it won the outstanding exhibit, and at the Iowa State Fair, where it got a blue ribbon."

McGowan says the year-long restoration was probably the hardest work he's ever done, even though he lives on a farm and has chores and a lot of work to do there. "Getting that old G fixed up and running was really something," says McGowan.

Since he'd never done a restoration before, McGowan enlisted the help of his grandpa's first cousin Richard McGowan, a retired mechanic. Together they took every nut, bolt and piece of rusted metal from the frame,

structure and engine of the old G.

"The tractor was really a mess because it probably sat 50 years without running," McGowan says. "I spent a lot of time trying to get rusted nuts and bolts apart, and the ones that broke or twisted off, we had to drill out and set new ones. We got the head off the motor okay, and pushed the pistons out with a long pipe. The crankshaft had a little oil on it, so it wasn't completely frozen."

McGowan says the toughest part of the project was getting the rear wheels apart. "Even though they were split rims, it was like they were welded together, and we couldn't break them loose even with 32 tons on a press." Eventually one of the wheels broke loose when they accidentally dropped the point of the axle on a concrete floor. After that they took the wheels to a blacksmith shop that was able to get both wheels apart.

"Re-assembling everything and getting the motor to run and the transmission to shift was really fun," McGowan says. "Every



Iowa teenager Elijah McGowan says the Deere "G" he restored as a 4-H project sat for 50 years without running. His completed tractor won a blue ribbon at the Iowa State Fair last year.

piece had to line up and fit together perfectly. Even though the project was a huge amount of work, it was also a lot of fun, especially when the motor fired up and we could drive it. I also really enjoyed painting it and got my own gun, which I've already used to paint my dad's flatbed and put primer on a B tractor."



Contact: FARM SHOW Followup, Elijah McGowan, 1771 150th St., Mt. Pleasant, Iowa 52641.

Pontoon Powered By Electric Scooter

Last year FARM SHOW told you about Roy Phlipot's one-of-a-kind paddle wheel pontoon boat powered by a zero-turn mower (Vol. 42, No. 2). There's no outboard motor on back. Instead, propulsion is provided by a pair of 4-ft. dia. paddle wheels about halfway back on the boat. The boat's paddle wheels are powered by the mower, which is bolted to the deck.

Phlipot recently sent photos of a new pontoon he built that's electric-powered by a mobility scooter, also bolted to the deck.

"It looks pretty and runs very quiet with no fumes," says Phlipot. "The first boat was an experimental model, and my wife and I wanted something that looked nicer and would accommodate her environmental allergies."

He used 3/4-in. cold rolled steel to extend the axle out to both sides of the deck and installed a sprocket with keyway on the outside ends in order to drive the paddle wheels. He also made bearing brackets to support the outer end of the axle.

He installed another sprocket with keyway on the inside ends of the axle, welding the sprocket to a metal plate that matches the bolt pattern on the drive wheel flanges of the scooter.

"It doesn't have the speed or power of my gas-powered boat but it works fine on our small lake. Like the gas-powered boat, it has no problem going through weeds and lilly pads," says Phlipot.

"The only sound you hear is the paddles entering the water," says Phlipot, who notes



Roy Phlipot's new pontoon boat is driven by a pair of 4-ft. dia. paddle wheels, which are powered by an electric mobility scooter bolted to the deck.

that his wife Mary Jo did all the decorating on the boat.

Phlipot, 8624 Rd. 24, Scott, Ohio 45886 (ph 419 622-4601; flipo@frontier.com).

Contact: FARM SHOW Followup, Roy