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Hickory/Pecan Hybrid Can Grow In Colder Climates

Tanner Radig is raising and selling “hicans”, a hickory/pecan hybrid. The novel tree combines the larger nut and crackability features of the pecan with the sweeter, better-tasting, but smaller hickory. Also, like the hickory, the hican can thrive throughout Zone 4.

“I have customers growing them throughout the Midwest and New England, from Wisconsin to Vermont,” says Radig.

Hicans are the result of hickory and pecan trees naturally cross-pollinating. Given the right start, the hican can begin producing as soon as 5 years after planting. Radig recommends giving them compost, water, and protection from deer from the start for the earliest production.

“Most are producing between 5 and 15 years after planting and are fully productive in 25 years,” he says.

Radig has been working with hicans for the

past 9 years and selling them for the past 6 years. While he’s relatively young, he gives credit to older mentors.

“Older growers I worked with passed on their knowledge and let me start with trees they had worked on,” says Radig. “Our hicans are from seed we collected from select grafted parent hicans in northwest Illinois.”

The goal of growers like Radig is to select genetics for a reliable producer. Even with the help he’s had, Radig acknowledges the hican has a long way to go. The size of the nut and productivity of the tree varies from tree to tree, much as it does with walnuts and other native trees.

“The nutmeats can be large from one tree and small from the next, even if the seed for both came from the same tree,” says Radig. “We plant from good parents, but there’s still a lot of genetic spread. It comes down to selection and genetics. We try to select

seed with the largest nut meats and easiest processing.”

Radig sells his hicans in 16-in. deep pots that naturally air prune the roots, so they are not root bound. Seedlings vary from 6 to 12 in. in size and are priced at \$20 each.

“When they get in the ground, they shoot up fast with their long tap roots,” says Radig. “They tolerate a wide range of soil types. I’ve seen them grow well in heavy clay, even wet soils. They can even do well in sand. The important thing is a few feet of soil before they hit bedrock. They need a deep tap root.”

Radig also offers a wide range of other nut and fruit trees and shrubs, as well as perennial herbs, flowers, vegetables, vines, and more.

Contact: FARM SHOW Followup, Perennial Crops Nursery & Services, 16540 Waller Rd., Fulton, Ill. 61252 (ph 563-676-1736; perennialcropsnursery@protonmail.com; perennialcropsnursery.wordpress.com).



“Rust is history” according to Bryan Butler of the Motor Transport Museum.

This Museum Features Worn Trucks

Don’t look for like-new restored trucks at the Motor Transport Museum in Campo, Calif. As befits a museum of working equipment, trucks and other equipment look like they did at the end of their working lives. The museum itself looks a bit like a very orderly salvage yard.

“Rust is history,” says Bryan Butler, Motor Transport Museum. “We don’t want to remove the history. We’re purists in that way. We don’t try to improve on the technology of the day, but to put it back to what it was originally. If the engine misses when it’s driven, it’s because that’s the way they built it.”

They’ll do a paint job if artwork such as lettering needs to be restored, and they also apply a coating to keep rust from getting worse. After that, a clear coat is applied.

“We have more than 300 machines with around 30 of them operational,” says Butler. “Our goal is to get them up and running and make sure they don’t fall apart.”

The equipment that has been saved ranges from a 1917 Jeffrey Quad, the first all-terrain military vehicle, and even older trucks to a 1978 International crane. Other

items include belt drives, chain drives, single or multi-cylinder engines, electric generators, quarry mining equipment, olive presses, and much more. All have been saved from actual salvage yards and curated at the museum.

Each piece of equipment on display has a story, notes Butler, and the museum is dedicated to telling it. He has a narrative for each piece of equipment, when it was made, how it was used, how the museum got it, and what technology it represented. In the case of the Quad, it was made for use in WW I. It has all-wheel drive, steering and brakes, and a unique hitch for its all-wheel steering trailer.

“When the Quad turns, the hitch rotates and causes the trailer wheels to turn with it,” says Butler.

Another unique quasi-military vehicle in the collection is a Kurtis Jeep, built specifically for use in movies during WW II. It was built on a Chrysler chassis with a Model A Ford engine and transmission. The body was fabricated from sheet metal.

At the time the U.S. military wouldn’t allow a regulation Jeep to be used in movies.

“The movie industry got custom race car builder Frank Kurtis to build several replica

Jeeps for use in movies,” explains Butler. “Every movie made during the war used the same Kurtis Jeeps. Unlike most of our vehicles, it was restored and repainted.”

Trucks include the original Bulldog Mack dump truck used in the construction of the Hoover Dam, a 1926 dually chain drive Mack, and a 1954 Diamond T moving van. However, the museum consists of more than just vehicles, adds Butler. The buildings where it’s housed are part of a former U.S. Army base dating back to 1875. While most of the original buildings were demolished, some are being restored as workshops and equipment displays.

“We have a working restoration shop where visitors can see equipment being worked on,” says Butler. “In other museums, restoration is away from the public. We show what we’re doing and how, and it’s exciting for people to see.”

Perhaps the most unique portion of the museum collection is the manuals for every truck and most of the other equipment on display. Other materials include a full set of

Motor manuals from 1910 on, as well as photos, advertisements and more.

Butler admits that the museum has a long way to go. Situated more than 70 miles east of San Diego, finding volunteers is difficult. The nine board members form the core group to maintain and restore equipment. Even with volunteers, restoration goes slowly.

“We prioritize restoration as we have quite a few that won’t take much to get them running,” says Butler. “For others, we’ll need to find grants to fund them.”

The all-volunteer museum is open every Saturday from 9 to 5 and the first Sunday of each month, as well as all of Labor Day weekend.

“Admission is free, but donations are accepted,” says Butler.

Contact: FARM SHOW Followup, Motor Transport Museum, 31949 Hwy 94, Campo, Calif. 91906 (ph 619-478-2492; motortransportmuseum@gmail.com; www.motortransportmuseum.org).



1917 Jeffrey Quad was the first all-terrain military vehicle.

His Wooden Toys Have Detailed Moving Parts

When Don Buldhaupt retired and moved off his Minnesota farm, he figured out a way to bring a bit of the farm with him by making wooden tractors, trucks, and other toys.

“My brother and I used to weld a lot of stuff on the farm,” he says. Working in the garage of his new home in town, he started with simple tools such as a jigsaw and rotary tool to create his first John Deere G tractor, like the two tractors he’d used for farming.

The wood, mostly ash, was cut from the farm and sawed at a local mill. Other than occasional wire or nails, all parts are made of wood in Buldhaupt’s toys. That includes cylinders that move, hitches that slide, and tires with tread that looks like real rubber tires or steel wheels with lugs. Using a rotary tool, he replicates tiny details such as sparkplugs and other engine parts.

The tractors are about 12 in. long, 7 1/2 in. wide and 6 1/2 in. tall. They aren’t made to a specific scale, but he measures real equipment to get the right proportions.

In addition to models of a dozen tractors from John Deere, Case, Allis-Chalmers, Oliver and more, he created machinery such as corn pickers, combines, and a threshing machine. He made three trucks and construction equipment like the dozers and road grader he operated when he was younger. After taking photos and measuring, he even replicated an abandoned rock crusher.

One of his biggest challenges was making wooden tracks so they turn on a bulldozer. He has a hard time choosing his favorite piece from the 50+ toys he’s made over the years.

Besides the farm and construction toys, Buldhaupt has used his woodworking skills

to make barns (which he sold) and dollhouses for granddaughters and neighbor kids.

Minus the toys his brother “borrowed”, Buldhaupt, 89, keeps the rest of the toys scattered around his Minnesota apartment.

“You’ve just got to love what you’re doing. I enjoy seeing the toys around me, though I often can’t remember how I made them,” he says.

Contact: FARM SHOW Followup, Don Buldhaupt, Pipestone, Minn. (mizb@iw.net).

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