



Pickup is equipped with 7 1/2-ft. snowblower on front and 6 1/2-ft. snow blade on back.

“Push & Pull” Setup Makes Snow Moving Easy

“It lets me move a lot more snow with less effort,” says Mike Teems, Pequot Lakes, Minn., who mounted a 7 1/2-ft. wide Lorenz snowblower on front of his 1997 Ford F-350 1-ton dually pickup and a 6-ft. 8-in. wide Daniel snow blade on back.

Teems stripped the bed from the pickup frame and bolted a Perkins 354 cu. in. diesel engine onto the frame just above the rear axle. The up-front snowblower is hydraulically powered by the Perkins engine while the rear blade has its own separate electric/hydraulic pump.

He mounted the snowblower on a Leo mounting carriage and uses the Leo hydraulic system and controls to raise and lower the blower and to rotate the spout.

A 50 gpm hydraulic pump is coupled to the Perkins engine to run the blower.

Teems uses the rig for his custom snow plowing business. “I live in an area that has a lot of lake resorts and houses with well landscaped yards and narrow driveways, and the

owners don’t want anything torn up. Using the rear-mount blade together with the front-mount snowblower is an ideal combination. I use the blade to pull snow away from walls, doors, and other enclosed areas. The blade raises up to 3 ft. high, allowing me to move even large drifts. Up to 2,000 lbs. of down pressure can be applied to the plow blade which is enough to clear hard-packed snow.

“The Perkins engine has 90 horsepower and came out of a Massey Ferguson 510 combine. In the summer I remove the engine and mount a 3-yard dump box in its place which I use with my stump grinding and dirt hauling business.

“I bought the pickup new for \$28,500. I paid \$2,000 for the Perkins engine, \$2,000 for the snow blower, and \$2,500 for the hydraulics. Including the blower and mounting system my total cost was about \$35,000.”

Contact: FARM SHOW Followup, Mike Teems, Rt. 1, Box 62C, Pequot Lakes, Minn. 56472 (ph 218 568-4353).



Galaxy’s stretch “Cowboy Limo” has bookings through the year 2000.

World’s Longest Pickup Carries 14 Passengers

By C.F. Marley

A Tulsa, Okla., limousine service chauffeurs clients around town in a 40-ft. stretch pickup they say is the world’s longest pickup.

“My son, Daniel, came up with the idea while we were on our way back from a trip to California when he saw a flashy custom-painted Dodge pickup on the road,” explains Jim Nicolotti, who, along with daughter Tricia Roberts, owns Galaxy Limousine and Executive Charter Inc. “He said, ‘Dad, you ought to stretch a pickup.’ So we did.”

Nicolotti started with a 1997 1-ton dually Chevrolet equipped with a 6.45 cu. in. turbo diesel and Crew Cab. He had the customizing done at a Ft. Worth, Texas, shop. The pickup was first cut in half. The frame was then stretched 160 in., giving the truck a 36 ft. wheelbase. The length required a three-section custom-built driveshaft, supported by three separate carrier bearings, to run from the transmission back to the differential.

A custom-built 60-gal. auxiliary gas tank

installs under a sliding cover on the bed.

The interior of the truck, which Jim designed himself, is luxurious. It has black leather seating for 14 passengers, four bars, two 13-in. TV’s, a VCR, Kenwood stereo, 10 CD changer, fiber optic lighting, a starlit roof that twinkles, power sun roof, and cellular phone.

Since the pickup went into service last November, it’s become quite an attraction around Tulsa.

“It has bookings up through the year 2000,” says Nicolotti. “In fact, it’s so popular we recently converted a 1998 Ford F-350 pickup into an 18-passenger limo bus.”

Cost of renting the cowboy limo runs \$120 per hour, including tax and tip, and there’s a four hour minimum.

Contact: FARM SHOW Followup, Galaxy Limousine and Executive Charter Inc., 7535 South Toledo Ave., Tulsa, Okla. 74136 (ph 918 481-3374; fax 5740).



FARM SHOW spotted the Zehring’s riding around in their powered cart at this year’s Farm Progress Show in Indiana

“Get-Around” Cart Great At Farm Shows

“It makes it easy to get around farm and antique tractor shows,” says William Zehring, Kokomo, Ind., who converted an old one-wheeled garden tractor into a two-passenger, self-propelled cart.

FARM SHOW spotted Zehring and his wife at the recent Farm Progress Show in Indiana. The late 1940s Choremaster garden tractor is powered by a Briggs & Stratton 3 hp gas engine and is equipped with a pair of long handles on back. It’s hooked up to a 2-wheeled cart that Zehring made from scratch. A fork-type pivot hitch on the cart allows the rig to make sharp turns.

Zehring used angle iron to build the cart frame and foam rubber covered by naugahide to make the 2-person seat. The floor is plywood covered by a rubber mat. The cart rides on 8-in. wheelbarrow wheels, with a length of 5/8-in. dia. steel rod serving as the axle. The hitch was made from 1 1/2-in. sq. tubing. To make a turn the operator simply swings the handlebars over to one side.

“It’s easy to drive and small enough that we can transport it in the back of our pickup,” says Zehring. “I use a hand clutch on one handle to put the engine in gear and a throttle control equipped with a kill switch on the other handle to control the speed. Top speed is about 4 1/2 mph. It’s slow but dependable. A lot of people can’t see how such a small garden tractor can pull two people as big as us, but the engine has an 80:1 gear reduction drive on it so it has a lot of torque. It’s surprising how much mud it can go through before it’ll get stuck.

“I bought the garden tractor two years ago at an antique tractor show for \$125. It was originally designed to accept two different kinds of mowers on front - a reel mower and a sicklebar mower - and two different kinds of cultivators on back.”

Contact: FARM SHOW Followup, William R. Zehring, Rt. 9, Box 195, Kokomo, Ind. 46901 (ph 765 689-5178).



Tire consists of hollow rubber segments bolted onto a special-made steel wheel.

“Flat-Proof” Tire For Center Pivots

There’s no air in this flat-proof tire for center pivot irrigation systems. It’s equipped with hollow rubber segments that bolt onto a special-made steel wheel.

The “Air Boss” is an 11.2 by 38 tire equipped with alternating, self-cleaning bolt-on lugs. The tire is about one third wider than a conventional center pivot tire and has a flatter shape, allowing more of its surface to directly contact the ground which results in better flotation and shallower ruts. The lugs provide a “cushioning” effect that’s easy on

equipment and also greatly reduces ruts. The hollow rubber segments have no pressurized air chambers so there’s no need to check or “top up” air pressure as with conventional pneumatic tires. If the segments get damaged they can be replaced individually in the field without having to remove the tire.

The tires sell for about \$550 apiece.

Contact: FARM SHOW Followup, L & M Mfg., Inc., Box 63, 304 Perkins Ave., Elsie, Neb. 69134 (ph 800 676-3747 or 308 228-2218; fax 2233).