

## One-Of-A-Kind Wallis Bear Tractor

One of the biggest and most interesting tractors produced in the early 1900's was the Wallis Bear from the Wallis Tractor Company, Cleveland, Ohio.

Weighing in at 20,000 lbs., it made a big impression on just about everyone who saw it. Sometime in the 1920's, the Wallis family sold out and the company was rolled into what became the Massey Harris Company.

Records show that only nine Bears were made. Brothers Bill Schmidt Sr. and Gene Schmidt purchased what's thought to be the only remaining Wallis Bear in 1975. At that time, they were both Massey Ferguson dealers. The tractor, still in Schmidt hands, is now co-owned by Schmidt Machine Co., Upper Sandusky (Bill Sr.'s family-owned business) and Fred Schmidt, Bluffton, (Gene's son).

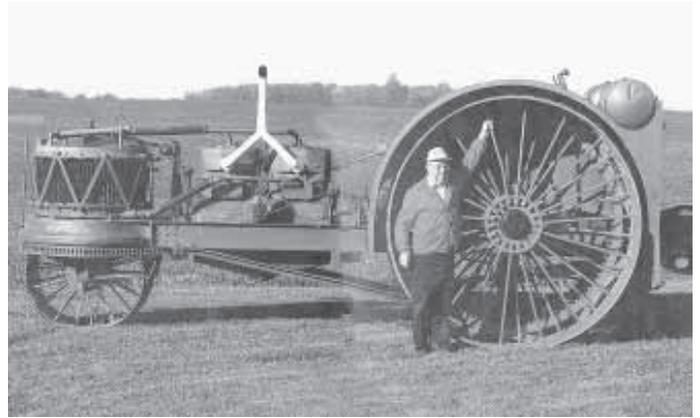
The Schmidt brothers completely restored

the tractor during the late 1970's. Bill Schmidt Jr., chairman of Schmidt Machine, says the tractor is kept in storage except when it's rolled out for appearances at antique farm equipment shows in the area.

The Wallis Bear was built for belt and field work. It's powered by a 4-cyl., 1,480 cu. in. displacement internal combustion engine that develops 50 hp and delivers 30 hp to the drawbar. It has a 3-speed transmission with reverse. The engine can be fueled with either kerosene or gasoline.

It features mechanical power steering and is hand-started by a large crank at the rear of the tractor.

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Gene Schmidt is one of the co-owners of this 1912 Wallis Bear tractor. Schmidt's son Fred stores and hauls the tractor to farm shows.



Deere's experimental "No. 101", owned by Ron and Barb Koogler, was one of only five units built. It was designed to provide an unobstructed view both ahead and behind.

## Rare Deere Tractor

John Deere collectors Ron and Barbara Koogler have a barn full of antique tractors, from pedal tractors to dozers. None are as rare as their experimental "No. 101." It was one of only five units built in the 1940's. No. 101 was designed to provide an unobstructed view of the field ahead and behind.

Designed to compete with the Farmall Cub and Allis-Chalmers B, the experimental tractors featured a handlebar instead of a steering wheel, and a foot clutch on the right with both brake pedals on the left. Although many of its parts came from the earlier Model L, the hydraulic pump, transmission and rear end were all stamped EX for experimental. When Koogler restored the tractor, he removed the hydraulic pump due to its bad shape and the fact that parts were nonexistent. The transmission and rear end functioned well and were left unchanged.

Koogler bought the tractor from a farmer who had purchased it from a Deere employee. The employee had received it as a retirement present when he left the company. He then used it for 20 years on a small truck farm. It is the only one of the five to end up in private hands and only one of two to survive at all.

Traditional tractor design starts with a power range, weight and wheelbase. Theo Brown, the creative engineer behind the 101, started instead with a sight line. The tractor operator was to have a clear line of sight to the ground between the front wheels and behind the rear axle. Power and wheelbase

would be decided later. To meet the site line requirements, the seat had to be centered up front. Full vision required the engine to be mounted behind and under the driver. A wheelbase of 73 inches was calculated based on sight line and seat height. A model LA engine, producing 14 1/2 hp, was added to provide enough power for an integral 16-in. plow mounted on one of the experimental units. Another unit equipped with a power take off was used for mowing and later carried a single row mounted corn picker.

The tractor offered many advantages including: easier ride due to centering the seat on the tractor; perfect vision of the row, front and back; no hot engine air in the operator's face, and single unit engine/transmission/rear axle design for reduced vibration.

The greatest drawback to the design was the operator's inability to reach control levers on drawn equipment of the day. What may have killed the tractor was philosophy, not design. Deere simply began concentrating on fewer and larger models, leaving the small tractor market to other tractor makers. Noticeably all of them have since merged or gone out of business. While the Full Vision 101 never went into production, it may have sparked a clear view of the future for John Deere executives.

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Barbeque was made out of a pair of fertilizer boxes off an old corn planter, with wheels and a hitch added so Hoehn can take the double grill anywhere.

## John Deere Barbeque

Michael Hoehn, Ottoville, Ohio, was having a 4<sup>th</sup> of July party and needed a bigger charcoal grill. He had just bought a backup corn planter for parts so he took off the old fertilizer boxes and cut them down to hold barbeque grates. Then he put on wheels and a hitch so he can take the double grill anywhere.

His John Deere Cooker is big enough to hold 48 hamburgers and enough hot dogs to feed a baseball team.

Neighbors liked Hoehn's cooker so much, several of them are building their own. Since the photos were taken, Hoehn has added John Deere mailboxes to use for storage cupboards.

Contact: FARM SHOW Followup, Michael Hoehn, Ottoville, Ohio.



Hoehn cut the fertilizer boxes down to hold barbeque grates.

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