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## Coke Bottle Puzzle

John Graham, Caledonia, Mich., recently sent FARM SHOW a “Coke bottle puzzle” that’s simple to make and unlike anything we’ve seen before.

It consists of a plastic 16-oz. Coke bottle that has a 1/2-in. dia. wooden dowel inside. The dowel has a 1-in. long, 1/4-in. bolt stuck through its end. There’s a flat washer and nut on the bolt. The idea is to work the nut off the bolt while it’s inside the bottle and then put it back on again.

You work the nut off the bolt by continuously rubbing the nut against the inside wall of the bottle. Getting it back on is a lot harder.

“It’s quite a trick to learn how to do it,” says Graham. “I saw it at a flea market in Florida. I came home and started making them for friends.”

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Powered by an 8 hp Briggs & Stratton engine, Bobby McCowen’s Deere H tractor rolls along at a top speed of 8 mph.

## Deere H Powered By Briggs & Stratton

Bobby McCowen has a one-of-a-kind John Deere H. Powered by an 8 hp Briggs & Stratton engine, it rolls along at a top speed of 8 mph.

“The old engine was shot, and a fellow I know put a Briggs & Stratton engine in its place,” says McCowen.

With the air-cooled B&S engine, there is nothing to hook to the radiator. To get power to the drive train, McCowen took off the flywheel and mounted a pulley in its place that’s driven by the engine. A belt runs from it.

“It seems to have plenty of power, but it runs slow,” says McCowen, who just drives the tractor for fun. It’s not farm usable. “To increase the speed, I would have to change

the pulley on the engine.”

The H was built to start on gasoline from a small one-gallon tank, and once it got running it was switched to kerosene. To make room for the taller engine, McCowen cut away half of the original fuel tank and used the smaller gasoline tank to supply the new engine.

“Everything looks the same except there is no head or block,” says McCowen. “The H’s oil pressure line runs up through a gasket into the replacement engine. It starts the same as always by turning the flywheel.”

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## He Carved His Own Teeth

While visiting a small museum in Springfield, Ill., we came across an unusual exhibit. It seems an Illinois farmer named W.H. Workman lost his teeth in the early 1900’s. Being a do-it-yourselfer, he didn’t head to the dentist. Instead, he found some nice hardwoods and sat down to carve himself a set of choppers.

The upper plate was made out of white ash and hard maple. The lower plate was carved out of hickory. A newspaper article accompanying the exhibit, says he “wears them regularly” and that “local dentists have admired the excellent fit and fine appearance of the wooden plates”.

When he lost his teeth, W.H. Workman carved himself a set of wooden choppers.



Scooter’s rear wheel has an off center axle with a series of uneven spokes welded to it. Axle is connected to a metal frame that rider stands on.

## Oversized Scooter Is Fun To Ride

“It’s a lot of fun to ride and a real attention getter. And, it’s good exercise,” says Murray Wells, Fullerton, Calif., about the home-built, oversized scooters he builds from old bicycle parts. He makes them with either 12, 18, or 26-in. dia. wheels.

The scooter’s rear wheel has an off center axle with a series of homemade, uneven spokes welded to it. The axle is connected to a metal frame that the rider stands on and, as the wheel rotates, the axle moves up and down a total of about 6 in. The rider holds onto the handlebars and bends his knees to absorb the up-and-down motion.

To assemble the “eccentric” rear wheel, Wells built a jig to mount the axle in, then made each spoke individually and silver soldered them between the axle and rim.

“It provides great exercise and is quite a workout,” says Wells. “After I started riding

mine in parades, people started asking me to build scooters for them. So far I’ve made nine. They ride great on level ground, but it takes a lot of effort to go uphill. The bigger models work a lot better than the smaller models because they go farther with every revolution of the wheel. As a result you don’t have to work as hard. The speed also depends on the wheel size. The 12-in. model goes about 15 mph and the larger models a little faster. There are brakes on the front wheel.

“On some models I build vertical brackets onto the back part of the frame to keep it rigid. On other models I simply extend the frame all the way back behind the rear wheel,” notes Wells.

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## “Hot Tub Car” Is Real Crowd Pleaser

“It’s a real crowd pleaser and a lot of fun to drive in parades. As far as I know it’s the only one like it in the world,” says Brad Carrell, Redmond, Ore., about the 1957 Chevrolet convertible he converted into a portable, four-person hot tub. He drives it in parades while sitting in the tub, with water bubbling all around him.

The 2-door car has a four-person hot tub in place of the seats. The steering wheel and gear shift lever are still in place, and the doors still open and shut so Carrell can open the door and step over the side of the tub. To drive the car, the driver uses linkage that extends from the accelerator and brake pedals through the front side of the tub. The tub’s pump, hot water heater, and jet controls are all located in the trunk. The heater operates off 110-volt electricity, so when driving the car in parades Carrell doesn’t heat the water. Instead, he presses a button to operate the jet controls (which are wired to the car battery) to start the water bubbling.

“We parked the car on our deck to use the



“As far as I know it’s the only one like it in the world,” says Brad Carrell about the 1957 Chevrolet convertible he converted into a portable, four-person hot tub.

hot tub. Then one day we got the idea to drive it in parades,” says Carrell. “It’s quite a sight to see the car go down the street with a tub full of water, and with suds and bubbles falling out the sides.”

Carrell says he’d like to sell his hot tub car. He’s asking \$24,000.

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