

Upside Down Truck Looks Like A Moving Rollover

By Jim Ruen, Contributing Editor

Rick Sullivan's upside down truck is so realistic looking that someone reported it as a rollover when he stopped at an intersection. When the county sheriff's office heard the description, they called him first before responding.

"They asked if I had been at that intersection," he recalls with a laugh. "I was on my way to a parade."

It's not surprising that the mistake was made. An actual rollover was how Sullivan got the idea for the one-of-a-kind vehicle.

"We had to pick up a Ford Ranger that had turned over," says Sullivan, who runs a body shop with his wife, Kathy. "I found a junked Ford Ranger and already had an older F-150 parts truck to use for the upside down body."

After stripping the Ranger down to the chassis, cab floor, dash and VIN number, he raised it 12 ft. in the air. Sullivan stripped the body off the F-150, turned it upside down and lowered the Ranger chassis into it, cutting away anything in the way.

"We waited to cut the cab roof off until we had mounted the front cowl and cab corners to the chassis," explains Sullivan. "We wanted it to match the height of the chassis."

Once the two were firmly attached,



Street legal, upside-down truck was made from a junked Ford Ranger pickup. It's so realistic looking that someone once reported it as a rollover when it was stopped at an intersection.

Sullivan installed the motor and other needed components. He then fabricated a hybrid interior, building around the original Ranger floor and dash. He reinstalled the Ranger seats and built a new bench behind them. He added false wheels to the front and rear wheel wells. He used 16-in. wheels in the front to maintain driver visibility and 20-in. wheels at the rear. He fabricated a new hood over the engine compartment and a "floor" panel behind the rear seat. Both are unobtrusive

and below direct line of sight. The working wheels were covered with plain gray covers to help hide them.

"Since the side panels are upside down, you have to open the doors by reaching down to the latch near the ground," says Sullivan. "People love having to bend down to open the doors. To get out, you push down on the inside latch instead of pulling up."

Sullivan says he had a lot of help from friends and family. Owning a body shop also

helped. He estimates the project took about 6 months and cost about \$6,000.

"It is street legal and fun to drive," says Sullivan. "The police absolutely love it."

To see Sullivan's upside down truck on the road, check out the video at FARMSHOW.COM.

Contact: FARM SHOW Followup, Kathy's Collision Center & 24 Hr., 8419 Katie Rd., Clinton, Ill. 61727 (ph 217 935-0044; sully44_444@msn.com).



A pair of 30-ft. augers set in concrete footings mark the entry to Kent Irons' driveway, honoring the family's history of custom combining.

Combine Augers Used To Make Farm Entryway

Combine augers set in concrete footings mark the entry to Kent Irons' driveway and pay homage to a family history of custom combining. Two 30-ft. augers support the gate archway.

"My dad Al drove Massey combines from Texas to Nebraska from 1949 until 1980, and I was riding in combines before I could walk," recalls Irons. "I continued harvesting for another 5 years. Massey gave my dad one of the first 30-ft. header prototypes to try. I wanted to make something out of Massey combines to commemorate that."

Irons says the augers are there to stay. The fighting set in concrete helps make the augers even more stable than the cylinder alone would be. The arch is 28 ft. across and 19 ft. high at the center. Irons found it at a fabricator in Dallas. It was a reject being scrapped.

"I mounted the old stationary engine wheel to it," says Irons. "I found round medallions at the scrap yard and mounted them to the tops of the augers. I thought they looked like sunflower petals."

Irons credits his dad for the inspiration, his son Kainion for helping with installation, and his wife Ginger for approving of it.

"It's beautiful," she says. "Our place is also a wedding venue. We have a lot of people comment about them, especially those wondering what they are."

Irons needs only one thing to make it complete.

"I would like to find an old Massey dealer sign to hang from the arch," he says.

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Reader Needs Ideas To Propel Swing-Driven Roller Wheel

Scott Wolf is hopeful that FARM SHOW readers can help him complete a project before July 4.

"I need help on ideas for propulsion so my homemade roller wheel is driven by movement of the swing," explains the Ramona, S. Dak., tinkerer.

Always interested in the unusual, Wolf happened to be at the junkyard when someone brought in two 7 1/2-ft. dia. wheels that had been used to hold electric wire. He took the wheels to a welder who mounted them on a spindle and tube frame and added smaller wheels for steering. Wolf fitted seats from an old Blazer between the wheels.

"It rocks back and forth like a swing and it rolls, but it's only half done," he says. He wants to figure out how to move it with just body movement.

Wolf contacted Larry Yoder in Illinois after seeing his solar/battery-driven roller wheel in FARM SHOW (Vol. 38, Issue 1). But Wolf wants to keep his version simple and inexpensive. His son and brothers think it's pretty neat, and he wants to take it to his small town's big July 4th parade next year.



"It rocks back and forth like a swing and it rolls, but it's only half done," says Scott Wolf about his homemade roller wheel.

"It's just a hobby thing," Wolf says, and he would love to get advice from other tinkerers.

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