

Pushing or pulling on the handle turns a crank mounted between the rear wheels.

"TURNS ON A DIME"

Farmer-Built "Push-Pull" Cart For Kids

Everyone likes these nifty 3-wheel push-pull carts built in a farm shop by John Hass, Rock Rapids, Iowa.

"They're very strong and durable with all metal roller bearings and a steel tube frame that'll handle the biggest riders. It's good exercise because you have to push and pull on the handle to move it along and it rides smooth on pneumatic tires. Turns on a dime," says Hass.

You steer the cart with your feet using foot rests on either side of the front wheel, and when you push or pull on the handle it turns a crank mounted between the rear wheels. The cart has a vinyl cushioned seat. Overall dimensions are 36 in. long, 18 in. wide and 18 in. high. Weighs 35 lbs.

Sells for \$84. Hass would like to find a manufacturer.

For more information, contact: FARM SHOW Followup, John W. Hass, 104



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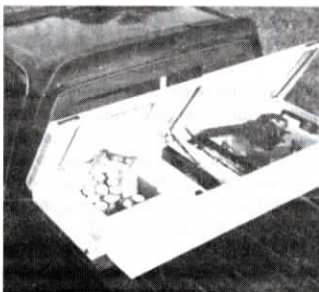
Crestview Dr., Rock Rapids, Iowa 51246 (ph 712 472-2928).

Put A Refrigerator In Your Pickup

You can have a refrigerator right in your pickup bed, says D & S Distributing, Inc., Kennedy, Minn., about its new "Cool-Tooler" storage box that's half cooler and half tool box.

Half of the electronic 12-volt cooler holds up to 50 lbs. of food or up to 48 12-oz. cans. The other half holds tools and parts. The unit is thermostatically controlled, ranging between 32 and 44 °, although there's a maximum cold setting for lower temperatures. "Farmers love the Cool-Tooler because it eliminates the inconvenience of handling ice," says Bill Schwankl, Fargo, N.D. "It's really handy if you fish or hunt because you can bring fish and meat home without using ice and put your fishing and hunting gear in the other side of the box. The large spring assisted lids provide easy access and there's a slide-out tray for added convenience. The cooler, controlled by a toggle switch in the cab, can be set to run continuously or off a thermostat."

The cooler requires only 4 amps per hour while operating continuously on maximum cold. It can run 20 to 36 hours on a regular



Half of the electronic 12-volt cooler holds food, the other half holds tools and parts. duty battery.

The "Cool-Tooler" is available in two models. Model 1100A fits American-made wide bed pickups. Model 1250A fits imported mini pickups, Chevrolet S-10 and S-15 pickups, Ford Ranger pickups, and Ford narrow bed pickups.

Sells for \$329.

Contact: FARM SHOW Followup, Dahl & Schwankl, Inc., Box 96, Kennedy, Minn. 56733 (ph toll-free 800 537-1465).



Sterling Weber built the "Cozy Cruiser" into the trunk and rear seat of his 1957 Chrysler Imperial 4-door sedan. Aluminum panels are fastened to a wooden framework that's bolted to an angle iron frame welded along the inside of the car. The car's original rear window, placed upside down, serves as the motorhome's rear window.

"RIDES AND HANDLES BETTER THAN ANY PICKUP CAMPER"

He Built A Motorhome On Top Of His Chrysler

"It gets lots of looks wherever I go," says Sterling L. Weber, Logan, Utah, who turned a 1957 Chrysler Imperial car into a one-of-a-kind motorhome.

The "Cozy Cruiser", as Weber calls it, sleeps four adults and two children and is built right into the trunk and rear seat of the car, a 4-door sedan. Aluminum panels are fastened to a wooden framework that's bolted to an angle iron frame welded along the inside of the car. The motorhome's side door merges with one of the car's rear doors to open as a unit, and the rear window is the car's original rear window, placed upside down.

"My wife and I drove it to Yellowstone National Park last summer and stopped to listen to a park ranger deliver a talk. It wasn't long before more people had gathered around our motorhome than around the ranger," says Weber. "People often say it looks like something out of the future. I built it in 1965, but it's still 10 years ahead of anything in its size or class. It travels beautifully, giving my wife and I the quiet and comfort of a luxury automobile with all the amenities of a motorhome, including a carpeted floor, refrigerator, cabinets, stove with deluxe oven, clothes closet, sink and electric water pump, flush toilet, tape deck, and a one-leg table that converts to a double bed.

"I built it because there was nothing on the market that fit our needs. I didn't want to buy a motorhome mounted on a 2 1/2-ton truck that got only 5 mpg, and I didn't want to buy a new pickup camper because they ride rougher, are prone to swaying with elevated loads due to their inadequate suspension, and have a higher center of gravity. They're difficult to load and unload, and they're not as safe to use because you need a jack to slide the camper on and off the pickup. Also, exhaust fumes can enter through the camper's window and affect the comfort and health of the passengers.

"Our Cozy Cruiser is at home at my favorite fishing hole, but it also has the class

to be parked in the swankiest part of town. The car's torsion bar suspension virtually eliminates sway, and the motorhome's center of gravity is 1 to 1 1/2-ft. lower than a pickup camper for better stability and more head room. The motorhome and all its amenities add only 380 lbs. of extra weight to the car so it still gets the same 12 to 14 mpg it got before the motorhome was added. I can pass 3/4-ton pickup campers going up hills like they were standing still. The motorhome is 5 in. wider than a pickup camper and it's built right into the car so we're always ready to go."

Weber selected the Chrysler Imperial because of its heavy duty 3-speed torque-flight transmission, torsion bar suspension, big 325 hp, 392 cu. in. Hemi Chrysler engine, and heavy frame. "Cars made in the 1950's and 1960's were built heavier than today's cars. But some of the heavier modern cars, such as a front wheel drive Oldsmobile, Cadillac, or especially the Lincoln Town Cars could probably be converted if you beefed up the suspension system."

Weber bought the aluminum panels for the exterior of the motorhome in rolls from a local mobile home supplier. He removed the car's rear window, then cut off the rear half of the roof, the trunk, and the inside of the tail fins. On one side of the car he welded the rear door shut. The tapered rear end turned out to be aerodynamically efficient because it provides a slip stream for air moving over the window. "Engineers tell me that the tapered rear end causes 30% less wind resistance than a straight rear end found on conventional motor homes," says Weber.

Weber can operate the motorhome's lights off the car's battery or off outside 110-V electric outlets by using a 12-V transformer. The refrigerator can be powered by either electricity or butane. For more information, contact: FARM SHOW Followup, Sterling Weber, 454 West Center, Logan, Utah 84321 (ph 801 752-4714).