

**"AIR MAIL," REGULAR MAIL, OR JUNK MAIL**

## "Three-Way" Mailbox Designed For Laughs

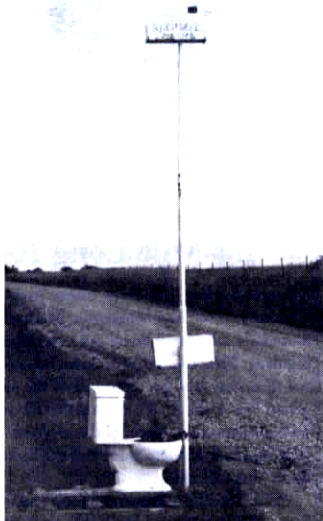
Last fall, on a whim, Dale Atchison mounted an "air mail" mailbox 12 ft. above his regular mailbox. He also set up an old bathroom stool next to the mailbox for "junk mail".

One day he found a homemade mannequin sitting on the stool, courtesy of one of his joker neighbors. It had a wig, wore a raincoat, rain pants, rubber boots, and rubber gloves, and was reading an antique tractor magazine. As Christmas approached, Atchison decided to play along with the idea by replacing the mannequin's original clothes with a Santa Claus suit.

"It got a lot of attention," says Atchison, whose wife is a local postmaster. "Three or four cars a day stopped by to look. Many people had their photos taken standing beside the mannequin. At first no one would admit making it, but we finally found out our water meter reader had done it."

Last spring Atchison removed the mannequin and planted flowers in the toilet bowl.

Contact: FARM SHOW Followup, Dale Atchison, Rt. 1, Box 152, Lowry City, Mo. 64763 (ph 417 644-2556).



"Air mail" mailbox stands 12 ft. above regular mailbox and "junk mail" bathroom stool.

**FARM  
SHOW**

**Ag  
World**

**OBJECT IS TO BALANCE TRUCK  
AS FAST AS POSSIBLE**

## "TeeterTotter" Truck Contest Pleases Crowds

If you're looking for something new and exciting to liven up a local celebration, you'll be interested in this truck "teeterboard" used to stage truck-balancing contests.

Teeterboard competitions are a big draw every summer at the International Vintage Dodge Power Wagon Rally held at the Jefferson County fairgrounds in Fairfield, Iowa.

Organizers say the same idea could also be used with cars, pickups, tractors, etc.

The "teeterboard" consists of a pair of 27-ft. long steel ramps mounted on a tandem axle. The idea is to drive the truck up onto the ramps and balance it as quickly as possible. The best technique is to drive your pickup up the ramps until it's "overcenter" and the opposite ends of the ramp drop down to touch the floor, then slowly back up and stop so the vehicle balances at dead center. A pair of 4-in. high steel "bumpers" welded onto the inside edge of each ramp guides the truck tires.

"It's a lot of fun and is always our most popular competition because it's such a challenge," says Gene Buch, one of the rally organizers. "It's hard to balance a vehicle that weighs 2 1/2 to 3 tons, especially because fuel sloshes around inside the fuel tank. It doesn't take much to tip the ramps one way or the other. They're 2 1/2 ft. off the ground. Short, top-heavy vehicles are the hardest to balance. Certain truck models are nearly impossible to balance because they have such a high center of gravity. The fulcrum point at center is 4 in. wide which is what makes it possible to do it at all.

"Each driver gets 10 chances to balance his vehicle. The winning time last year was 1 min. 43 seconds, but this year it was only 90 seconds. Even the winner was surprised at how fast he got his vehicle balanced. He just happened to hit it right on the second or third try.

"This year someone tried to balance a 2



"Teeterboard" consists of pair of 27-ft. steel ramps mounted on tandem axle.

1/2-ton, 4-WD dump truck without success. It really tested the teeterboard's strength. We saved it until last in case something went wrong.

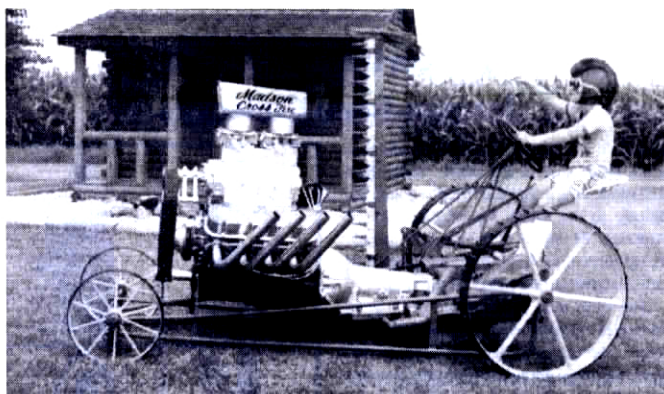
"We got the idea from similar teeterboards sometimes found at steam engine tractor shows. They use shorter ramps that are only about 1 ft. off the ground.

"We pull the teeterboard to the site, drop the tongue, and block up the wheels. We made shock-absorbing blocks for the teeterboard wheels by cutting 14-in. car wheels in half and setting them against either side of the teeterboard wheels. They're held in place by chains that wrap around the two wheel sections, tightened down with small load binders.

"We insert steel bars underneath the teeterboard to keep the ramps level during transport. The ramps are made from old bridge beams and the tandem axle is off an old trailer."

According to Buch, the power wagon rally is the largest gathering of 1940-1971 military and civilian Dodge 4-WD trucks in the U.S. It includes a truck show and swap, informative demonstrations, bumpy trail rides, a moonlight trail ride, and a barbecue. It's held every year during the first week of June.

Contact: FARM SHOW Followup, Gene Buch, Rt. 4, Box 22, Fairfield, Iowa 52556 (ph 515 472-3768).



Madson mounted a 427 cu. in. Chevy engine on the old horse-drawn mower.

**SUPERCHARGED "ANTIQUE"  
GETS LOTS OF SECOND LOOKS**

## Horse-Drawn Sickle Mower Powered By 400 Hp Engine

"It's the most powerful sicklebar mower in the world," jokes Mark Madson, Clinton, Wis., who mounted a supercharged Chevrolet 427 cu. in. big block dragster engine on a 1920 Deere horse-drawn sicklebar mower.

Madson removed the tongue and constructed a frame to support the engine and 400 automatic car transmission. The engine is equipped with a 6-71 blower intake system off a Detroit 671 diesel engine. He fitted the rake with the front steering axle off an old pull-type hay rake and small steel wheels. The 56-in. sicklebar is ground-driven off the mower wheels and is raised or lowered by a hand lever.

"I call it my 'Make Hay While The Sun

Shines Mower," says Madson, a life-long "street rodder". "The big steel wheels in back and small wheels in front make it look like a dragster. I've never actually used it for mowing but it was a big hit at a local parade.

"The engine blower doubles air intake to greatly boost engine power. It's driven by a belt off the crankshaft and has dual carburetors and air cleaners mounted above it. I use an inexpensive newspaper box as an air scoop. It works good and saved money. A conventional air scoop would have cost over \$200."

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