

## Bottle Cap Fishing Lures

Canadians love their beer, so it's maybe no surprise that a thrifty ex-fishing store owner came up with these new bottle cap fishing lures.

The idea hit Norm Price one day when he bent a cap in half and threw it onto a table next to a fishing hook. He thought the colorful, shiny cap might make a good lure, so he made one. This first lure wasn't very strong because the holes he drilled in it weakened the metal. So he went to a machine shop and had a special punch made that actually strengthens the cap.

He headed right out to a nearby river and on his first cast, he landed a 32-in. brown trout, winning a \$50 bet with a friend who said it wouldn't work.

"Easiest \$50 in my life," he says. "My friend said it was just a fluke, so I kept fishing. After 15 minutes and two casts I pulled in a 28-in. Rainbow," Price says.

"Lucky Lures - The Original Bottle Cap Lure Company" was born soon after.

"The list of species this lure will catch continues to grow. Our testimonials keep rolling in," Price says. "We recycle bottle caps from bars and restaurants. Friends and family members are also a great help," Price says.

Price says he is the only lure manufacturer whose choice of raw materials is actually improving the environment.

The lure simulates a minnow as it swims through the water, and since bottle caps are



**Bottle cap lures move through the water like minnows.**

made from a metal composite and not aluminum, the weight is just right, according to Price.

"We don't just have a fishing lure, we have a very unique promotional product," he says. "When ordering, you can specifically choose any brand of beer or soda pop you prefer, or opt for an assorted six pack."

Price can also print customized logos on caps for fundraising efforts or company events.

Bottle Cap Lures sell for \$5 (Can.) each, or \$30 per six-pack, plus shipping.

He's looking for distributors.

Contact: FARM SHOW Followup, Norm Price, Lucky Lures - The Original Bottle Cap Lure Company, 594 Short St., Sherbrooke, Quebec, Canada, J1H 1S3 (ph 888 846-6533 or 819 566-7581; email: info@bottlecaplure.com; website: www.bottlecaplure.com).

## 2-Wheeler Converted To Hay Cart

Using some old electric fence posts, Chris Kornkven, Helenville, Wis., converted a hand truck into a low-cost hay cart.

"It lets me haul four small square bales at a time," says Kornkven.

He cut the posts up into four equal size lengths and welded them to a length of angle iron. Then he bolted the angle iron to the platform of the hand truck.

"It works great for unloading wagon loads of hay - I don't know how I ever got along without it," says Kornkven. "If I want I can unbolt the angle iron from the floor and use the hand truck normally. To make the cart more stable and easier to handle when loaded with bales, I plan to cut the axle and widen the wheelbase a few inches."

Contact: FARM SHOW Followup, Chris Kornkven, N6280 County P, Helenville, Wis. 53137 (ph 920 699-2376).



**Cart hauls 4 small square bales at once.**

## Simple Shelter For Corn Head

Gary Hotka didn't have enough room in his machine shed to store his 6-row corn header. So the Iowa City, Iowa, farmer used scrap materials to make a "header shelter" that at least partially protects it from the elements.

The shelter consists of a 20 ft. wide, 12-ft. high wooden frame covered by corrugated sheet metal. It's hinged at the bottom and is raised and lowered by a hand-operated winch. A cable runs from the top part of the frame through a pulley that's bolted to a nearby bin wall, and then down to a boat winch. To use the shelter, Hotka simply cranks the frame up almost to a vertical position, then drives the header under it and lowers the frame back down until it rests on top of the header. He then uses wire to tie the shelter down to the header.

"It's a simple idea but it does the job," says Hotka. "It doesn't work as good as storing the header inside a building, because if there's a lot of wind the header can fill in with snow. However, it serves the purpose."



**Inexpensive header cover hinges at bottom.**



Contact: FARM SHOW Followup, Gary Hotka, 5271 Sioux Ave. S.E., Iowa City, Iowa 52240 (ph 319 354-9095).

## Pager Calls When Fish Bite

Joe Steele of St. Louis, Mo., says he's the worst fisherman in the world. He finds it boring so he's always taking off to do other things instead.

The amazing thing is that he still catches plenty of fish, thanks to his simple-to-build automatic fish pager invention.

He simply put together a small wood stand that holds both his fishing pole and a walkie talkie.

"When a fish bites, the linedepresses the call button on the walkie talkie. It calls me up to five miles away," he explains.

Steele says he was on vacation once and sitting in the lodge having a drink when it went off. People asked him what it was. He said it was an automatic fish pager. They didn't believe him, so he went and got the fish, put it in a plastic bag, and brought it back to show them.

"The wife's not happy when it goes off at three in the morning, especially when you bring the fish in and put it in a sink full of water," he laughs. "When she turns on the light in the kitchen the next morning, it



**A small stand holds the fishing rod and walkie talkie. When a fish bites, the line depresses the walkie talkie's call button, alerting Steele.**

splashes all over."

According to Steele, it took only about an hour to build, and it worked the first time he tried it.

Contact: FARM SHOW Followup, Joe Steele, 917 Westwood Ave., St. Louis, Mo. 63135 (ph 314 521-2042).

## He Converted His Pickup To Run On Veggie Oil

After our story on conversion kits that run cars and trucks on vegetable oil (Vol. 28, No. 5), Chris Kornkven, Helenville, Wis., emailed us to say he recently converted his 1997 Dodge pickup, equipped with a Cummins diesel, to run on veggie oil. He used a Greasel conversion kit (Greasel Conversions, Inc., HC 73, Box 157D, Drury, Mo. 65638 ph 866 473-2735; email: charlie@greasel.com; website: www.greasel.com).

Such kits allow mechanically injected diesel vehicles to run on straight vegetable oil. You can fuel your vehicle with filtered frying oil that's collected from local restaurants. But the vehicle's existing diesel circuit is left in place, so you can still run normally on diesel fuel.

Overall, he says the conversion was a successful one although he did have to make some modifications.

"I was disappointed in the company's installation instructions which consisted only of some general instructions on their website. But after a lot of thinking and planning, I managed to come up with a way to get the job done," says Kornkven.

The kit came with an 18-gal. veggie oil tank, which he installed in the pickup bed. The fuel delivery system consists of three lines - one for oil, and two that are plumbed into the heater hoses under the hood. These additional coolant lines allow coolant to circulate down the fuel line and through the fuel tank, heating the oil.

He added an in-line pump coming out of the tank to pump oil to a large Racor filter that has a bowl heater on it. From the filter, the oil then goes to the fuel solenoid. The output of the solenoid goes into the main supply line of the injector pump.

To convert the diesel fuel line, some replumbing had to be done in order to keep oil from being sucked back to the stock diesel tank or filter. A mini return line also had to be replumbed.

"The original fuel system on my Dodge pickup sent fuel from the tank to the lift pump, then to the filter and finally to the injection pump," says Kornkven. "After the conversion, the fuel now goes from the tank and through the stock filter, then to the solenoid, lift pump and injector pump. The main fuel return line is plumbed back into the supply line, as is the mini return line coming off the injectors."



**An 18-gal. tank in bed of pickup holds veggie oil.**

He starts the engine on diesel and switches over to veggie oil. "At first, I couldn't tell if the engine was running on oil or diesel fuel, so I had to add two clear fuel lines on the input to the solenoid," he says.

He says his wife was rather skeptical of the conversion since she uses the pickup to pull a 19-ft. Featherlite horse trailer. But he says she hasn't noticed any drop in power and mileage empty on the highway is 20 to 21 mpg, similar to what they get on diesel. "We also use the pickup to pull a 26-ft. camper, and we haven't noticed a drop in power while pulling it on veggie oil," says Kornkven, who's driven 2,500 miles so far on veggie oil with no problems.

He gets the oil from a local restaurant that saves all its waste cooking oil. "I pick up between 10 and 20 gallons a week. The owner changes his cooking oil once a week so it's already fairly clean when I get it. I let the containers set in the sun for a week to allow some of the contaminants to settle out. Then I pump oil from the containers into a barrel. I have a screen on the intake and a screen filter on the output. I pump the oil from that barrel into another barrel through a water sediment filter that filters it down to 10 microns. When I pump it out of that barrel into the pickup, it goes one last time through a filter that's normally used for hydraulic oil, so it's pretty clean by the time we start burning it."

Ultimately, Kornkven says he'd like to set up a growing/refining co-op to produce Canola oil. "Diesel engines seem to burn Canola oil rather well. I'd rather pay a farmer for Canola oil than see so much money go overseas for foreign oil," he notes.

Total cost of the project was about \$900.

Contact: FARM SHOW Followup, Chris Kornkven, N6280 County P, Helenville, Wis. 53137 (ph 920 699-2376; email: ds\_yet91@yahoo.com).