

By adding a motor and two smaller wheels on back, Hiram Wilson was able to turn his Coker Monster Cruiser bike into an easy-to-ride motor scooter.

## Monster Bike Fitted With Extra Wheels, Motor

When Hiram Wilson first saw a Coker Monster Cruiser bike with big 36-in. wheels, he liked what he saw ([www.coker.com](http://www.coker.com)). But at age 75, he thought the big bike might be more than he could handle. Adding a motor and two smaller wheels on back made all the difference.

"I built a platform on one side and mounted a 5 hp Tecumseh engine on it," said Wilson. "I added a 24-in. wheel to each side. The extra wheels and motor turned it into an easy-to-ride motor scooter."

To make it easier to mount-dismount, Wilson bought a ladies style monster bike. A retired welder, he built the engine platform and side wheel mounts out of square tubing. The wheel opposite the engine was mounted half an inch higher than the center wheel.

"It still stabilizes the bike, but ensures the center wheel is always on the ground," says Wilson.

A jackshaft mounted on top of the large wheel transferred power from the engine on one side to a 24-in. sheave pulley mounted to the other side of the wheel. The sheave was from a 1940's Whizzer motorbike.

"I took a cable off an old 10-speed bike and hooked it up to the carburetor for a throttle and kill button," says Wilson. "The front brakes are a modern caliper style brake, but the rear wheel has a coaster brake."

A centrifugal clutch on the engine activates the drive belt. Wilson simply throttles up or down to engage the clutch.

Contact: FARM SHOW Followup, Hiram Wilson, 315 Bonnaridge Dr., Hermitage, Tenn. 37076 (ph 615 883-1177).

## Human-Powered Car Ready For Market

You can travel at speeds up to 60 mph in this human-powered car that requires no outside power source.

Inventor Charles Greenwood says, "It's the most fun you'll ever have driving a car."

The car is designed to be powered by four people each pushing and pulling on their own T-bars. The two front people face forward, and the two back people face the rear.

The two front drivers sit on concave pads that swivel from one side to the other, allowing the drivers to "body-steer" on curved roadways by leaning to one side or the other.

The HumanCar®, as it's called, has an open-air chassis made from 4130 steel tubing. It's fitted with a battery-powered electric motor that assists propulsion when needed, such as up lengthy, steep inclines.

Greenwood began developing the HumanCar years ago. He also designs 200 mph hot rods.

After investing more than \$1 million in the research and development of his prototype, Greenwood is seeking partnerships to



Human-powered car is designed to be powered by four people, each pushing and pulling on their own T-bars.

create a \$10 million plant to mass-produce the car.

"We have standing orders but need investors to establish mass production," he says.

Contact: FARM SHOW Followup, Charles Greenwood, P.E., HumanCar, Inc., P.O. Box 1571, Cave Junction, Ore. 97523 (ph 541 592-4100 or 206 280-4772; [info@humancar.com](mailto:info@humancar.com); [www.humancar.com](http://www.humancar.com)).

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David Evans put together this pair of Farmall C tractors, welding the spider gears together so gears can be shifted from either tractor.

## Twin C's Are A Match For Earlier H's

After learning how to twin a pair of Farmall H's, David Evans put his knowledge to use on a pair of Farmall C's. While there were differences, the York, Penn. farmer essentially followed the same plan, cutting the rear axle housing on each tractor and then welding the axles back together. He also had to weld the spider gears together so they could be operated from either tractor.

"Basically once you have the rear axle made and put together, then you make the front end to match," says Evans. "I had to handle the steering differently due to the different sized housing."

The rear wheels are 7 1/2 ft. apart from the outsides of the tires, so the dual tractor can be easily transported. The axle was left long enough to mount duals if Evans desires.

The steering is underneath the oil pan so you can't see it on the C's. With his earlier H's, Evans had tried to tuck the steering in under the tractor, but he needed a heavier duty system. "The H's were just too heavy and hard to steer that way," he recalls. "The C's are lighter, steer easier and handle better."

The twinned C's can be steered from ei-



Rear wheels are 7 1/2 ft. apart which allows dual tractor to be easily transported over the road.

ther seat, but each engine has its own clutch and transmission. If more power is needed, both transmissions are engaged.

"I can use either transmission or both and have used it with both," says Evans. "This wasn't too bad. I just worked on it off and on through the winter."

Evans thinks his Twin C's and Twin H's may be the only ones in the U.S. put together this way. He indicates he would like to hear from others interested in "twinning."

Contact: FARM SHOW Followup, David Evans, 5227 E. Prospect Rd., York Penn. 17406 (ph 717 252-1784; [evans5227@suscom.net](mailto:evans5227@suscom.net)).

## Power Tool Races Still Ripping Up The Track

Power tools turned into racing machines were again tearing up the tracks in San Francisco last May. FARM SHOW first reported on the event in 2005. The 2006 Power Tool Drag Races were held at ACE International Speedway (a parking lot behind an auto dismantler).

The day before the races, 75-ft. tracks were constructed from plywood sheets with 2 by 4's for guide rails. Steve Nelson and his dad Lowell, former tractor pullers, took first place in the Super Stock event with what they called the DeWalt Assault.

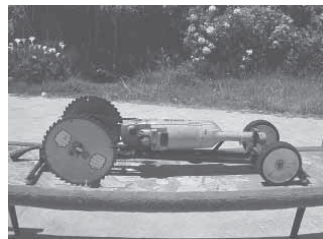
"This 9-in. grinder has the highest horsepower and torque rating we could find with many hours searching the internet," says Nelson. "We tried up to five saw blades for drive wheels. During one test the machine jumped the track and cut a large slice out of my dad's jeep truck fender."

Nelson reports they found a gear ratio that tamed the racer down a bit without losing too much speed. As in more conventional races, speed is the name of the game. Only in power tool racing, however, are racers dragging a power cord behind them down a wooden track propelled by saw blade wheels. Extreme angles on racer guide wheels provide stability, and the drive motor maintains maximum traction by keeping weight on the saw blade or blades.

The tools trigger an optical switch at the beginning of the track and a second switch at the end. A laptop computer reads the switches



Power tools were turned into racing machines. Photo (top) shows racer with bike wheels pulled by a skill saw.



and calculates the speed of the racers in mph at the end of the track.

Contact: FARM SHOW Followup, Steven Nelson, 6037 Stonehand Ave., Citrus Heights, Calif. 95621 (ph 916 721-1332; [teamkiss2001@yahoo.com](mailto:teamkiss2001@yahoo.com); [www.teamkiss.com](http://www.teamkiss.com)).