



Rather than fix up their old hip roof barn, Sandy and Gregg Reisinger tore it down and built this brand new barn in the same style.

New Barn Built The "Old Way"

Told it would cost the same to build new as to fix up their old hip roof barn, Sandy and Gregg Reisinger did the smart thing. They tore it down and built a brand new hip roof barn.

"We like the style and so do others in the community," says Sandy. "People drive by just to look at it."

The new barn isn't just for sentimentality. It is a working horse barn. The Reisingers manage a brood mare band of mostly quarter horse/paints. The old dairy barn built in the 1920's was used for horse shelter, but was dark, cold and wet.

While the old barn had a low 7-ft. ceiling on the first level, this one has 10 ft. Where the old one had floors that held the moisture and sucked away warmth, these have in-floor heating that keeps young foals and the people who work with them warm and dry.

"The heated floors are really nice," says Sandy. "They help keep down the humidity, and the foals really like them."

Even the timbers from the old barn were past using. The Reisingers hired an Amish crew to build the new one, fashioning beams on site. One difference is the siding. The couple opted for maintenance-free steel.

The old style works well with the horse business. The 40 by 72-ft. barn holds 11 12 by 12-ft. horse stalls big enough for foaling. The mow keeps 5,000 square bales in good



The Reisingers hired an Amish crew to build the barn. They used maintenance-free steel siding so they'll never have to paint again.



The new barn has a 10-ft. ceiling and in-floor heating that keeps young foals, and the people who work with them, warm and dry.

shape with easy access for filling with doors at either end.

All in all, it has proven to be a good investment for man and beast, suggests Sandy. "With the high ceilings, we have much bet-

ter ventilation," she says. "It is comfortable for us and the animals."

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Retrofit Electric Geo Ideal For Short Trips

Kilian Herrington doesn't need one of those expensive new hybrid cars. He has a gas-powered car he drives on long trips and a 1991 Geo Metro he fitted with an electric motor for daily use.

"I like to avoid using gasoline, so I bought the Geo and converted it about five years ago," says Herrington.

Working with an electric motor dealer in California, Herrington bought an electric traction motor made by Advanced DC Motors, East Syracuse, N.Y. (www.adcmotors.com; ph 315 434-9303). It cost about \$1,500, and bolted right to the existing transmission. He outfitted the little Geo with nine 12-volt batteries carried in the back seat and trunk. With a full charge, Herrington can drive at up to 50 mph for 20 miles. A recharge takes him about three hours and costs about 25 cents.

"If someone else was doing it, they might want more acceleration, so they would need more batteries," he says. "It fits my purposes. The nice thing about doing it yourself is you can do it the way you want."

Batteries were one place where Herrington spent more than he needed to. The heavy-duty gel cell batteries are linked in series with individual cells in each cylinder. They have lasted well, but he warns that not keeping them charged up can be expensive.

"If you completely discharge a cell, you shorten its life," says Herrington.

One thing Herrington does miss about a gas engine is the heater in the winter. With



Kilian Herrington converted this 1991 Geo Metro with an electric DC motor for daily use. The motor is powered by nine 12-volt batteries carried in the back.

no heat being given off by the engine, the car gets cold and stays cold. The answer is simple, just like his retrofit.

"I just wear extra heavy, winter clothing," says Herrington.

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With a full charge, Herrington can drive at speeds up to 50 mph for 20 miles.

