



Three wheeler is powered by a 9.6 hp. diesel engine.

## 900 MILES ON ONE TANKFUL

# 3-Wheeled Car Gets 100 Miles Per Gallon

A new 3-wheeled, 2-passenger car, guaranteed to deliver 100 miles per gallon, may be just what you need to help save gas on those frequent trips into town for parts and supplies.

A host of features and options allow buyers to tailor the Free-Way to suit individual needs. You can choose a 340 cc (12 hp) or 450 cc (16 hp) Tecumseh air-cooled gasoline engine, a diesel engine (9.6 hp) or an electric motor (6 hp) to power the Free-Way.

The 100 miles per gallon guarantee is limited to vehicles with the 340 cc engine. A steady speed of 40 mph must be maintained during the mileage test. Even under normal city driving conditions, many owners still report 80 miles per gallon, according to the manufacturer.

The Free-Way also features a 5 year guarantee against rust. Since the entire body is made from fiberglass reinforced plastic (FRP), rust-out is nearly impossible. The underside of the vehicle is also enclosed in FRP to protect the vehicle's steel frame.

With the 340 cc engine and an optional long distance capacity gas tank (holds 9 gal.), a driver could drive up to 900 miles on one tankful of gasoline. Speeds up to 65 mph are possible with the gasoline model. With the diesel, you may get up to 120 miles per gallon at speeds up to 60 mph. If you choose the electric model, top speed is 55 mph and range is 20 miles per charge.

Dimensions of the Free-Way are 115 in. long, 53 in. wide and 51 in. high with a weight of 550 lbs. Two passengers can be seated, one behind the other. The standard automatic transmission and independent suspension help to make the ride smoother.

So far, about 800 Free-Ways have been ordered from H-M-Vehicles, the manufacturer. They require a \$200 deposit. At present, orders are backlogged 6 months to 1 year.

Licensing varies by states. The manufacturer notes that most states classify the Free-Way as a 3-wheeled motorcycle. Others, though, call it a motor vehicle. Check with your state motor vehicle division to be sure.

A gasoline-powered Free-Way costs \$3,160. The diesel version costs \$4,160 and the electric is \$3,595. These are base prices. One Free-Way owner, Douglas Edmonson, notes that, "The reaction of people is worth the price of the vehicle. Smiles, victory signs, thumbs-up and double takes are standard responses."

A list of available options is available from the manufacturer. Also available for \$4.95 postpaid is a book packed with details about the Free-Way.

For more information or to order the book, contact: FARM SHOW Followup, H-M-Vehicles, 1116 East Hwy. 13, Burnsville, Minn. 55337 (612 890-8680).

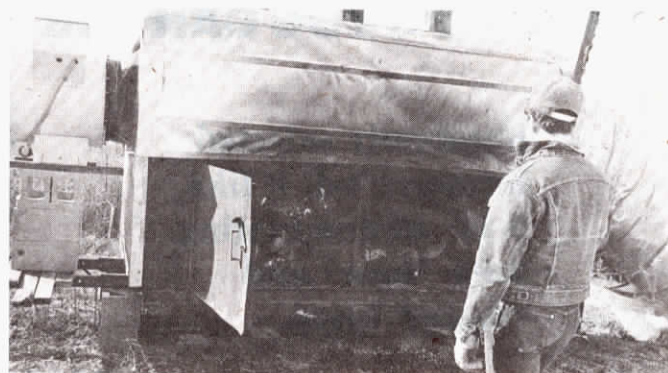


Photo courtesy of Rex Davenport, Indiana Rural News

"Works great", says Carey Chapman who has plenty of wood "which makes this system very attractive".

## WORTH LOOKING INTO IF YOU'VE GOT PLENTY OF WOOD

# Wood Burning Crop Dryers "Work Great"

Low-temperature drying may take a bit longer than high-temperature methods. But, when you don't want to spend a lot of money on expensive LP-gas, and you have plenty of wood to burn, a low-temperature wood-burning dryer makes a lot of sense. At least it does to Carey Chapman of Veedersburg, Ind.

Chapman admits his woodburning dryer requires more labor than do gas-fired or electrically heated dryers. But he adds, "I don't have the dollars to spend on gas, and "we have plenty of wood here which makes this system very attractive. It works great," he told FARM SHOW.

The dryer burns about a pickup load of wood a day to dry grain. Chapman checks it about every 90 minutes but says it generally only needs wood every three hours. Larger pieces burn longer.

Chapman tried burning conventional bales of corn stalks in his dryer. He says they burned okay but he didn't get as much heat from them as he does from wood. Pound for pound, cornstalks don't have as much heat value as wood, says Chapman. The stalks he burned were still tough. "Dry stalks would burn better, but you might have to store them from the year before to have a satisfactory supply."

Although his dryer wasn't built large enough to handle big round bales of crop residue, Chapman believes it would burn coal without any problems. "Coal might cost less than wood if significant labor costs are required to cut wood," he points out. "As for me, I've got plenty of wood, and plenty time to cut it during the winter months when I'm not busy farming."

Chapman's dryer was built by his landlord, Robert Draper, Fairmount, Ill., who is in the sheetmetal business. It has a 4 x 8 x 3 ft. firebox. To keep smoke from entering grain, there's a stainless steel heat exchanger above the firebox. An elec-

tric fan blows air through the heat exchanger and into the bin. On cold days, air temperature is raised 40-50°, but on warm fall days it was as much as 120°.

### Another Woodburner

Another woodburning dryer was built by George Renner, Marshall, Ill. after his LP-gas dealer shut off his gas supply a few years ago. Renner gathered up bits and pieces of steel, had two cylinders rolled and welded by a metal shop, and built his dryer for about \$100. His smokestack is made of scraps of steel piling.

Renner dried about 17,000 bu. the first year and has had excellent results every year since. His dryer consists of a cylindrical firebox, fueled from the top, and surrounded by a larger cylindrical air chamber. A fan blows air around the firebox and into the grain bin.

Renner has forced air draft on the burner and a damper to provide better combustion. However, he must let the fire go out and the dryer cool to remove ashes from the top. "But this chore doesn't seriously interrupt drying," says Renner. "After drying about 2,000 bu. of corn, I let the fire burn out and keep the fan running about a day to cool the grain. By then, the ashes have cooled enough to be removed. I then load more grain into the bin and start a new fire. The next unit I build will have a cleanout door at the bottom for easier ash removal."

Much of Renner's fuel has been discarded railroad ties, which he says burn well and provide a large amount of heat. Although he hasn't tried it, he believes he could also burn coal, but thinks the firebox should be of heavier steel to withstand the higher temperatures of a coal fire. He normally adds wood about every five or six hours.

For more information on Carey Chapman's woodburning dryer, contact: FARM SHOW Followup, Robert Draper, Fairmount, Ill. 61841 (ph 217 758-2861).