Electric Cars Debut in Ohio

People have been standing in line to get a close-up look at two electric cars being displayed at major fairs and shows throughout Ohio.

The state's department of transportation (ODOT) purchased two electric cars last August from the Electric Vehicle Association, Valley View, Ohio. The "Show Stoppers" are converted AMC Pacers. They're being used by ODOT for mail runs and deliveries in the Columbus area and will be evaluated for 12 months.

One of the cars is equipped with a standard transmission, the other with an automatic. The former has a unique regenerative braking system which returns kinetic energy normally lost during the braking process to the batteries for use as electric power, increasing the car's range between battery charges by about 20%.

The converted Pacer with the automatic transmission is equipped with 18 6-volt batteries and will go about 54 miles before having to recharge the batteries. It takes about 12 hours to recharge the batteries. Operating cost is 2½ to 3 cents per mile.

"Big Roy" Boasts 600 Hp

Billed as the "biggest yet with articulated steering" is Versatile Manufacturing's new 8 wheeler — the "Big Roy". The "show stopper" is equipped with four drive axles, closed circuit TV so the operator can see what's going on behind, and a KT 450 Cummins engine (1150 cu. in.) that delivers 600 pto hp.

"We built eight of these Big Roy's at our Fargo, N. Dak., plant and will be offering them for sale," a Versatile spokesman told FARM SHOW.

Cost? Right at $125,000, f.o.b.

Other features include coil spring suspension, two jump seats in the cab for extra passengers, a 12 speed transmission and a 500 gal. capacity fuel tank. There's no provision on it for a pto or 3 pt. hitch.

For more details, contact: FARM SHOW Followup, Versatile Mfg., 1260 Clarence Ave., Winnipeg, Manitoba, Canada.

Home-built Can Crusher

Capacity of a can crusher built by the Williamsburg, Iowa, FFA chapter is 27 to 30 cans per minute. Built from an old New Holland baler, it's timed so the "next up" can is in the holding hopper and automatically drops into the chamber on each stroke of the plunger. It's adjustable for crushing 5 gal. cans to a thickness of about 2 in.

"We can rev it up to smash a can per second if there's enough help to feed in the cans fast enough, and a conveyor to get rid of the crushed cans," explains Dave Volkens, who, along with Harold Wheeler, heads up the two-man Vo-Ag department. The students have been running the crusher, with a 10 to 12 man crew, at about 30 cans per minute. Uncrushed cans are stockpiled in a snow-fenced pile.

The FFA'ers equipped the salvaged baler with a belt drive for operation off a tractor pully but plan to switch it over for pto drive. Working in cooperation with the local Farm Service Cooperative at Williamsburg, they invited local farmers to bring in empty 5 gal. chemical cans. To date, the FFA'ers have collected and crushed right at 16,000 cans. They've collected $10 per ton of crushed cans delivered to a salvage yard in Iowa City.

Other FFA Chapters throughout the U.S. have picked up the "can crusher" idea. Old balers are relatively simple to adapt for can crushing, says Volkens, who credits FFA'er Blake Hagen with sparking the project. Blake rounded up the old baler and brought it in to the school's Vo-Ag shop where he and other students stripped it down, welded a ¼-in. plate onto the plunger, installed a "striker" plate, rigged up the belt-pully drive and had it ready to go in short order.