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Over 100 Miles On a Gallon of Gas

A 24-year-old inventor in El Paso, Texas, has the government and the automobile people taking a close look at his astounding experiment that could revolutionize the industry.

By Gregory Jones

Two hundred million less than one gallon of gas?

That's the spectacular fuel economy Tom Ogle guarantees his new design achieves: 4,000 pounds, 350 cubic inch, 1970 Ford Mustang as April 30, 1967, Great El Paso, Texas, no Denning, New Mexico.

It's that type of performance that Ogle believes will become the nation's source of automobiles and commercial carriers from the knowledge of high seas for fuel. According to Ogle, his power will reduce to near zero the hydrocarbon and photochemical pollutants emitted by the gasoline-fueled internal combustion engine and eliminate the traditional carbon and fuel pump—resulting in fewer tune-ups and maintenance.

The 24-year-old inventor, who worked more as a passenger for tinkering around his automobile, explains that playing around will have his system powered, perfected and into mass production within a year. In the meantime, he convinces the doubters he plans to equip three late model cars with his new fuel system (eight, seven and four cylinder) and test prove them in the laboratory and on the road. He predicts the powerful eight cylinder engine will get 90 to 100 miles per gallon; the six cylinder intermediate engine will average 100 to 200 miles per gallon; and the economy four-cylinder engine will meet the show a 200 to 300 miles to the gallon.

Unbelievable?

Well, one-watching (look that leaves the cross searching for an answer it the

mentioned car run. It has been established such was prearranged, unless it was of such an elaborate nature that it escaped the scrutiny of numerous mechanics and engineers.

Ogle was his own drive in West Texas and about around New Mexico, an art, environment that combines El Paso, the Chihuahuan Desert, Crown Wood of the Rio Grande Valley, and the many types of plants that spruce the upper reaches of the Rocky Mountain foothills.

Before he could begin, the Ford was closely scrutinized for hidden fuel tanks. None were found. The special fuel tank he designed for his fuel system was equipped two gallons of gas was poured back in. The fuel tank was checked for hidden compartments. None were found. It took ten to 15 minutes to get the car prearranged, proving all the work that there was no hidden tank and that the system had been exposed. Ogle then drove the low-hanging car out of Pack's Automotive Service and Body Shop, located in northwest El Paso, and followed a police escort to the city limits. A caravan of camera meters followed the vehicle to Interstate 10, which goes north out of El Paso to Las Cruces, New Mexico. There the Ford was car turned west and followed Interstate 10 to Denning.

The result? Ogle summed it up. "It was like one guy commented... that we actually had really done something when we got to Las Cruces (45 miles from El Paso). When we hit Las Cruces, we were al-

ready going better than a Datsun," Ogle quipped, then nodded with his head toward the big Ford sitting as if to say: "And in a car like that."

Ogle maintained 55 to 60 mile per hour speeds, and had to climb one steep incline just west of Las Cruces in order to get up on the main which remains relatively flat for the next 60 miles to Denning.

The "Oglemobile," as the test car has come to be known, only stopped once in Denning, where Ogle, his assistant James Franklin, and a newspaper reporter had a cup of coffee "while some of the other cars got gas."

The test run was near completion when he was fitted onto a shoulder along the highway and a rock flew up and punctured a "filter" in the fuel line, causing the vaporized power to escape to the atmosphere. The engine sputtered out, and the car had to be towed back to Pack's garage. "It was still a success. We proved we could do it," Ogle said later.

How easily did he do it? Ogle's understandably cautious about explaining in too much detail what it is that makes his system work. There is still the all-important matter of getting a patent for the invention, and, until then, we'll have to make do with a name and brief description.

First off, the vaporized fuel system is nothing new. It's been kicked around for 50 years or more. Ogle said he did something that other inventors and competitors didn't try, however, and that was to eliminate the standard carburetor. During the experiments he

With his fingers on the battery (at center) the inventor (far center) for accelerating the 4,000 pound test car, Tom Ogle watches the performance of the 350 cubic inch engine. The Mustang (lower left) is the replacement for the carburetor.