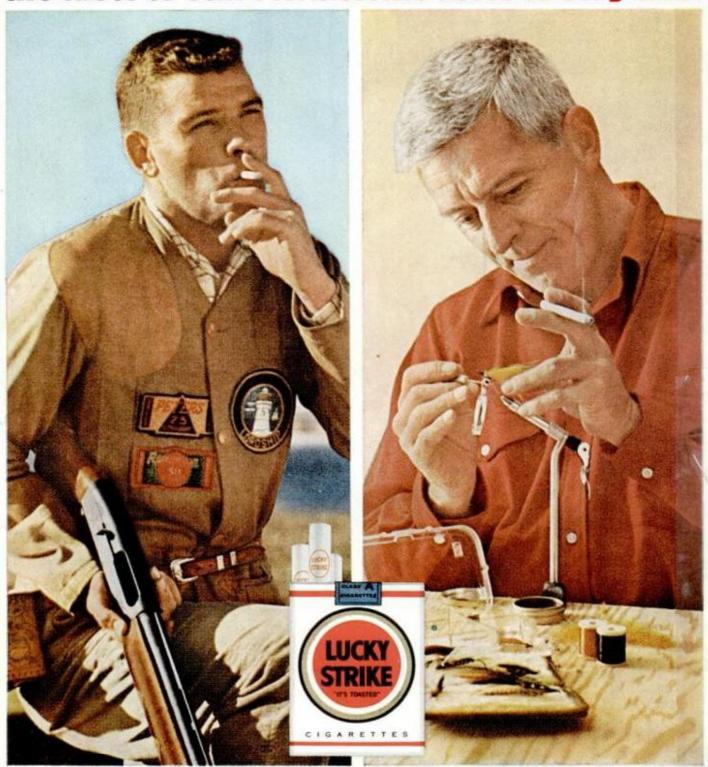
Home Fix-It Center Built in Any Wall

# POPULAR 35 CENTS POPULAR 35 CENTS ME 1963 STATE 196



One Pesticide-Drenched Town?

## Get Lucky the taste to stay with



The taste of a Lucky spoils you for other cigarettes. This famous taste is the best reason to start with Luckies...the big reason why Lucky smokers stay Lucky smokers. How about you? Get the taste you'll stay with. Get the fine-tobacco taste of Lucky Strike.

Product of The American Tobacco Company - "Tobacco is our middle name"



Super Hi-Miler (at left) vs. comparably priced truck tire (at right) after typical accelerated, high-speed, overloaded, 50,000-mile test on same equipment, over same roads, with same driver.

## yes, outwears! yes, any other! Goodyear's New Super Hi-Miler truck tire

yes! Super Hi-Miler is made with TUFSYN-toughest, longest-wearing synthetic rubber in Goodyear history. And it's been proved over millions of highway miles!

yes! A new wide-tread pattern lengthens Super Hi-Miler life. Tread wear is distributed over much greater area to reduce rate of wear and increase mileage.

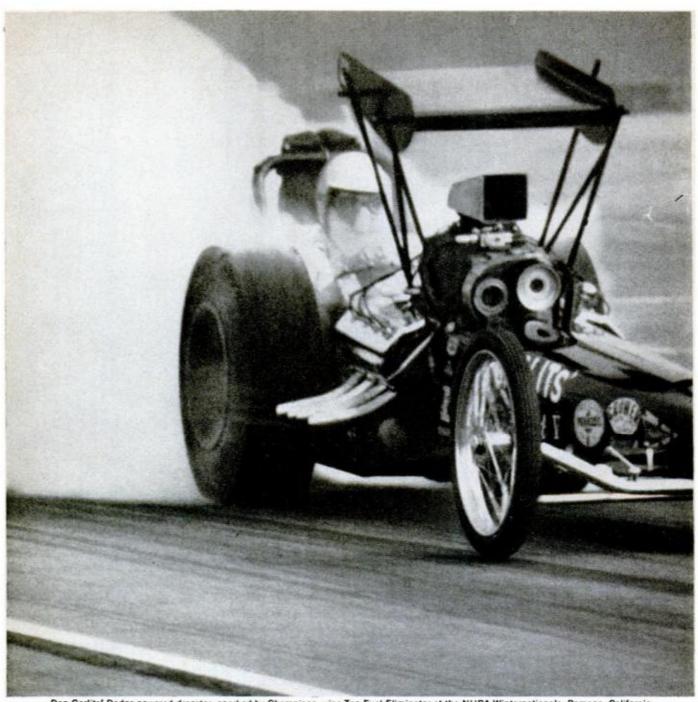
yes! Super Hi-Miler beats tirekilling heat. Dual-compounded tread has a resilient inner tread to cut heat buildup. Open shoulder grooves dissipate heat further.

yes! There's longer wear in compact continuous ribs, too. No small segments to squirm and scuff away mileage. Deeper outer grooves for extra traction, extra safety. yes! Super Hi-Miler rides with a new "muted sound" for less "rumble" at high speeds on the road. Variable zigzag tread segments are acoustically engineered. Listen!

Yes! Goodyear's new Super Hi-Miler with TUFSYN rubber outwears any other truck tire of its kind. Save with Super Hi-Miler truck tires! Goodyear, Akron 16, Ohio.



Hi-Miler, Tufsyn-T.M.'s The Goodyear Tire & Rubber Company, Akron



Don Garlits' Dodge-powered dragster, sparked by Champions, wins Top Fuel Eliminator at the NHRA Winternationals, Pomona, California

The overwhelming majority of men who design, build or race engines use Champion spark plugs. Why settle for less in <u>your</u> car?

New Champions can give your car 26% more power...instantly! On the average, that's what you can get with new Champions if you haven't changed spark plugs in 10,000 miles or more!







love son

For every man who ever fell in love with a Jeep —a new kind of family station wagon has been born. The 'Jeep' Wagoneer. It's the first station wagon ever built to offer the comfort, silence, speed and smoothness of a passenger car—plus the traction and safety of 4-wheel drive.

It's sheer pleasure to drive. Simple too. One lever puts you in 4-wheel drive. So at a second's notice you can shift into greater safety... from wheel-spinning in mud or snow... from skids on slick surfaces ... from getting stuck or going out of control on the highway or off!

The Wagoneer really makes a demonstration worthwhile. It'll be your most exciting 30 minutes behind the wheel in 1963. By the way, 2-wheel drive models available too.

7 exclusive features that turned the 'Jeep' into a family station wagon: 1. Automatic Transmission.\* 2. Independent Front Suspension.\* 3. Both Power Steering and Power Brakes.\* 4. Easy-To-Enter Doors open wider than other wagons. 5. New Tornado-OHC Engine. ("OverHead" Cam) Gives more horse. power on less gas. 6. More useable cargo area. High and Wide. 7. New 'Jeep' 4-Wheel Drive. Quiet. Simple \*one-lever shift. See your 'Jeep' Dealer today.

\*\*Optional on the Jeep' Wagoneer and not available on any other 4-Wheel Drive Wagon.

shift into greater safety NEW JEEP WAGONEER the family wagon with 4-wheel drive

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#### JUNE

#### 1963

#### VOL. 119

#### NO. 6

## POPULAR MECHANICS<sup>®</sup>

INTERNATIONAL EDITIONS . SPANISH . CARIBBEAN . FRENCH . PORTUGUESE

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NEXT MONTH—Way-out Boat Designs will be on the water this summer, and you'll find many of them in July PM—along with owners ratings of their Olds F-85s, a report on family style rock climbing, an inside story about what it takes to win a Mobilgas Economy Run by PM's auto editor, who placed second. Don't miss it

DANISH

SWEDISH

DUTCH

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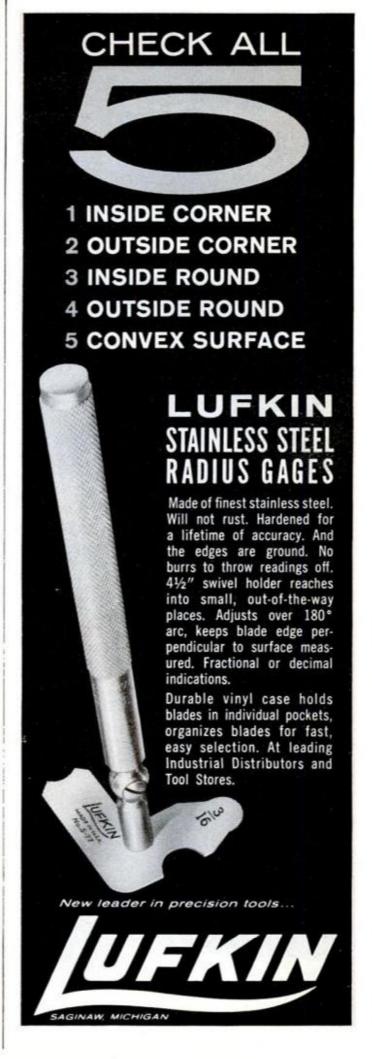
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## the Spyder's thrust just so much hot air?

A rhetorical question if ever we posed one. Sure, the Corvair Monza Spyder\* uses hot exhaust gas to power its turbo-supercharger. Gets 150 hp as a direct result. But hot air alone does not a Spyder make. This is no bolt-on firecracker with a short, loud life-span. We beefed up that 145-cubic-inch air-cooled Corvair power plant to take the extra stress in its stride. Added super-alloy exhaust valves. Redesigned the exhaust valve guides for excep\*Spyder equipment and radio as shown applional at extra cost.

tional heat dissipation. And put in a more rugged crankshaft. Then added heavy-duty connecting rods and chrome-plated upper piston rings. Result: performance every bit as reliable as it is potent—and that's plenty. There's something very solid about the Monza Spyder—and that isn't hot air.... Chevrolet Division of General Motors, Detroit 2, Mich.

CORVAIR SPYDER

CHEVROLET

## People who live in green houses shouldn't use anything but Dutch Boy Latex House Paint.

And that goes for people who live in blue houses. And red houses. And houses in light, delicate colors like beige, or off-white. Why? Because Dutch Boy Latex House Paint holds its color. Stays fresh and bright.

The reason is this.

Dutch Boy Latex House Paint is made with exclusive 100% pure acrylic resins and permanent, light-proof pigments. And that means you get a paint job that's incredibly resistant to the three main causes of damage to paint. Moisture. Oxidization. And sunlight. Add this to the fact that, with this exclusive formulation, there's no chalking to mask the color and it's easy to see why Dutch Boy Latex House Paint really retains its color. In fact, it does it so well you can even come back and touch up years later and not see the difference.

Think what this means in maintenance. To keep your house looking good all the time you simply touch up the word spots when they need it. In other words, you may never have to paint your whole house at one time again.

And color retention isn't all you act from this remarkable paint. Being latex, it brushes on more easily. Covers almost any surface, wood, st. oco, even galvanized iron. You can stop when you like, start where you like, because it doesn't show labmarks. It's original too. You get a weathertight, bug-free coat in just a couple of hours. Brushas, equipment and people all clean up with soapy water.

Want to know more?

Call your Dutch Boy dealer. He has thirty new 1963 colors in stock right now, You'll find him in the Yellow Pages.



A product of National Lead Company.



"Without the opportunity to study I could not qualify as controller of a concern with millions of assets and sales." Thanks to LaSale." — Walter Zielke, Bridgeman, Mich.



"I am pleased to say that I am now Traffic Supervisor with Johns-Manville. I owe much to your course in Traffic and Transportation." — J. E. Sanders, Natchez, Miss.



"My salary has more than doubled since enrollment with La-Salle and due to my fine training is still growing."—William T. Black, Canoga Park. Cal.



"Salary is double what I carned when I corrolled. At 52, I feel that a new life is beginning, thanks to the opportunity you offered."—Robert Hughes, CPA, Costa Mesa, Cal.



"My selection for my position was based primarily on the fact that I held LaSalle's LL.B. Degree."—William F. Hornbeck, Cheyenne, Wyo.



Mrs. Eleptime
McGill, Brooklyn,
N.Y. is mother of 5
children: "I cannot
tell you how much
LaSalle has done for
me. The business education I received is
out to good use."

## Why more than 20,000 men in LaSalle's career

## Which one of these famous La Salle training programs interests you?

#### LA SALLE SCHOOL OF ACCOUNTING

Training in one of the most highly paid professions in the business world today—leading to positions as General Accountant, Auditor, Controller, Tax Specialist, CPA.

#### LA SALLE SCHOOL OF LAW

The Law-trained man has become the indispensable man in the world of business. LaSalle offers training leading to the LL.B. degree, also specialized Law courses.

#### LA SALLE SCHOOL OF TRAFFIC & TRANSPORTATION

Training in one of the most exciting and profitable careers in modern industry, leading to managerial positions in the shipping of goods all over the world.

#### LA SALLE SALES TRAINING

Many of today's corporation heads have come straight from the sales department. LaSalle offers courses in Basic Selling Principles and Techniques, as well as Sales Executive Training.

#### LA SALLE SCHOOL OF BUSINESS MANAGEMENT

Training for executive careers, including Advertising and Marketing, Production Management, Financing, Credit and Collections, Office Management, Foremanship.

LaSalle also offers home study courses in such high-pay technical fields as Refrigeration, Air Conditioning, Diesel, Drafting and others, plus High-School Diploma courses. Choose from the complete list in the coupon provided on the opposite page.

La Salle students live in every state in the Union, in every part of the world. They are to be found in every occupation you can think of. Yet all of them have one goal in common; to advance from a hum-drum, insecure job to a prestige position with high pay and unlimited future.

They enroll with LaSalle because they can train for advancement without interfering with their regular work and without the loss of a single day's pay. They study in spare time—at home—during hours that suit their convenience. They pace themselves as they wish—always under expert and attentive supervision.

The direct practical results of LaSalle home study—in terms of pay increases, promotions, and broadened opportunity—are truly remarkable, as student reports show. Many are able to pay for their training out of the extra money they earn the first year.



As a LaSalle homestudy student, you are a class of one . . . you set your own hours, at your convenience.

### If you are ready to move ahead, LaSalle offers you a choice of profitable studies

If your present job is just a dead-end street—if you are ready to get started on a program of self-advancement, LaSalle can help you achieve your highest ambitions.

LaSalle offers you training in an attractive choice of today's best paid, fastest growing fields. The demand for qualified people in each of these fields is at an all-time high. Many fine jobs are actually going begging. Salaries keep growing; promotions are rapid. And LaSalle graduates: are eagerly welcomed—for good reasons.

LaSalle Extension University, a correspondence institution since 1908, has become a world



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#### Over the Editor's Desk

#### **Now Try Rockets**

The Fairchild C-123 (page 110, April PM) may be built at the present time by Fairchild, but actually was designed, originally built and flown at West Trenton, N.J. The original of this plane was a glider during World War II built by Chase Aircraft Co., located at Mercer Airport, West Trenton.

When I worked on the plane at Chase in 1954, it had already been a glider, piston-type aircraft and a jet. It was the only plane at that time capable of all three types of flying. It has also been a twin-engine and four-engine plane. In different stages of its development.

Freedom, N.Y. ROBERT C. STREEPER

#### **Generating Arguments**

"The alternator and generator do the same job," states your author, Morton Schultz (Getting to Know Your Alternator, page 174, March PM). Are we changing our terminology?

Strictly speaking . . . rotating a conductor in a magnetic field is mechanical generation. Whether alternating current or direct current is produced is beside the point.

St. Petersburg, Fla. WALTER M. RENNICK

"Sure," comments writer Schultz, "an alternator is an a.c. generator, and the d.c. job is a d.c. generator—and whatever instrument produces an electric current is a generator. To differentiate between the two, the automotive industry calls the a.c. device an alternator and the d.c. device a generator. I guess it's just one of those things we have to live with."

In the picture caption at the top of page 175, I found a false statement: "Rotor of alternator does same job as generator's armature. Other half of alternator assembly is stator . . . that corresponds to generator field coil."

The rotor of an alternator is similar to the field coils of a generator, and the stator of an alternator is similar to the armature of a generator.

Philadelphia, Pa. WALTER D. BECKER

Author Schultz says many mechanics and trade journals servicing the automotive industry compare the alternator and generator as we did, and stated that the rotor is comparable to the generator's armature.

Mechanically speaking, the rotor of the alternator corresponds to the generator's armature, and the stator corresponds to the generator's field. Just as the armature revolves within the field in a generator, the rotor revolves within the stator. So, depending on how you look at it, everybody is right.

#### Crayfish Chasers?

I have a crayfish problem. I have tried to divert water from several small springs on my lot to a storm sewer by means of a rock-and-gravel-filled ditch, but crayfish burrow into the ditch and dam up the water so that it soaks my yard. I have tried to kill crayfish with methyl alcohol, frying grease, oil and other substances—with no success. Do you have any suggestions?

South Charleston, W. Va. GARY L. BAKER

Our suggestion is this: We'll ask a group of experts (our readers), and you'll hear of a dozen ways to get rid of the crayfish. First, though, are you sure you don't want to start a bait shop?

#### We're in His Budget

About three months ago I picked up a copy of your magazine. I read through that issue, and I have been saving my allowance for the next copy every month. You have a very fine magazine, so keep up the good work.

North Royalton, Ohio RALPH FORESTEK

We'll try. And you keep up your good work to qualify for that allowance.

#### Bring Back Paul Bunyan

Your story They Won't Bury Paul Bunyan (page 123, April PM) was very interesting yet a bit sad. I know you can't stop progress, so they are fighting a losing battle for the work they love.

I may be called old fashioned today because I am not looking forward to a pushbutton computor that will fix a defective TV receiver for me. Though always trying to think up new ideas myself, may they always provide easier and more work for the trades—not take them over.

Malden, Mass. Peter Legon

#### There's a Long, Long Trail

I was most disturbed by your article Fat-Tire Scooter for Sportsmen (page 151, April PM) in that you are very unsportsmanlike in recommending it for use in wilderness and mountainous areas. What are you trying to do—destroy the few remaining back country areas that are left?

Why can't you power mongers keep out

(Please turn to page 12)

#### "Your name is on the list"



古家はないですから、ヤマルスのアークドスリース

Doug Mott was not surprised. The recession was on and the assembly line where he worked was almost at a standstill.

And then, strangely, the boss began to smile. "You know how the Engineering Department sends us blueprints and then we have to send them back for revision because they just aren't practical to produce?" Doug nodded . . . wondering. "That's waste . . . and we can't allow it to continue. That's why we thought that if we had a man who knew assembly and production—and drafting, too—he could act as liaison man between engineering and production. You know production, Doug . . . and you're studying drafting with I.C.S. You've got a new job. Congratulations!"

Doug Mott now heads a drafting room. But he will never forget the day his name was on the list to be laid off.

Good times or bad, I.C.S. training sets a man off from his fellows, puts him on the road to promotion. You can start on that road by filling out the coupon now!

Clip coupon here-and take your first big step to real success! I.C.S., Scranton 15, Penna.

Accredited Member National Home Study Council

#### INTERNATIONAL CORRESPONDENCE SCHOOLS (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd., Montrest.) Box N0752F, Scranton 15, Penna. Without cost or obligation, rush me FREE Success Kit, with 3 valuable booklets: (1) How to Succeed; (2) opportunity booklet about the field I've checked below; (3) Sample I.C.S. Lesson. ARCHITECTURE and BUILDING TRADES Air Conditioning Architecture Industrial Telemetering Instrument Technician Practical Electrician Practical Lineman Lab. Technician Nuclear Energy Plastics Pulp, Paper Practical English Shorthand Stenographic Typist Transmission Specialist HIGH SCHOOL (Diple High School General High School Math AVIATION Aero Engineering Aircraft Drafting Aircraft Mechanic Architecture Arch. Drawing Building Contracting and Estimating Carpentry & Millwork Heating House Planning Painting Plumbing STEAM and DIESEL POWER CIVIL ENGINEERING Civil Engineering Civil Engineering Construction Engrg, Highway Engineering Reading Structural Blueprints Sanitary Engineering Structural Engineerin Surveying & Mapping Boiler Inspector Aircraft Mechanic BUSINESS Accounting Public Accounting Bus. Administration Executive Training Marketing Personnel-labor Relations Programming for Digital Computers Purchasing Agent Real Estate Sales Mgmt. Small Busine ELECTRONICS Secretarial Automation Basic Electronics Electronic Computers Electronics Technician Engineering Stationary Diesel Engineering Steam Engineering MECHANICAL and SHOP Gas and Electric Welding Industrial Engineering Industrial Hi-Fi Stereo and Sound Systems Industrial Electronics Ultrasonics SUPERVISION ART and DESIGN ART and DESIGN Commercial Art Fashion Illustrating Interior Decorating Magazine Illustrating Show Card & Sign Painting Sketching and Painting DRAFTING Architectural Electrical and Electronic Mechanical Sheet Metal Industrial Instrumentation Machine Design Machine Shop Practice Mechanical ENGINEERING (Professional) Chemical Civil Electrical Mechanical TV-RADIO Radio and TV Servicing Engineering Reading Shop Blueprints License TV Technician Practical Radii Engineering Salesmanship Sales Mgmt. Small Business Mgmt. Traffic Mgmt. ELECTRICAL UTOMOTIVE Tool Design Toolmaking Safety Engin Auto Body Rebuilding Auto Electric Technician Automobile Mechanic Engine (Gas & Diesel) Engine Tune-Up Servicing Electrical Engineering Electrical Engineering Elec. Eng. Technician Elec. Motor Repairman Industrial Electronic MISCELLANEOUS Better business Writing Introductory Technical Writing Short Story Writing CHEMICAL Analytical Chemistry Chem. Engineering General Chemistry Railroa Textile Other (please specify) SECRETARIAL Clerk-Typist Professional Secretary Home Address City Occupation Working Hours, Special low rates to members of U.S. Armed Forces!

of the wild country and leave it to the fellow who is willing to get there under his own foot power? What solace is left to man when the call of the wild is replaced by the sound of the putt-putt? Sandy Springs, Ga. D. E. DOLAN

But it's going to be a long walk for both of us if we decide to go after bighorn sheep.

#### The Chair? Here's Where

In Chair Helps Disabled Stand (page 139, Jan. PM), you stated that our firm produces the electrically operated chair. The producer of this chair is Rise-O-Matic Chair Co., 2294 Scranton Road, Cleveland, Ohio. The chair is unknown to us and is not delivered by us.

Vlotho, Germany WILHELM MEYER Co.

That's right-and we're sorry that we told folks to look in Germany for this helpful chair when they could buy it right in Cleveland, Ohio. The erroneous information came to us from a news agency; a sharp tap on the wrist to them.

#### Solace ex Machina

I found Look What Those Knuckleheads Are Doing (page 135, Jan. PM) amusing as well as comforting. My interests lie in the field of finance, and it has occurred to me that I might be in competition with an IBM machine when seeking employment. I am glad to find that it would be rather improbable for machines to replace human beings in all types of business positions. Holland, Mich.

Well, we're comforted, too, and we'd bet our quill pens that machines will never replace everybody. Besides, what robot editor would have dared print such an expose of his own kind?

ROBERT B. RAATJES

#### How's the Driver Holding Up?

I have a 1936 two-door Ford which I have driven 1,050,000 miles. The original motor has been replaced six times, each engine having been overhauled at about 100,000 miles to give another 50,000.

I believe this must be some sort of record. Can you verify? BOYD TAYLOR Atlanta, Ga.

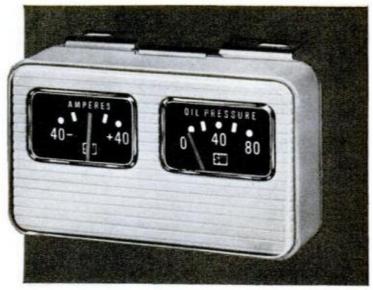
We don't keep actuarial tables of that sort, so right now you're our international grand champion at keeping 1936 Fords out of the junk yard. Let's see what our readers have to say about piling up more than a million miles on a particular car.



## for good measure

... Stewart-Warner Custom Gauges. They give you the precise information you need to detect and correct engine-system problems before they get serious. No guesswork and no 'warning light confusion.'

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... the exclusive CTI Learn-and-Practice method which enables many students to earn money in spare time as they train for a top-pay job or their own business



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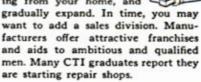
"A demand for many thousands of additional mechanics who can install, maintain, and repair air-conditioning and refrigeration equipment is expected in the 1960s," the U.S. Dept. of Labor reports. "The use of air-conditioning in offices, stores, and theatres is increasing tremendously. In homes, the number of centrally installed air conditioning units doubled between 1957 and 1960." The growth of refrigeration in food preservation and in the manufacture of synthetic rubber, oil, high-test gasoline, medicine and drugs is also stressed by the Labor Dept. Want to be a mechanic in this greatgrowth field? Find out how-by mailing coupon below for complete information! No obligation.

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Opportunities to go in business are available because air conditioning is one of America's two fastest-growing industries. Start in a small way working from your home, and



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Many CTI students earn money in spare time. Some handle servicing for food stores, restaurants, taverns, etc., on a monthly fee basis. Others work part time with local dealers. Many make service calls to homes on



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#### Over 50,000 Graduates

CTI is one of the nation's largest home study institutes and has graduated over 50,000 men. CTI is the only school in this field that sends parts-kits to build real



13

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ZONE STATE



Three radical aircraft have been proposed recently for three different uses.

The Air Force hopes to develop a space plane that could take off from a runway under its own power, fly into orbit like the X-20 Dynasoar (which will be boosted into space by a Titan III missile) and land again. The plane could be used for intercepting, inspecting and even destroying suspicious satellites. It would be propelled into space by ramjet engines.

A British scientist has offered plans for building a semiorbital bomber that would fly 25 times the speed of sound at altitudes up to 250,000 feet. It would combine a ramjet and turbojet power plant, plus retractable wings so it could fly like a missile during its ultrahigh-speed flights. It could reach targets several thousand miles away in less than half an hour.

The Air Force also is studying the concept of an endurance airplane—one that stays aloft for as much as eight days without refueling. It would have low-

level capabilities to sneak in under radar defenses, plus highly sophisticated decoy devices to counter radar when operating at higher altitudes. Its ability to stay aloft so long, and literally hide in the sky, would reduce the possibility of its being destroyed on the ground. The Air Force isn't telling how it plans to keep it up for long periods, but apparently it will be with increased refinement of conventional fuels and power plants rather than exotic chemicals or new engines.

Small airfields in small communities are getting increased attention.

Depressed areas have found, to their delight, that new airports not only increase local interest in flying but are also a major attraction for new industries. Several small cities that built airports in recent years have lured new plants into the area, increasing employment.

Now the government, via the Federal Aviation Agency, is taking increased interest. It recently published a booklet on starting and managing an airport, available (for 25 cents) from the U.S. Government Printing Office, Washington 25, D.C.

Levin V. Brown Aviation Editor



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#### Items from All Outdoors

Fishing theorists are at it again. After a year-long survey of fishing off the Atlantic coast, three biologists of the Sandy Hook (N.J.) Marine Laboratory claim that time of day, cloud cover, and wind velocity and direction have nothing to do with good or bad fishing. The only factor they could link to increased catches was a day of predominantly low barometric readings. This should cause some controversy among the fishermen who take out their gear only on odd-numbered Tuesdays, during certain phases of the moon, or when the wind is from the south. It also brings to mind a theory voiced by some disgruntled commercial fishermen: Fish strike in the middle of breakfast and in the middle of dinner.

Fur trapping was the subject of an item in our February column, and the response shows that it is still a lively occupation. We learned that three Rutgers University students are paying their way through school partly by trapping and selling pelts. Mrs. W. B. Marshall of Flushing, N.Y., informed us that the Caldwell (Ohio) Journal regularly carries an ad for a dealer who buys raw furs "at top prices." Mr. Frank Sampson of the Missouri Conservation Commission informed us that nearly 71/2 million pelts were taken in the U.S. in 1961. An interesting sideline: upon investigation by a national magazine, a midwest pressure group campaigning against trapping as inhumane turned out to be backed by a large commercial fur farm eager to stop competition.

Live bait anglers with the problem of keeping a minnow full of life while using a sinker can sweeten their line and end their trouble. To weight the line, put a double loop about six inches above the bait, then fasten a cube of sugar in the loop. You have enough weight for a good 60-foot cast, and when the sugar dissolves in the water, the minnow swims freely.

Water depth is important to fishing, and sometimes difficult to figure. Mr. Jay Carter of Butler, N.J., marks the anchor line of his boat with adhesive tape every two feet for fast, easy sound.

STUDENT James
Outdoors Editor

POPULAR MECHANICS

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**BOB COUSY** 

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## Sidelights from the SERVICES

By William R. Kreh

Glass masts have joined plastic armor in the Navy. A forest of glass masts, some of them 80 feet high, are being installed aboard the USS Wright which is being converted to a floating command ship for high-level military leaders. The glass masts will eliminate interference with the electronic transmission of communications and radar gear that steel masts generate. "Macks"-combination masts and stacks -already have made their appearance in missile cruisers. They have plastic armor to protect them from heat and cold. Had the tower-like structures been made of metal, the differences in heat during the day and night would cause the macks to expand and contract, throwing electronic gear out of alignment.

Saltiest flight suit in the Navy is probably owned by Lt. R. J. Wallace. He got his back recently three months after he had jettisoned it near Puerto Rico. The suit was found drifting, boots up, near Brunswick, Maine, after making the 1100-mile drifting trip home.

Tooting their horns is easier now for some youngsters who wear teeth braces at Fort Knox, Ky. One of the boys' father, an Army dentist, designed a variation of a football player's protective mouthguard that the kids could wear to allow them to play brass instruments while wearing dental braces. Usually, young musicians have to lay aside their horns until the dental work has been completed.

Jets for snowplows were used recently at a snowbound air base in Japan. When stubborn ice and snow near arresting cables at the ends of runways created safety hazards, the air base commander remembered how the hot exhaust blast of an F-100 jet fighter plane is angled toward the runway, so he had four of the supersonic fighters park with tails pointed at the snow. Then power was applied. The gases, moving up to 500 m.p.h. soon blasted the icy hazard away.

Champion title-holder this month is the man who works for the Department of Defense as the Deputy Special Assistant to the Assistant for Space Office, Deputy Director, Research and Engineering (Tactical Warfare Programs).

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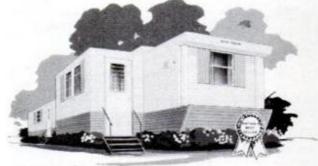


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In communities drenched with poisonous insecticides, the voices of spring are absent, wrote Rachel Carson in the best-selling Silent Spring. PM's Midwest Editor, Cliff Hicks, examined one such community, Sheldon, Ill., and came up with the chilling report on page 85. Hard evidence of damage to wildlife continues to turn up. Latest to report is the Cranbrook Institute of Science in Bloomfield Hills, Mich. In a letter to PM, Naturalist Walter P. Nickell said farmers in the Michigan counties of Monroe and Lenawee have picked up the dead bodies of more than 500 rabbits, squirrels, pheasants, mice, songbirds and barnyard chickens following the spraying of 80,000 acres with dieldrin in an effort to eradicate an infestation of Japanese beetle.

If you want to see the July eclipse of the sun in its totality, better pack your bags and head for Alaska, Canada or Maine. Due July 20, the eclipse will be total about 10 a.m. south of Fairbanks; at about noon near Great Slave Lake, and about 4:45 p.m. in Bar Harbor. (Times are standard). A partial eclipse will be seen over the rest of the U.S., except Hawaii.

**Kidney-stone removal** may become routine for astronauts returning from space trips. Scientists say excess calcium builds up in the body when weightlessness reduces skeletal needs.

Birth ratios among Japanese caught in the atomic bombings of Hiroshima and Nagasaki show at least one deviation from the normal, says a report recently released by the Atomic Bomb Casualty Commission. In the 18 years since the blast, males exposed to radiation have shown a tendency to produce more sons than daughters; females to bear more daughters. No increase in birth malformations or mutations has been detected in a study of 70,000 pregnancies in Hiroshima. Lifelong studies are being conducted of some 20,000 persons who were either in the blast or born of parents receiving radiation.

Irradiated food on supermarket shelves appears to be just around the corner. Recently, the Food and Drug Administration gave its OK to bacon irradiated by the Army, the first clearance for food treated with nuclear energy. Advantage of the process is that radiation kills organisms that cause spoilage and decay, thus could dispense with the need to refrigerate some foods. Fruits and fish for instance, could be brought to market quickly with their freshness unimpaired—and they'd remain fresh for longer periods.

Dimple doctor. Dr. Khoo Boo-Chai, a Singapore plastic surgeon, reports a booming business in creating dimples for Chinese females. It's a simple operation, he says. An incision is made in the cheek lining inside the mouth over the spot chosen for the dimple. A facial muscle is tied to the skin to form a depression in the cheek and that's it.

Capturing asteroids to make use of their raw materials may be only a few years off, says an astronautical scientist in a recent issue of Astronautics and Aerospace Engineering. They could either be captured and propelled into an earth orbit, he said, or they could be brought back to earth for mining—chiefly for nickel and iron. Asteroids range in size from one to 500 miles in diameter, and sometimes pass close to the earth in their orbit of the sun.

Radio stars are the most powerful objects yet found in the sky, says the California Institute of Technology. In a recent survey of the sky, it studied 24 radio stars ranging in distance from 13 million to five or six billion light years from the earth. The strongest star in the group has the power of 20 billion suns, or 40 billion billion billion watts.

Here's a new excuse for slow-starters in the morning. A British medical journal says that elderly thin persons sometimes have trouble getting their eyes open in the morning and it's possible this "morning stiffness of the eyelids" is due to rheumatism.

Measles may be on the way to extinction. Two types of measles vaccines have recently been licensed, one "live" and one "killed." The live-virus vaccine, which should be in plentiful supply by fall, is recommended by the Public Health Service, except in special circumstances. One injection alone is necessary, experts say, but they suggest an accompanying shot of gamma globulin to reduce reactions.

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#### Science Worldwide

(Continued from page 24)

Merck & Co. was first in the field with the live vaccine, other firms are following suit. The shots are good for regular measles only, a Merck spokesman told PM, not German measles.

No cavities from candy? Generations of children will think they've been led up the garden path if the report of a dental researcher at the University of Oregon is true. He says a nine-year study of the diets of 37 youngsters fails to show any relationship between sugar consumption and tooth cavities in the group.

Liver disorders, recently reported from different areas of the U.S., may be due to a new anesthetic, halothane. Now in use about five years, halothane has been administered to some 10 million people. Doctors like it because, unlike other anesthetics, it won't explode or burn. But evidence of liver damage has mounted, according to the New England Journal of Medicine. One 16-year-old girl was operated on for a deep wrist cut; six days later she was dead and an autopsy found four-fifths of her liver destroyed.

Clear and warmer for the next 350 years, following by increasing cloudiness, rain and snow, with a few thousand feet of ice spreading over most of the northern hemisphere by the year 12,000. That's the long-range weather forecast made by a group of scientists studying the weather over the past few thousand years. They believe they've discovered a cycle of alternating cold spells, ice ages and warm spells—such as we're having now. Some think that unless we can invent a way of interrupting this vast movement we'll be in a bad way in about 10,000 years.

Grandma's been right all these years. Scientists have finally confirmed what people have been saying for generations—aching joints can foretell weather changes. A Pennsylvania university scientist put several arthritic people into special sealed rooms where humidity, barometric pressure and temperature could be changed at will. Test subjects were little affected by any changes until pressure was lowered and humidity raised, the two weather changes that take place before a rain storm. Then, all but one of the patients felt familiar twinges in aching joints.

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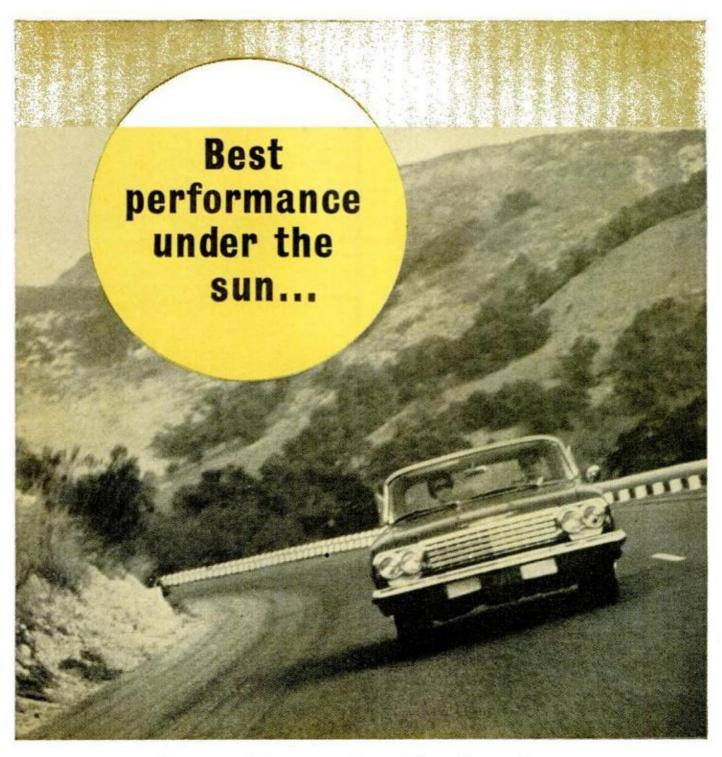
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#### Spotlight on the

Falcon Sprint



Holman & Moody join Ford in producing a hot, slam-bang, 100-plus m.p.h. Falcon

By Jim Whipple



FRESH FROM ITS FEATS in the Monte Carlo Rally of 1963, Falcon Sprint #221 blasts off complete with road lights, tow hooks, 235 hp. V8 and 15-inch wheels

THE PUSSY CAT is now a tiger.

We got a clue when we drove the new 164 hp. Falcon Sprint V8 with four-speed stick. (That's the stock model, not the 235 hp. Monte Carlo car shown above). More of the message came through as we listened to eyewitness reports of Swedish rally driver Bo Ljungfeldt's record-breaking drives over Alpine black ice in the special sections of the Monte Carlo Rally at the wheel of the more powerful 235 hp. Falcon V8.

Ljungfeldt's car was one of three specially prepared for the Monte by the renowned stock car set-up shop of Holman and Moody in Charlotte, N.C. These are very special Falcons indeed, with hopped-up versions of the 260 cubic-inch Fairlane V8, disc brakes, quick steering and heavy duty suspension to set them apart from the "ready-to-wear" Sprint V8 hardtops now in the showrooms.

Our curiosity fully aroused, we arranged for a test at Ford's Dearborn proving grounds, the very spot where we first previewed the Falcon in 1959 when it was a docile little economy car.

Recalling that early Falcon with its genuine, 25 mile-per-gallon economy and milktoast performance, we found car No. 221, a Monte Carlo "combat veteran," in shocking contrast.

Holman and Moody's Falcon Sprint is

loaded for bear. It's got the same 260 cubic-inch Fairlane V8 Carroll Shelby uses in his Cobras.

The Cobra engine uses a four-barrel carburetor, special manifold, and a 9.2 to 1 compression cylinder head with intake and exhaust valves enlarged from 1.59 to 1.72 inches and from 1.39 to 1.45 inches respectively. The camshaft gives greater valve lift and longer duration of opening via solid lifters.

In this semi-race tune the V8 can crank out 235 horsepower all day at 6000 r.p.m. The engine is coupled to the Borg-Warner four-speed full synchromesh floor stick transmission via a heavy duty clutch with pedal pressure that would put a bull-dozer to shame.

Gear ratios are close and on the hot side, at 2.20, 1.64, 1.31 and 1.0 to 1 for the forward ratios (stock ratios are 2.73, 2.04, 1.51 and 1.0 to 1 for 1st, 2nd, 3rd and 4th).

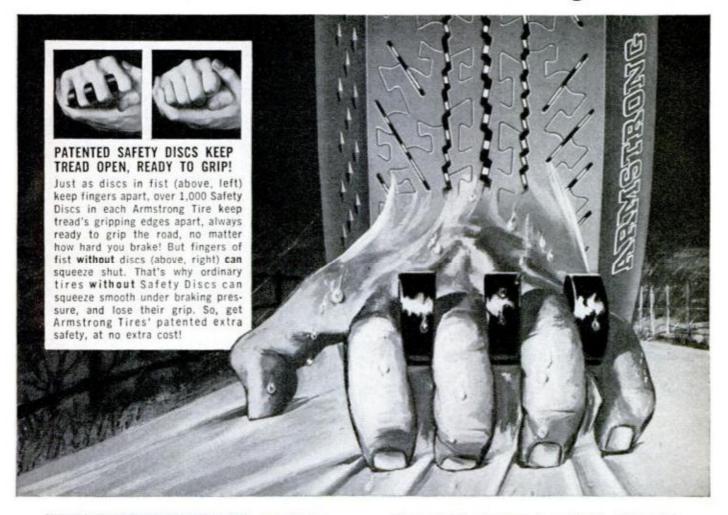
The stock Falcon axle housing is strong enough to take all this torque which is poured to the wheels via Thornton limited slip gearing with a 4.5 to 1 ratio. This is not much lower than the standard Sprint V8's 3.25 to 1 ratio as the Monte Sprints are equipped with 6.70 x 15 tires on 5½ inch rims.

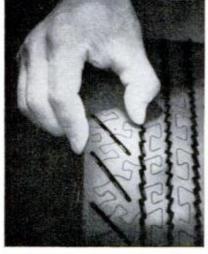
At idle the engine makes a sizeable clamor, but when you let in the clutch

(Please turn to page 30)

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#### Spotlight on the Falcon Sprint

(Continued from page 28)

and hose fuel to the Cobra V8 it sounds like an old-fashioned propeller-driven fighter on full-throttle takeoff. The car surges forward with an incredible blast of torque. Surprisingly, there's very little wheelspin or tire chirp. The leaf springs at the rear are heavy duty and act almost like torque arms.

Estimating acceleration was a bit vague since the conventional speedometer had been blacked out. Its place was taken by a tachometer and a console of engine gauges.

One of the Ford Rally Team mechanics who rode with us estimated our speed on the Ford oval at over 106 m.p.h., using the tachometer as a guide.

We judged that the 0-60 run was accomplished in the area of 6 seconds.

At high speed the car felt like a concrete battering ram or a cast-iron sled. It is dead solid on the road, with no tendency to float, drift or swerve. It just goes straight ahead, never bobbing, never sliding out on the curves, and when it's time to stop, the braking system with Bendix discs up front and oversize (11 instead of 10 inch) drums on the rear, coupled with a power booster, brings the car down **right now** with no struggle.

Steering is accurate and precise, just the way you'd want it in rallying or road racing, but a far cry from the easy-steering Falcon you knew on Main Street. Holman & Moody cut the steering ratio from 4.64 turns down to 2.25 lock to lock. Turning No. 221 at low speeds is much like trying to wrestle a cast-iron cookstove down a dry cement sidewalk.

It's a tribute to the sturdiness of the stock Falcon's unitary body-frame structure that no special reinforcements were needed. However, the suspension is modified with heavier coil and leaf springs.

#### Combat Vehicle Vs. What You Can Buy

Set up as No. 221 was for the Monte, a Falcon Sprint would be too much of a "combat vehicle" for most people, even conditioned sports car drivers.

However with some modifications such as the Cobra-tune engine, heavy duty suspension and shock absorbers, plus the disc braking system, stock option four-speed transmission and beefed up clutch, you'd have a bargain basement Ferrari Gran Turismo that would be more fun to drive than anything you've ever held the wheel of. With the special order items delivery would be a bit of a wait and the price tag might crowd \$3500 for the full treatment on the Sprint hardtop. \*\*\*



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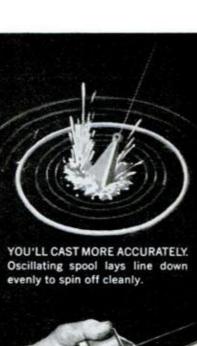
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Car racers, boat owners and home mechanics: "Gasket Installation Manual," a 36-page booklet recently published by Fel-Pro, Inc., 7450 N. McCormack Blvd., Skokie, Ill., details many new designs and materials in gaskets—hand, valve, manifold and pump types—with step-by-step procedures for their installation. Avoid gasket failure by pin-pointing the right gasket for the job with your free copy of this manual.

"First Aid for the Family," a series of eight articles on the most common emergencies, tells what to do and what not to do until the doctor comes. Care of shock, poisoning, burns, cuts, bone injuries and radiation are covered; one article deals only with first-aid supplies. The series costs 15 cents from The American Medical Assoc., 535 N. Dearborn St., Chicago 10, Ill.



Pruning may increase the yield and health of your favorite plants. "How to Prune for Better Flowers, Shrubs, Trees and Fruits," a 42-page booklet, contains four clearly illustrated sections describing what you can hope to accomplish by careful pruning at the right times, with the proper tools—whether you manage delicate rose bushes or hardy evergreens. Copies are 25 cents each from J. Wiss & Sons Co., Newark 7, N.J.

Tent and trailer tourists: "Campground Guide for 1963-64," a 134-page glove-compartment-size book, gives exact locations and facilities for thousands of public campgrounds throughout Canada and the U.S., including Yukon Territory, all accessible by auto. Made to be used in conjunction with road maps, the book includes check lists for equipment needed. Cost per copy is one dollar postpaid from the publisher, Campgrounds Unlimited, Blue Rapids, Kansas.

Intriguing hobby gets you in a bind: "Hand Bookbinding: A Manual of Instruction," by Aldren Watson, gives step-by-step descriptions of traditional methods of fine binding. Illustrations demonstrate projects from a simple folded folio to a four-signature book. Advanced section includes techniques on three-quarter bindings. The edition is six dollars from publisher, Reinhold Book Division, 430 Park Ave., N.Y. 22, N.Y.

Garbage disposal troubles? Freezer on the fritz? A new book, "How to Repair Major Appliances," by Ernest Tricomi, offers 224 pages of tips on the installation, operation and repair of all types of home equipment. Eleven chapters explain how and why clothes dryers, air conditioners and other machines work so readers can figure out what and where to fix. The \$3.95 book (MAJ-1) is available from Howard W. Sams & Co., Indianapolis 6, Ind.

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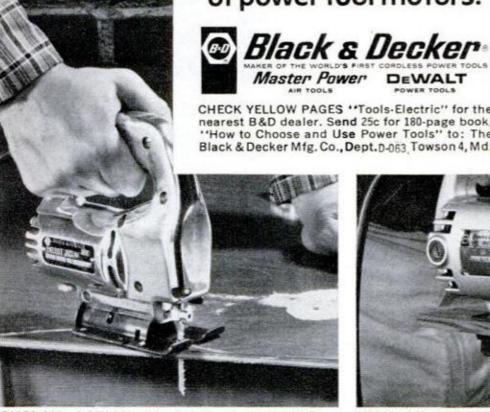
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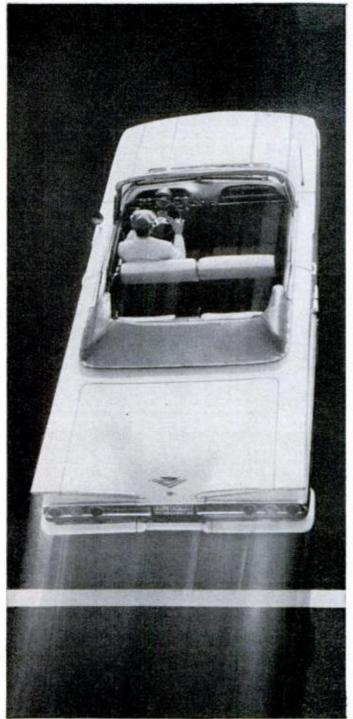
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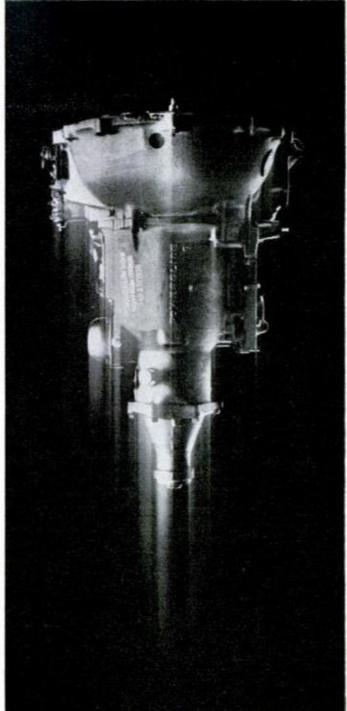
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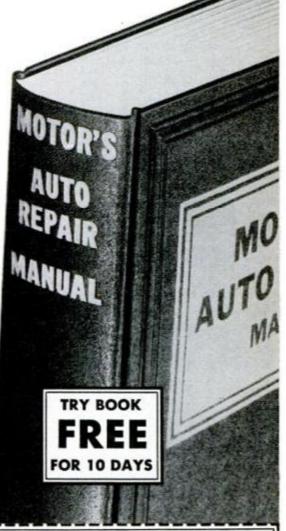
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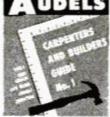
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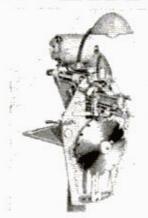
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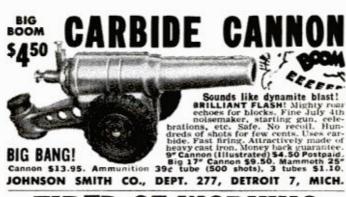
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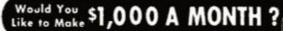


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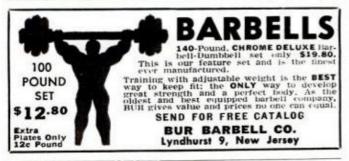


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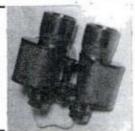
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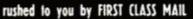
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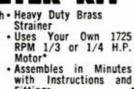
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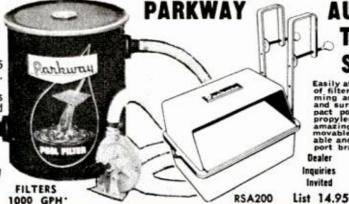
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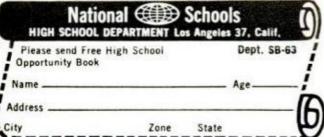
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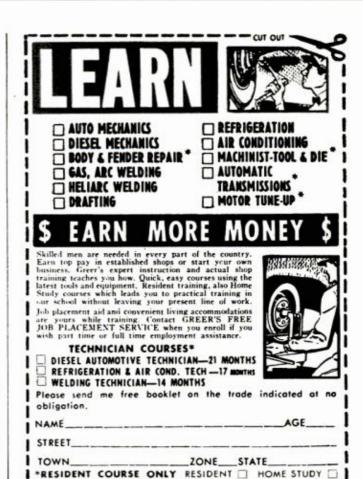
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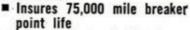
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**JUNE 1963** 

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MAIL ORDER Secrets. \$2 for book or free information. Freed, 4020 38th St., Moline, Illinois.

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FRESH Names of mail order buyers and opportunity seekers on gummed labels 1,000 \$3.00 postpaid. Torsen Corp., 138 Haven Ave., New York 32, N.Y.

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OPERATE Home mailorder business. Shaff, 1161 Pacific, Long Beach, California.

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**JUNE 1963** 



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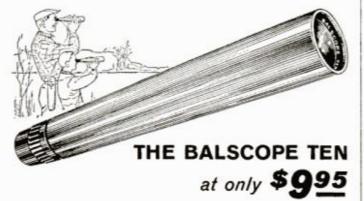
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#### **Test-Tube Viruses**

Viruses—cause of many of man's ills—have been created in a test tube. Reported by Dr. George W. Cochran of Utah State University, the synthesizing of infectious viruses from inert chemicals could lead to an attack on many of man's most persistent ills, such as measles, influenza, the common cold, smallpox and polio.

Using the same chemicals and the same methods, two researchers at the University of California duplicated Dr. Cochran's

achievement.

Believed to be a cause of human cancer, viruses can now be studied only inside complex living cells. Production of viruses from chemicals would not only simplify the study of minute life forms, but would accelerate the production of disease vaccines; polio vaccine, for instance, is now laboriously produced in a culture medium of monkey kidney tissue.

The experimenters used tobacco leaves infected with tobacco mosaic virus. They squeezed sap from the leaves and filtered it to eliminate leaf cells and the virus nucleic acid. Four chemicals—adenosine, guanosine, cytidine and uridine triphosphate—were added to the residue. This was applied to fresh tobacco leaves where new virus growths promptly formed.

Scientists say that viruses are on the borderline between living and nonliving matter. His discovery, Dr. Cochran believes, may lead to the extinction of viruses and the diseases they cause.

### Yellow Fever Threat

A potentially deadly mosquito, Aedes aegypti, which can act as a carrier of yellow fever virus, infests a 300,000 squaremile area from North Carolina to Texas. Called "a health menace of immense proportions" by the American Medical Association, the mosquito could, if it picked up yellow fever germs from South America, cause epidemics of a killer that people have assumed was eradicated.

The mosquito has been wiped out in South America, but the jungles down there are full of the yellow fever virus. Pan American Health Organization officials say that in this age of jet travel it would be relatively easy for the yellow fever germ and the carrier mosquito to join forces—with probably lethal results.

Wood that sinks in water and rocks that float are common around southern Alaska's Naknek Lake. The rocks which litter the shore are pumice, which is lighter than water; the wood is petrified and without buoyancy.



## My mother's a wizard with Duro-Plastic Aluminum

So it seems to nine-year-old Nancy Joseph of Cleveland, Ohio, as she watches the wonder of Duro-Plastic Aluminum at work. And Mrs. Joan Joseph asserts new independence: "I didn't have to wait for my husband or the plumber to fix that pesky leak under the sink."

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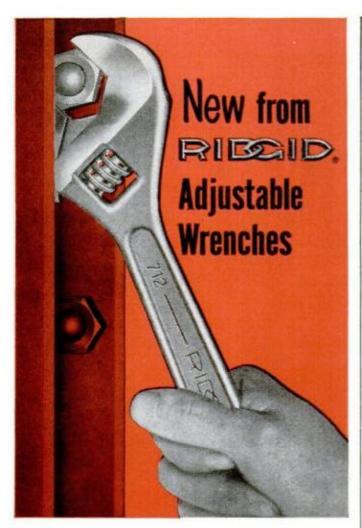
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65





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## Tune in on the Inventors

Drowning victims can be revived with a mouth-to-mouth resuscitator which insures that the exhaled breath of the operator reaches the person being revived. It provides plastic mouth cups for both operator and victim. The device won patent 3,080,864 for Robert A. Berman, Far Rockaway, N.Y.

Undersea "islands" may become sites for oil-drilling derricks through patent 3,080,583 granted to Buckminster Fuller of Forest Hills, N.Y., already noted as the developer of the geodesic dome. The derricks would be contained in a caisson, or buoyant tank, held underwater by anchor ropes.

Stretchable windshields that bend with the impact of a body thrown forward in car crashes could provide an extra margin of safety for auto passengers. Egon Orowan, Belmont, Mass., won patent 3,081,127 for the device.

Typing students can now learn the keyboard quickly by watching an illuminated typewriter chart instead of looking at their own keyboards. The electric chart is linked to a dummy keyboard on the instructor's desk. Patent 3,080,661 went to Ray N. Conrath, Indiana, Pa.

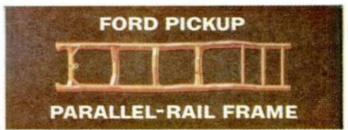
Taking photos underwater should be simplified with a "sea sled" invented by Jacques Cousteau, the French diving expert. Made of sheet metal, the vehicle contains a water-tight box for photographic equipment and a viewing window for shooting film. The sled, patent 3,082,731, is towed along the sea bottom.

How to bring new products to the attention of potential manufacturers is the inventor's own special headache. Several firms specialize in finding users for idle patents. Two such are the National Patent Development Corp., with offices in New York and Washington; and the Institute for New Products, Ardsley-on-Hudson, N.Y. First though, says the U.S. Patent Office, inventors should consult a patent attorney or their Better Business Bureau before signing a commercial agreement.

Copies of the original patents may be ordered for 25 cents each from the Commissioner of Patents, Dept. of Commerce, Washington 25, D. C.



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plete. Parts and labor. Your Johnson dealer is in the Yellow Pages. '63 Sea-Horse motors: 75, 40, 28, 18, 10, 5½ and 3 hp models. Free catalog. Johnson Motors, 1361 Pershing Road, Waukegan, Illinois. Division of Outboard Marine Corporation.

## JOHNSON First in Dependability



#### **Exclusive Electramatic Drive**

Outboarding's first truly automatic transmission. Unique directional throttle (no extra charge) controls both gas and gears. Makes driving sure, docking easy. Available at 75 and 40 hp.

## THE CONTROVERSIAL

# B-70

# Military Monster or Supersonic Transport?

By Thomas E. Stimson

Secretary McNamara says
that this weapon will be
obsolete in 10 years.
Others don't agree.
Either way, the B-70
does point the way to
the first Mach-3
supersonic
transport

THE BIG JUMP
in aviation—
from the present to
the future—takes place
this summer with the testing of America's newest,

fastest, costliest bomber.

The B-70 (actually the XB-70 for "experimental bomber") is a weird-looking airplane unlike any that ever flew before. More sophisticated than a space capsule, it is designed for effective operation in the searing temperatures of 2000 miles per hour.

And it was, long before its first flight, a controversy.

Its critics say we don't need bombers any more, that the ICBMs have taken over and, besides, the B-70 is old-fashioned even as an airplane.

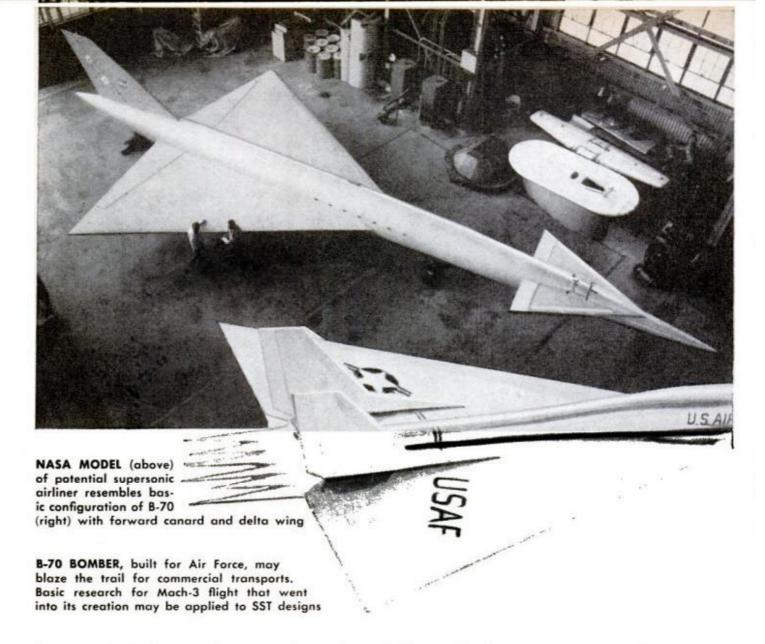
Counter-punching, its advocates inquire when are intercontinental missiles going to have a bomber's reliability?

Besides, they say, there's no guarantee that a next war would be one of nuclear suicide. They say there are non-nuclear weapons that can be "delivered" cheaper by bomber than by rocket. As for the B-70 being out of date, this can be said of any aircraft by the time it is built; research certainly hasn't stood still since the B-70 design was finalized.

One side says that a single ground-to-air missile can kill a B-70, the other side talks of new electronic counter-measures that would divert or kill the anti-aircraft missile.

Depending on who wins, only three prototype B-70s may be built.

One thing is sure. The B-70 is the big jump, the big breakthrough, that allows aviation engineers to talk positively of supersonic passenger transports. All the major problems of 90-minute coast-to-coast air travel have been or are being solved in the B-70 program—how to insulate passengers and crew so



they won't incinerate from aerodynamic heating, how to keep the landing tires from cooking, the windshield from melting, the fuel tanks from exploding. The research that went into the B-70 provides the answers to all these questions.

Even such a "minor" question as whether a pilot can land his craft safely is being solved. (Due to the 180 feet or so of fuselage and the nose-high landing attitude required by the delta wing, the pilot in the cockpit is still 40 or 50 feet in the air at the time his main gear contacts the runway.)

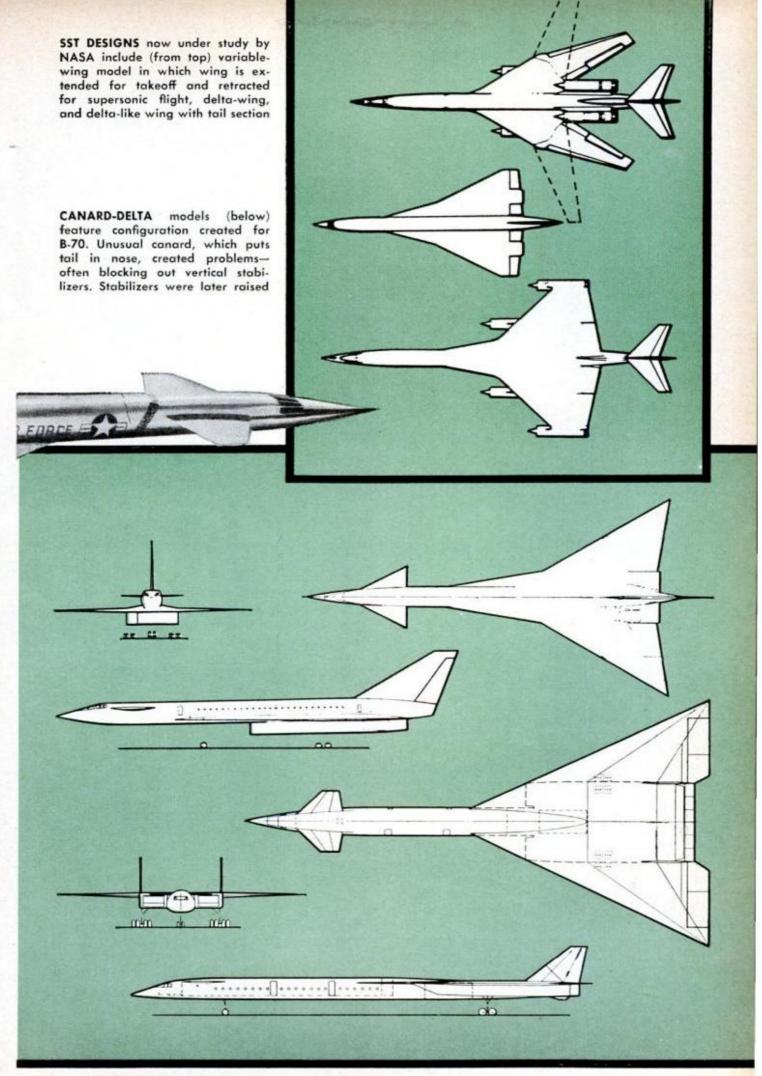
The B-70 has a delta wing and a long fuselage projecting forward from the wing, with two small "canard" control surfaces just aft of the cockpit. The plane is about 180 feet long and its wing is about 125 feet wide. (Pinpointed dimensions were secret when this was written.) Its wing tips can fold down for greater efficiency when flying supersonic in the thin air of 70,000 feet. It lands at about the same speed as today's jet fighters. Its crew works in a shirt-sleeve environment

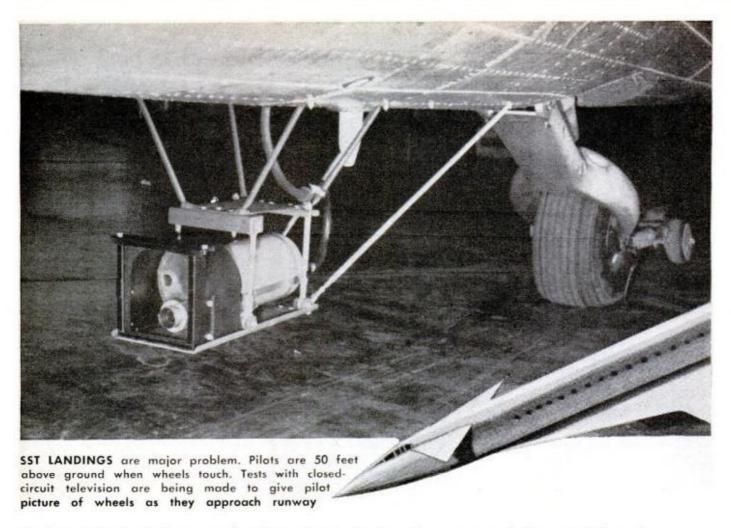
of 85 or 90 degrees, some 15 degrees warmer than would be agreeable in a passenger transport. It was built by North American Aviation for the U.S. Air Force.

The prototype is powered with six General Electric J-93 afterburning turbojets that were designed as part of the B-70 project. Each engine develops in excess of 30,000 pounds of thrust. The engines have air-inlet ducts of variable geometry, and the shape of the ducts can be changed at high altitude to compress the thin air better. This reduces the amount of power needed to drive each engine's compressor. The turbine blades are of a new steel alloy and can operate at higher, more-efficient temperatures than previously were practical.

#### Steel Aircraft

The B-70 has been called a "steel airplane," and so it is to a considerable degree. A new technology was developed especially for this program, for manufacturing stainless-steel honeycomb from thin-gauge material. The honeycomb is





used in wing surfaces and other areas where aerodynamic heating is greatest. Even thick aluminum sheets would lose strength at the speeds the B-70 is designed to fly. Some structural members that require high strength and light weight are of titanium. Aluminum is used in areas not subject to high temperatures.

Across-the-board developments required for the B-70 include high-temperature tires that withstand 360-degree temperatures for four hours, an electrical system (including motors and generators) that operates in temperatures approaching 600 degrees, and a 4000-p.s.i. hydraulic system using a high-temperature fluid and permanent, brazed fittings.

#### Triangles in the Tunnels

More than 14,000 hours of study in more than a dozen high-speed and low-speed wind tunnels have been devoted to the B-70 project. It was from these studies that the canard-delta planform was selected as being the best for the B-70's purposes, yet this unconventional canard-delta shape was found to have inherent problems that called for still more wind-tunnel time.

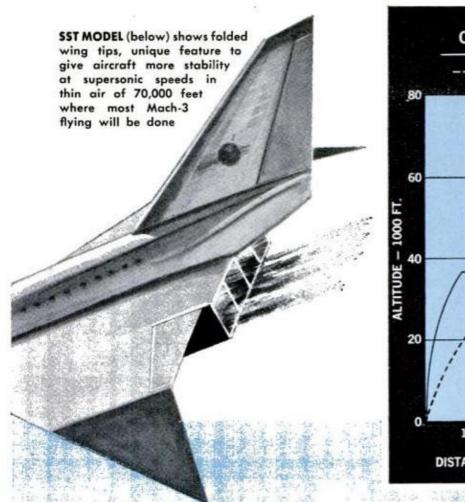
One such problem was the loss of stability that occurs at low speed and at the high angles of attack required at landing or take-off. In these nose-high attitudes, the nose and the canard surfaces create air vortexes that flow back and envelop the vertical stabilizers, reducing or eliminating their steadying effect and thus reducing pilot control. The best solution has been to increase the size of these vertical tails and to locate them where they are least affected by the unstable air.

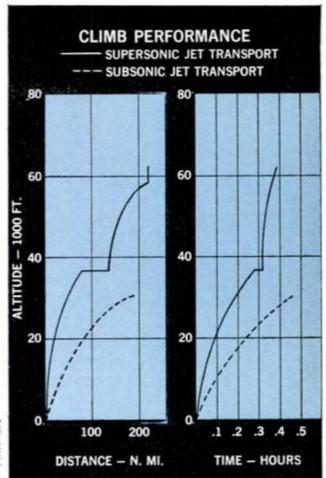
No one could afford to test fly an aircraft like this one without knowing ahead of time how it is going to handle, how best to control it. Flight simulators have been built by National Aeronautics and Space Administration for this purpose, for working out the best pilot procedures under both normal and emergency conditions. NASA did the basic research for the B-70 and is now doing the same for the SST (supersonic transport) which NASA is now beginning to call the SCAT (supersonic commercial air transport.)

One of NASA's simulators is a typical cockpit for the pilot, in front of which is a motion picture screen showing the image of the threshold and runway lights of an airport. The lighted picture changes in angle and attitude according to the way the pilot handles his controls, just as it would during an actual landing.

Another simulator, a cage that rides up and down the side of a building like an elevator, is used for testing a pilot's

(Please turn to page 200)





ANALOG COMPUTER

MOTOR DRIVEN
RUNWAY BELT

TV SIGNAL

SP OF FREEDOM
SERVOED TV CAMERA

PROJECTOR

CONTROL INPUTS

RECORDER

CONTROL INPUTS

RECORDER

INSTRUMENT READINGS

RATE OF CLIMB of SSTs is dramatic. Angle of climb is so steep no one can walk in aisles. Jog at 35,000 feet is point at which SST levels off to go supersonic

RUNWAY SIMULATOR for SST training includes projector which flashes runway onto rolling belt. Pilot tries to land on it while computer records and overrides his moves



# Out of This World Life Detectors

Dropping out of the blue, the first "earthling" to land on Mars will be unlike anything you've ever seen

By S. David Pursglove

If THERE ARE people on Mars, their first visit from an "earthling" is going to be as startling as any science-fiction artist's conception of Martians on earth.

His name is "Gulliver," and he is scheduled for a parachute drop onto Mars in 1966. He is round and squat, about the size of a quart jar, and his four tiny legs attach his brain to a shiny metal platform. To give him an American touch, he carries two side arms and shoots from the hip.

Gulliver is the robot brainchild of engineer Gilbert Levin, who created him for the National Aeronautics

and Space Administration.

A Mariner-B spacecraft will take two Gullivers—in a padded capsule—to Mars. In the vicinity of the Red Planet, the capsule will be ejected and the Gullivers will parachute to the planet's surface, where they will actually

SCIENTISTS OF THE NASA shoot a film of Gulliver in action. The tiny robot life detector shot grease-covered strings over the ground, then reeled them back covered with proof of life on earth

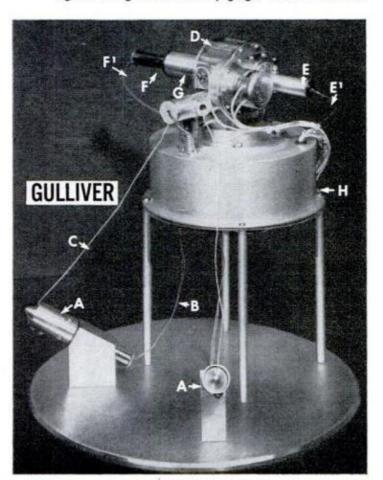


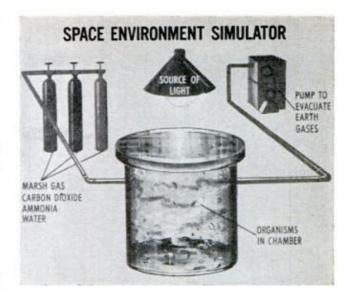
ENVIRONMENTAL CONDITIONS in space are simulated (right) to test the effects on known organisms

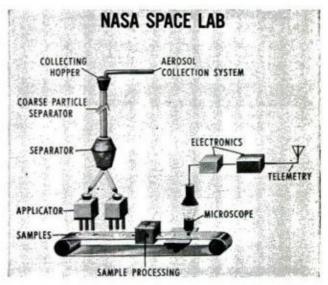
AUTOMATED MICROSCOPE (second from top) will collect samples, view them, and televise to earth

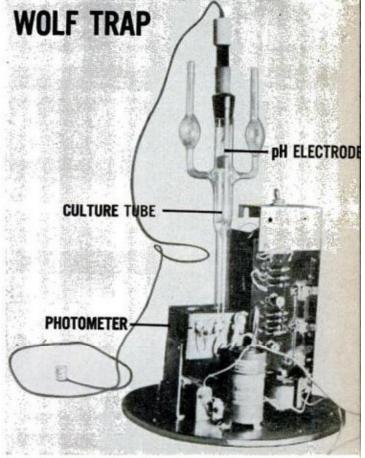
WOLF TRAP (bottom right) measures the bacteria growth by the effect of CO<sub>2</sub> production on Photometer

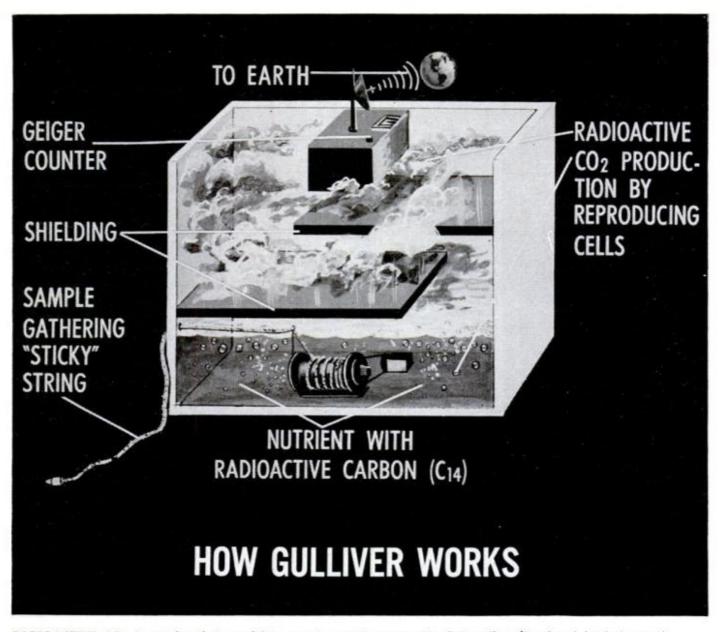
GULLIVER'S mechanism (below) is simple. Two projectiles (A) are fired by electric charge (B). Sticky string (C) is spread across the ground, then recoiled by motor (inside D) and wrapped around ampule of culture nutrient (inside D). Pointed plunger (E) is fired by current (El) to break the ampule, releasing culture onto the string. Geiger tubes in container (H) register production of CO<sub>2</sub>, and radio information to earth. The second Gulliver acts as a control over the first. A plunger (F) is fired by current (FI) to release a vial of poison to kill bacteria and stop signals being transmitted by geiger tubes in chamber











RADIOACTIVE CO2 is produced in model to react on geiger counter that will radio signal back to earth

attempt to capture extraterrestrial life. Without so much as a "take me to your leader," the Gulliver's immediate function upon landing is to start shooting. Tiny twin cannons mounted at 90-degree angles on the robot's base will fire small projectiles—like plumb lines—each carrying 25 feet of cotton kite string and two feet of fluffy chenille. The strings will be coated with a tacky silicone grease. The instant the strings are laid out, a two-watt motor in each device will begin reeling the lines back into a tank. The grease-coated strings will pick up bits and pieces of Martian soil—and any forms of bacteria that live there.

If Mars harbors life as we know it, there will be bacteria, and Gulliver will detect it by measuring its growth. When the string is reeled into the tank, a plunger releases an ampule of culture nutrient containing food sugar. Bacteria, using carbon from the sugar, will generate carbon dioxide, and Gulliver will apply

an ultra-sensitive radioisotope technique to detect it immediately.

A key step in the process is replacement of part of the normal carbon 12 in a culture nutrient's sugar with radioactive carbon 14, making it possible to measure bacteria growth with geiger counters.

Any Martian bacteria that contact Gulliver's radioactive nutrient will generate radioactive CO<sub>2</sub>. The gas will flow into a chamber containing a geiger-counter tube surrounded by a circle of 11 other geiger tubes. The circle of counters will cancel out signals caused by cosmic rays. The center tube's instantaneous actual reading of radioactive CO<sub>2</sub> will be radioed to earth.

The second Gulliver has the task of making certain that the signal being sent to earth is not being caused by some unknown element reacting on the culture nutrient to create CO<sub>2</sub>. Shortly after the second Gulliver begins signalling CO<sub>2</sub> generation, a microbe-killing antimeta-

bolite will be released into the culture nutrient. If the signal to earth is caused by bacteria growth, it will cease as the poison kills the bacteria. If the signal continues, it means that the gas is being generated by something other than a living organism.

This would mean that Gulliver had failed, but it will by no means signal the end of the program. The next tools of exobiology—as the study of distant planetary life is called—are already under

development.

Dr. Wolf Vishniac of the University of Rochester is working on a life collector-detector named the "Wolf Trap." This device will utilize a vacuum to suck soil and atmosphere samples into a tube containing a culture medium. As with Gulliver, if there are microbes present, they will multiply on the nutrient. Besides generating CO<sub>2</sub>, they will turn the clear nutrient cloudy and make it slightly acid. A photo cell will measure the cloudiness and a potentiometer will measure the acidity.

On the assumption that a single nutrient will not have a universal attraction for possible life forms on Mars, Nobel Prize geneticist, Dr. Joshua Lederberg, has developed a "Multivator" that features 12 culture tanks filled with different nutrients. Collecting extraterrestrial life through a funnel, the Multivator has a rotating device that passes over each tank, depositing a sample of atmosphere and dust. The transparent tank lids close and a photo cell passes slowly and continu-

ously over them, monitoring turbidity and signalling changes to earth.

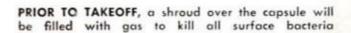
Aside from the devices for detecting actual life activity on Mars, NASA will be sending up instruments to detect organic compounds, such as deoxyribonucleic acid, that are associated with living organisms. These compounds change the character of light striking them, and can be spotted by an ultraviolet spectrometer adapted for optical rotation study. The instrument can be landed for close examination of surface samples, or it can merely fly past a planet and search for evidence of organic compounds in the ultraviolet portion of the spectrum.

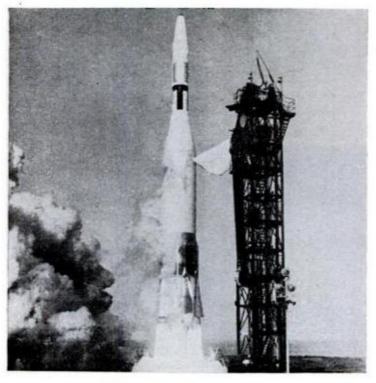
A mass spectrograph is being developed at Massachusetts Institute of Technology that will be adapted to identify certain organic compounds by charging gas samples electrically and sending them through deflecting magnetic and electrical fields. A cell at the end of the tube will pick out the presence of ions associated with living organisms.

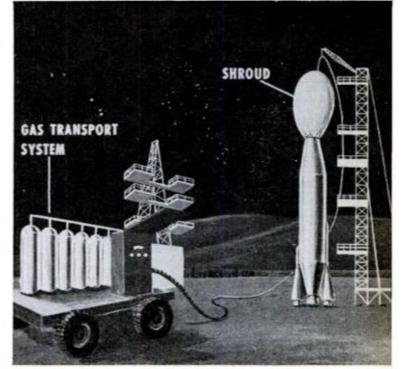
To see life on Mars, a special microscope is being designed. It will contain a sticky transparent tape for collecting specimens from the atmosphere. The tape will be automatically run under the lens of a microscope and the image will be transmitted to earth by television.

But first of all will be Gulliver. It will take about 250 days for this "astrorobot" to reach Mars. Within 10 hours—with the world anxiously waiting—his message will be received on earth.

MARINER-B ROCKET will take Gulliver to Mars where capsule will be ejected and dropped by parachute







**JUNE 1963** 

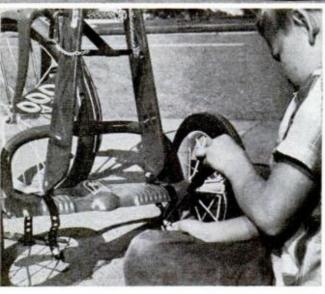


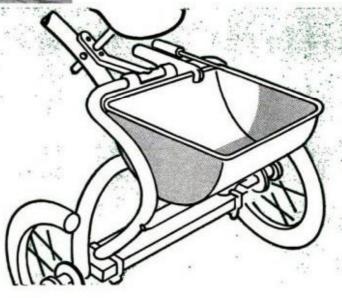
#### Trike to Truck

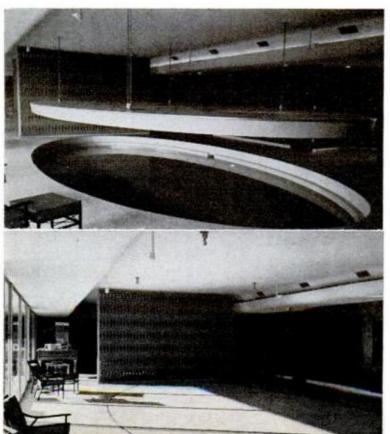
In a matter of minutes, Junior's tricycle can become a tow truck or a dump truck with the addition of Tach-A-Toy, invented by Frank Ewers of Oakland, Calif.

The simple design of Tach-A-Toy makes it easy for any youngster capable of using pliers to attach and remove it by himself. The main brace is attached by removing the seat and running the seat post through a hole in the brace. Strap brackets encircle the step pan and bolt in place.

Both accessories are available from Tach-A-Toy, 914 Insurance Bldg., Seattle, Wash.







# Hard-Top Pool

From recreation-room floor to a swimming pool with the push of a button is a feature of an indoor pool designed for a Los Angeles residence by architects Williamson and Morris of Long Beach, Calif.

A two-ton plywood and fiberglas lid is raised and lowered by four industrial chain hoists, to transform a 500-square-foot floor into a 37 by 17-foot pool. To avoid moisture damage, the walls of the room are specially treated walnut and glass, and the furniture is water-repellent.

The Portuguese Man - of - War (Physalia physalis) kills its food —small fish and planktonic animals—with a poison similar to the king cobra's venom.

#### POPULAR MECHANICS



#### Remote-Control Plane

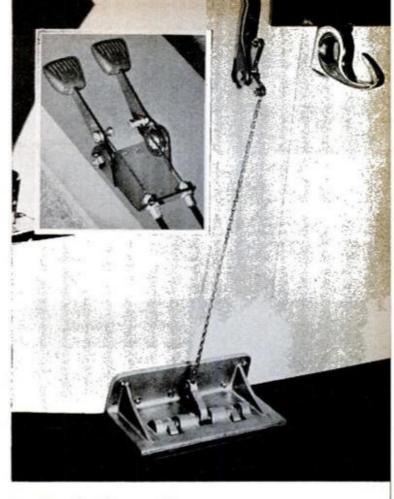
Got a planing problem? You might be able to cure it with a pair of midget afterplanes developed by Tempo Products Co., 2062 E. 70th St., Cleveland, Ohio. These adjustable Trim Tabs mounted on the transom will enlarge your boat's planing platform by a few square inches, which is often enough to compensate for heavy loads or a slight hook in the hull.

One style is controlled from the cockpit, allowing the driver to adjust for load shifts and utilize the tabs for faster planing. Designed for boats from 14 to 21 feet, this kit sells for \$42.50. A manual-set style comes in two sizes: one for boats under 16 feet, which is priced at \$8.95, and another for boats from 16 to 21 feet, retailing at \$14.95.

# No Skidding

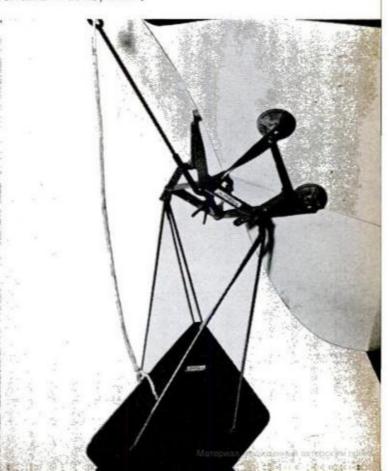
Designed for decks and docks, a new surfaced plywood features a waffle pattern formed into the tough plastic-impregnated overlay. Called Skid Guard, it's available on either exterior fir plywood or on hardboard laminated to plywood. Standard 4 by 8-foot panels come in thicknesses from 16 inch to 1 inch.





#### Troller's Controller

A straight-ahead bow rudder which is easily attached to any 12 to 16-foot boat virtually eliminates wind drift when you're trolling. It offers no resistance to forward motion, but resists any side movement caused by wind. Retailing for \$12.95, it's made by Arco Mfg. Co., Box 817, Grand Forks, N.D.





# Cadillac Owners Praise Handling Comfort, Find Ash Trays Distressing

Owner-Driven Miles

Marginal and boldface comments by Jim Whipple, PM's Automotive Editor

Can you think of another car with a play on Broadway like the -> "Solid Gold Cadillac?"

CURIOSITY prompted PM's choice of Cadillac as a subject for an owners report. The car has been the unchallenged leader of its class for years and currently outsells its two domestic competitors combined by a three-to-one margin.

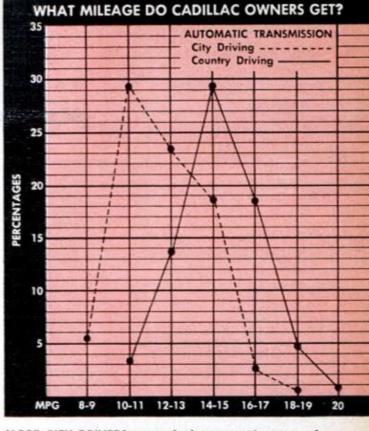
Although it is priced at less than half the cost of a Rolls Royce, Cadillac has become a world-wide symbol of a top-quality motor car. It is equally esteemed by Arabian sheiks, Argentine cattle barons and American bankers.

But why do these—and others—choose Cadillac? Although it sounds almost absurd, the reason that most people buy Cadillacs is simply because the car is a Cadillac. For example, 77.1 percent traded another Cadillac for this year's model, and 78 percent cited previous ownership as a primary reason for buying.

Of the entire group responding, a whopping 75.8 percent stated that they did not consider buying another luxury car. Of the 24.2 percent who did consider another car before buying their Cadillacs, 55.6 percent considered the Lincoln Continental, 16.7 percent looked at the big Buick, 11.1 percent considered the Imperial, while 5.6 percent each had looked into Oldsmobile and Thunderbird.

And an overwhelming 98.7 percent stated that they

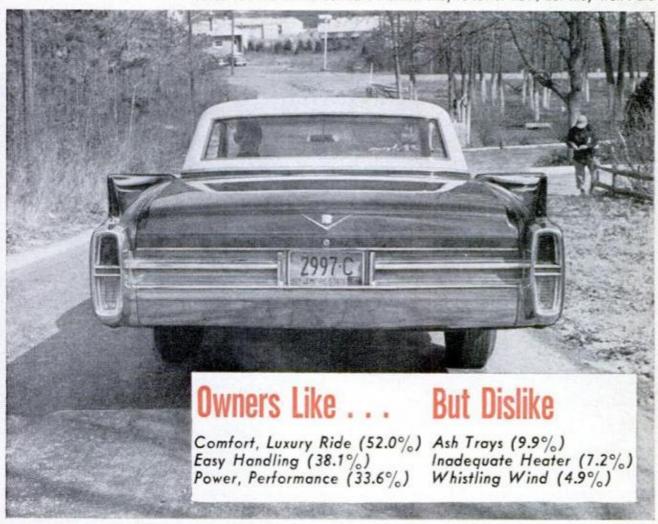




elegance of capillac styling was mentioned by over half the owners surveyed as a major factor in their decision to buy the General Motors luxury car

MORE CITY DRIVERS got a fuel consumption rate of 10 miles per gallon than any other. On the open road, 15 miles per gallon was the most common figure

BEGINNING WITH THE P-38 LOOK right after World War II, Cadillac originated tail fins in the domestic market. They're lower now, but they won't die



In no other owners report has reputation played so important a role in determining a purchase

People seem to look for these qualities no matter what car they buy

Cadillac owners are not fusspots. Those '63 ash trays are a comedy of errors

That four-speed Hydra-Matic transmission and the 2.94 rear-axle ratio are what make the heavy Cad so surprisingly thrifty

Note similar mileage at 30 and 50 m.p.h; it's due to transmission -> characteristics making 50 a very economical cruising speed

did not consider an imported luxury car which we assume would include such makes as Rolls Royce, Mercedes Benz and Jaguar.

In addition to previous ownership other important reasons given by owners for their purchases were comfort (62.3 percent), reputation (58.3 percent) and styling (54.3 percent). (Note that these are overlapping percentages.)

After driving their Cadillacs for an average of 4175 miles, the owners checked off as their Best Liked features. a list surprisingly similar to that of a group of low-priced car owners. The top four were Riding Comfort, Handling Ease, Performance and Styling in that order.

Some 46.2 percent of all owners reporting had no complaints whatsoever. Topping the list of what complaints there were was the location of ash trays. This is something of a left-handed compliment; a car must be pretty good if its major fault is misplaced ash trays.

Fuel economy would not seem to be important to owners of a luxury car costing over \$6000, but Cadillac owners are aware of the degree of thirst of their cars.

A solid 69.1 percent felt that their Cadillacs were delivering about the mileage expected, which for most drivers ran between 10 and 14 miles per gallon in city traffic and from 12 to 17 miles per gallon on the open roads.

As a check, and for comparison with other cars, PM ran constant speed fuel mileages with a fuel meter on its test Cadillac. The car, a Coupe de Ville hardtop, had a full complement of power accessories including air conditioning. It delivered these fuel mileages:

19.83 miles per gallon at 30 m.p.h.

22.85 miles per gallon at 40 m.p.h.

19.18 miles per gallon at 50 m.p.h.

17.53 miles per gallon at 60 m.p.h.

15.65 miles per gallon at 70 m.p.h.



THE CAVERNOUS CADILLAC TRUNK is even equipped with a neatly painted wooden wedge to block a wheel in the unhappy event that you get a flat tire



PM'S FUEL METER REPORTED steady-speed economy up to 22.85 miles per gallon, but weight—nearly three tons-keeps owners' highway results under 20 m.p.g.

Over-all fuel consumption for approximately 850 miles of driving, about 40 percent of which was in city traffic,

worked out to 14.9 miles per gallon.

The owners rated their Cadillacs high with 76.2 percent stating that the cars were excellent, while 20.6 percent felt that they were good. Only 1.4 percent of those reporting categorized their Cadillacs as fair, while 1.8 rated them as poor.

One sure proof of a car's worth is the inclination of its owners to buy another one of the same make. Cadillac owners made it almost unanimous with 91.4 percent of all the owners reporting that they would buy again.

Of the remaining 8.6 percent, 6.8 percent was undecided while 1.8 percent said that they would not buy another

Cadillac.

What do the owners themselves say about their Cadillacs? Here, from the affirmative comments made, are the five that were mentioned most often:

"Rides well on both bumpy roads and smooth pave-

ments."—New York restaurant owner.

"I like the driving comfort and lack of fatigue after a long drive."—Iowa surgeon.

"It's easy handling for its size."—New Jersey housewife.
"It's just like driving a cloud—practically effortless!"—
New Jersey salesman.

"A nice running and easily handled automobile."—Illinois

steamship agent.

"My Cadillac handles very well at all speeds."—Indiana doctor.

"Like its precision in handling."—New York clergyman.
"I like its smooth, quick acceleration."—Pennsylvania merchant.

"Has speed when needed."—New York sales engineer.
"I like the simplicity of styling; they've eliminated the

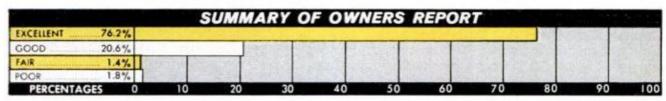
(Please turn to page 194)

PM testers found Cadillac's ride generally superior, although on bad washboard surfaces there was some muffled vibration from the massive unsprung rear wheel and axle assembly

Let's put it this way:

If clouds were
equipped with power
steering, they'd handle
like Cadillacs!

Steering is precise and the car goes exactly where you point it. But some drivers may feel that the steering is a bit too light and easy





reazt-likea exterior			
Rear window			4.59
Fins			4.0
Fenders			2.7
Length			
Grille			
Vulnerable front e	nd		
No protective mol	diag		. 1.3
Plain, undistinguis	umg .		. 1.3
Best-liked interior s			
Dashboard			
Upholstery			
Comfortable seats			
Adjustable seats .			
Arm rests			
Legroom			
Color harmony			
Luxurious, quality	look .		2.2
Interior lighting			1.8
Least-liked interior	style	featu	res
Ash trays			
Transmission hump			. 5.4
Glove compartmen			4.0
Upholstery			
Uncomfortable sec			
Dashboard	*****	*****	2.2
Interior lighting			Z.Z
Decision to buy Cad	lillac i	most	
influenced by:			200
Previous ownership			78.0
Comfort			
Reputation			58 3

Consider buying another luxury car?
Did not consider
Did consider
What make?
Lincoln Continental55.6
Imperial!!.!
Buick
Consider An Imported Luxury Car?
Did not consider98.7
Did consider
Make of family's other car, if any
No other cor
Another Cadillac 6.3
Chevrolet19.7
General Motors compacts 5.4
Other General Motors make 9.0
Ford10.8
Ford Motor compacts 1.8
Other Ford Motor make 3.1
Chrysler Corp. compacts 0.9
Other Chrysler Corp. make 4.5
Other U.S. make 5.4
How is dealer service?
Excellent
Average36.6
Poor 3.2
Would you buy from him again?
Yes, would buy again68.1
No, would not 4.5
Would you buy another Cadillac?
Yes, would buy91.4
No, would not buy 1.8
110, 80010 801 201

# Piston Engines Move Ahead While Turbines Spin. Compacts Will Sport Many Changes on '64 Models

Although Chrysler Corporation plans to offer half a hundred hand-built turbine-powered cars to a favored few in 1964, the wise money in and around the industry is betting that the piston engine will be around for some years to come. Reason for this feeling: engineers have been, are now and will be designing new life into the century-old, four-cycle piston engine.

If you don't believe it, look back a bit. Ten years ago there were only two overhead valve V8s on the market, Cadillac's and Oldsmobile's. Top horsepower was about 225.

In 1963, though, everybody has an overhead valve V8, and 400 or more horsepower can be ordered in a "low-priced" Ford, Plymouth or Dodge.

In 1953 Ford's flathead V8 was rated at 110 hp., while Plymouth and Chevy had only Sixes.

Less spectacular but more important is the fact that today's 400-horsepower V8s require no more space than their ancestors of a decade ago and they weigh less on the average, thanks to improvements in foundry techniques and thinner castings as well as the continuing trend in aluminum manifolds, timing covers and the like.

A look down the road shows even more in store for the piston engine. Ford is now able to build a dependable racing engine around its compact block Fairlane V8 that will produce 360 horsepower from 256 cubic inches on 103-octane gasoline. This engine operates with carburetors and pushrod valves and takes up less space than the current Chevrolet V8. And Ford's engine produces its output comfortably at 6000 r.p.m.

Reliable sources indicate that Ford is experimenting with an overhead camshaft version of the Fairlane "260" engine cast in aluminum like the Indy powerplant, but with dual valves (i.e. two intakes and two exhaust valves per cylinder). This one should crank out well over 400 horsepower from its 256 cubic inches.

Historically today's racing engines have been tomorrow's production power plants. If this pattern holds true for the future, say the next ten years, turbine engineers will be hard put to justify the advantages of their pet in automotive use. Although the turbine in its present state of development will produce smooth vibrationless power from a relatively small space, it won't do it with silence or in competitive economy with current piston engines which are cheaper to produce. It's going to be an exciting battle to watch.

Reports on the 1964s are buzzing thick and fast these days. Falcon will be getting its first major restyling with a new body shell which is rumored to resemble the current Rambler American.

Our guess is that it may be more like Ford of England's Cortina (PM April '63, p. 50). Ford stylists in England, Germany and Dearborn seem to be forever looking over each other's shoulders.

Rambler's American will play its game of styling musical chairs with a major body shell change.

Although there's a brand-new body for the Galaxie, Ford is expected to go along with facelifting and trimshifting on Fairlane, Galaxie and T-Bird. We'd expect to see more change on Lincoln Continental than in the past several years although their "luxury compact" approach to the car will no doubt remain.

Most talked-about move at GM will be the "all-new" (and that's for real this time!) compacts Chevy II, Tempest, Olds F-85 and Buick Special.

Out go the unit body and frame constructions in favor of a common body and separate frames for all four cars. External sheet metal will be different. So will wheelbases, suspensions and engines.

Chevy II will keep its light Six, but Tempest is rumored to have dropped the heavy, slanted Four in favor of a light cast-iron Six-cylinder block, topped with an overhead camshaft driven by a toothed belt. This one should be fun to hop up!

Special and F-85 will have a new light, cast-iron V-8 not much heavier than to-day's aluminum job. The V6 is expected to be continued by Buick Special.

These new **BOP** compacts will be bigger on the inside, but not much bigger on the outside in contrast to their '63 versions which were larger on the outside only.

# Plays Any Way

If you want to listen to your favorite 45-r.p.m. records while riding a roller coaster, this is one way to do it. No matter how the phonograph is bounced around, it will still play.

The secret? Three spring clips that hold the record securely in place and a special pickup arm. The arm comes up from under the record and is spring loaded to keep the sapphire needle in the record groove. There's also a sixtransistor radio built into the unit.

The all-transistor set is powered by four standard flashlight batteries. It weighs six pounds and measures 9 by 9½ by 4 inches. There is storage space for up to 12 45-r.p.m. disks in a compartment at the rear of the set. Priced at \$79.95, it's made by Channel Master Corp., Ellenville, N.Y.



# Truck Cargo Slides on Air

Heavy loads float into trailer vans on an air-cushion floor developed by Clark Equipment Co., Battle Creek, Mich. A compressor on the truck forces air through valves in the van floor and dock (via a hose, arrow), creating an air film. Five pounds of "push" moves 1000 pounds.



### No Loose Ends

Mounted on a car seat, a magnetic holder keeps a seat belt from dangling on the car floor or out the door. The magnet is bonded to an aluminum strip and the unit is covered with vinyl plastic. Neet Seet sells for \$1.98; Fore-Sight Enterprises, 2600 Scott Blvd., Santa Clara, Calif.



**JUNE 1963** 



#### Watches TV Watchers

Radio and television-detector cars patrol the streets of London looking for illegal (unlicensed) television receivers. British viewers must have a license from the Post Office before they can tune in TV programs. The cost is four pounds (about \$11.20) per year for a picture-and-sound license.

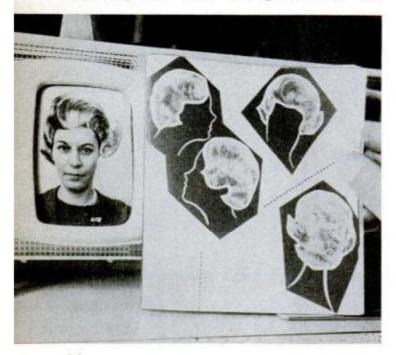
The detector cars have a revolving cagelike antenna mounted on their roofs and contain almost \$3000 worth of electronic-detection gear. They can spot an operating TV up to two miles away.

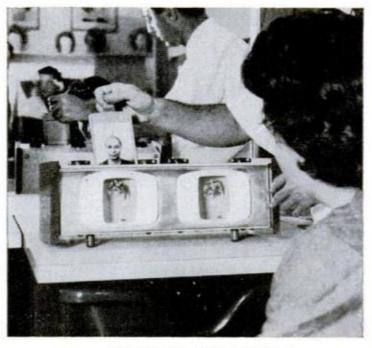
# Pictures Help Pick New Hair-Dos Before She Buys Them

It's like trying on a selection of hats before picking the one she wants, only this system is for picking new hair styles.

A Polaroid picture of the lady's face is made on the spot, then placed in a tabletop viewer. A special set of transparencies, each with a different hair style, is then superimposed over the print and the customer can see how she looks in each one. She then makes her choice, knowing exactly how she'll look in the new hair-do.

Manufacturers of the Dial-A-Style selector are Beauty Industries, Inc., 300 Chancellor Ave., Newark, N.J. The system can be rented by local hairdressers on a franchise basis from the makers.





POPULAR MECHANICS



# And Was It a Silent Spring?

What has happened to wildlife, pets, bugs and people in the pesticide-drenched Sheldon, Illinois, area since Rachel Carson said of it: "Perhaps no community has suffered more for the sake of a beetleless world . . . "?

# By Clifford B. Hicks

THE EMOTIONAL HASSLE over insecticides grows more bitter all the time. Consider these examples:

A senator from Oregon and a representative from Michigan—two farm and forest states—plan to introduce bills to control the use of pesticides, which are specifically designed to protect farm and forest.

 Hunters and fishermen all over the country are rising in arms to protect wildlife—at least until the opening day of the hunting season.

 Agencies of state and federal governments squabble between themselves. At least one agency is split down the middle in a bitter battle over the effects of insecticides on fish, birds and other wildlife.

 One spokesman, trying to defend the insecticide industry, brings the argument full circle by pointing out "the



rapidity and ease with which many plants and animals . . . develop resistance to new insecticides [and] fungicides." Obviously insects develop such resistance, too.

 A harried businessman, who scarcely takes time to look out the windows of his home, writes scathing letters to the government demanding that "his birds" be protected.

• The states of Washington and California publicly wrangle over, of all things, ladybugs. Washingtonians are accusing Californians of stealing their ladybugs, and the Washington Senate has passed a bill making it a criminal offense to ship a Washington ladybug out of the state. Ladybugs, you see, minimize the need for insecticides because they prey on many insects that damage crops.

Suburban neighbors feud over the

drift of an insect spray.

This strange behavior has been touched off in part by Rachel Carson's book, Silent Spring, and in part by the obvious side effects of insecticides. Emotions are running so high that it is difficult to uncover the facts.

In order to find out what happened in one district as a result of a spray program, I visited the Sheldon-Donovan area in Northeastern Illinois. Sheldon and Donovan are two farm communities in the middle of some of America's richest farmland. The soil in Iroquois County is rich and black, the ground is level and the people, ordinarily, are pleasant farm folk.

I chose these communities because, according to Miss Carson, many species of birds, squirrels, farm cats and other animal life in this area were virtually wiped out in a spraying program sponsored by the

state and federal governments. Farm animals suffered, too, she says.

In 1954 the Illinois Department of Agriculture and the USDA initiated a spray program to eradicate Japanese beetles in the area. The program is still continuing. The area thus is a microcosm that may well show what can happen in any area covered with a rain of insecticides.

No one knows the exact moment the trouble started, but the place and circumstances have been pretty well pinned down. Sometime prior to 1954 a freight train pulled into a railroad siding a mile east of Sheldon, and cattle from Pennsylvania were unloaded. In cleaning out the car, a shovelful of straw and manure fell to the ground. With it came a few passengers—Japanese beetles.

The Japanese beetle is a small insect, metallic green in color, which can do damage to farm crops estimated by the USDA at \$10,000,000 per year. It first appeared in this country on nursery stock imported into New Jersey, and in the next 40 years spread over 15 percent of the land

area of the U.S.

When beetles were discovered in the Sheldon area, the USDA and the Illinois Department of Agriculture decided to spray the area by plane with a highly toxic insecticide called dieldrin. And it is highly toxic, as are many of the other modern insecticides. The Food and Drug Administration permits a dieldrin residue of only 0.1 to 0.25 parts per million on most food crops, an amount so infinitesimal it is difficult to conceive. A tiny bite of food is about 0.1 part per million of all the food you'll eat in your lifetime.

Dieldrin was not the only insecticide





RABBITS were almost annihilated in Sheldon but have since made a comeback, a PM editor found PILOTS sometimes carelessly overlap treatment zones, spraying some areas two or three times OVER 1000 dead fish were taken from one fish pond three days after the first spraying

used in the Sheldon-Donovan area. Later, the sprayers turned to aldrin and heptachlor. As far as residue is concerned, the FDA rates aldrin with dieldrin. Heptachlor, though, is even more toxic and has been given a "zero tolerance" by the FDA; that is, not even the slightest trace of heptachlor is permitted on food.

But dieldrin was the original material, and back in 1954 the farmers in the Sheldon area, for the most part, welcomed it.

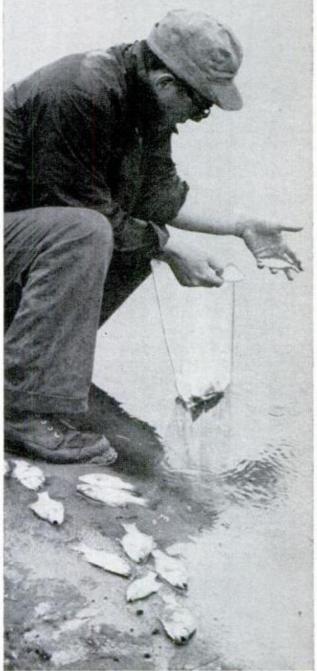
In that first year, 1400 acres were sprayed at a rate of three pounds of dieldrin per acre, a very high dosage.

Three weeks later the area was virtually desolate of wildlife, 90 percent of the farm cats had been killed and a few sheep were dead. More about wildlife later.

There's no question that beetles were killed. However, the area of infestation continued to expand, so the spray program was expanded, too. By 1960, the spray planes were zooming over the village of Donovan, eight miles north of Sheldon, and the surrounding countryside. That same year they began using aldrin at two pounds per acre, and heptachlor.

Harold (Shorty) Shirtsleeves farms an area just west of Donovan, and in the winter supplements his income by trapping, mainly muskrat. Shorty's farm straddles the boundary line that had been staked out as the limit of the 1960 spraying; in April he was given 24-hour notice that part of his land was to be sprayed. He was instructed to cover any watering troughs, and to move his cattle into a pasture that marked the boundary.

Shorty recalled earlier complaints from farmers around Sheldon. He called some of the other farmers, and soon Shorty and



CATEGORY	YELLOW- SHAFTED FLICKERS	BLUE	BROWN	ROBINS	BLUEBIRDS	STARLINGS	HOUSE	COMMON	CARDINALS	FOX	RABBITS	TOTALS
RESIDENCES REPORTING:	1	7	4	42	2	21	18	8	8	10	22	52
PER CENT	1.9	13.5	7.7	80.8	3.8	40.4	34.6	15.4	15.4	19.2	42.3	100
TOTAL NUMBER REPORTED	1	8	4	128	3	41	49	13	8	13	48	316
ESTIMATED TOTAL MORTALITY (375 RESIDENCES)	7	58	29	923	22	296	353	94	58	94	346	2280

BIRD AND WILDLIFE loss for one 1955 spraying in Sheldon was tabulated from questionnaires sent to town residents by the Illinois Natural History Survey

one other man were unofficial delegates on their way to Watseka, the county seat, to find out more about the spraying.

At Watseka they saw the county agent. According to Shorty, he refused to help them. When they threatened a court injunction to postpone the spray program, the agent told them that if they caused trouble their land could be quarantined; nothing could move in or out of their farms, and they could not dispose of crops.

The next day the planes came over. Shorty watched them crisscross his farm. On the road that marked the edge of the spray area, one pilot failed to shut off in time and the dieldrin rained down on Shorty's cattle in the "safe" pasture. He moved the cattle the same day.

"Thank God I did," he says. "Within three days, all four of my cats were dead. My dog had been tethered outside; as soon as the planes left I went out and swept the ground clean all around the dog. It

didn't help any. He died, too."

Were the pilots careful, that spring of 1960? "You'd have to say they were, at least at first," says Shorty. "They didn't spray on windy days and they seemed to be doing a good job, except for failing to shut off now and then. Later, though, when weather interfered and they were behind schedule, they sprayed on some pretty windy days. Also, two of the planes were leaking. They left a trail of insecticide even when the sprayers were turned off."

But it was the damage to wildlife that

hurt Shorty in the pocketbook.

"In one ditch there were at least 150 muskrats before the spraying. Three days later I couldn't find a single track, and to this day there aren't 25 muskrats along there, so I don't bother to set out my traps. Usually, I make \$1200 a year from trapping, but in '60-'61 I didn't clear \$400.

"Not far from here there's a little stream, and a few days after the planes came, the water was white with dead minnows and crawdads. I didn't see a single quail that year. The only thing that seemed to thrive was barn rats. In an average year I catch about 12, maybe 15, barn rats in my traps. In the winter of '60-'61 I caught almost 900. I suppose the barn rats were under cover and mostly ate grain that had been under cover, too. With all the cats gone the rats really multiplied."

Drive about five miles east from Shorty's farm, through Donovan, and you'll find

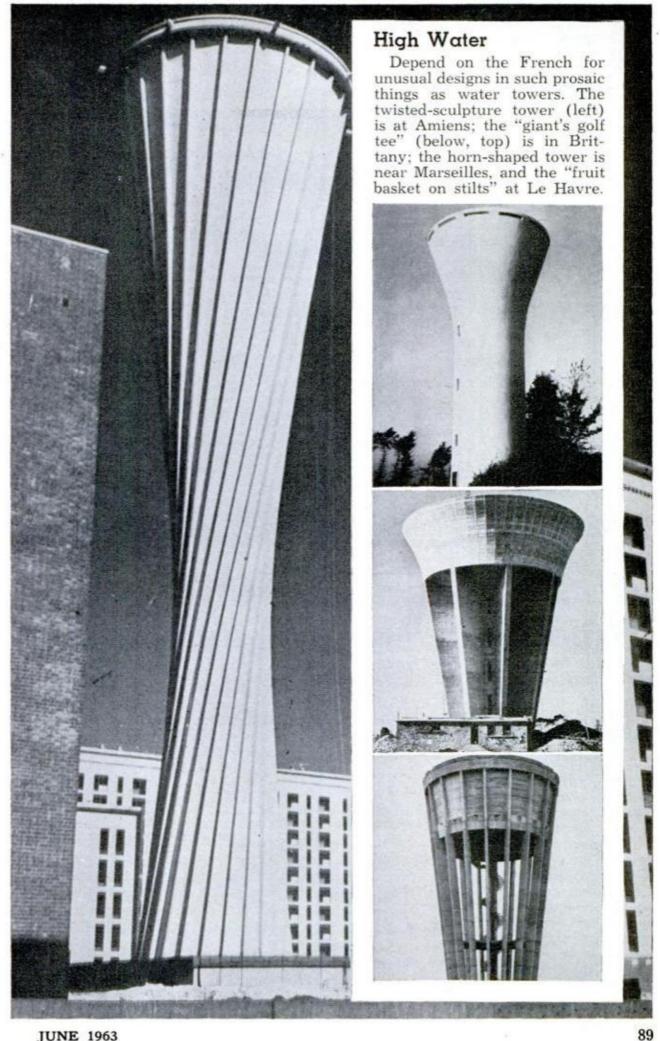
the farm of young Jim Martin.
"When I heard they were going to spray," says Jim, "I went out to talk with the supervisor who was directing the planes. I asked him if the stuff was dangerous. He said no, that he could scoop up all of it that fell on my feed lot and feed it to my cows and it wouldn't hurt them. I asked him about my pond, and he said they'd make sure they didn't spray it. He did tell me that I should keep my cattle out of the pasture for 30 days.'

When the planes came over, Jim was working in the garage, and stepped out to watch. "They just about scared the cattle out of the feed lot, but I suppose they couldn't help that. They goofed, though, and sprayed the feed lot four different times. They didn't even pay any (Please turn to page 184)

SOME BIRD SPECIES have made a partial comeback in Sheldon; others seem to have disappeared for good

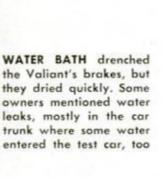


POPULAR MECHANICS





A Nationwide Survey Based on 1,180,341 Owner-Driven Miles





# Nimble Handling Delights, Scant Headroom Depresses Valiant Owners

Marginal and boldface comments by Jim Whipple, PM's Auto Editor

Valiant sales are up a healthy 50 percent this year — and if even half of those who say they'd buy again do so, Valiant will prosper

Valiant's response to steering control, when equipped with "quicker" ratio power, comes close to sports car standards VALIANT is a car that's busy winning new friends. Of all owners reporting, only 17.3 percent had previously owned Valiants.

But it's a sure bet that there will be more Valiants around in the years to come as 86.6 percent of all owners say they'll buy another.

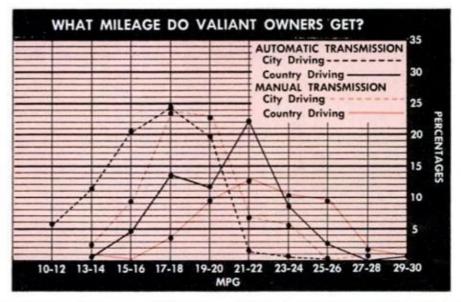
Valiant still seems predominantly a family car. It is the only car for 60.3 percent of all owners, most of whom chose the sedan model.

Valiant's economy still is important to owners, but most owners like best its handling ease and riding comfort. Proof that they were not looking for economy to the detriment of all else is the fact that nearly half bought the extra cost 145-horsepower engine.

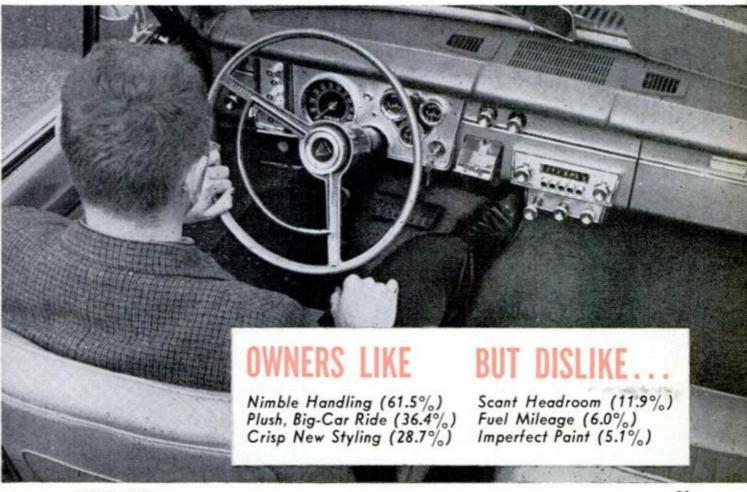
Of all owners reporting, most felt that fuel mileage was about what they had expected or better. Average consumption for stick shifters falls between 17 and 20 miles per gallon in city driving and from 19 to 26 m.p.g. on the open highways.

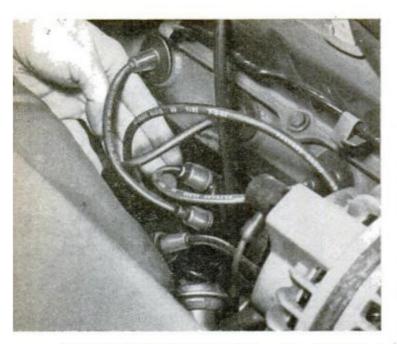
THE SPARE is covered by a hardboard sheet and trunk carpet. The nearly-flat gas filler pipe was source of complaints from several Valiant owners

IN CITY DRIVING, the bulk of automatic-transmission owners got 17-18 m.p.g. Manual transmission owners did only a little better — about 17-20 m.p.g.

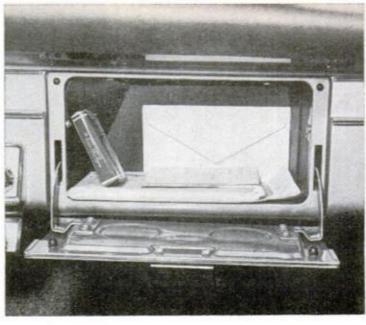


AMONG THE MOST READABLE of instrument clusters on domestic cars are Valiant's. Owners appreciate it. Some say the parking brake hits the left knee









COMPLAINTS ABOUT MINIATURE glove compartment led the list of interior styling disappointments. Some owners complained about lack of latch or lock

Both 170 cubic inch
and 225 cubic inch Sixes
are lumped together,
but more manual
transmissions were
paired with small engines with automatics,
thus the more noticeable
spread between manual
and automatic mileages

This percentage shift toward the "Excellent" end of the scale indicates a significant increase in quality which was also borne—> out by the condition of PM's test car

Family sedans currently made in the U.S. that handle as well as 
Valiant can be counted on fingers of one hand

Most pushbutton drivers (comprising about two-thirds of all owners reporting), paid for their automatics with city mileages concentrated between 17 to 18 m.p.g. and long trip mileages between 17 to 20 m.p.g.

To backstop these figures PM put its test car—a Signet convertible with automatic, 145-horsepower optional 225 cubic inch engine and power steering—through a series of constant speed runs, compensated for speedometer error. The results follow:

23.58 miles per gallon at 30 m.p.h. 23.51 miles per gallon at 40 m.p.h. 21.23 miles per gallon at 50 m.p.h. 19.67 miles per gallon at 60 m.p.h. 16.98 miles per gallon at 70 m.p.h.

Over-all mileage, including about 60 percent of driving done at 65-70 on turnpikes, turned out to be 18.7 m.p.g.

All things considered, Valiant owners gave their cars a healthy vote of confidence with 69.5 percent rating them as Excellent, 25.7 Good, 3.9 Fair and only 0.9 Poor. This is an upbeat series of ratings compared to PM's Valiant Owners Report of last year (PM, June 1962, p. 74).

In that report Valiant scored 60.2 percent Excellent, 32.7 percent Good, 5.4 percent Fair and 1.7 percent Poor.

Now, let's turn to the owners themselves and see what they think of the '63 Valiant.

Here are the five areas in which Valiant owners were most pleased, listed in the order of their frequency:

"The best controlled car I ever had!"—California retiree.

"It is easy to handle and responds remarkably well for the start-and-stop driving that I do day in and day out."

—New York insurance agent.

"It is easy to operate even without power steering or automatic transmission."—Washington, D.C. insurance man.

"Excellent handling over mountains, highways, etc. with sort of a sports car feel."—Virginia government worker. "I like its comfortable ride and bucket seats."—Kentucky

electronics technician.

"It rides better than other compacts I've ridden in."— Ohio meat cutter.

"Sitting position is more comfortable than a full-sized Plymouth."—Florida retiree.

We'll go a long way toward agreeing with the Buckeye butcher "I like its clean simple lines; front end is good looking."— New Jersey policeman.

"Body lines are improvement over older models."—North

Carolina forester.

"It looks very attractive. I also have a '63 Chrysler and my wife and children like the Valiant better than the Chrysler."—Illinois schoolteacher.

"I like its styling and finish, inside and out. Also, work-

manship is very good."-Illinois engineer.

"My Valiant outperforms many of the cars with V8

engines."-Pennsylvania salesman.

"Has quick get-away in city driving."—Texas tool-maker.

"Acceleration is powerful enough for quick passing."—
Georgia college instructor.

"It climbs hills as if they weren't there!"-California re-

tail story manager.

"I like its overall economy—19.5 m.p.g."—Illinois retiree.
"Very good gas mileage for a six-cylinder car (21.7 m.p.g.)."—New Jersey factory worker.

The five points about which most Valiant owners were disappointed are listed here in the order of their frequency:

"There should be more room or space between the head

and top of car."—Pennsylvania social worker.

"A bit more headroom would be a good improvement; my son, 6 ft. 2 in., can't wear his hat in the car."—Massachusetts shipping clerk.

"Gas mileage is much poorer than I expected."—Ohio

engineer.

"I figure my mileage is very poor for a compact (13 m.p.g. overall).—Idaho salesman.

"Gas tank can never be filled without an overflow."—

Pennsylvania salesman.

"Paint on outside of car has many bad spots, chips, etc."
-Ohio secretary.

(Please turn to page 190)

Styling on 1960, '61 and '62 Valiants was an attempt at something quite different from the norm. On a bigger car those lines might have been more impressive

PM found the test Valiant, with 145-hp. and automatic transmission, had necessary passing 

← punch in 45-70 range where some two-speed automatics poop out

His mileage is about right for the 145-hp. engine in average driving. The smaller 101-hp. engine should do better

He's not imagining that low roof. But, he'd have similar problems in many other '63's.

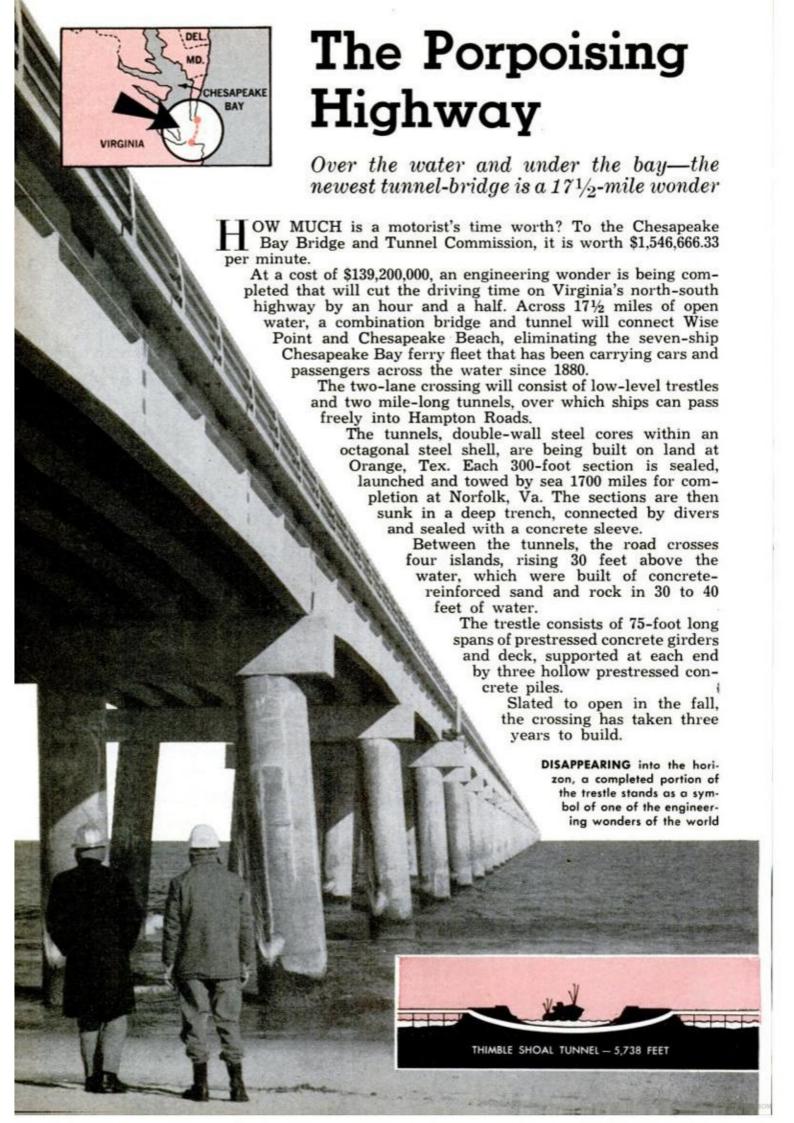
← Either the salesman's driving technique or his Valiant is way out of tune!

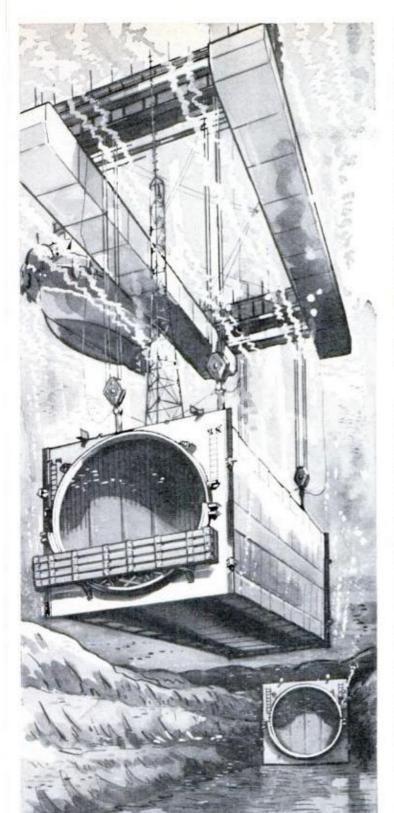
SUMMARY OF OWNERS REPORT											
EXCELLENT 69.5%	100			Topic Tree		-12.40		- 1	SE 100		1000
GOOD25.7%				100 St		9500 B		TO HE OV			
FAIR 3.9%		99 15	35/29/12		ATTES E S				VEN IE		
POOR 0.9%									Mary Services	100	
PERCENTAGES	0	10	20	30	40	50	60	70	80	90	100

Fuel economy About as expected	Manual	Auto
About as expected	58.4%	46.3%
Better	18.8	18.7
Not as good	22.8	35.0
Rost-liked features		
Handling ease		61.5
Riding comfort		36.4
Styling		
Power, performance .		25.1
Economy		
Compact size		10.7
Parking ease		10.1
Interior room		
Specific complaints		
Inadequate head room	_	11 9
Low gas mileage	m	4.0
Evel Eller nine		E I
Fuel filler pipe		. 5.1
Inferior paint job		. 5.1
Position of parking br	ake	. 4.5
Water leaks	71 Y 1411	3.7
Dashboard glare in v	vindshield	3.3.7
Mechanical trouble if a		
None at all		
Carburetor		
Automatic choke		
Least-liked exterior sty	le featur	es
Grille		. 7.8
Front end		. 4.2
Single headlights		. 2.7
Inadequate bumpers		. 2.4
Rear deck and trunk		. 1.5
Fenders		. 1.5

Best-liked exterior style features
Clean, smooth, streamlined 13.4°
Rear end12.5
Straight, simple lines 7.2
Trunk and rear deck 6.3
Hood 4.5
Hood
Fenders 3.6
Fenders
Least-liked interior style teatures
Glove compartment 9.6
Dashboard 4.5
No glove box lock, latch 3.6
Ash tray
Best-liked interior style features
Dashboard, instruments 22.7
Upholstery
Bucket seats 15.2
Comfortable seats12.2
Pushbutton transmission 3.9
Vinyl trim 3.0
Good leg room 2.7
Colors 2.7
Parking sprog 2.1
Parking sprag 2.1 Decision to buy Valiant most
influenced by:
Size
Style
Comfort43.0
Workmanship35.8 Consider a different compact car?
Consider a different compact car?
Yes, did consider69.0
Did not consider31.0

٠,	/ / /	00	70	100
	Other compo			
	Falcon		******	. 25.4%
	Chevy II .		******	. 25.4
	Corvair			. 15.9
	Rambler Is Valiant for			12.5
	Is Valiant for	nily's only	car?	
	Yes, it is No, it isn't			60.3
	No, it isn't		*******	39.7
	Make of fam	ily's other	car	
	Valiant			. 2.4
	Plymouth .			8.1
	Other Chry	sler Corp.	make	. 6.0
	Chevrolet			. 4.5
	Other Gene	ral Motor	s make	4.5
	Ford			6.0
	Ford Other Ford	Motor Co	. make	2.7
	How is deale	r's servic	e7	
	Excellent .			61.5
	Average .			32.1
	Poor			. 6.4
	Make of car	traded in		
	Valiant			17.3
	Plymouth .			16.1
	Other Chry	sler Corp.	make	. 8.1
	Chevrolet			7.5
	Other Gene	ral Motor	s make	. 7.7
	Ford			. 10.7
	Ford Other Ford	Motor Co	. make	. 5.1
	Other dom	estic make		. 5.6
	Would you b	y anothe	r Valiant	?
	Yes, would	buy		86.6
	No. would	not buy .		. 4.8
		5		

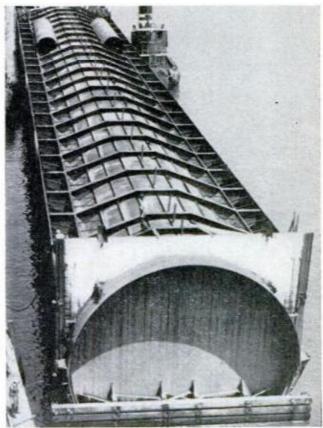




TUNNEL SECTIONS, 300-feet long, are weighted by pouring tons of concrete between core and outer steel shell. Attached to a special derrick, they are lowered into position and connected by divers



ISLANDS TO CONNECT TUNNELS were built in 30 to 40 feet of water by creating a 22-acre pile of sand and rock reinforced with concrete dikes. Center of each island is the entrance to the mile-long tunnel



FLOATING TUNNEL SECTION is moved into position by tugs. When lowered into the trench on the bay bottom, the sealed ends are cut open and workmen install the ventilation, communication and power systems

OVER-AND-UNDER HIGHWAY of trestles and tunnels will cross open water of the Chesapeake Bay, allowing two mile-wide access openings for shipping traffic







# Commuter Scooter

Small enough to be wheeled through doorways, a three-wheel scooter can carry a commuter from his home to office or school and be parked alongside his desk.

Designed and built by two Stanford University graduate students for about \$500, it is powered by an air-cooled, two-cycle engine with a chain-and-belt transmission and centrifugal clutch.

The car is 29 inches wide, narrow enough for most doorways. It has two forward speeds, with top speed about 25 m.p.h. The two antennalike rods carry headlights, and the rods can also support a plastic rain cover, with zipper doors.

Parking is accomplished by tipping the scooter on its rear bumper.



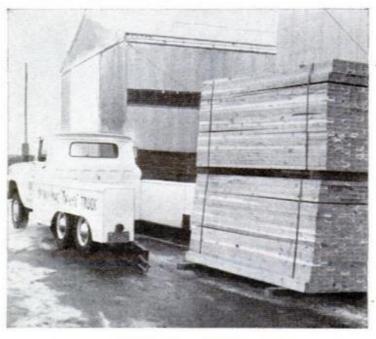
# Word-Shooting Guns

Bristling like cannons, the "guns" mounted on the door of an Air Force transport are actually loudspeakers used to broadcast messages to enemy troops.

Part of psychological warfare, the messages are sent over the plane's air-toground public address system in low-level missions by the Tactical Air Command.

### Truck Loads Itself

A special rear frame on a ¾-ton, frontwheel-drive truck lets the driver take aboard pallet-mounted loads without leaving the cab. The hydraulically operated frame drops and lifts in response to dashboard controls. The pallet under the load serves as the truck's bed.



POPULAR MECHANICS



# **Amphibian for Duck Hunters**

Mechanized warfare has come to the duck blind. "Husky Duck," a two-man amphibian, can do anything a duck can do, except fly. Paddlelike treads on the six wide, squat tires propel the odd craft through water at four knots. On land the car-boat, developed by Warren Neumann of Berkeley, Calif., makes 18 m.p.h.



# Quick-Fix Tire Gun

High-speed repairs on tubeless tires are possible with a gun that fires a rubber plug into the hole. The cutaway demonstration tire allows a view of the plug's flared head on the inside. In most cases, removing the tire from the rim isn't necessary, according to Goodyear officials who have introduced the gun.

# Ground-Effect Machines Appear in Amusement Park

Riding on a cushion of low-pressure air, Disneyland's new Flying Saucers are giving visitors the feel of riding ground-effect machines. Made of fiberglas, the 100 to 150 pound saucers are guided simply by shifting body weight in the desired direction; they seem to slide downhill on air.

Air is provided by huge fans beneath the floor, which is covered by more than 17,000 air valves. These open only when the saucer is directly above; as it passes beyond range, the valves snap shut. Eight blowers, each driven by its own motor, keep 32 saucers aloft at once.





**JUNE 1963** 



You can't freeze on the brakes with this new system—it pumps the brakes for you

CONTROLLED PANIC stops on snow and ice? Sound impossible? As veteran drivers know, panic braking on slick surfaces guarantees an out-of-control skid—too often, a fatal skid. But PM has tested a unit for power-assisted braking systems that can change all the old concepts. And it can be attached to your car today.

Experienced drivers know enough brake pressure will lock the wheels. Since two or three tons of rolling steel can't be stopped that easily, the tires' grip on the road is broken and the skid starts. Nearly everyone knows the importance of pumping the brakes—applying and releasing them rapidly. But caught in a panic situa-

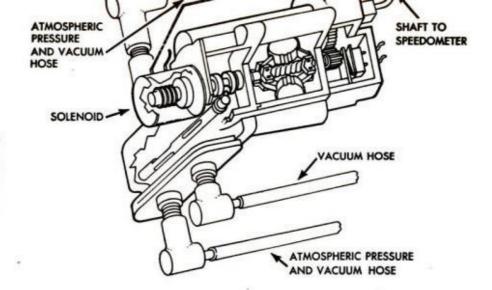
tion, few of us can keep from freezing on the pedal. Others, even if they don't freeze, can't pump them fast enough. But now, faster than you could do it yourself, Skidtrol pumps the brakes for you even if you're standing on the pedal. It's from Perma Research and Development, North Attleboro, Mass.

Skidtrol includes a couple of pounds of governor, switches, and valves. And it costs \$129.50 installed. Here's how it works:

When you brake and the wheels slow, a fly-ball governor reacts to their speed. Just before they lock, governor weights collapse and turn a rotating valve to equalize pressure on both sides of the

EVEN THE WORST OF A SERIES of snow tests with Skidtrol gave PM testers a smooth stop, well controlled and with a minimum of fishtailing by the car





GOVERNOR WEIGHTS control position of a rotating valve that says whether or not pressure will be supplied to the power brake piston to apply the car's brakes

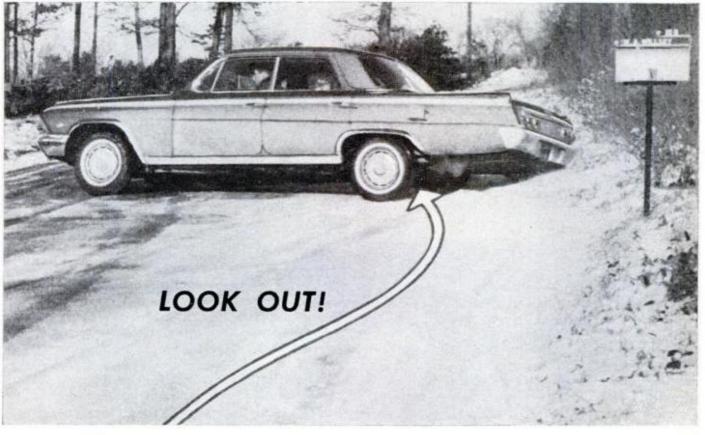
power unit piston so its spring releases the brakes. When speed throws the weights out again, the valve turns to supply vacuum to one side, over-riding the spring and reapplying the brakes. The cycle takes only milliseconds, Perma explains, and it continues even though a terrified driver may maintain every ounce of pedal pressure he can apply.

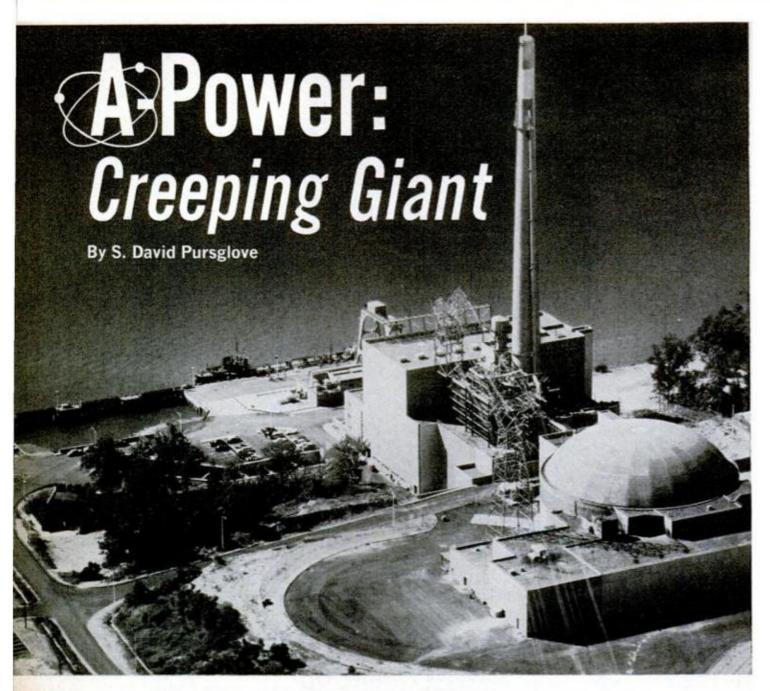
The governor responds to rear wheel speed through the driveshaft, but controls brakes on all four wheels. PM's test showed it operates so fast that the graband-release cycles amount almost to a chatter as you're braking. Brakes on our test car could never lock fully before releasing again, so we kept good control of the car. Brake line pressure stayed just below the lock-up point. Straight-line stops were easy and the car headed about where we pointed it during repeated tests on slippery New England roads. It didn't matter whether all wheels lost traction or one pair was on dry pavement.

Perma's anti-skid system includes a Bendix power brake unit adapted for Skidtrol pressure and vacuum lines. Springs are selected to co-operate with the governor. If you're considering the system, don't get power brakes on your car because a power system is supplied

with the anti-skid unit.

WITH SKIDTROL UNIT LOCKED OUT of operation, there was no chance for the driver to control the test car's skids on snow-slick New England side roads





We're still tiptoeing into the Nuclear Era, but powerful new reactors are "breeding" fresh life into our limping atom program

HATEVER HAPPENED to the V Golden Age of atoms? Where is the cheap nuclear power to make Greenland

green and run everything?

At the end of World War II, enthusiastic forecasts for the future of atomic power made it seem like the millenium was at hand. Predictions flowed like clam juice at a clambake. Homes would be lit, heated and air-conditioned, industries operated, transportation run-all by atoms.

None of these bright dreams have come true. Yet most are attainable. Not next year, however, or even in this century.

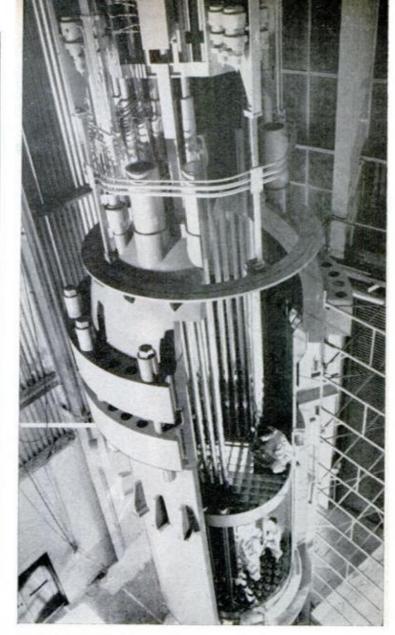
The trouble with the way out prophets was that they somehow made it sound as though all these things were going to happen overnight. Instead, progress was slow: mistakes have been made, and wrong directions taken. We're not yet even on the threshhold of the nuclear Promised Land.

One problem, says the AEC, is that we were building one kind of reactor when we should have started with a different type. So far, all the power reactors are "burnerconverters." They consume fuel.

The reactor we should have started with is the "breeder," which produces—from non-fissionable material, including ordinary granitic rock—more fuel than it consumes. Fuel supplies for burnerconverters would last only about as long as our dwindling supply of fossil fuels.

Who goofed? The politicians, partly, because they wanted atomic power soon and voted money to support reactors that

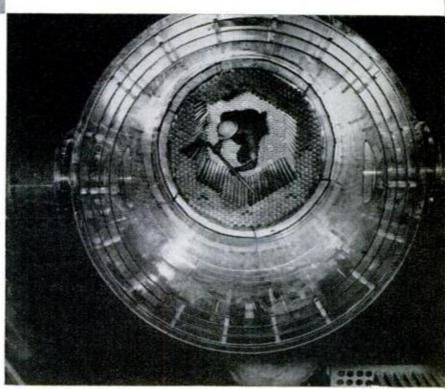




PRESSURIZED WATER REACTOR at Shippingport, Pa., (in full-scale mock-up) was first atom plant to produce civilian power

ATOMIC POWER PLANT built by Consolidated Edison at Indian Point, N.Y. has a rated capacity of 255,000 kilowatts. It feeds output into New York's power grid. The company now plans a million-kilowatt plant in the heart of New York City

REACTOR CORE for gas-cooled nuclear power station will be assembled piece by piece at Peach Bottom, Pennsylvania. Technicians rehearse assembly on halfsize dummy of the new reactor at General Dynamics lab to insure proper sequence





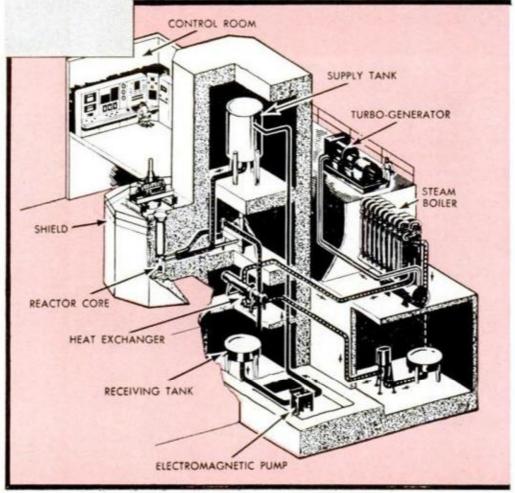
were closest to being operational. The scientists perhaps went along too easily. However, the error is less costly than might be imagined. The two types of reactors are basically similar. Valuable experience was gained in developing the burner-converter, and we're not starting from scratch on breeders. Some experimental prototypes have been in operation for years. The first to produce commercial electric power is now being completed near Detroit. This giant—the Enrico Fermi breeder power plant—will open some time this year.

The curious "magic" of the breeder process is due to the fact that only one rare form of natural uranium can be used as nuclear fuel. It is plentiful, but contains only 0.7 percent of fissionable U-235. The remainder is non-fissionable U-238.

Breeder reactors burn U-235 to produce heat just as "burner-converters" do. But they have the ability to transform the heretofore worthless U-238 into plutonium 239—a man made isotope which is fissionable and can be used as atomic fuel. In general, the process is simple. Inside a breeder core, two and a half neutrons are liberated when a U-235 nucleus is split. One slams into another U-235 nucleus to continue the chain reaction process. The others are absorbed by the nuclei of

FUEL ELEMENT of graphiteclad uranium and thorium, for gas-cooled reactor developed by General Dynamics, is one of 800 of the 12foot units the plant will need

BREEDER REACTORS are basically similar to burner reactors in operation. But breeders convert low-grade uranium into fissionable plutonium, thus perpetuate fuel supply



U-238 atoms which, under constant bombardment, slowly change into plutonium. When the transformation has been completed, the plutonium is removed and processed into usable fuel. Although all reactors are capable of this conversion process, the breeders, in a year of operation, will produce three or four percent more fissionable fuel than they use. It's like eating your cake and having more left than you started with.

In any atomic power plant, the reactor core replaces the furnace used in conventional plants. Splitting atoms in the core provide the heat. Water or molten metal circulates around the hot fuel and carries the heat out to a heat exchanger or boiler. Steam from the boiler turns turbines, which spin generators, which generate electricity.

Most burner-converters use ordinary water to moderate and cool them and transfer their heat to the steam generator.

In such water-cooled reactors, hydrogen nuclei slow down speeding neutrons from a velocity of about 30 million to 5000 miles per hour. This permits the neutrons to enter U-235 nuclei and split them. In breeder reactors the neutrons hit the U-235 nuclei at full speed. Fewer nuclei are fissioned, but those that are split release the very high energy neutrons needed to

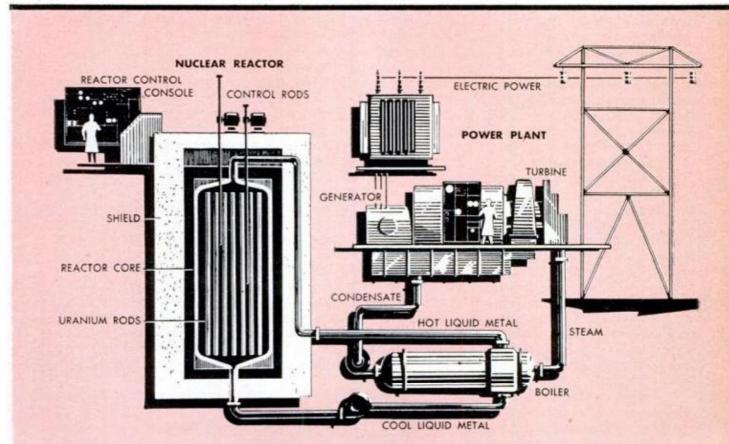
reach the U-238 nucleus and convert it to plutonium. This type of breeder is called the fast breeder reactor.

Fast breeders use molten sodium for cooling and to transfer heat to the generators. Sodium does not affect the speed of the neutrons but it requires special pumps, piping and heat exchangers made of corrosion-resistant materials. This is one major stumbling block in the development of fast breeders.

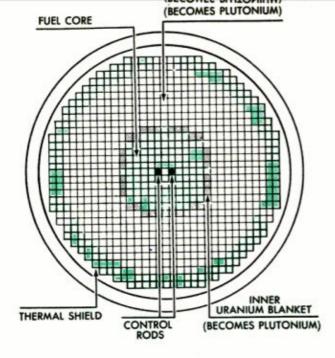
One of the most curious breeders is the thermal reactor, or HRE (Homogeneous Reactor Experiment). Its fuel is a U-235 compound dissolved in water. Recently a visiting Russian scientist learned to his astonishment that this reactor needs no control rods. When the reaction becomes too fast, the core overheats and some of the liquid boils to steam. With moderating water gone the reaction slows down, the reactor cools and the steam condenses back into the core. Again the reaction speeds up and the cycle repeats, automatically controlling the atomic fires.

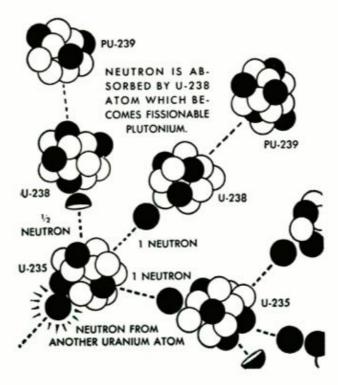
Another kind of thermal breeder uses solid fuel. Both types breed new fuel from the otherwise useless thorium, found in ordinary granite.

Beginning next year, probably half the reactors started with Federal help will be the breeder type. But the fact that breeder



INSIDE ANY ATOM POWER PLANT reactor core replaces furnace of conventional plants. Heat makes steam for generators, which feed power into grid





NEW FUEL is created in the breeder reactor core, by bombarding blanket of low-grade uranium. Resulting fissionable plutonium is processed as new fuel

IN BREEDERS, splitting U-235 nuclei shoot neutrons into non-fissionable U-238, change it into fissionable Pu-239. Other neutrons continue chain reaction

reactors are the power plant of the future doesn't mean that the burner-converter types will be tossed into discard. The Government will help build a series of advanced burner-converters to broaden the base of the atomic power industry and give it operating experience.

A highly successful pressurized water reactor, Yankee Atomic, is currently setting the pattern for most commercial burner-converters. In pressurized reactors, the core and water moderator-cooler is enclosed in a thick-walled pressure vessel which prevents the water from turning to steam. The extremely hot liquid feeds through heavy pipes to a heat exchanger. Once there it is permitted to flash to steam in a violent burst of heat energy.

Pressurized reactors produce a higher grade of steam than an unpressurized "boiling water" core which is the easiest and cheapest type of reactor to build. But neither type produces temperatures high enough for truly efficient turbine operation. Result: supplementary superheaters (often oil-fired) are used to do the job.

New types of more efficient and economical burner-converter reactors are on the way, however. One, moderated by "heavy' water, will use less costly "natural" instead of "enriched" uranium fuel. New "spectral shift" reactors begin operating with heavy water but later shift to ordinary water. The reactor produces greater heat, burns fissionable fuels more efficiently and requires fewer control rods than most models. It is considered one of the most promising of the burner-converters

by the AEC. Unusual new sodium-graphite reactors, using molten sodium for heat transfer and nuclear superheaters, can develop very high temperatures and high-grade steam. Another unique development is the gas-cooled reactor, which uses helium, hydrogen or carbon dioxide to cool it and transfer heat to the power generator. Its non-corrosive gases can produce 1000 degree steam for power generation more economically than a fossil

fuel plant.

Where do we stand now on atomic power? We're on our way, at least. There are now 518 nuclear reactors in the world and the number is growing. Though most of them aren't aware of it, the citizens of New York, Pittsburgh, Chicago, New England, Michigan and Nebraska now light their homes partly with atomic power. By the end of 1962, the first of the nuclear reactors built to provide civilian power, Shippingport (Pa.), had generated almost a billion and a half kilowatt hours of electricity. Yankee Atomic Electric Co. in Rowe, Mass., and Dresden Nuclear Power Station in Morris, Ill., have between them churned out more than four billion kilowatt hours. Consolidated Edison's Indian Point plant now pours electricity into the New York power grid at the rate of 280,-000 kilowatts per hour, though it must undergo costly shutdowns for test purposes under its AEC license.

Advancing know-how is bringing costsper-kilowatt-hour down at such a fast clip that more and more private power pro-

(Please turn to page 178)

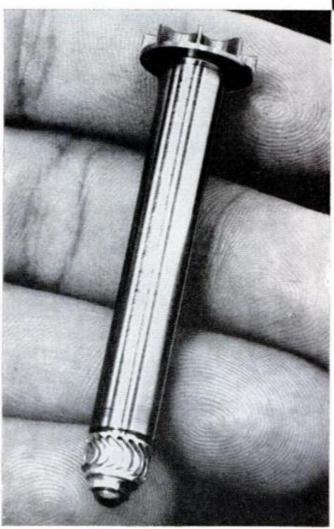
Television by Laser

Television pictures were transmitted and received on a laser light beam in a laboratory demonstration by General Telephone & Electronics Corp. It was believed the first laser transmission of microwave signals carrying TV information. A laser system, in theory, can handle over 160 TV programs simultaneously.

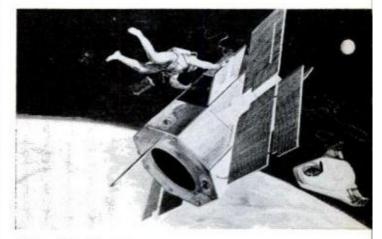
Opel's Two-Door Rekord

Opel, General Motors' German subsidiary, has announced a two-door version of the medium-size Rekord. Buyers choose from two conventional four-cylinder engines, a 90.8-cubic-incher rated at 62 horsepower and a slightly bored-out version rated at 67.







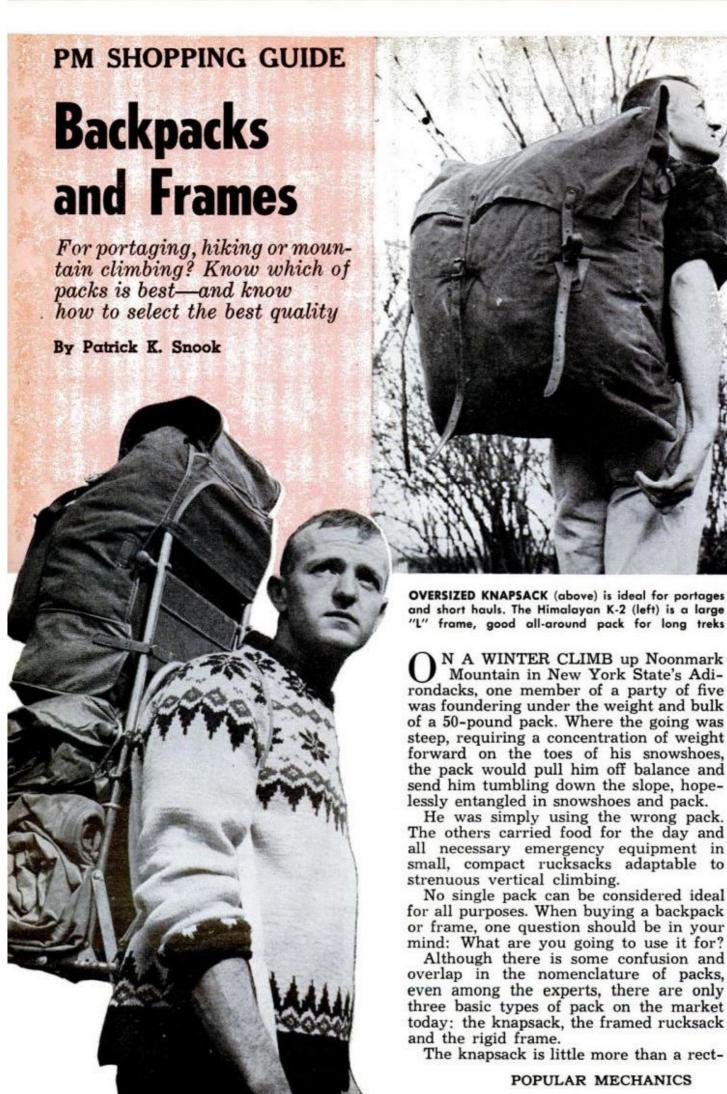


Sky-High Repairs

Ability to repair satellites in orbit is the goal of a study being made by Grumman for NASA. Grumman is reviewing the design of its Orbiting Astronomical Observatory (shown as it will appear in orbit) to adapt it for orbit repair.

#### Turbine Spins on Gas Cushion

Helium gas lubrication has replaced the roller bearings in a tiny helium expansion turbine, allowing it to turn at 6000 r.p.m. without appreciable wear. Used in a laboratory's helium liquifier, the gas-cushioned turbine eliminates the dangers of liquid hydrogen coolant.



Материал зашишенний авторским право



RIGID ALUMINUM L-FRAME can carry camping gear, also can be transformed to a carry-all for chain saw, gasoline cans, anything that can be lashed to frame

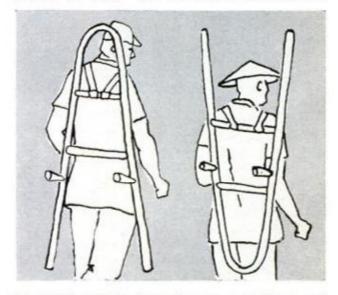
angular canvas bag fitted with shoulder straps. The traditional Boy Scout pack is a typical example of the knapsack, as is the Duluth or Porier, although these larger versions are usually referred to as packsacks. Knapsacks have the advantage of being lightweight and inexpensive. While this type of pack places the load's center of gravity above the bearer's hips without making him lean forward, it has a tendency to sag down and pull away from the shoulders. It is uncomfortable with heavy loads, or where distance is involved, and the lack of air circulation between pack and back makes it chaff in hot weather.

The large knapsacks, with their broad rectangular shape and capacity for bulky gear, are excellent if you're traveling by canoe, toboggan or dog sled. You can carry a tremendous amount on portages or short distances, but for a long hike even a powerful man would be weary from the pull on the shoulder straps.

The rucksack, or Norwegian "Meis," differs from the knapsack in that it employs an A-shape metal frame to stabilize



MAJOR DIFFICULTY of the Norwegian "Meis" is the downward pull on the shoulders. Bearer must lean forward to carry this combination A-frame-sack



THE RIGID FRAME, shown here as an A frame and inverted A frame, has been traced back to the earliest days of Rome and China. It has changed little

it. It also has a wide strap riding on the small of the back to support part of the load and allow air circulation. A pear-shaped bag that rides low on the back, the Meis gives the bearer maximum control of the load, a critical factor for the skier or climber.

Designed for rugged terrain and available in a variety of sizes, the rounded shape and low profile make this pack ideal in thick underbrush. A number of outside pockets eliminates the irritation and difficulty of digging for items in the main bag. Generally there is a small pocket on each side, a large one in the middle of the back and a zippered pouch just inside the flap.

This pack is ideal for mountaineering, and if the bearer does not mind leaning forward to offset a backward pull, it is good for general long-distance hiking.

The rigid-frame design comes the closest to being an all-purpose pack. The pack frame (or board) provides a platform to which the load can be secured, and keeps the load away from the bearer's back.



INSIDE SEAMS should be overlapped and double-stitched (arrows). Strap connections should be leather reinforced, and wear areas all multiple-stitched

The rectangular frame, made of wood or lightweight metal tubing, allows the load to be set up in thin profile, keeping the weight close to the back and minimizing the pull on the shoulder straps. A bottom strap across the hips helps carry part of the load. A large model has the frame projecting well over the bearer's head, making it easier to carry a large load by concentrating the bulk of the weight above the shoulders, the ideal position. Since it is a flat platform, the rigid frame will accommodate any size load.

A refinement on this rigid frame is the "L" frame, which adds a platform at the bottom to act as a base for the load and

to keep it from slipping down.

Adding to their versatility, many of the frames have detachable pack bags, so you can vary your loads, carrying bulky items like sleeping bags and tents below the bag. This also serves to place the heavier items high on the shoulders.

As in any item of clothing that is going to receive rugged outdoor wear, a pack bag must be judged on the material and craftsmanship that has gone into it. It should be made of heavy-duty canvas. Fold the flap double and roll it between thumb and forefinger to feel the weight of the material while making comparisons between various packs.

A good pack has shoulder straps at least one and one half inches wide. Look for double "box" stitching with heavy thread where straps attach to the top of the pack. A large pack should be reinforced here with leather backing. Leather straps should be stiff and sewn as well as riveted.

Fabric straps should be metal tipped to

prevent fraying.

The flap should be long enough to cover completely a rolled sleeping bag placed on top of the filled sack. Exposed edges that are merely turned under and hemmed are signs of poor quality. They should be beaded with fabric tape, leather or vinyl. Main seams on the outside should be beaded. Inside seams should be double-stitched. Small bags should have rings sewn along the side for tying down a sleeping bag or bed roll. Exterior pockets on framed rucksacks should be of box construction. Zippers should be heavy duty with large pulls.

The hip strap should be heavy, two inches wide, and adjustable for stretch.

Evaluate a pack frame on both design and construction. It should be lightweight, but not flimsy. Tubular metal is superior to wood, because it takes a greater beating, and can be contoured to fit your back more comfortably.

To avoid tangling with brush and low branches, the top of the frame should be

one continuous bow.

Any jointing of the soft aluminum or alloy tubing should be done with large reinforced flathead rivets or bolts. Nuts should have integral fiber lockwashers to prevent their working loose. Cast fitting should be rugged and well finished.

A final consideration is the matter of weight. Contrary to what you've heard, 60 pounds is not a normal light load. A good average load is 35 pounds, and the best pack in the world will be useless to the bearer who overloads.

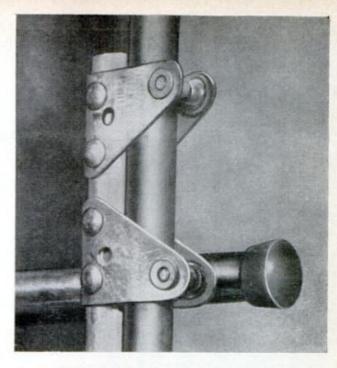
JOINTS of soft aluminum frames (right) should be fastened with large reinforced flathead rivets to prevent tearing of the metal under heavy strain

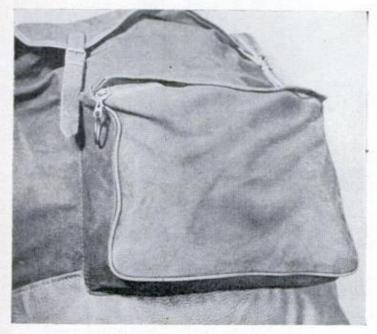
OUTSIDE POCKETS (below, left) should be of the box type for greater carrying capacity. Seams should be beaded, and zippers protected by a weather cover

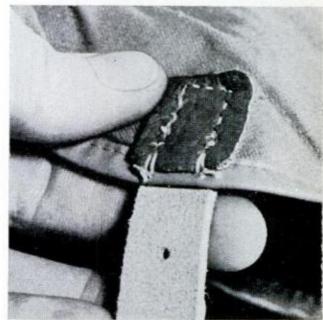
PLATFORMS on the "L" frame (bottom, left) should fold for easier storage. Cross strap for the small of the back should be wide and adjustable for stretch

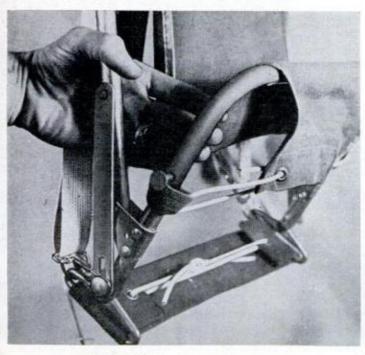
STRAPS should be attached to the pack bag with heavy "box" stitching (below, right) and reinforced with leather to prevent any tearing of the material

LARGE PACKS designed for extremely heavy loads should be equipped with a snap fastener (bottom, right) on one of the straps to facilitate easy removal











JUNE 1963



# Swirl-Chamber Engine Runs on What's Handy

By Ken Warner

No test-stand pipe dream, this engine is hard at work today. It may point the way to family cars that burn anything from kerosene to high-octane

ONE OF THE most important engines going is a hulking 1500 pounds of cast iron. It delivers 140 brake horses at only 2600 r.p.m. and powers an Army truck. The importance becomes obvious when you find it burns nearly any petrochemical fuel all the way from military gasoline to jet fuel or kerosene.

The bugs are all out. Performance is proven. The engine is in full production at Continental Motors—and Studebaker, every working day, drops 20 to 25 into 2½-ton GI trucks. And it's a working fool, a big Six with seven mains and 427 cubic inches of displacement. Main bearings, for example, are 3% inches in diameter and have the beef to go with their size.

Ever since World War II, the Army has been looking for a reliable multi-fuel engine, with good military reason. Whether on a beach head or racing across a desert, multi-fuel vehicles will run on whatever the driver can pour into the tank. During national shortages, they'll burn whatever refineries produce. Yet in normal times they'll return to the most efficient fuel and do the most work for the least dollars.

Continental's slide-rule team got this magic result by disregarding tradition. They chose the route other compressionignition engineers have avoided. Since the first Diesel, the principle has been to spray low-octane fuel into an air charge so hot (from compression) that the fuel bursts into flame, driving the piston down. Regardless of changing chamber shape or spray patterns, the motto was always "Burn it fast."

Not so with the multi-fueler. Continental's engineers ignored old ideas. Their Hypercycle combustion system's success comes with smooth, relatively prolonged

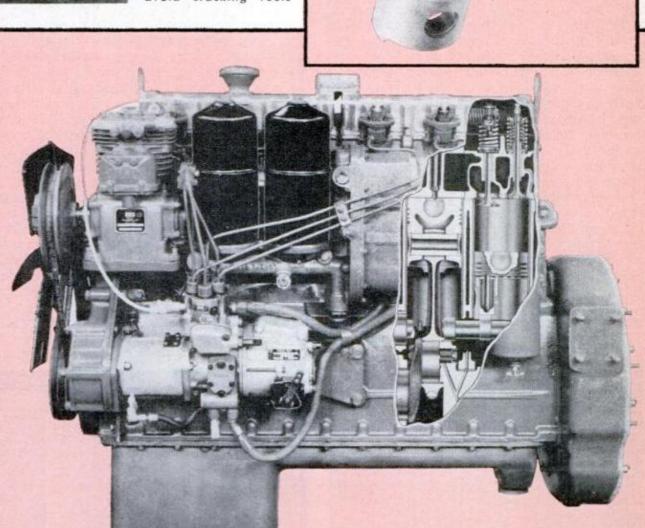


CYLINDER HEAD cutaway and mold for intake manifold show how charge of air is swirled into cylinder and the combustion chamber

MOLDS FOR intake and exhaust manifolds and fuel injector are next to piston to demonstrate relative positions in the multi-fuel engine



of the LDS-427 is within piston head. Y-shaped oil gallery allows cooling of chamber walls to avoid cracking fuels





SPEED OF SWIRLING AIR charge was measured during development of the multi-fueler by mounting a paddle wheel in the cylinder with the piston removed. Speed was then checked with various swirl port configurations

burning. Fuel is sprayed right onto combustion chamber walls (within the piston crown, not above it). Swirling air scrubs a little off at a time, vaporizes it gradually. As the best fuel-air mix is reached, the vapor ignites. Continuing air swirl picks up more vapor. The self-regulating process continues, making the multi-fueler's burning smoother and slower than the flash in a single-fuel Diesel or spark-ignition type of engine.

A series of special problems had to be licked even after a German combustion genius, Dr. J. S. Meurer, began multi-

fuel work.

Perhaps the toughest nut was finding an intake port configuration to give in-

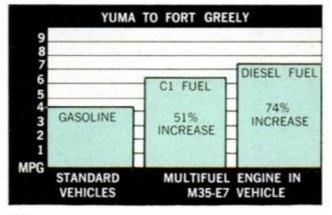
coming air the right motion.

Heat control proved critical. Overheated chamber walls can crack fuels, liberating hydrogen first for fast burning while carbon burns more slowly and leaves troublesome residue. The solution was an oil gallery within the piston and under the combustion chamber. Now even kerosene burns well and burns clean.

Next, fuel control. An American Bosch injection system was found to meter the right amount of fuel—of any viscosity—into each cylinder.

The Army wanted cold-weather starting reliability, so Continental installed a flame burner on the intake manifold. It's

RUNNING BETWEEN ARIZONA and Alaska, the LDS 427 used Diesel and compression-ignition fuels with 51 to 74 percent better economy than others



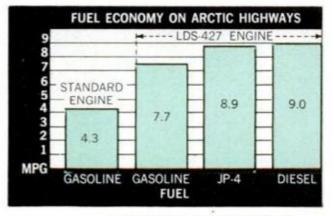
kicked off by a sparkplug and satisfied with whatever fuel the LDS-427 has aboard. Little oxygen is used up and an exhaust-driven turbocharger helps assure the supply. Continental says starts are successful to 40° below.

Testing was the climax—ordnance tests, desert mileage tests, Arctic functioning tests, troop use tests. Sites were scattered from Fort Yuma, Arizona to Fort Greely, Alaska. All were made in convoy, pitting the LDS-427 against standard sparkignition engines. The swirl-chamber power plant got 79 percent better gasoline economy.

A long step ahead of other miracle units you may have read about that are still on laboratory test stands, this engine-of-the-future is doing its job today. From pistons on down, it's essentially Diesel and may haul your groceries tomorrow.

In its present form, the LDS-427 is a bit burly for passenger-car use, but compression-ignition is hardly a new idea for family vehicles. Look at the Mercedes 190-D, a Diesel. Continental already is in the passenger-car engine business, providing power plants for Checker, but refuses to discuss a multi-fuel future for your car. Nevertheless, if you're ever to get a car that'll burn any variety of dinosaur squeezings, it'll probably be a descendant of Continental's LDS-427. \*\*\*

TRAVELING ON ARCTIC highways, the LDS-427 beat a standard engine's fuel economy by 79 percent on gas and more than doubled it on jet and diesel fuel



#### Britain's Nuclear Missile

England recently unveiled its nucleararmed air-borne missile, which may be its solution to the controversial *Skybolt* missile that was abandoned last year.

Called Blue Steel, the bomber-carried missile is shown being transported from a trolley to an Avro Vulcan bomber (background) at Scampton Royal Air Force base. The huge weapon can also be carried in Britain's Victor bomber.

The Skybolt, the American-made 1000-mile-range air-to-ground missile, was scrapped suddenly amid a storm of protest. It was to have been used by British bombers as well as American.

Royal Air Force spokesmen say that, in its test, *Blue Steel* had exceeded specifications in range and accuracy.

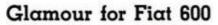


### Portable Lawn Spreader

Carried by the user on a neck strap, a rotary spreader weighs less than 12 pounds loaded and sprays a six-foot-wide path.

Made of plastic, it has a crank mechanism at its base that spreads fertilizer, fertilizer-weed killer and crabgrass preventer. It also sprays pressurized weed killer and flower spray. The materials come in special pellet form or are pressure-packed to be used with the spreader.

Made by S. C. Johnson & Son, Racine, Wis., the J-Way spreader is made to sell at \$8 with fertilizer, \$9 with fertilizer-weed killer and \$10 with crabgrass preventer. The pressurized weed killer and rose-and-flower spray are under \$2.



This futuristic, bubble-top body is presented as a new set of wrappings for the Fiat 600, a 32-horsepower Italian economy car. The super-streamlined version of the automobile was designed by Carrozeria Vignale, an Italian body firm, and exhibited recently at the Turin auto show.

Fiat's current model, the 600-D, is a four-cylinder, four-passenger car on a 78¾-inch wheelbase. It measures 131½ inches overall and has a top speed, according to the manufacturer, of about 70 m.p.h. The overhead-valve engine is mounted in the rear. The car has independent suspension all around and turns in only 28½ feet. Popular Mechanics, in a 1959 test, got 31 miles per gallon with a 600.





AC-DC unit comes with 8-foot cord. By Schick Inc., Lancaster, Pa.

SNAP-ON SHELF of Formica-covered plywood slides into stainless-steel channel moulding which screws into wall and holds over 100 pounds of weight.

Cost: \$3.25 each; \$5.95 a pair from AMPCO Products,

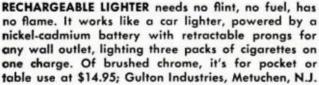
SCREEN FORMS A WALL 8 feet high in varying widths which attaches to brackets atop patio or garage, fastens on sides with plated snaps, is raised with pull ropes. Ten-foot width costs under \$30; Barberton Aluminum Specialties, Box 592, Barberton, Ohio





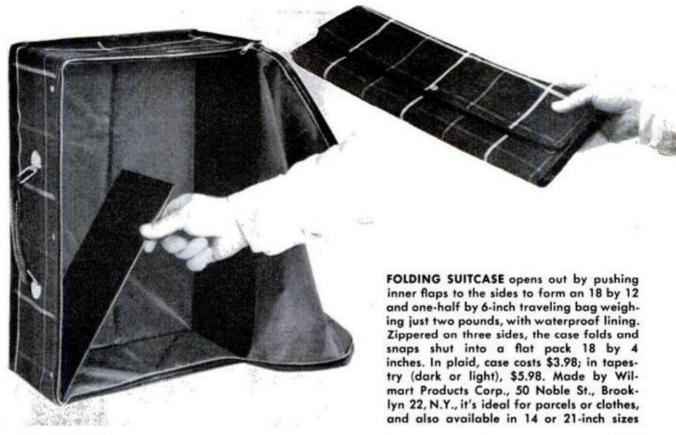
POPULAR MECHANICS







WATER BROOM washes as it sweeps. Three spray jets in a 17-inch base produce a wide spray that quickly clears debris. Water valve on 48-inch long handle of steel tubing can shut water off on back pull, leaving area damp-dry. Cost is \$4.95 from Cal-Dak Co., 1933 South Broadway, Los Angeles 7, Calif.



**JUNE 1963** 



### ELECTRONICS

RADIO · TELEVISION · HI-FI

# Stereo In a Suitcase

15-pound package plays stereo records with a fidelity of 150 to 10,000 cycles

By Elmer C. Carlson

In ONE SPARE SUITCASE you can take along a summer-full of extra entertainment. For the suitcase can carry this complete stereo phonograph system and AM music center, all powered by standard flashlight batteries which give you from 70 to 135 hours of playing time before needing replacement. And the weight of the complete package is about 15 pounds.

Output power is 350-mw per channel, more than ample for most outdoor locations. Frequency response is surprisingly good (150 to 10,000 cycles) and is limited more by the speakers than any other factor. And by plugging in a microphone you can sing along with your favorite records.

The suitcase shown here—a 6 x 16 x 21 incher—

1. PLUG IN AN INEXPENSIVE DYNAMIC or crystal mike, adjust the level control and sing along with your favorite stereo records



is about minimum size for this project (Figs. 1 and 2). If you have a larger suitcase you can easily use it. You can use either the preassembled speakers specified or make your own enclosures to cut costs, which will range between \$48 and \$60 plus the suitcase. Soldering the flashlight cells together with short lengths of wire instead of using battery clips may be a bit less convenient, but it will save close to \$4.

The basic modular form of the complete radio-stereo phono combination is shown in Fig. 6. Although exact dimensions will depend on the size of your suitcase, the relationship between the phono motor and the phono pickup arm must remain the same. The radio dial is positioned so it is covered when a 12-inch record is on the turntable, but this isn't critical as the radio and phono are not used at the same time. Lift out the record and tune the radio.

The only one accurate measurement required is for mounting the phono pickup arm the right distance from the record for proper tracking of the phono needle in the record groove (Fig. 4). A distance of 63% inches from the center of the phono turntable seems best for the particular arm I used. But any arm must be mounted so the needle and the center-line of the phono pickup stay as parallel as possible to the grooves in the record. Be careful not to make this distance so short that a 12-inch record will not fit easily into place or you will have to cut a new hole.

2. PULL OUT SPEAKERS, hook up the connecting cords, put on a record and you're ready for stereo

The amplifiers are mounted on a small piece of aluminum bent as shown in Fig. 5. Mounting the radio-phono switch, volume control and stereo balance control in the center of this bracket holds it firmly in place. This also puts the controls in a convenient spot for wiring.

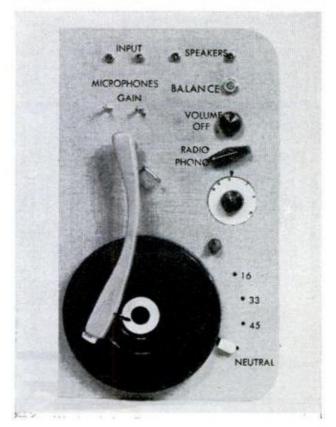
Cut the mounting panel (Fig. 3) to fit the particular suitcase you use. It should cover the entire case except for the portion left clear for the speakers. Use short lengths of 1 x 3 or 1 x 4 to support this panel. Next lay out the components and drill all the necessary mounting holes.

Three jack-nuts hold the phono motor in place. Mount these nuts before you cut the hole for the motor. If you cut the motor hole first, the board may split between the jack-nut holes and the motor hole, because the jack-nuts spread to lock themselves into place.

For best reception on the AM radio, keep its ferrite antenna parallel with the ground. To do this and let the radio dial face up out of the suitcase, modify the tuner circuit board by removing the tuning capacitor and its dial from the board. Then remove the four screws holding the capacitor's mounting bracket to the printed board. Next unsolder the three connections under the capacitor and remove the mounting bracket and rebend it so it is flat. Finally, remount the capacitor and bracket and resolder the capacitor leads to the board.

3. ELECTRONIC SYSTEMS in the suitcase all fit onto a single removable panel that's cut to fit the case





The 9:1 ratio of the vernier drive used permits very fine tuning. To mount this drive, remove the mounting bracket between the tuning capacitor and ferrite antenna on the radio circuit board and turn it around so its base points inward. Move the bracket back and remount with only one of the small machine screws.

When marking the mounting holes for the drive, juggle the tuning capacitor, vernier drive, mounting bracket and printed board to align the drive with the tuning capacitor and drill new mounting holes in the vernier drive as needed.

To attach the radio dial to the vernier drive, drill its center hole to a diameter of 2164 inch to allow clearance for the 5/16-inch diameter base on the 1/4-inch tuning knob shaft.

The output of either the AM tuner or the high-output crystal phono cartridge does not need the input stage of the amplifier to give full volume. So wire them directly to the volume control instead. This makes it easier to add the microphones because they can be connected to the unused amplifier inputs.

The volume control, an assembled-toorder unit, is a TV-type control that normally uses two knobs, one inside the other. To make it into a one-knob control, cut the shafts to the desired 34-inch length and solder them so the two shafts turn as one. This allows single knob control.

As a precaution against the shafts getting out of alignment while they are being cut, make a cut halfway through the shafts 34 inch from the control body. Then turn both shafts fully counterclockwise and run some solder into the cut. This will hold the two shafts firmly together

4. THIS IS THE ONLY CRITICAL DIMENSION in the entire unit. Get it right and your record tracking will also be right, keeping distortion down to a minimum while you finish cutting them to length.

Do not follow the manufacturer's diagrams for the circuit modules; they are not correct for this Stereo in a Suitcase project. For example, the blue output lead from the AM tuner actually goes to switch S1 (as shown in Figs. 6 and 8) and not to the volume control. And since the black lead input and the red battery wire duplicate each other, one can be eliminated. If you use the black wire, connect it along with all the other black wires at R4, the stereo balance control.

If you expect to use the unit quite a bit try alkaline D-cells to extend battery life. They'll double playing time. You can

#### Parts List—Suitcase Stereo

RI, R2-10,000 ohms, miniature gain control (Lafayette VC-28)
R3—dual 10,000-ohm pot with dpdt switch (Mallory RU-14L, FA-14L, OF-2875, LS-3375 and dpdt

R4—500-ohm balance control (Ohmite CLU-5011) R5, R6, R7, R8—27,000 ohms, ½ watt, carbon resist-

JI, J2, J3, J4-phono jacks

4-pole 2-position rotary switch T1, T2—microphone input transformers (Lafayette TR-120)

The following parts are listed with their Lafayette
Radio part numbers. III Jericho Turnpike,
Syosset, L.I., N.Y.
2—PK-544 transistor amplifiers

I-PK-633 transistor AM tuner

I-F-753 vernier drive

-ML-9 battery phono motor -PK-537 pickup arm

-SK-109 speaker in cabinet 5—MS-176 flashlight cell holders

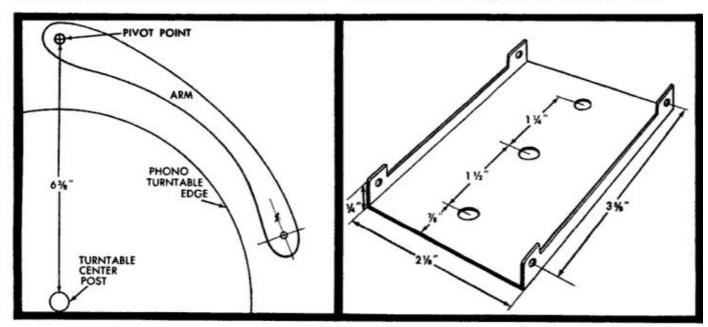
#### Miscellaneous parts

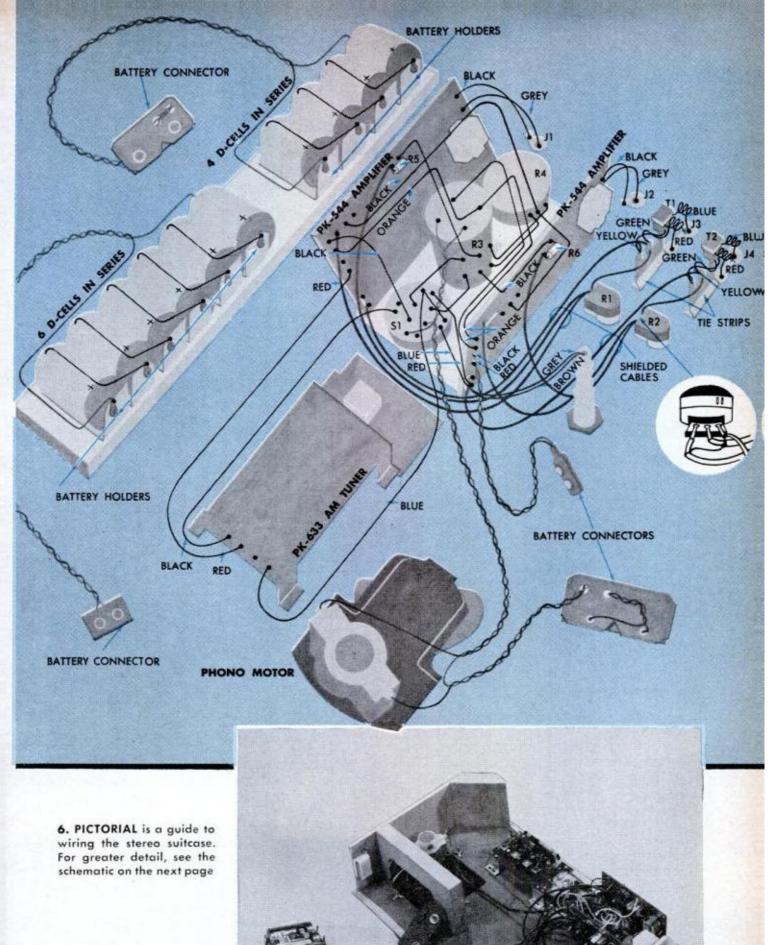
Knobs for all controls —3-terminal tie strips

4-5-32 jack-nuts

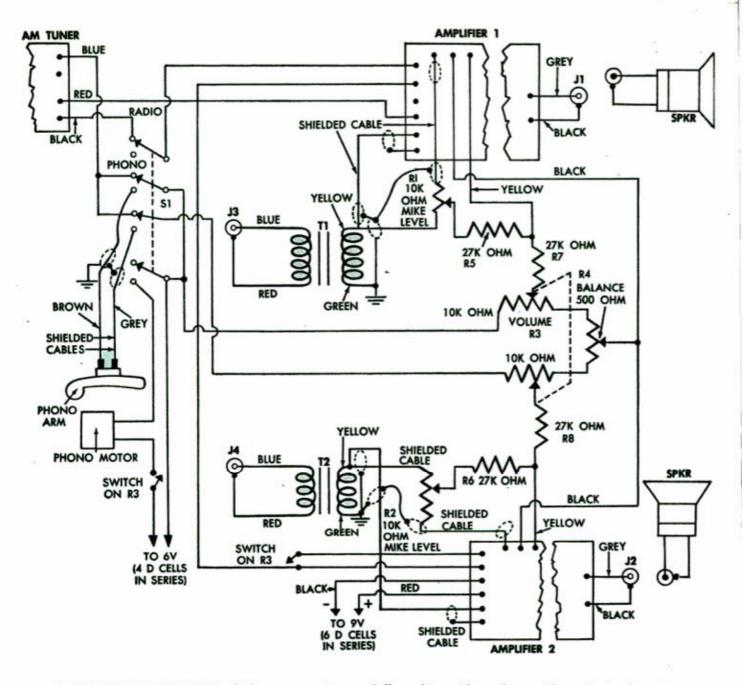
Dynamic or crystal mikes Pressure-sensitive adhesive plastic Pressure-sensitive lettering or decals

5. SUBCHASSIS HOLDS VOLUME, balance and selector switch controls. The transistor amplifier boards attach to the side wings of the aluminum chassis





7. FINISHED UNIT. There's plenty of room but wiring does get crowded around the volume control



8. ELECTRONIC CIRCUITRY of the stereo suitcase. Follow this guide and set will work the first time out

order them from just about all of the mail order electronics houses.

Use dissimilar battery connectors for the amplifiers and motor so that the 6- and 9-volt batteries cannot be connected into the wrong circuits; 9 volts on a 6-volt phono motor can burn it out.

After cleaning all external surfaces carefully to remove all dust and grease, cover them with self-adhesive plastic, available from the hardware store. Work in a warm room and use an electric iron, slightly warmed, to encourage the more unruly edges to lie smooth and flat. Once the covering is in place, cut the control shaft openings through the plastic film, using a sharp knife or razor blade.

If you mount the controls temporarily, you can mark knob and pointer positions and remove the controls so identifying names and labels can be applied. I used

pressure sensitive individual letters—decals are also good. Both are available from the larger mail order electronics firms. No drying time or protective lacquer is needed.

To get a balanced output from the two speakers simply set the balance control to the center of its rotation. For portable use this is good. Indoors, adjust the control to give about equal volume from both speakers while you are seated in your favorite chair, even when the speakers are not actually equidistant from the desired listening point.

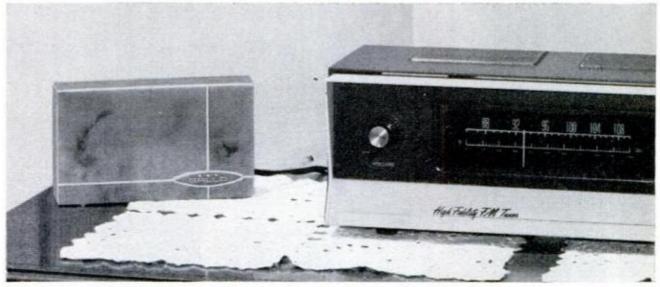
Use this portable package on your next trip into the country, and it will add new life to the outing. Trailer owners can build the unit right into some convenient corner and if you have a summer or winter cabin in an out-of-the-way, nonelectrified spot, you can do the same thing.

**NEW IN** 

# **Electronics**

RADIO-LIGHTER from Japan sports a full size cigarette lighter atop a 2-transistor reflex receiver. The battery gives 250 hours of service and the set pulls in six stations loud and clear on the streets of New York. They're imported by Leonard Branvold, 5718 Troost Ave., North Hollywood, California. \$9.95





INDOOR FM ANTENNA SYSTEM combines a half-wave unipole with a high-gain low-noise transistor amplifier in a hand-sized package. The amplifier boosts signal strength 18 db. and brings in stations you couldn't hear with the ordinary indoor dipole antenna. \$29.95 from Gallo Electronics, 12 Potter Avenue, New Rochelle, N.Y.



TAPE ACCESSORY KIT packed in a plastic carrying case. Contains two 7-inch reels of tape, splicer, splicing tape, strobe tape, leader tape, tape clips, marking pencil and assorted empty tape reels. \$13.95 from Ferrodynamics Corp., Gregg St. & Route 17, Lodi, N.J.

IN-A-WALL SHOP AND CRAFTS HOME = = For homeowners without a workshop, this repair center is a must. It stores tools and supplies in one handy place to simplify the job of keeping a house shipshape

### MAINTENANCE CENTER

#### By W. Clyde Lammey

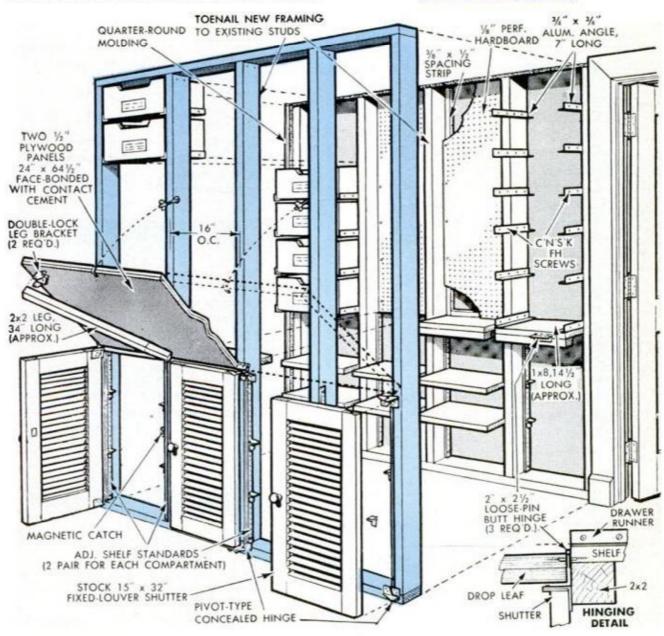
THOSE PERPETUAL HOUSEHOLD jobs—calking, glazing, faucet-fixing, trap and drain cleaning, concrete and plaster patching, painting or papering, electrical repairs—they'll all seem less like chores once you get your tools and materials organized at one handy work site.

Ever stop to figure how much time you waste hunting up tools and chasing down supplies you need for an emergency repair? Even maintenance jobs that don't rate the emergency label will get done a lot faster if you've got a place set aside as a fix-it center. But is there space for such a center in today's small homes?

PM tackled this problem and came up with the built-in shown at the left. Unless you reside in a phone booth, you've got space for this center. It's tucked right into a partition wall, using the waste space between the studs. All that protrudes into the room is an added frame of 2 x 4's (color-shaded below) that's glued and toenailed to the wall studs to provide the depth you'll need for storage cabinets and drawers. Every bit of the space gained is put right to work. The drawer fronts and backs are only 1/8" thick, and the shutter doors (a stock item with big mailorder houses) are surface-mounted to permit full-depth shelves.

The worktable folds up flat against the facing frame when it's not in use. It's

(Please turn to page 126)



	portant task begins after your in-the-wall
Claw hammer, 13-oz. head	storage center is built and you start to as-
□ Nail set	semble the tools you'll need for all the jobs
☐ Hand crosscut saw, 24-in., 12 point*	you're likely to encounter. Take a pencil to
☐ Hand ripping saw, 26-in., 5 point*	the basic checklist at left. Once you've
☐ Jack Plane, 14-in.	acquired this minimum equipment, a few
= <b></b>	additional items from the specialized lists
Ratchet brace, 8 or 10-in. sweep**	should complete your shopping. Arrange the
Auger bit set: ¼ to 1-in. by ½ths**	tools on the hook board for the best use of
Rosehead countersink***	space, with most-used tools in easiest reach.
☐ Twist drill set: up to ¼-in.***	If, after several week's trial, you're satisfied
☐ Hand drill, ¼-in. chuck**	with this arrangement, paint silhouettes on
□ Push drill****	the board to indicate tool positions. This
☐ Screwdriver bit**	facilitates speedy replacement when you use
☐ Screwdrivers, 4-in. and 8-in. blades	a variety of tools on a job, and clues you as
☐ Screwdriver, Phillips, medium size	to which tools have strayed and should be
<ul> <li>Folding rule or metal tape, 6 ft.</li> </ul>	tracked down to keep the board complete
☐ Combination square, 12-in. blade	
─ Wood chisels: ¼, ½, ¾ and 1-in.	A RECORD OF STREET AND ADDRESS.
Adjustable wrenches: 6 and 10-in.	HOME PAINTING KIT
Pipe wrenches: 10 and 14-in.	
☐ Combination pliers, 6"	☐ Brushes: 1, 3 and 4 in. sizes
☐ Adjustable locking plier-wrench	Paint roller and tray
☐ Long-nose pliers	☐ Putty knife, scraper—and beer-can
☐ Allen wrench set for socket setscrews	opener for cleaning out cracks
Soldering gun, 100-watt minimum,	☐ Spackling compound
or propane torch	☐ Sandpaper in fine to coarse grits
	☐ Steel wool: 2/0 and 4/0
	☐ Drop cloths
	□ Turpentine, denatured alcohol, lac-
☐ Keyhole (or compass) saw	quer thinner or equivalent solvents
☐ Hacksaw and blades	☐ Paint remover
Carpenter's level, 24-in.	☐ Masking tape
☐ Mill file, single cut, 8-in.	
3-Corner taper file, 6 or 8-in.	PAPERHANGING KIT
☐ Half-round bastard file, medium cut	· Ar annatonto ini
☐ Interchangeable file handle	. 182 . 18
Clamp-on woodworking vise	In addition to spackling compound (for plas- ter patching), sandpaper, paint scraper and
□ Scratch awl	putty knife listed elsewhere:
Utility knife with retractable blade	☐ Pail for washing walls, mixing paste
□ Combination oilstone	☐ Wall size
Spout can of light oil	Smoothing brush, 12 in.
☐ Cold chisel	Pastebrush, 6 in.
Pencil compass	☐ Wheel knife, 1½-in. dia.
☐ Clamps of your choice: C or spring	Oval seam roller, 11/2-in.
☐ Marking gauge	☐ Plumb bob and chalk line
☐ Crow bar	Homemade 8-ft. straightedge
☐ Stapling gun	☐ Large sponge
	Step ladder, 6 ft.
*If you own or plan to buy a portable	
electric saw, these items may not be	CONCRETE PATCHING KIT
essential.	CONCRETE PATCHING KIT
**If you own a portable electric drill,	AZZITA ANDRE ETA POLITI PORTA
these may not be essential.	☐ Mason's trowel
***Can be used with either brace or	☐ Tuck-pointing trowel
electric drill.	☐ Mason's jointer
****Push drill is good substitute for	Groover, edger (for sidewalk patch)
hand drill and will be useful even if	Concrete/mortar mixing tray
you have an electric drill.	(6" x 24" x 48"—can be homemade)

THE SECRET OF AN EFFICIENT SYSTEM of

#### HOME ELECTRICAL KIT

In addition to the pliers, screwdrivers and soldering gun listed at far left

Pocket knife or wire stripper

Lamp cord, 25 ft.

Cord plugs

Friction tape and rubber tape

Solderless connectors (10 or so)

Replacement fuses (15-amp for 14-ga. wire, 20-amp for 12-ga. wire)

Replacement toggle wall switch

Non-acid wire solder (resin core)

Neon tester (to check outlets)

Spare incandescent and fluorescent bulbs for all household fixtures

#### **HOME PLUMBING KIT**

In addition to the 10-in. adjustable wrench, two pipe wrenches and 8-in. screwdriver listed at far left:

□ Plumber's force cup (plunger)
 □ 5½-ft. closet-bowl auger
 □ 25-ft. drain and trap auger
 □ Graphited packing
 □ Pipe-joint compound
 □ Washers, assorted types and sizes
 □ Seat reamer

#### **CALKING AND GLAZING KIT**

In addition to the chisels, 1-in brush and putty knife listed elsewhere:

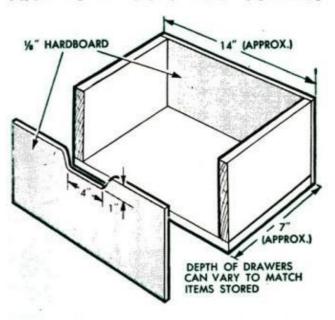
□ Calking gun, with spare cartridge
 □ Wire brush with attached scraper
 □ Glass cutter
 □ Glazier's points (box)
 □ Linseed oil (pt. can)

☐ Glazier's putty (1 to 5 lb. can)
 ☐ Yardstick for measuring, laying out and cutting glass

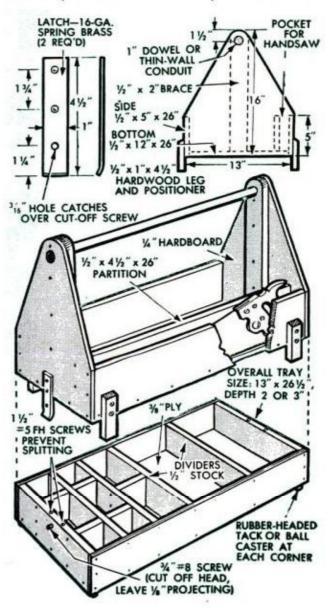
#### **GENERAL SUPPLIES**

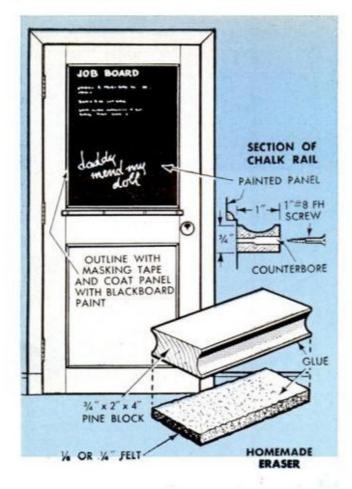
☐ White polyvinyl glue ☐ Epoxy glue ☐ Household cement ☐ Assorted stove bolts or machine screws ☐ Assorted wood screws (½"-#4 through 2"-#10) ☐ Mending plates, corner braces ☐ Screweyes, screw hooks, picture hooks ☐ Tacks, brads; common and finishing nails from 2d to 8d Assorted hollow wall fasteners and fiber, plastic or lead anchors Extra casters, furniture glides Sack of clean rags Pressure-sensitive mending tape Work apron and gloves

### WHAT YOU NEED TO STORE AND TOTE TOOLS AND SUPPLIES



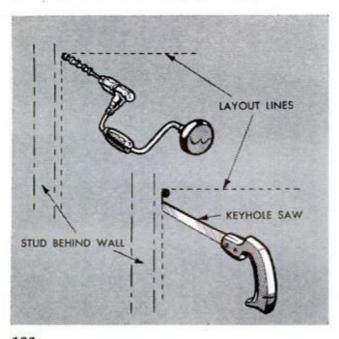
BOX CONSTRUCTION lets you make drawers of various sizes quickly. When work must be done away from the fix-it center, load up two-part tool box (below). Tray sections are for variety of nails, screws





secured in that position by means of eyebolts screwed to the faces of two of the studs so as to pivot down into mating slots in the table edge. Wing nuts snug up against the panel to hold it tight.

The legs are mounted at an angle to avoid any overlap when locked in their folded position. The worktable can be put to extra use by pulling the hinge pins and carrying the panel to another work site. With the hinged edge supported on a blocked-up sawhorse, it makes an ideal pasting table for wallpapering jobs.



The width of the worktable depends, of course, on the space available. About two feet is an ideal width, but it can be as little as a foot wide and still be of practical use. The length can be the full width of the built-in unless you locate your fix-it center in a corner, as we did. In this case, the table must be shorter, to provide clearance at the corner end.

For rigidity, we bonded two ½-in. plywood panels face-to-face, using contact cement. If you want a more durable work surface, you could face this panel with ½-in. tempered hardboard, using the same cement and leaving it unfinished.

Are snoopy small fry a problem in your home? The drawers and toolboard are automatically shielded when the top folds up. Only the upper sections remain exposed, and they're well out of a youngster's reach. The cabinet doors will open whether the worktable is up or down, but two hasps would let you padlock them.

Where you locate your maintenance center depends, of course, on available wall space. In our example, we chose a utility-room partition, making use of waste space between two doorways. For appearance and practicality, we let the door frames determine the height of the unit. To run it much higher would only give you inaccessible drawers and out-of-reach space on the perforated-hardboard tool rack between the studs.

Note that these perforated panels are spaced \(^3\sigma^{-}\)in. from the rear wall to provide clearance for the many different types of insert hooks and racks available for tool storage. The check lists on the previous pages will help you make a well-rounded selection of tools and supplies. Or simply take a stroll through your home with a memo pad, jotting down the jobs that need doing—and what you'll need to do them.

The method for opening the stud spaces is sketched at left. You need to locate only one stud, either by means of a stud finder, or by drilling test holes through the wall. In normal construction, other studs will be 16 in. on center to either side. Remove the baseboard. Then, with a 1-in. bit in a handbrace, bore a hole along the outside face of one of the border studs. Insert a keyhole saw and carefully cut all the way to the sole plate, with the blade bearing against the face of the stud. (You'll need a guide line for the horizontal top cut only.) In our sketch, we're working on the inside face of the lefthand border stud because our corner location made it impractical to cut along the opposite face. After this cut is made, it will be necessary to chop out the wallboard or plaster to expose the full edge of the stud so the 2 x 4 facing can be toenailed to it.

The new sole plate should be anchored to the floor, in addition.

After the facing frame is applied, finish the unit to suit your own needs. You might wish to utilize all the above-table space for tool panels, or you might prefer open shelves to our angle-runner drawers. The space below the worktable is plenty deep enough to take quart-size cans of paint. Adjustable shelf brackets offer complete flexibility as to the height of items you can store. You might want to leave at least one cabinet free of shelves, for storing tall items, such as a propane torch or a fire extinguisher.

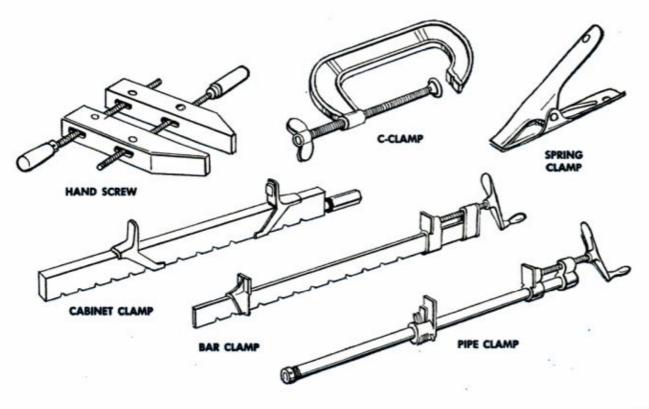
Another thing you should store in one of the cabinets is an accordion folder with alphabet tabs, for filing all literature that comes with new appliances—installation instructions, warranties or servicing data.

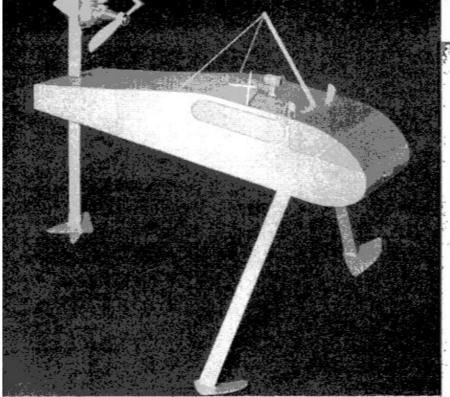
It's a good idea, also, to mount a blackboard near the fix-it center so that you and other members of the family can jot down job reminders. This can be a child's framed slate, or you can simply use a door panel, as shown above. For more permanent records-such as when you last cleaned or changed your furnace filters, the number of gallons of paint or paper it takes to decorate certain rooms, etc.—you might also want to hang a roller windowshade above the reminder board, coating the inside surface of the fabric with blackboard paint. You'd then just pull the shade down, scribble your note in chalk and roll it back up. The note will be there, months or years laterwhenever you need to refer to it.



ACCURATE CUT-OFFS are much easier with a portable electric saw—one of tool's advantages over hand saws marked (\*) in Basic Tool List. Above, two pieces of scrap are lapped at right angles to provide a T-square fence to run saw's base plate along

IN BUYING CLAMPS, start with a set of C-clamps, add several spring clamps for smaller jobs. Woodenjaw hand screws are for cabinetwork. Three types at bottom are for wide, flat work, like glued-up panels

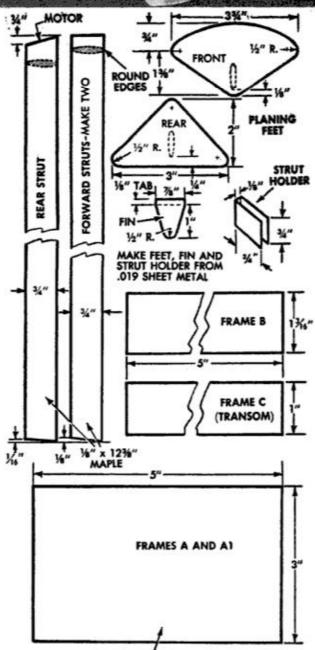




## WATER BUG

by Roy L. Clough, Jr.

Skims over the surface like a hydrofoil, but it's actually just a wooden waterskier



CUT FRAMES FROM 36" SHEET BALSA

INSPIRED BY those little aquatic insects called "water striders," this unusual model boat flits along the surface of the water on three flipper-shaped planing feet mounted at the ends of long legs.

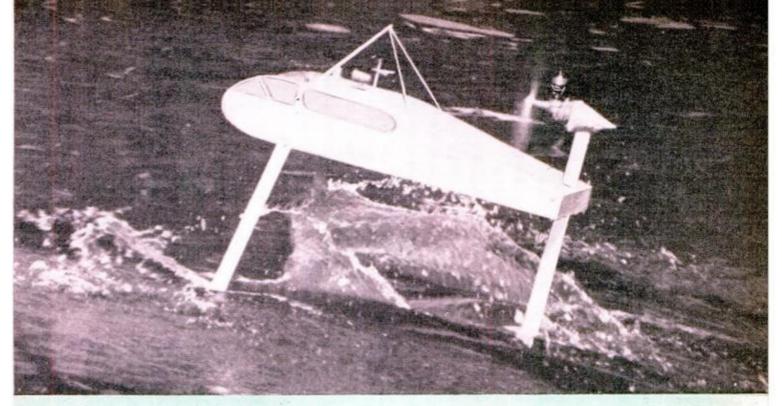
Although it travels fastest on calm water, Water Bug can run through 4 to 5 in. ripples—the scale equivalent of 5-ft. waves—with no trouble. The struts simply slice through the wavelets and keep going. The boat is very stable and can be run with a guide line or turned loose in small ponds where recovery is easy. The original model showed no tendency to trip or tip over, even with the rudder bent sharply for free-running turns.

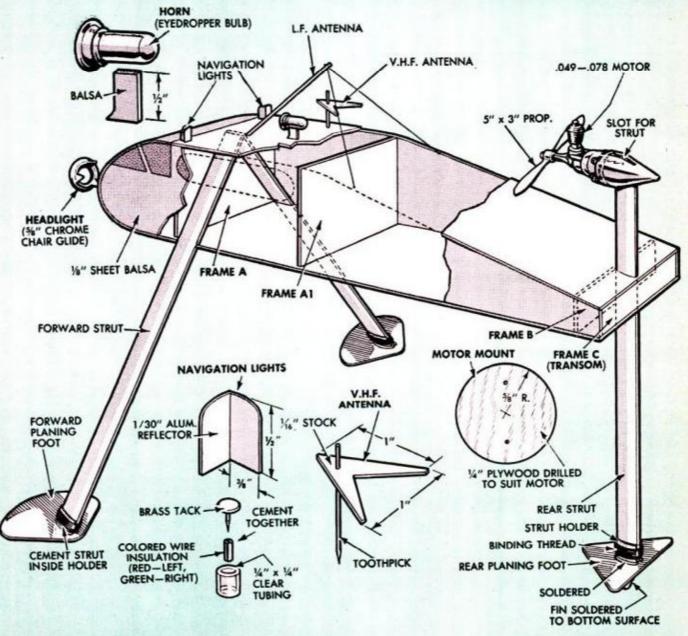
The hull is a simple box structure of ½-in. sheet balsa. It should offer no problems, but remember to soak the sheeting which covers the front section, in hot water before bending. Finish the boat with a couple of coats of sanding sealer and one of dope, or cover the bare wood with a layer of lightweight model tissue laid on

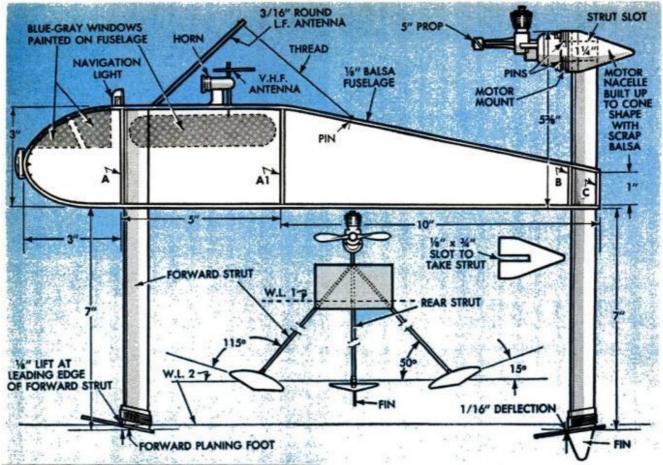
with heavy dope.

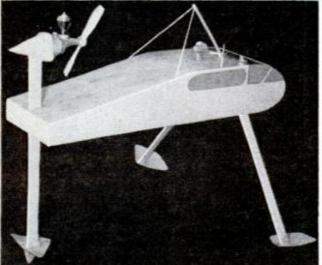
The motor mount is a disk of plywood pinned and cemented to the rear leg. Drill for the engine mounting bolts, set the engine in place and build up the fairing on the rear of the bulkhead with scrap balsa left over from the hull planking. Don't worry about access to the rear of the bulkhead to tighten up the nuts. If built-in blind this way, they'll stay put. The thrust line of the motor should be almost parallel to the bottom of the boat, but pointed slightly downward.

Cut the planing feet out of .019 sheet metal, then make up the holders and rudder and solder them to the feet at the angles shown. Attach the feet to the









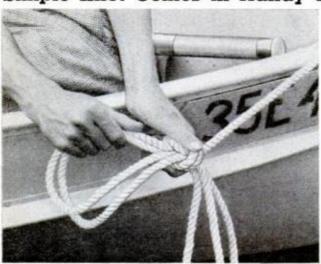
struts by lashing and cementing securely.

Finish off the model with scale radio masts, running lights and foghorn. A couple of screw eyes are used for the restraining bridle. If you use a tether, attach it in such a fashion that the boat dangles level when suspended by it.

If you don't have a model boat basin with tether post, you can run Water Bug off a spinning rod from a rowboat.

To launch the boat hold it by the motor mount and give a gentle push. It should climb out of the water in about 6 ft. with an immediate increase in speed. If it doesn't, turn up the front edges of the forward planing feet slightly.

#### Simple Knot Comes in Handy for Shortening Your Anchor Line

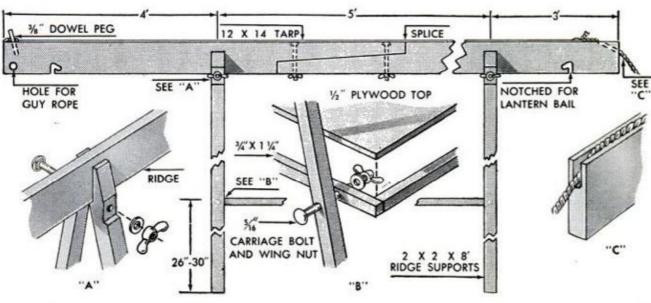


The next time you have to shorten your anchor line temporarily, just reach over the side, double the line and tie it in an openhand eye knot (one half of a bow). You can tie this knot in an instant, yet pull it out easily when you need more line. It comes in especially handy when fishing, allowing you to hold the boat right over that hole where the fish are.

-Jackson Hand

Stripping insulation from television leadin wire without cutting any of the strands is done by holding it over a small flame. Catch the drippings in a tin can as they are very hot and stick like glue.









O UTDOOR LIVING with indoor privacy—that's the goal of most patio dwellers, but it's a difficult thing to achieve on the average residential lot. Most privacy walls and screens give the patio a closed-in look, destroying that feeling of spaciousness which is one of its most appealing features. A far better solution is this series of narrow sectional screens which can be "aimed" to block a particular view, while retaining as much of that wide-open-spaces feeling as possible.

Economical and attractive, these free-standing redwood-framed hardboard screens are mounted on conduit legs. You can erect them in a variety of different patterns, tailoring the arrangement to suit your particular privacy problem. Mounted alternately in two parallel rows as shown on the opposite page, they can either be lapped to provide a wall effect or aligned for a more open appearance.

Another variable is the distance between the rows. Space them close together for maximum privacy, farther apart for larger see-through openings.

#### Other Modular Plans

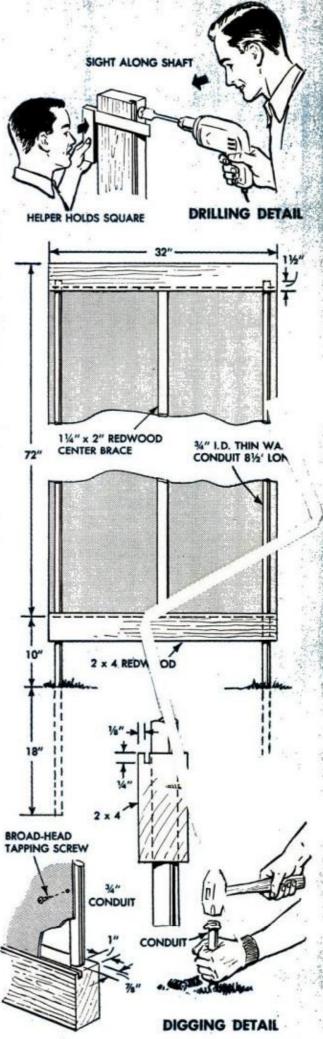
The double-row arrangement works fine in cases where the view you want to block is at a right angle to one side of your patio. However, if the objectionable view is at another angle, you'd be better off mounting the screens in a single row, louver fashion, so that the screens are all facing the view which you want to block.

A third possibility is a single zigzag row, alternating the direction of the screens. This has the additional advantage of shutting out two different views, and can be a dramatic and decorative addition to your patio if you alternate colors, i.e., finish one screen red, the next one white, the one beyond red, etc.

#### Construction Tips

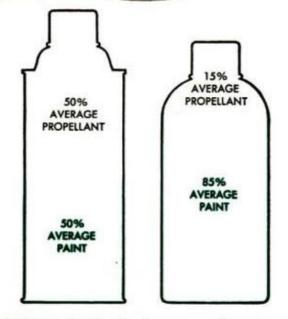
You'll need two 4 x 6-ft. panels of \%-in. tempered hardboard for each set of three screens. The use of ready-primed hardboard will eliminate one step in the finishing operation. After cutting the panels into 32-in. widths (one screen being made up from two 18-in. widths), paint each one with at least one coat of exterior enamel, being careful to cover all edges.

Assemble by slipping the conduit uprights into the redwood end boards and fitting the hardboard into the slots. Hardboard edges on the split-panel screen will meet over the center brace and should be screw-fastened in place. Drill lead holes through the hardboard on 8-in. centers and use 34-in. galvanized self-tapping screws into the conduit.



### PM Tests The New Propane Spray Paint





WHAT CAN the home craftsman expect from the new propane spray enamel introduced recently by BernzOmatic? To find out, PM editors ran a comparison test and here's how this new paint, which is propelled by propane gas, compared to conventional spray paint propelled by Freon gas:

 The propane enamel gives more coverage per can primarily because there is more paint in the can. According to the manufacturer, this is made possible due to its seamless aluminum container which withstands higher pressure and thus permits the use of less propellant. The amount of propane needed to expell the paint is only 15 percent of the can's total contents, whereas the amount of propellant in aerosol cans runs as high as 50 percent.

2. In ease of application, the propane enamel was similar to the Freon can. It was noted, however, that the new can tended to spatter occasionally, and had to be held somewhat closer to the work surface than normal. However, the propane can seemed to cover the surface just as quickly as the conventional spray can.

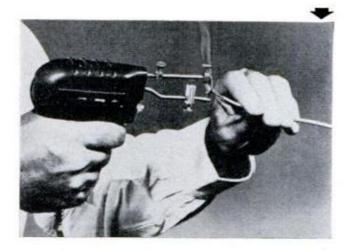
 In terms of drying time and appearance of finish, the propane enamel was on a par with the Freon paints.

4. According to the manufacturer, the spray which comes out of the propane can is 100 percent paint, with no propellant mixed in. This does not mean, however, that the propane enamel can be used without the same safety precautions as the Freon paints. Both types require adequate ventilation.

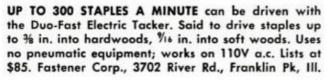
What about cost? The BernzOmatic propane enamel, which is made in 15 colors, comes in two sizes—quarts and pints. The quarts sell for \$2.98 and the pints for \$1.79.

Freon enamels generally come in pint sizes, which retail from \$1.40 to \$1.79. Because of the greater amount of paint in a propane can, economy would seem to be the new product's chief advantage.

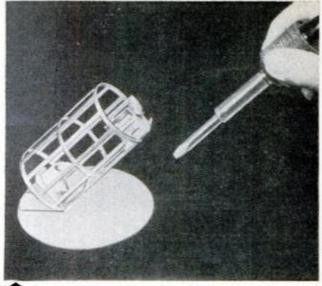
NEW WIRE STRIPPER anneals the inner copper wire while melting off the plastic covering. Eliminates nicking of the wire and is said to make it more flexible. Works with many types of plastic coverings. Two models—\$11.95 and \$19.95, postpaid. Sentry Electronics, Inc., 707 South Okfuskee, Wewoka, Okla.



MARTOR VISE GRIP WRENCH is said to be safer for industrial use as it clamps tightly to the work and can't fall on workmen below. Also serves as portable vise. Made in 10-, 14- and 18-in. sizes at \$6.50, \$7.50 and \$10.50 respectively, F.O.B. Beaumont. From J. L. Bagarry, Jr., 2646 Liberty Ave., Beaumont, Tex.







SOLDERING IRON HOLDER, called the H-22 "Little Joe," features the "Sta-Tinned" soldering cup and heat retaining liner. Holds tip of iron in molten solder, ready for use. Adjustable slide permits use of pencil-type irons. Price \$2.95. MacDonald & Company, 714 East California Street, Glendale 6, Calif.



BANTAM-SIZED CHUG A SAW weighs only 10 lbs. measures 8 x 10 x 24-in. Its 9-in. cutting bar fells trees up to 18 in. in diameter and its 34-hp. engine is said to burn only a pint of fuel per hour. Costs \$109.50. Chug A Saw, Box 3521, El Monte, Calif.



**JUNE 1963** 

### LAWN PARTY LAMPS

Easily made from aluminum, these two portable yard lights can be used in various combinations to set the perfect mood for after-dark parties

#### By David M. Swartwout

AFTER A RECORD cold winter, lawn and patio entertaining should be especially festive this summer, and these two portable lamp designs will light up your outdoor parties in grand style. They're made from do-it-yourself aluminum which is available in most hardware stores, and you'll want to make a whole set—to plant along dark walls and paths, to hang from low branches and projecting beams or to stand along the border of a paved area.

Together, the lamps present a completely flexible outdoor lighting system. Their light weight makes them easily portable, so you can try many different groupings to shed soft light on a variety of activities or to add dramatic accents to shrubs and rock gardens. They'll even do wonders toward keeping exuberant guests from

stumbling into the fish pond.

The parasol type has a pointed stake to push into the turf—or you can equip it with a base disk for standing on the patio. The square coach light simply dangles at

the end of its power cord.

If you tucked a naked lightbulb inside a cage of perforated metal, the harsh glare would destroy the grillework effect. So what you shop for first—before starting construction—is a large plastic shaker or pitcher with relatively straight sides, to act as a diffuser. You should be able to buy these at housewares, hardware or variety stores. The dimensions on the parasol pattern, page 140, accommodate a shaker 7½ in. tall, and about 4¼ in. in diameter. The hanging lantern calls for a 5-in.-tall square quart container. If the polyethylene units you buy are of a different size, simply adjust the cutting measurements to suit. Planning to make several lamps? Use diffusers of various colors—the plastic is usually available in blue, green, pink and yellow.

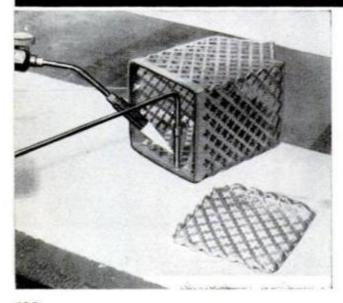
Any of the perforated patterns in doit-yourself aluminum sheet can be used for the grille. The Lincane pattern was chosen for the parasol lamp shown, and the cloverleaf design gave a Spanish flavor to the coach light, page 142. Leather-grain was used for both tops—a 16-in.-square sheet for the fluted parasol and a 12 x 13-in. sheet for the coach lamp's pyramid. A 6-ft. length of 1-in. tubing with an embossed pattern serves as the

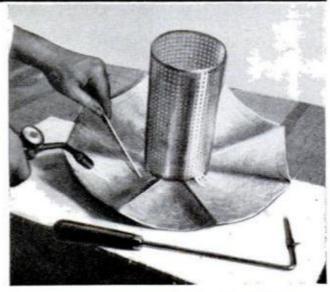
parasol post.

The post is joined to the lamp by means of a standard floor flange for 1-in. tubing. In order to pass the light cord through the flange, you must discard the installation bolt and spring clip and drill or

#### **SOLDER ALUMINUM?**

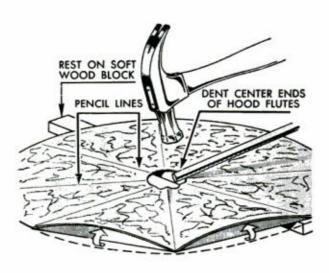
It isn't as tricky as you may think—
once you master the tips on the following pages





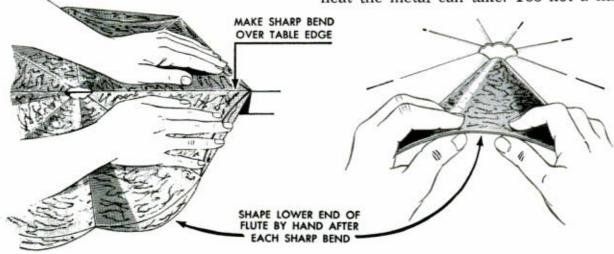
POPULAR MECHANICS

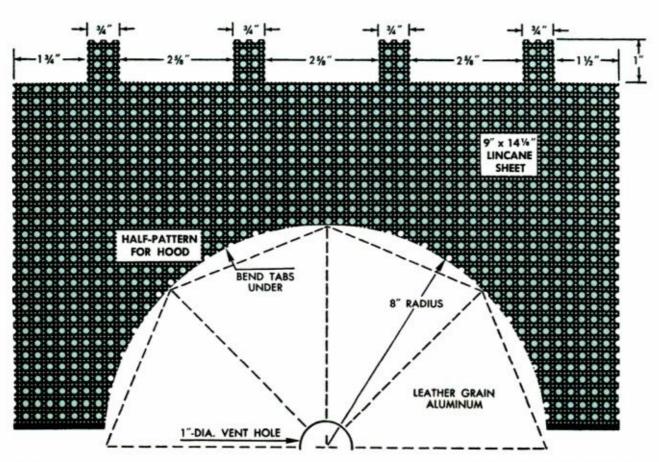




to remember when soldering untreated aluminum is that it's coated with an aluminum oxide film which must be broken through by the friction of a glass fiber brush. The brush is rubbed back and forth (or in tight circles) in molten solder, pressing hard enough to abrade the surface. By sealing the surface from the air, the solder prevents reforming of the oxide film. This is called "tinning".

First, clean all areas to be joined, using a solvent that removes oil and grease. When dry, heat these areas with a mild flame directed on the opposite side or around the area to be soldered. The flame can be natural gas, butane or propane, but beware of that hot-spot at the tip of the blue tongue. Test the flame on a scrap of sheet aluminum to see how much heat the metal can take. Too hot a flame

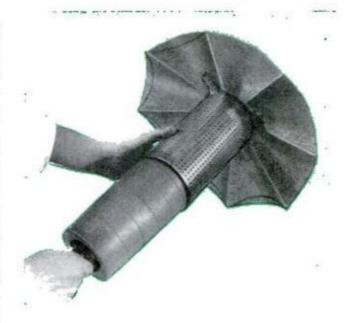




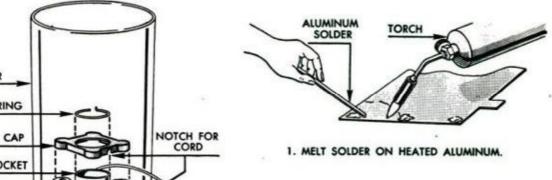
can burn holes in aluminum. The proper temperature is one that causes a drop of aluminum solder to melt when placed on the pre-heated aluminum. Maintain enough heat to keep the solder molten, but never apply heat directly to the solder. An ordinary hot plate supplies enough heat for a soldering job on thin sheeting.

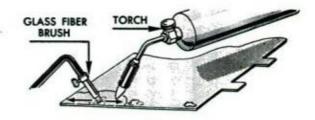
Join the tinned areas while they're at soldering temperature, adding more solder as needed. Hold the joint tight until the assembly cools and the solder solidifies.

For the coach lamp, next page, you'll need a hanging socket and a threaded plastic sleeve to fasten the socket to the roof. Again, it's a good idea to drill several ¼-in. vent holes in the bottom of the diffuser. The tops of both lamps are removable for access to the socket when a bulb needs replacing. The aluminum can be left natural or sprayed any color. \*\*\*

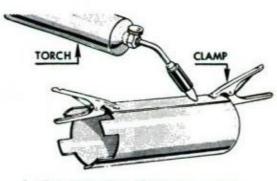


#### **SOLDERING TIPS**





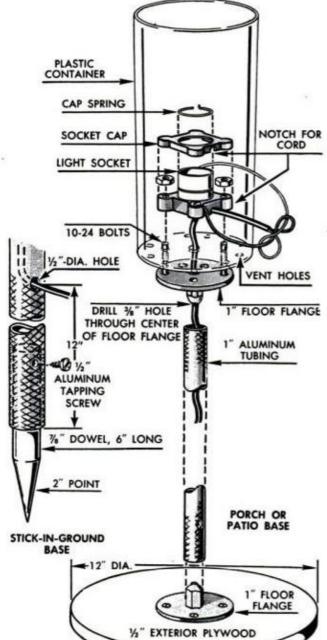
ABRADE SURFACE WITH BRUSH IN MOLTEN SOLDER (TINNING).

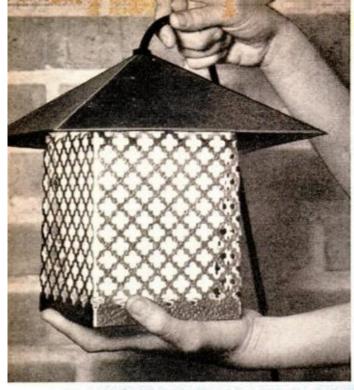


HEAT AREA NEAR SOLDER TILL SOLDER MELTS. LET COOL TO FORM BOND.

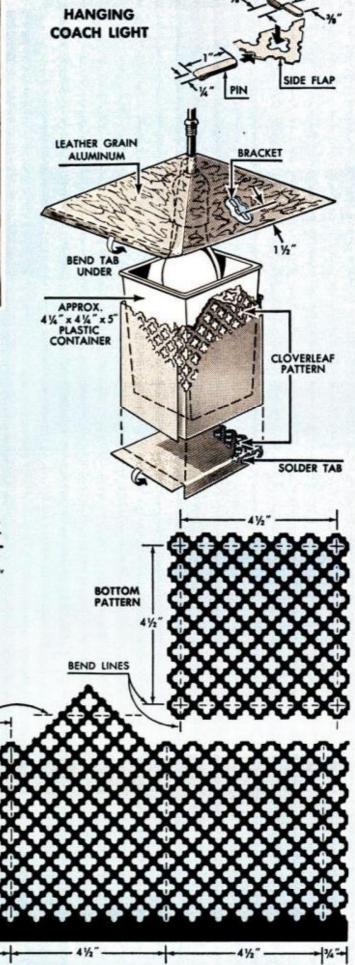
PLANS FOR SECOND LAMP ON NEXT PAGE

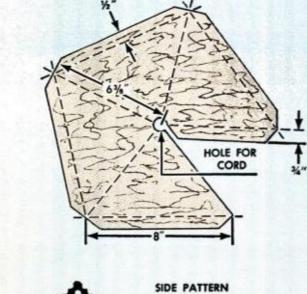






YOU RAISE THE ROOF of this lightweight lamp to replace the bulb. The pyramid is folded from the flat pattern below, and held in place by two brackets pinned through perforated tabs (detail above right)





BEND LINES

- 41/2" -

BRACKET

#### **Backstop for Marble Games**

Playing with marbles is a favorite rainy day activity with most children. It's a sure cure for boredom, because a child can make up an unlimited number of games requiring only a sack of marbles. The one drawback from a mother's view is that she finds herself picking up lost marbles for a week afterward. To avoid this, give the children an extension curtain rod to use as a backstop.

#### When Hens Fly the Coop

After a couple of exhausting chases along a straight fence next to the chicken yard, trying to capture a hen which had slipped out of the coop, one Iowa chicken farmer made up a portable screen such as that shown at right. The next time the hen made an escape attempt, the farmer mounted this screen at a right angle to the fence and chased the pullet into this "portable corner."

#### Handle for Mousetrap

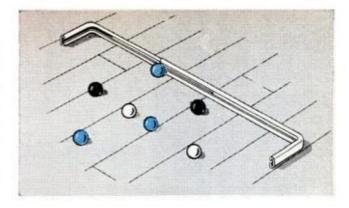
Placing a set mousetrap far back under furniture or in other out-of-the-way places is a delicate job. Often, the trap is accidentally sprung in the process. However, you can avoid such difficulties by bending a coat hanger to form a holder and taping the trap over it. If your wife is a little squeamish about such things, she'll also appreciate being able to remove the trap without touching a dead mouse.

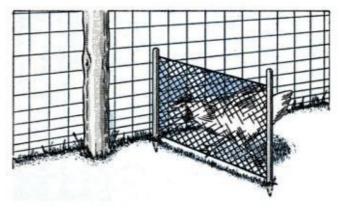
#### Tiddlywink Prizes in Teacups

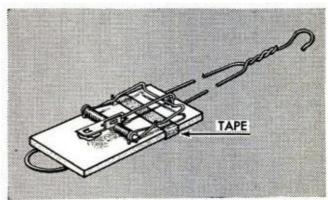
Planning a child's birthday party? Try this new twist on the old game of tiddly-winks. Use inverted tea cups as targets for the flipped disks and conceal small prizes under the cups. The indented bottoms of the teacups will hold the disks and give a three-dimensional thrill to this familiar game. For another unusual wrinkle, place notes under the cups describing penalties for the high and low scorers.

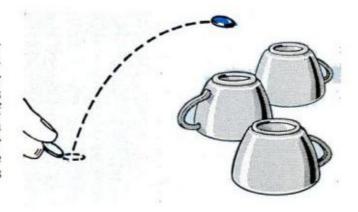
#### Tape-On Stop Rides Table

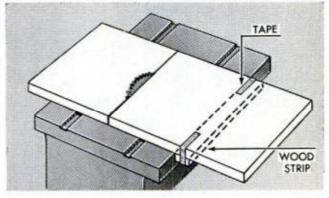
When making a right-angle cut in a piece of stock that is too wide for use of the miter gauge and too long for the saw fence, cut a straight scrap of stock to the length of the board and attach this to the underside with strips of masking tape. This will guide the board for an accurate right-angle cut and also eliminate the need for C-clamps which might mar material.—G. E. Hendrickson





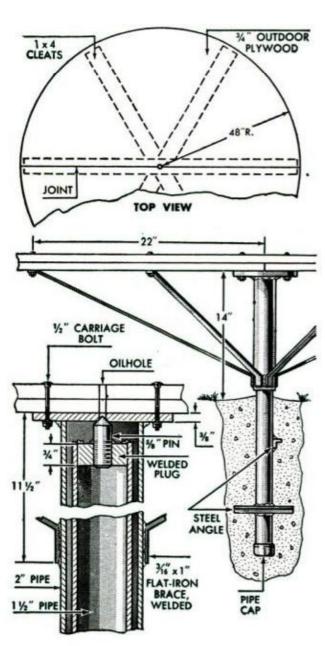






**JUNE 1963** 





### **MERRY-GO-SPIN**

HALF THE FUN of this spinning disk is trying to stay on it since there's nothing to hold on to. The faster it spins, the more centrifugal force tries to throw you off. However, youngsters won't hurt themselves in tumbling off as the disk is only 14-in. off the ground.

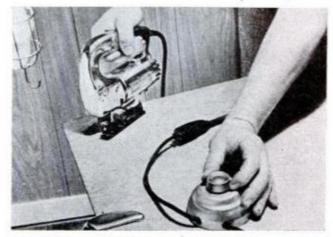
The disk itself is made by joining two semi-circles cut from 4 x 8 sheets of <sup>3</sup>/<sub>4</sub>-in. exterior plywood with a 1 x 4 cleat. Fasten the cleat to the underside with waterproof glue and 1½-in. No. 9 F.H. screws, then round the top and bottom edges of the disk.

The bearing plate should be 6-in. in diameter and of high-carbon steel. Drill its four bolt holes and lubrication hole before welding it to its 2-in. pipe. Next, weld the four flat steel braces to the pipe, then bolt the entire assembly to the plywood disk as shown, using ½-in. bolts.

It's best to assemble the fixed axis of the disk completely before embedding it in concrete. Use a 27-in. length of 1½-in. pipe and make the anchoring braces of ¾-in. steel angle, 6 in. long. The ¾-in pointed pivot pin should be of tool steel, and should be screwed and welded into its plug before the plug is welded into the pipe. Of course, the pipe must be braced perfectly plumb when the concrete is poured, and the braces left in place until the concrete hardens. Then, wait three or four days before putting the disk onto the axis, as concrete breaks easily until thoroughly cured.

Final step is painting the entire apparatus with a bright-colored enamel, after which, you're ready to spin.—Hi Sibley

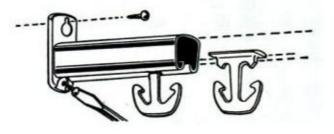
PLUG-IN CONTROL is said to vary the speed (without loss of torque) of any power tool equipped with a universal electric motor of up to ½ hp. Connects as easily as an extension cord. Also works as dimmer for drop lights. Retails for \$15.95. Seco Electronics, Inc., 1201 South Clover Drive, Minneapolis 10, Minn.



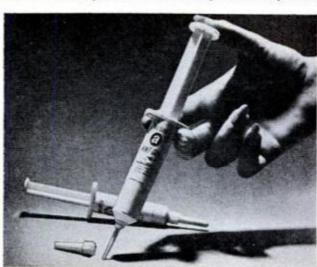
ADJUSTABLE CLOSET BAR comes in stock sizes to fit closets up to 120 in. wide. Angled lower screw holes permit fast, easy driving of screws. Said to be 25% stronger than round bars. Prices start at about \$1.47. The nylon hanger glides are ten for 98¢. Made by The Stanley Works, 195 Lake St., New Britain, Conn.



EMULSION-TYPE ADHESIVE for asphalt and vinyl tile is applied with paint roller, can be cleaned up with soap and water. For use on, above or below grade. Called Grip-Tite Roll-On Adhesive Type 10. Comes in quart, gallon, 3½-gal. and 5-gal. sizes. Write Curtis Products, Inc., 3233 W. 36 St., Chicago, Ill.

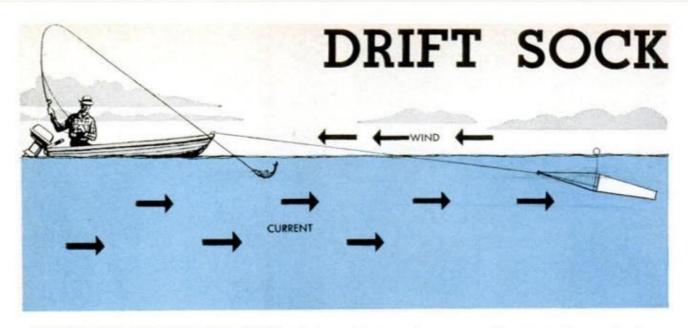


EPOXY ADHESIVE, called Minit-Grip, sets in only 60 seconds. Resin and hardener are dispensed from hypodermic-like tubes that allow user to mix exact amount required. Manufacturer says bonding power is the same as other epoxy glues. Price is 98¢. Harvey Home Products, 549-A Tremont St., Boston 16, Mass.



SAFETY ROTARY-MOWER blade is said to prevent accidental lacerations and injuries from thrown rocks, glass, etc. Its four swiveled cutters are held straight out by centrifugal force, but swing back harmlessly upon striking hard objects. For most 19- to 22-in, mowers, \$8.95. Wellington Corp., Wellington, Ohio





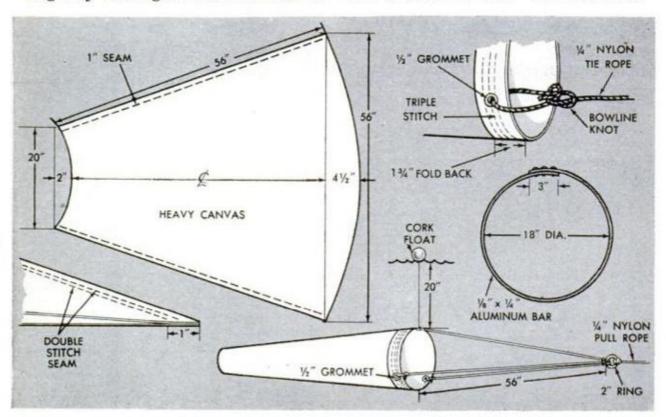
THIS FISHERMAN'S VERSION of the old-fashioned sea anchor will be a welcome accessory on those frustrating days when a strong wind and fast drift make it almost impossible to cast and cover promising weed beds and sand bars. Even when you aren't faced with the ideal current-wind situation illustrated above, the sock will cut your drift speed greatly and keep the bow heading into the wind with no side twisting. Thus, you can spend your time fishing instead of battling the wind.

The sock illustrated here is large enough for boats 14 to 16 ft. long. To make it you'll need: a 1/8 x 3/4 x 56-in. aluminum bar; three 3/8-in. aluminum rivets or bolts; three 1/2-in. grommets; a 2-in. metal ring; plus canvas, heavy nylon thread and 1/4-in. nylon rope.

Begin by bending the aluminum bar to

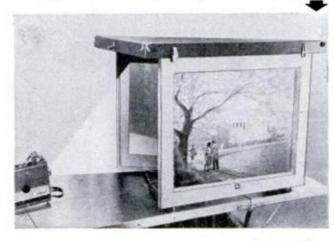
form a hoop, overlapping the ends 3-in. Drill three holes in this overlapped portion and rivet or bolt the ends together. After cutting the canvas, double-stitch a 1-in. seam to form a cut-off cone shape and turn the sock inside out so the seam doesn't show. Then slip the hoop over the front of the sock about 1¾-in. from the edge and fold the canvas back over it. Stitch it at least three times, since this seam will have to take the greatest strain.

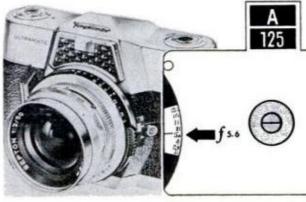
Next, install the three grommets in the double thickness of canvas behind the hoop and attach the three tie-ropes with bowline knots. Finally, using the same knot, tie these ropes to the 2-in. ring which is attached to the pull rope. The pull rope should be at least twice as long as the boat. For shallow water operation, add a cork float to the sock.—Don Mathesius



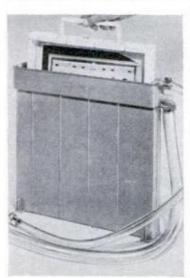


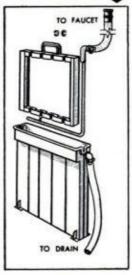
GROUPSHOW REAR PROJECTION SCREEN folds into its own 3 x 24 x 31-in. carrying case. Its 18 x 24-in. screen works in normal light, with any projector, and is suitable for use with up to 50 people. Ideal for salesmen, teachers, etc. Price is \$95. Made by Hudson Photographic Industries, Irvington-On-Hudson, N.Y.

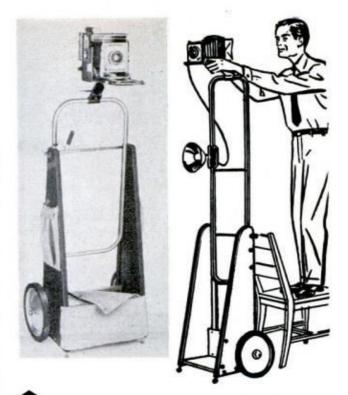




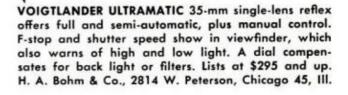
JET-ACTION PRINT WASHER, trade named Mid-Jet, washes prints in 30 minutes—half the usual time for amateur equipment. Takes 10 double or 15 single-weight 11x14's, or equivalent number of 8x10's or 4x5's. Measures only 3½ x 17% x 17½ in. Costs \$29.95. Simmon Bros., 30-28 Starr Ave., L.I. City, N.Y.





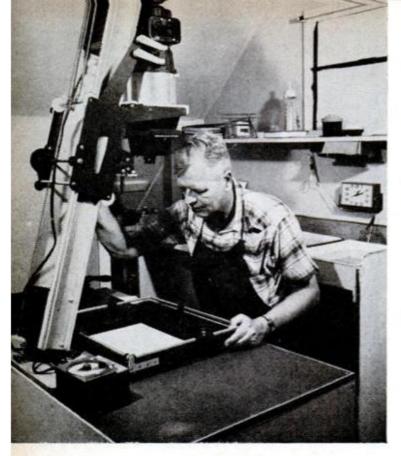


ROLL-POD is a highly versatile "gadget bag" and "tripod". Carries heavy, bulky equipment with ease and rigidly supports camera and lights while shooting. Holds the camera at heights of 1 to 5 ft., for standard shots or copying. Price: \$49.95. Kinnard Company, 5703 W. North Avenue, Milwaukee 8, Wis.



COMPACT SLIDE PROJECTOR fits in a briefcase, yet is said to perform as well as larger units. Measures approximately 5½ x3 x 4-in. when folded. Wide-angle lens fills entire screen from up close. Called Maruya Pet Model V, it sells for \$29.50 plus \$1.25 postage. Seymour's, Inc., 350 W. 31 St., New York 1, N.Y.

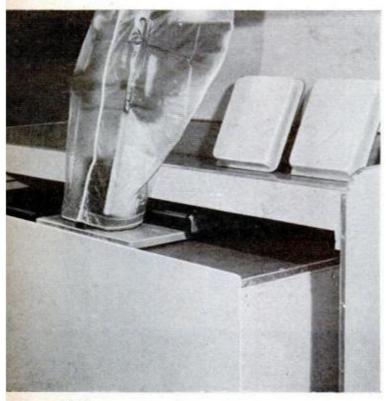




PRINTING

# Rollaway Darkroom

By F. C. Clark, Jr.



#### DEVELOPING

ANY SHUTTERBUGS would like to have a darkroom, but lack the necessary space. If that's your problem, you can solve it with this rollaway darkroom which nests when not in use.

Although it stores in a space measuring only 3x5 ft., this unit is large enough for just about every photographic operation. It's ideal for use in a corner of a utility room or basement, and it permits you to use a full-sized enlarger, instead of the less convenient "portable" type.

The rollaway darkroom consists of two separate counters-a sink for developing prints and negatives, and a dry table that nests under the sink for storage (see photo, bottom left). In use, these counters can be arranged at right angles to each other, or parallel as shown above.

To build this darkroom, you'll need three 4x8 sheets of exterior grade plywood—one 3/8-in., one 1/2-in. and one 3/4 in. thick. You can cut up the sheets into the required parts yourself, following the cutting diagrams on the opposite page, or have the lumberyard do it for a small

additional charge.

It's a good idea to number the pieces as they're cut, to simplify assembly later on. Besides the plywood, you'll need three pieces of 1-in. pine 59 in. long—a 1x4 for the sink front, a 1x4 for the sink back and a 1x8 for the shelf over the sink. For supports and cleats, you'll need two 261/2-in. lengths of 2x4, two 24-in. 1x4s and about 30 lineal feet of 1x2.

Assemble the two counters according to the drawing below, using waterproof glue and 11/4- and 11/2-in. No. 8 screws. Make the sink itself first. Then apply the fiber glass and resin, following the manufacturer's directions. You can assemble other parts while the resin sets.

Cut the hole for the sink drain after the resin sets, and apply pipe-joint compound to the joint between the drain fit-

After finishing with sealer and enamel,

#### EXTERIOR GRADE ting and the sink bottom. In use, the end of the sink opposite the drain is set ½ in. 43" higher than the drain end, by resting the 261/5" glides on a board. If a plumbing hook-up 24" (1)is unavailable use a hose adapter to con-33 nect a garden hose to the drain and run (2) (2) the hose to a floor drain or sink. 1/2" PLYWOOD As for the dry counter, the topping EXTERIOR GRADE material can be linoleum, as shown, or 71/2" (7) 24" (1) plastic laminate, applied with contact cement. The casters may be plain or the locking type, to prevent rolling. 221/2"-59 apply stainless steel trim to the exposed 261/2"edges, and your rollaway darkroom is (3) 24" ready to use. You'll find it as convenient 3/4" PLYWOOD as most fixed installations. EXTERIOR GRADE 48 (4) MATERIALS LIST PLYWOOD (Fir, exterior grade AC) 1 pc.-3/s" x 4' x 8'—Backs of cabinets 1 pc.-1/2" x 4' x 8'—Sides of cabinets 1 pc.-3/4" x 4' x 8'—Sink bottom and counter top LUMBER (All pine, clear) 1 pc.—1 x 4 x 59"—Sink front 1 pc.—1 x 4 x 59"—Sink back 1 pc.—1 x 4 x 48"—Stiffeners for sink 1 pc.—1 x 8 x 59"—Shelf over sink 1 pc.—2 x 4 x 53"—Stiffeners for dry counter CUTTING DIAGRAMS 30 lin. ft. 1x2"-cleats, braces, etc. 22 1/2 1 x B (6) 7 PRINTING-1/4" PLYWOOD SINK **ENLARGING** BOTTOM COVERED WITH 7 TABLE FIBERGLASS CLOTH 34" PLYWOOD TOP AND RESIN FACED WITH LINOLEUM 26 1/2 DRAIN 3" (3) 6 33" %" PLYWOOD BACK 1/2" PLYWOOD SIDES -BRACE PLYWOOD EDGES FINISHED WITH METAL MOLDING William Bankanan -DOME GLIDES TABLE NESTS UNDER SINK UNIT 1 1/4" BALL-BEARING CASTERS

60"-

6

%" PLYWOOD

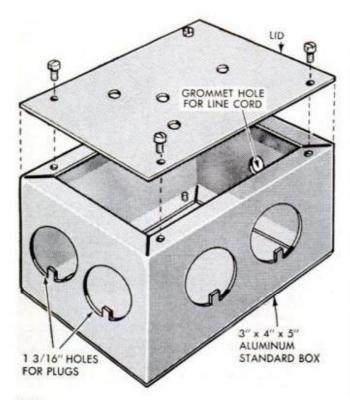
36".

(5)

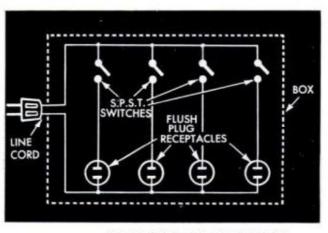
48"



# Darkroom Light-Control Box



THIS CENTRAL LIGHT control can give a considerable boost to your darkroom efficiency. With it, you won't have to grope in the dark for three or four widely separated switches or worry about electrical shock due to wet hands. Parts cost about \$5. You buy the chassis box, have the holes punched and wire it according to the diagram below.—Frank P. Fritz



POPULAR MECHANICS

#### FOR CAMERA BUGS

#### Removing Partly Exposed Roll

When you find it necessary to remove a partly exposed roll of film from the camera, follow this procedure. Open camera in the dark, punch a hole in the center of the film as close to the last exposed frame as possible, then rewind the film. When you load this film into the camera again, wind it in the dark with the back open until you feel the hole. This way you'll only lose one frame, at the most.

#### Window-Shade Backdrop

A standard roller shade makes an excellent background for portraits and table-top shots. Screw the mounting brackets on a 1 x 2 and bore a \%-in. hole in the edge of the strip at the center. To use it, place the hole over the upper section of a lamp stand, pull down the shade and you're in business. Illustration at right shows the backdrop from the rear, with the shade pulled down only part way.

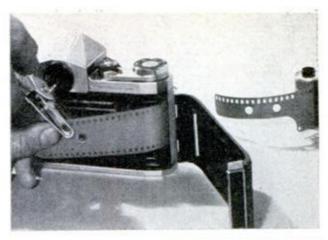
Sliding bolt mounted on the inside of your darkroom door is good insurance against untimely entrance of outsiders during loading and developing periods.

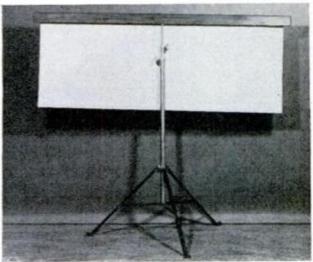
#### Storing Ferrotype Plates

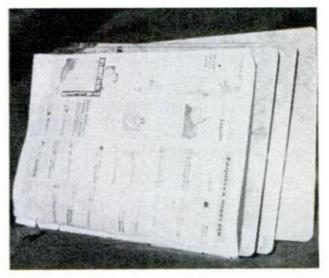
If you use ferrotype plates to dry glossy prints, here's a simple, safe and low-cost way of storing them between jobs. Just slip them between the pages of a large-sized magazine, leaving 30 or 40 pages to protect each plate. This will keep the highly polished surfaces separated and free from marring, whether chrome or enameled. While PM is a big magazine in almost every other way, it's too small for this job, so use magazines the size of Motor Boating, House Beautiful, Esquire, etc.—Vic Russell

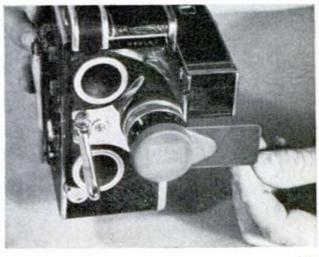
#### Warning Bar for Lens Cap

How many times have you missed a good shot simply because you forgot to remove the lens cap from your camera? To prevent making this same mistake in the future, cement a piece of light plastic to the lens cap so that it protrudes in front of the view finder and obstructs your vision. This will warn you at a glance that the cap is in place, and you'll probably have time to remove it and still get the picture. On top of that, it will save you all the effort of kicking yourself for making such a simple mistake.









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# FOLDING KAYAK

By Jess E. Rathbun

T'S NOT FAST, it's not roomy and you won't find many practical uses for such an outlandish craft. In fact, this centerfolding kayak has only one feature to recommend it. It's fun. At \$15 apiece, you can afford to make one for every member of the family. And you can tote a whole folded fleet on top of your car.

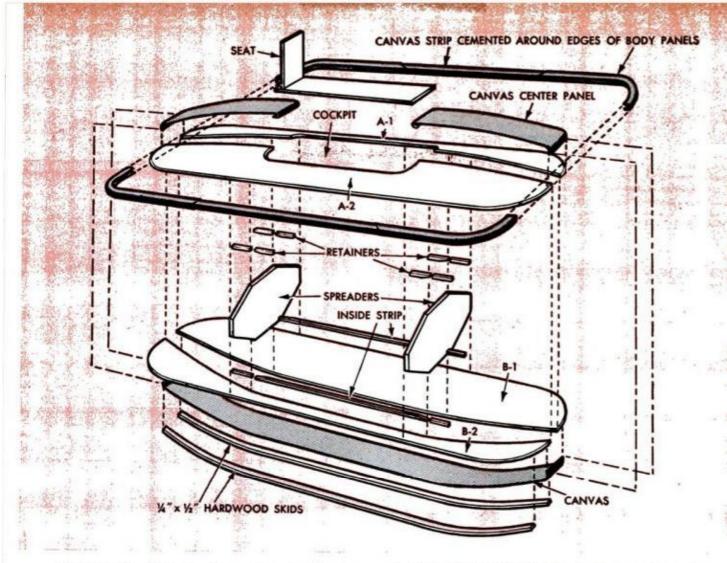
Construction is also unorthodox. Instead of using screws, nails or other common fasteners, you "tape" the boat together with canvas and contact cement. No metal parts are required.

Built according to the specifications included here, the kayak will weigh only about 40 lbs. and will accommodate an

40 LBS. OF FUN, kayak folds down the middle for easy carrying. Note bottom rub rail which protects canvas



POPULAR MECHANICS



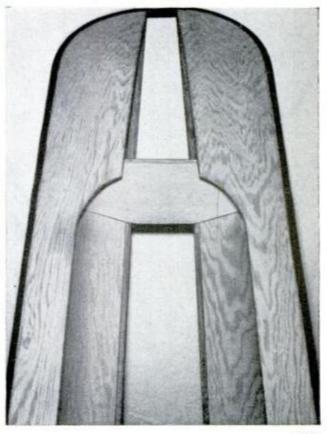
average-sized man. However, so long as the correct proportions are maintained, you can shrink the dimensions to turn out a midget version or increase them slightly to gain a little more leg room.

While marine plywood may be used for the side panels, exterior grade AA (or even AB) will do just as well here. Canvas can be anywhere between 14 and 18-oz. weight, but should have a tight, close weave for easy waterproofing.

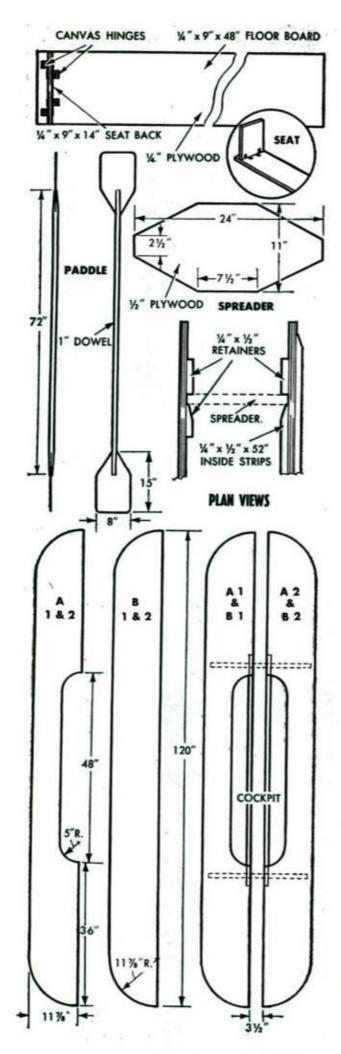
Begin construction by cutting the four side panels from a 4 x 10-ft. sheet of ¼-in. plywood. All these panels have the same outline, the only difference between the top and bottom pair being the cockpit cutouts. If you're planning to make two or three kayaks, cut the required number of panels at one time so that you can use the first two as patterns. The rounded ends of each panel are squared off slightly to present a 1½-in. straight edge so that the canvas will go around from top to bottom without wrinkling.

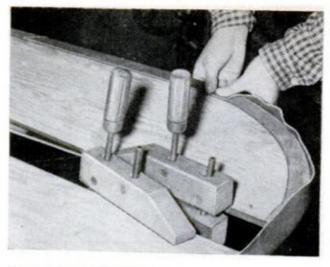
Next, cement the ¼ x ½-in. inside strips and retainers to the panels, positioning them flush to the edge with the ½-in. face down. The strips are designed to provide reinforcement for the seat bottom-floor board, but also to form notches to hold the spreader boards. Taper the

INSTALL SPREADERS after "taping" edges of panels. These should be trimmed for a proper fit before the center gap is covered with canvas. Allow enough slack so that spreader may be removed for folding

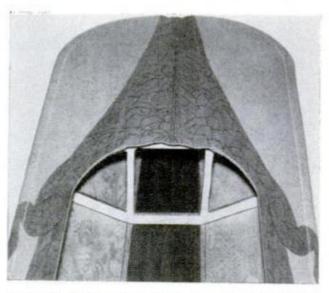


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CLAMPS AND SPACER block are used to position the two pairs of panels the correct distance apart so that the 2½-in. strip of canvas edging can be applied



CUTTING OUT portions of the spreader will lighten it without reducing strength to the critical point. Note alligator treatment used to decorate the hull

COVERING GAP between the right and left pairs of panels is the last step before finishing the hull. Allow 2 in. extra at cockpit and fold it underneath



POPULAR MECHANICS

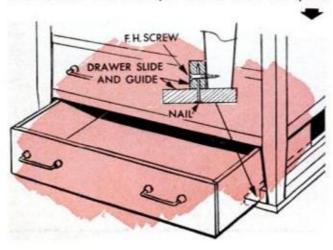
#### **HOME PROBLEMS**

WHEN YOU NEED extra grill space for a big cookout, press your steel wheelbarrow into service. First, line the bottom with aluminum foil to reflect the heat, then start the charcoal and place an old oven or refrigerator shelf over it to act as a grill. Prop rear legs up so that your grill is level



FLATTEN AND SUGAR drop cookies in one operation. Drop an ice cube in a glass tumbler, dip bottom of tumbler in a dash of sugar and press it down on each cookie. Ice keeps glass moist so sugar will cling FLAVORING KIT makes it possible to measure flavors and extracts accurately without even using a spoon. Just transfer them from original containers to a set of dropper bottles purchased at the drug store

TRUNDLE DRAWER added below the bottom drawer of a regular chest offers bonus storage space. Screw a slide-and-glide unit to the legs on each side, as shown, and make a simple drawer to fit the space





# Engine sound like it's at last gasp? You're lucky if the fuel pump's at fault because it's easy to take apart, cheap to repair

#### By Morton J. Schultz

A CAR'S ENGINE coughs and sputters, and immediately the driver cusses out the carburetor. He might well direct his exasperation toward the fuel pump, instead, because it's a 50-50 chance the cause of the trouble lies there.

With those odds, it makes sense to check the fuel pump first, since ripping apart the carburetor is a tough, comparatively ex-

pensive job.

The fuel pump is your car's heart. It automatically pumps an adequate amount of fuel from the gas tank, through the fuel lines and to the carburetor, to meet the engine's requirements at all speeds, loads and altitudes. Like the human heart, it's small for the giant-size job it must do; still, a car's fuel pump is capable of lifting fuel as much as 20 feet—if it's working right.

Your car probably has one of the two types of pumps shown in cutaway at the bottom of the facing page. If your car's fairly new, you probably don't have the combination type since most windshield wipers are now electrically operated and don't need an air boost.

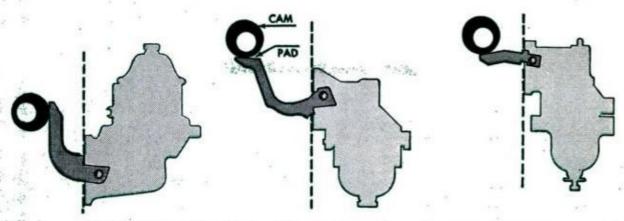
There's also a third type of fuel pump that's electrically operated, but this type is used primarily on foreign cars. Some American manufacturers have made such pumps optional equipment. You can tell them from the mechanical type illustrated here by the small motor, usually lying beneath the pump body. The checking and trouble-shooting procedures outlined in this article can be applied to electric pumps, too, but disassembly should be left to a mechanic experienced in electric pump repair.

How fuel passes through a mechanical pump is explained on the next page. (It should be pointed out that in some V8 engines the rocker arm rides an eccentric bolted to the front of the camshaft timing gear. This doesn't alter the diaphragm

FUEL-PUMP PRESSURE TESTER (left) can detect trouble before it happens. Gauge should read at least 3½ lbs. per sq. in. while engine idles. Low reading can be caused by faulty bowl gasket (right). Pump shown has bowl attached with metal bracket; gasket passes over filter, fits between bowl's rim and flange seat

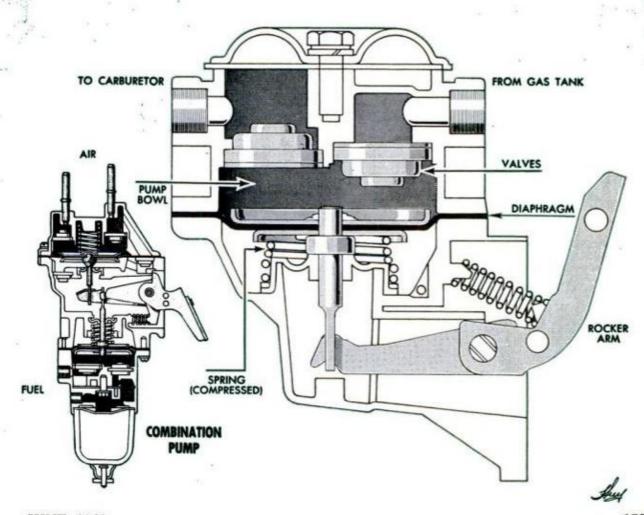


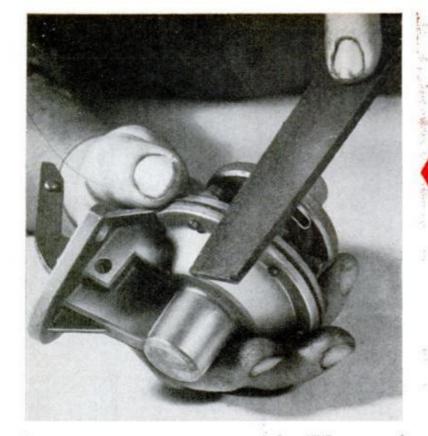




## **HOW FUEL PUMPS OPERATE**

THOUGH PUMPS DIFFER in shape and mounting position (above), there are only two main types. The large cutaway (below) explains the operating principle of a single-action pump. Less common on recent cars is the combination type which not only pumps fuel but has an additional vacuum-booster section to help the intake manifold keep windshield wipers operating uniformly. Both types of pump operate the same way: Rocker arm extends inside engine block for continuous contact with eccentric on camshaft. When cam presents its lowest point, arm activates link in pump to pull diaphragm down, creating vacuum that sucks fuel through intake valve and into bowl. When cam turns to its highest point, compressed spring is released and diaphragm pushes fuel through outlet valve. Sketch of combination pump shows how dual rocker-arm activates both fuel and air diaphragms. This pump can be identified by two extra lines entering at top—one connected to wiper motor, other to intake manifold. Faulty diaphragm in vacuum section can be an oil waster





### TAKING THE PUMP APART

#### BEFORE YOU START .

to indicate proper alignment. When you're ready to put the pump back together, you'll be able to match the halves perfectly. It is important to have inlet and outlet holes line up

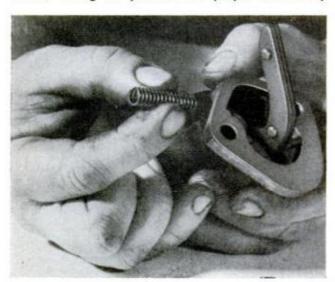
1. UNSCREW BOLTS JOINING FLANGES and pump breaks neatly in two, revealing diaphragm against flange at far right. This section also contains the rocker-arm assembly. Left half contains check valves; note they face in opposite directions. In pump shown, this half also has attached fuel bowl. On cars with in-line fuel bowl, valve section contains a pulsator instead

action, of course.) Although each individual pulse meets the engine's immediate fuel needs, the pump keeps operating until the carburetor bowl is filled. When this happens, the carburetor float closes the fuel entrance and fuel backs up through the line to the pump. As pressure builds up, it forces the diaphragm to take shorter and shorter strokes. At maximum pressure, the diaphragm is prevented from moving again until the fuel up ahead is used and more is needed.

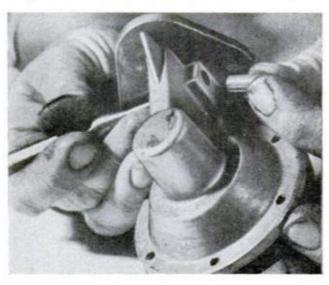
The most common pump problem is delivery of too little gasoline to the carburetor. A faulty pump can also supply too much fuel, causing flooding, but this is much less common. When it occurs, it's usually with new or rebuilt pumps and is caused by an improperly-mounted pump, a diaphragm spring that's too strong, or a stiff diaphragm. The latter two causes are reasons for returning the pump to your dealer for exchange.

The best way to check a pump is with one of the many fuel-pump pressure testers available. These range in price from \$5 to \$10 and enable you to determine whether the pump is operating within specified pressure limits. Although fuel-pump failure usually happens sud-

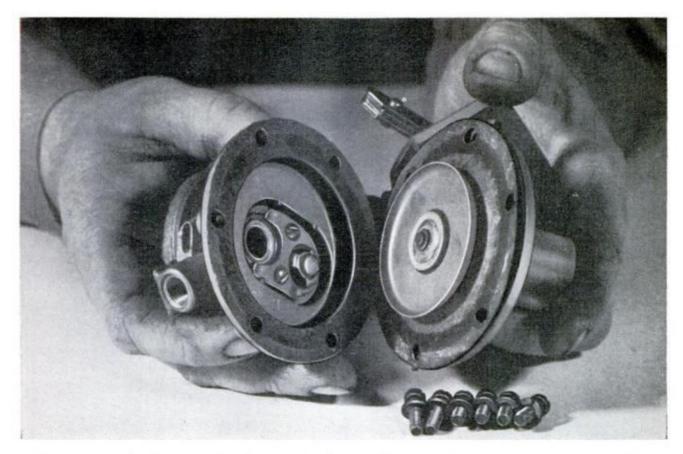
2. TO REMOVE DIAPHRAGM you must first release the rocker arm. Pry spring from its seat with screwdriver, noting its position for proper reassembly



 REMOVE ROCKER-ARM PIN with a punch, tapping lightly with hammer to push it through pump body. Rocker arm and link can now be removed



POPULAR MECHANICS



denly, gauge-testing should be part of every tune up. You may be able to catch trouble before it starts.

Here's how to check with a tester:

1. Disconnect the pump-to-carburetor line at the pump and insert a T-fitting in the pump outlet. Connect the fuel line to the other side of this fitting.

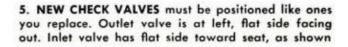
2. Connect a 6-in. piece of hose between the top of the T and the pressure gauge. (Hose and fittings are generally included in a tester kit.) If you must use a makeshift hose, it shouldn't be over 6 in. long. A greater length will collect fuel, adding additional weight to pump pressure. This results in inaccurate gauge readings.

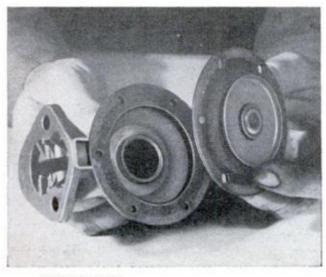
3. Race the engine for a minute or two to vent the pump, driving any trapped air from the fuel bowl. Air could prevent the pump's operating at full capacity, resulting in a lower pressure reading.

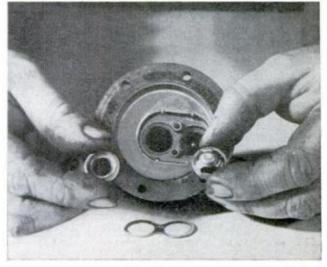
4. Shut the engine off, wait a minute or so and start it again. Let it idle while you read the gauge. Although an engine will operate perfectly at a pressure as low as 2 lbs. per sq. in., any reading below 3½ lbs. means the pump isn't operating at full capacity and a breakdown is imminent.

Maximum pressure the gauge should read varies with the make engine and

4. LIFT DIAPHRAGM, and its spring from flange seat —rocker-arm link had held it in position. Remove oil seal and retainer, out-of-sight in seat above spring







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pump, but it's usually no more than 6 lbs. A higher reading should make you wary, since the pump could be supplying too much fuel to the carburetor.

5. Keep an eye on the gauge while you stop the engine. The needle shouldn't drop abruptly back to zero—it should ease back gradually. If the needle drops suddenly, the pump check valves are damaged.

Before condemning a pump that gives less than minimum reading, there are several areas to check. First examine the outside of the fuel bowl carefully. A gas leak here means the gasket needs replacing—this can cause a low reading.

Next, check the fuel line connections for looseness all the way back to the gas tank. At the same time, check the lines



NEXT TIME YOUR CAR'S STUCK IN MUD or sand and there's a tree or post nearby to loop a chain around, you needn't wait for a tow —if you've equipped your jack with a clevis as shown. Hook the anchor chain to the jack head and crank the car onto solid ground

themselves for leaks. Deteriorated, chafed, burned, kinked or cracked lines should be replaced even if they don't leak—yet.

Fuel lines, primarily the pump-to-gas tank line, might be clogged with dirt. Blow the line out with compressed air. You don't have to disconnect the line at the tank—just at the pump—since dirt blown into the tank causes no problem.

While you're at it, it might be a good idea to blow out the pump-to-carburetor line as well, although dirt seldom enters this line. To do this, you must disconnect the line at both ends, so dirt isn't blown into the carburetor.

Finally, take off the fuel-bowl cover. If the bowl is equipped with a metal strainer (such as the one shown in the photo at the bottom of page 158) remove it and clean it in a solvent. Use compressed air to blow out dirt. If the bowl has a disposable accreted element, replace it with a new one. Filter service like this should be done every 5000 miles or so anyway to keep fuel flowing freely.

(The pump shown in this article has a self-contained fuel bowl, which houses the gasket and strainer. In some make cars, the fuel bowl is in-line—that is, it is placed in the pump-to-carburetor line. If your car contains an in-line fuel bowl, it should be taken apart for a cleaning during fuel

pump service.)

Run the pressure test again. If the reading is still too low, it indicates a leak in the pump check valve, a weak or broken diaphragm spring, a restriction or air leak at the inlet side of the pump or a ruptured diaphragm. In any event, the pump should be removed for overhaul or replacement.

#### Testing Without a Tester

If you don't have a pressure tester, you can still check the pump, although the results won't be as accurate.

Disconnect the pump-to-carburetor line at the pump or at the carburetor, whichever is easier to reach. Have someone crank the engine for a few seconds with the ignition off. Does gas *spurt* from the pump or the open end of the line? If so, the pump is probably OK, and the cause of engine coughing and sputtering is in the carburetor.

If there is no gas flow or only a little drip (the gas should spurt), perform the fuel-line and fuel-bowl checks described above and rerun the test. If gas still doesn't spurt, the pump is most likely at fault.

#### Capacity Check

Short of a pressure-gauge test, the only way to determine whether a faulty fuel pump is delivering too much gasoline to the carburetor is to measure the flow of gas being supplied through the pump over a specified time. This capacity check, as it is called, also tells you whether fuel flow is adequate for the engine. Although the pressure gauge may indicate that the pump is operating within specified limits, it doesn't tell you whether the pump is delivering its rated amount of gas.

Most engines need from 3/4 to a full pint of fuel in one minute to operate efficiently. The car's manual should be checked to de-

termine the exact amount.

To make the test, first let the engine run awhile, to fill the carburetor bowl. The engine will run for at least a minute on the gasoline the bowl accumulates, since you must shut off the flow of fuel from the carburetor by disconnecting the pump-tocarburetor line at the carburetor. Hold a graduated measuring cup with a maximum capacity of at least a pint so it will catch gasoline spurting from the line.

Let the engine run for a minute. If the pump does not deliver the rated capacity, remove it for overhaul or replacement since it indicates a weak diaphragm spring, worn rocker arm, worn rocker-arm link, worn pull rod, leaks at the diaphragm, leaks at the strainer bowl, or worn valves or valve seats.

If more fuel flows from the line than that specified, the pump should be removed for replacement, since carburetor flooding can result. However, if the fuel flow is correct, but the engine is flooding or you are getting poor gas mileage, look for the cause of the trouble as a defective automatic choke, a punctured carburetor float, or a defective needle valve.

#### Testing the Vacuum Section

If you are dealing with a combination pump and wish to check the vacuum section, disconnect the lines at the top of the pump, connect a vacuum gauge tightly to the wiper-line fitting, and start the engine. The gauge should read at least 10in. of vacuum. At any rate, you should check to see whether oil is getting past the vacuum section's diaphragm. There have been cases of engines being completely overhauled to cut down on oil consumption, when all that was wrong was a faulty vacuum diaphragm drawing oil from the crankcase and pumping it into the intake manifold, where it was mixed with fuel, burned, and blown out the exhaust.

To check for this type of leak, simply disconnect the line from the pump to the intake manifold. Look into the line or run a screwdriver around the inside to see if there is any trace of oil. The slightest trace indicates the diaphragm is leaking and drawing oil from the crankcase.

#### The Mechanic Says: "Scrap It"

If you find your fuel pump is bad, you can probably handle the solution yourself. You can either replace the pump at a cost of about \$18 or repair the old pump at a cost of a few dollars for a repair kit. Both jobs are easy to do and require only ordinary tools.

You will find that if you take the car to a mechanic, he will usually recommend fuel pump replacement instead of overhaul. Because few mechanics nowadays overhaul pumps, you may have trouble securing a repair kit from your local auto-

(Please turn to page 182)

# AUTO CLINIC

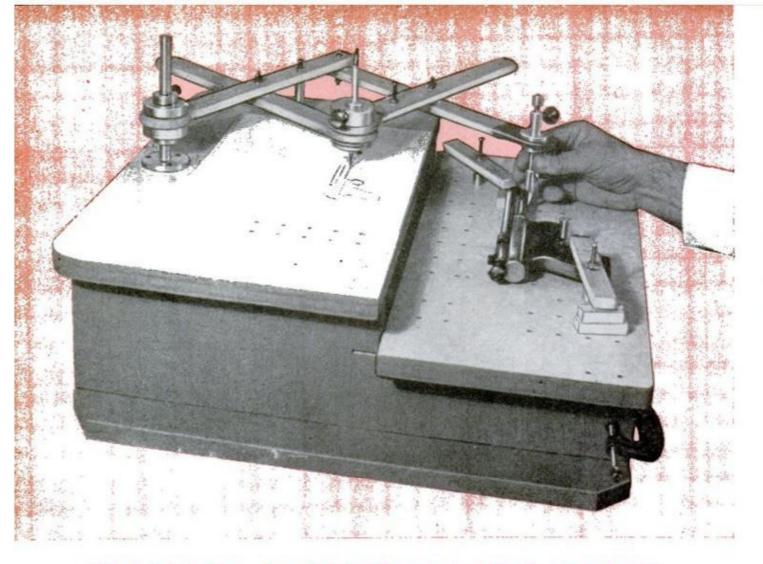
[ I've got a problem with my 1955 six-cylinder Chevrolet. driving about 20 miles, the hydraulic lifters start rattling. I've cleaned the rocker arms, changed oil regularly, cleaned the oil pan, checked the oil pump-even installed new lifters, but all to no avail. What can you suggest?—R.F.D., Canada.

The cause of the problem is probably in the oil pump. You may have checked it, but you had better replace it. Oil pumps used as original equipment on this model car were delivered from the factory with weak oil relief valve springs. This keeps oil pressure below allowable limits and literally oil-starves the valve lifters. The problem was recognized early by Chevrolet, and the company issued a new pump with a stronger relief valve spring. Apparently, though, you still have one of the old pumps. If you wish to try to repair the pump, have the valve spring stretched. If this doesn't work, you'll have to replace the pump.

My 1961 Dodge, equipped with a 318-cubic-inch engine and a two-barrel carburetor, is giving me hard-starting problems. I've checked every cause I know. Is there something inherent that makes it this way?-T.F., New Jersey.

Yes there is-not only in the 1961 Dodge, but in any year Dodge and Plymouth from 1960 on with that engine and a two-barrel carb. An improperly-positioned air cleaner assembly could cause interference with the choke lever and prevent the choke from closing. Result? Hard starting! The proper way to install the air cleaner is with the looped end of the clamp on the right side about two inches to the rear of the center line of the air cleaner.

As a service to the readers of Popular Mechanics in solving problems relating to their cars or to driving in general, you are invited to submit your questions for answering either through this column or by mail. Address Auto Clinic, Popular Mechanics Magazine, 575 Lexington Avenue, New York 22, New York.



# SHOP PANTOGRAPH COPIES ANYTHING

By John W. Nash

It makes reduced-scale copies from any master —even three-dimensional objects—on paper, plastic, wood, or metal, with any marking tool

EVER SEE a copy machine that can make quarter, half or three-quarter scale sketches with a pencil, a pen, a scriber, a power engraver or hand grinder? You just did, in the photo above. This hybrid pantograph even features an adjustable-height stepped table that lets you trace around actual objects, such as the pistol shown. This is of particular value to modelmakers in scaling down individual parts or establishing over-all proportions.

The special swivel stylus (keyed with the letter O on the plans on the following pages) has a point that's cut away to its center line. By keeping the flat of this stylus tangent to the edge of any threedimensional master, you get a reduction copy with virtually no distortion—impossible with a conventional cone-point stylus. Also, this special stylus can be raised or lowered as it follows edges which may lie in different planes. The resulting copy will be an accurate plan view.

Where there's no object to trace around, any type of master can be used. The design can be jigsawed from metal or plywood (or even cut from stiff cardboard) and glued to a backing panel. An example of this is the sailboat master shown in the photos on the next page. Or, if the design is simple, you can use the pierced panel from which it has been cut, tracing the swivel stylus around the inside edges. In the same way, you can make use of vari-

ous drafting devices such as triangles and French curves, or lettering stencils.

Or you can create an easily-traced master by scribing with a plain stylus on a heavy sheet of lead or aluminum foil laid on blotting paper or felt. This forms grooves deep enough for the same stylus to track along when used in place of the swivel stylus in the pantograph. A plain stylus is also used, of course, for conventional tracing of flat masters such as paper patterns, when the copy tool is a pencil or pen. (The pen can be a pencil-type ballpoint or a Speedball replacement cartridge.)

But when guiding an electric tool, the swivel stylus and a master that provides an edge to follow are recommended. So is two-hand operation, with one hand guiding the stylus and the other holding the mounting chuck. The arm linkage is flexible enough to let you lift the cutting bit above the blank where no cut is desired, such as when shifting the stylus from one edge to another.

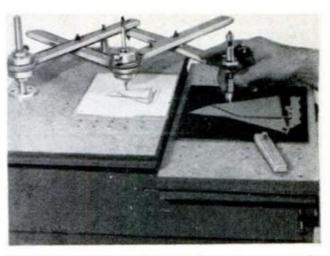
With one of the electric tools clamped in the chuck, you can rout or engrave a finished copy in a single operation, without making any layout or pattern marks on the surface of the wood, metal or plastic copy panel. Such blanks-as well as bulky masters-are clamped in place with scrapblock fingers bolted through the holes in the tables. The fingers shown are 3/8 in. thick, 34 in. wide and 51/2 in. long.

To clamp thick blanks or masters, you'll want to run the bolts through spacers cut to a length that roughly matches the thickness of the piece to be clamped. The free end of the finger can then be shimmed up with small blocks to provide a firm bearing pressure. This setup is shown in the lead photo and in the center photo at right. Here the spacers are lengths of metal rod, tapped at both ends to take machine screws, but a simpler method is to pass bolts through center-drilled dowels and snug thumbscrews against the bottom face of the tables. Since both table units are open at the front, the thumbscrews are readily accessible.

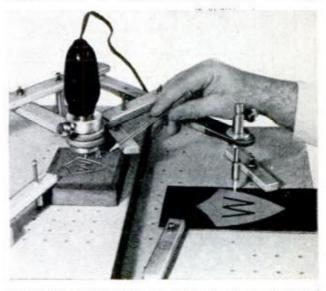
The entire working mechanism adjusts up and down on the pivot post to accommodate copy panels and masters of a wide range of thickness. For this reason, you need a set of different-length jacks (Key H) to provide a second bearing point for the pantograph arms, as shown in the

bottom photo at right.

Care in setting up your work will assure that this jack won't bump against one of the finger clamps. Extra holes in arm B and the work table give you a choice of location for the jack and clamps. When the copy requires a large sheet of

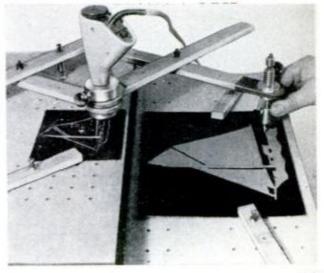


HALF-SCALE SKETCH from two-layer master results when swivel stylus is moved around pattern to activate pencil clamped in chuck adapter. Same adapter takes scriber-or ball-pen cartridge for ink copy

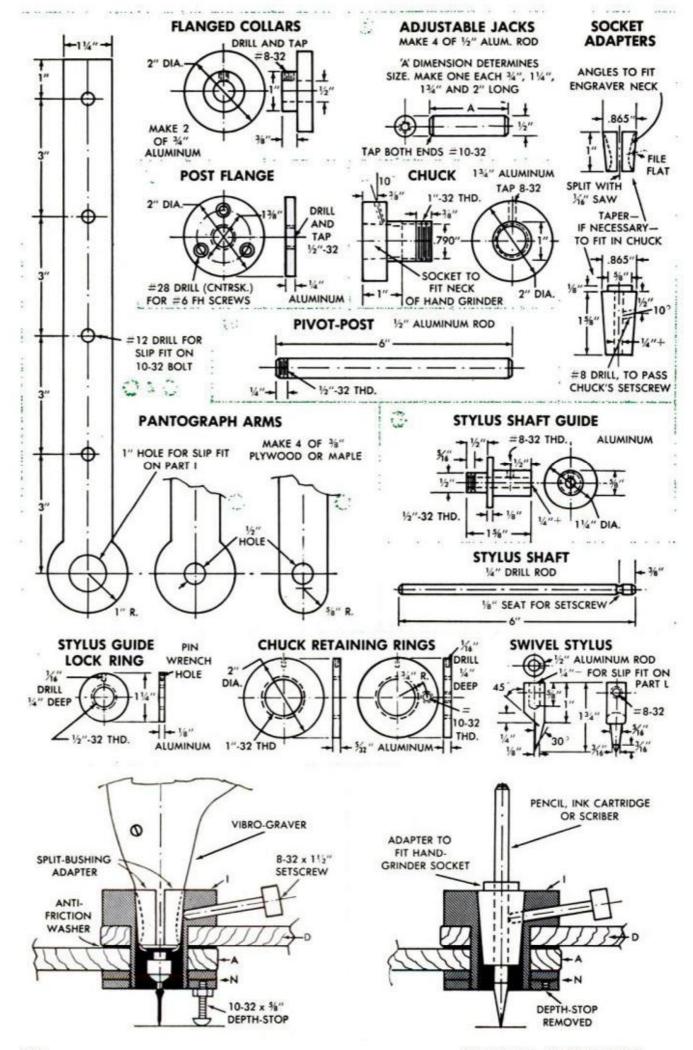


WITH HAND GRINDER, adjustable depth stop (pointed out above) controls depth of cut and forms third suspension point. Here, half-scale routed copy is made from two-layer master. Block is finger-clamped

ENGRAVING COPPER requires no layout on metal when stylus movement controls chucked engraver. Depth stop, again, is used. Other suspension pointan adjustable jack—is visible to left, behind tool



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paper, you may have to place a stiff backing sheet under it to keep the pencil from sinking through into the clamp holes. Paper masters and copy blanks can, of course, be held in place with masking or other pressure-sensitive tape.

Both work- and sub-table have 4-in. circles scribed on their plastic tops, directly beneath the work head and stylus, as shown in the plan view on page 168. Brush on black paint and wipe the surface clean, leaving paint only in the scribe lines. These circles serve as targets to help you

position the work or master.

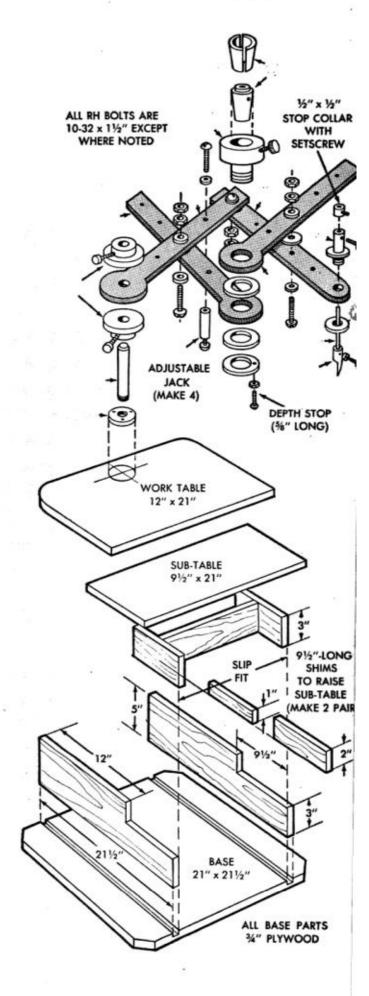
The third support of the three-point suspension system is provided by the marking tool in the chuck. In the case of the power tools, this support is a depth stop made by tapping for a short roundhead machine screw. Both it and the roundhead screw that turns into the various jacks (to adjust for changing distances between table and arms) should have their slots filled with silver solder and their heads polished to present a smooth bearing

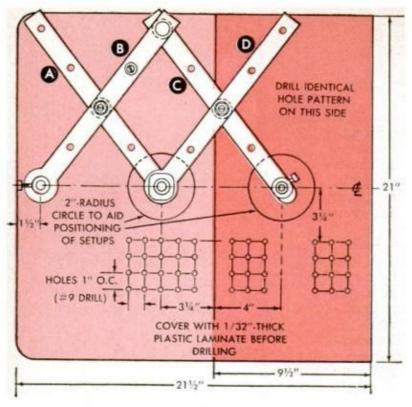
point on the work table.

The mounting chuck (Key I) has multiple functions-it's a thrust bearing, a pivot point and a universal tool holder. Its socket is bored to fit the hand grinder, since the neck of that tool is the largest diameter to be accommodated. In the model detailed on these pages, the socket is tapered to match the neck of a Casco electric hand tool (shown in the center photo on page 165). Other grinders, such as Dremel's Moto-Tool and Chicago Wheel's Handee, won't require a tapered socket. In that case, the socket adapters for smaller-diameter tools (J) will be easier to make. Note that the lower of these two sketches (the one-piece adapter for pencil, pen or scriber) calls for a hole that will pass the chuck's setscrew so it can bear directly against the marker, as shown in the lower-right sectional view. To drill this hole, insert the adapter in the chuck socket and use the angled setscrew hole as a drilling guide—preferably before it is tapped. The hole in the adapter can then be redrilled to a larger diameter.

The split bushing adapter at detail J was tailored to the Burgess Vibro-Graver seen in the bottom photo, page 165. This tool's "hourglass" neck is difficult to fit and requires a two-piece collar, formed by sawing the machined bushing down the center. Although this pantograph setup lacks the precision of a true engraving machine, with a little care you can accomplish many useful operations.

In its lowest position, the sub-table rests directly on the step cut in the side of the work-table base. To elevate it, shim blocks are slipped under the lip of





PLAN VIEW OF WORK TABLES

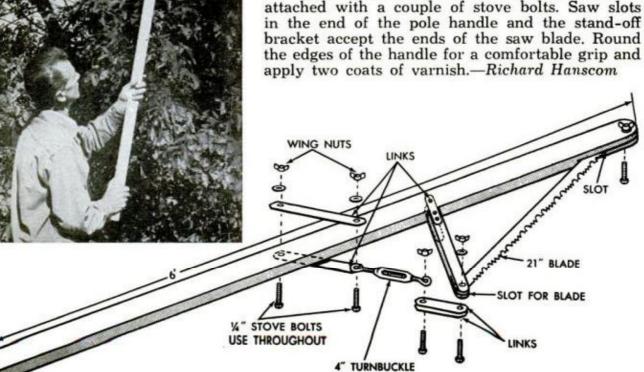
the sub-table top at each side, so that they stand on edge atop the work-table step. These shims are held tight against the sub-table base by means of small C-clamps.

Aluminum was used for all machined parts to keep the assembly light, for minimum friction and ease of operation. All washers can be made from ½2-in. aluminum sheet. Antifriction washers are inserted between the pantograph arms at each pivot joint. These are not detailed on page 166. Three of them have a 11/4-in, outside diameter and a center hole bored with a No. 9 drill. The fourth is for the chuck pivot, and must be larger: 2-in. diameter with 1-in. center hole.

If you must buy both tools and all materials, total costs should run around \$60. \*\*\*

#### Homemade Pole Saw for Pruning

Starting out with an inexpensive replacement blade for a common bow saw, you can rig yourself a handy pole saw which lets you prune your trees safely from the ground. Links of flat steel, coupled with a turn-buckle, permit the blade to be tightened in the frame, and the stove bolts and wingnuts used in the assembly make the saw completely foldable. The 1 x 2 wooden handle, of course, eliminates any possible shock hazard from overhead power wires. Length of the handle can be increased by the addition of a 4 or 6-ft. extension attached with a couple of stove bolts. Saw slots in the end of the pole handle and the stand-off bracket accept the ends of the saw blade. Round the edges of the handle for a comfortable grip and apply two coats of varnish.—Richard Hanscom







CIGAR HUMIDORS? No. They're antique napkin rings that have been polished and fitted with lids and bases. On a desk, they make an ideal stamp box or paperclip cup. On a bureau, they'll hold earrings or cufflinks

## Trinket Boxes from Napkin Rings

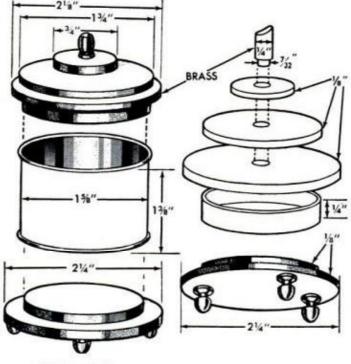
AT FIRST GLANCE you'd never guess that these beautifully engraved trinket boxes were once napkin rings. Though they graced all well-set tables a generation or so ago, these fancy metal bands are seldom seen today—but they can be transformed into useful little boxes and decorative conversation pieces by fitting them with lids and bases of wood, metal or plastic.

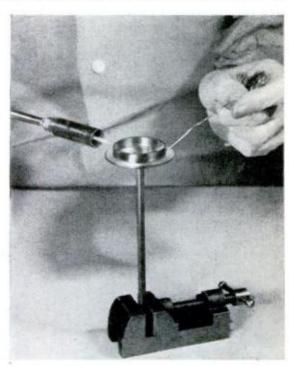
To convert the silver ring shown at the left, above, a lid and base were turned from maple disks. A neck ¼ in. thick was turned on the lid, ¾ in. smaller than

the inside diameter of the ring. A velvet ribbon glued to this neck gives a smoothworking seal. On the base, a neck 1/8 in. thick was turned to give a tight press fit.

The second napkin ring, which is made of brass, was fitted with brass cap and base. A blank for the top was made by sweat-soldering disks ½-in. thick to a mandrel rod (see drawing). Disks were cut with a drill-press circle cutter. After turning, the mandrel was rounded into a knob. The base blank was prepared the same way. However, its mandrel was cut off flush and three ball feet soldered on.

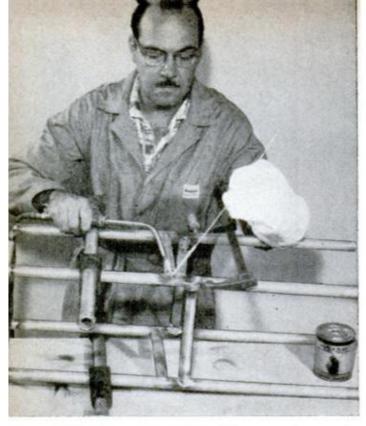
BRASS LID, already soldered to mandrel, is being fitted with a ring that extends into the napkin ring, machined 0.040 in. smaller than inside diameter of the napkin ring, then soldered into a groove turned in the lid





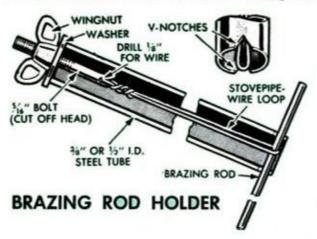
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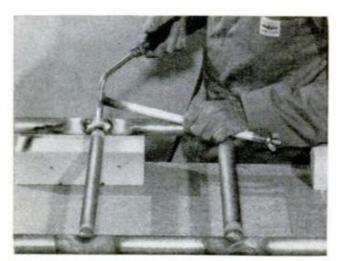
JUNE 1963

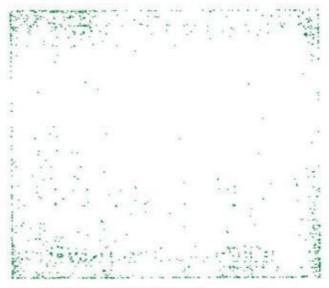


TO MAKE the grinder pedestal shown on the opposite page, first braze the two side frames, then clamp the units together with connecting braces in place and braze these joints. Rest work on ¼-in. asbestos board

BRAZING-ROD HOLDER can be made from any steel tube having reasonably small diameter. Use it to hold lengths of rod which are too short to be held safely with hand. This eliminates waste, cuts brazing cost







OST CRAFTSMEN use the term "brazing" to cover all types of hard soldering—any soldering with an alloy having a higher fusing point than common lead-tin. A compromise between ordinary soldering and welding, this process creates a mechanically strong, fused-metal joint without melting the metal of the parts to be joined.

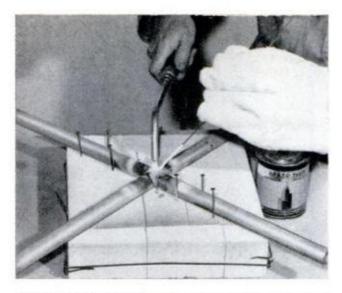
Since it requires less heat than welding, you don't have to invest in an oxyacetylene outfit to do brazing in your own shop. The 4000-deg. flame from a less-expensive air-acetylene torch will be sufficient to take care of just about any brazing job you're likely to attempt. For very light operations, you can even use a small propane torch.

The three common hard-solder alloys—bronze, silver and aluminum—are each used with a different flux which may be a powder, paste or liquid. Each flux has a melting point lower than the alloy with which it is used, and when applied to the joint to be brazed, it cleans the metal so that the brazing alloy will adhere well. Powder and paste fluxes have a special advantage for the home craftsman since they serve as "temperature indicators"—each will melt and flow at a temperature just below the melting point of the brazing alloy with which it is used.

#### Brazing with Bronze

Used to join similar or dissimilar ferrous metals, bronze alloys are probably the best known brazing materials. The procedure used when working with bronze brazing rods is basically the same as that used with other brazing alloys—heating the joint to a temperature which will melt the flux and alloy, then applying these two materials to the joint.

Successful brazing requires a bright metal surface. The torch flame will burn off zinc or cadmium plating—be careful not to breathe the fumes—but if the metal



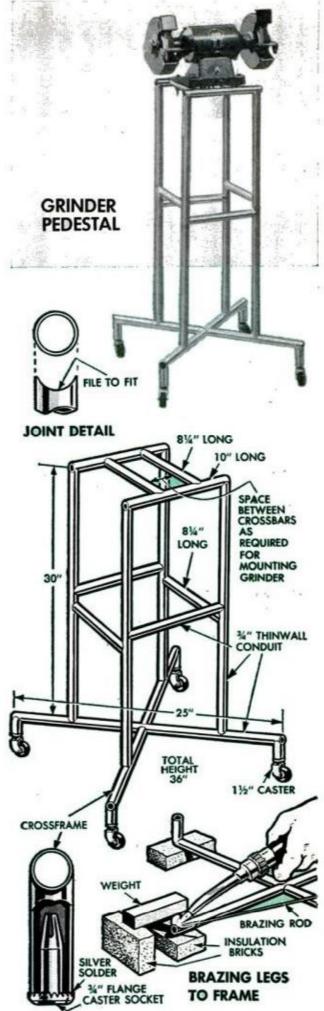
INSULATION BRICK is soft enough so that you can drive nails into it to hold work in alignment while brazing. It also resists heat transmission and thus will protect the top of your workbench from damage

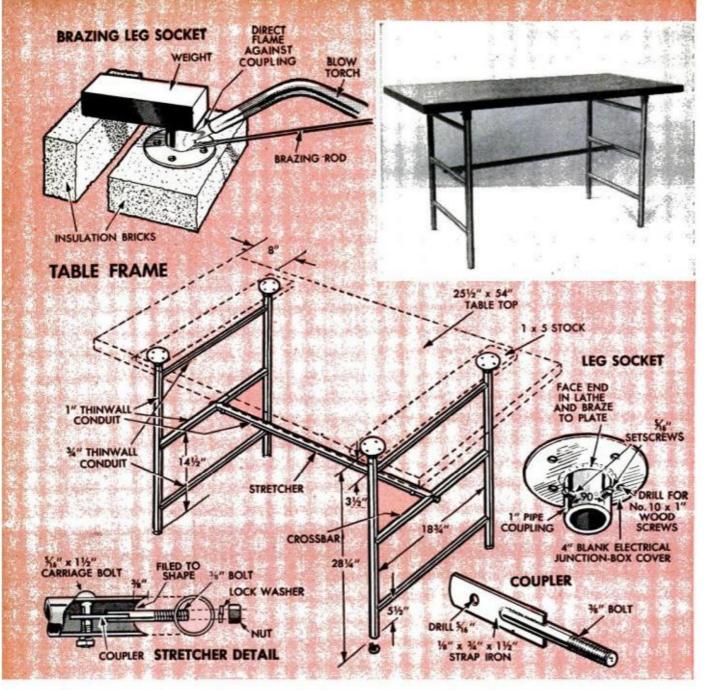
is encrusted with dirt, grease or rust, give it a thorough cleaning beforehand with emery or steel wool.

Squaring the units to be brazed and holding the parts firmly in their proper position is of the utmost importance. Secure the joint temporarily with bolts, clamps or wire, or anchor it with wire attached to nails or staples driven into the surface on which the work rests.

Insulating brick, a lightweight, porous material used in the manufacture of ceramic kilns, makes a fine work surface for brazing because it resists the transmission of heat, protects the workbench and radiates absorbed heat back to the joint. Also, it's soft enough so that you can drive nails into it to hold the work.

As in normal soldering, the joint must be heated to the temperature required to melt and flow the brazing alloy. Since heat applied to the joint area will be quickly dissipated throughout the metal and into the air, an extremely hot flame (such as that from the air-acetylene torch) is required to heat the joint to brazing temperature (1750-1800 deg. F.). When two parts are of unequal weight or thickness, compensate for this by applying more heat to the heavier part.





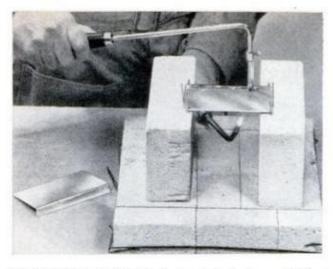
Continue to play the flame over the joint as the alloy begins to melt. This is critical, since the melting point of the alloy isn't a sufficiently high temperature to create a sound bond. Instead, the joint must be heated to the flow point of the brazing alloy, which is considerably higher than its melting point. When the alloy suddenly flows over the joint like water, remove the flame. It isn't necessary to pile up a heavy coating of alloy over the joint.

Clean the brazed joint with a wire brush or file. Flux cools to a hard, brittle, glassy form and can be removed by chipping. Some paints won't stick to a fluxed joint, so if you're working on wrought iron or tubular steel furniture which is to be painted, use a phosphor bronze rod. This type requires no flux, and thus cuts down the work of cleaning the joint.

Brazing is a very useful technique for repairing broken or over-machined castings. To braze a break in a small iron casting, clean the break well and file down the sides to form a V where the parts join. If the brazing is to be done on one side only, carry the V on that side all the way through to the other side of the work and grind the casting back for ½ in. on both sides of the V. Then flow the brazing alloy into this V-channel and form it into a bead extending about ¾ in. on either side of the break.

#### Silver Soldering

Particularly suited for joining brass and copper or ferrous metals to non-ferrous metals, silver solder may also be used for soldering ferrous metals. Depending on the composition of the alloy, silver is worked through a heat range of 1130-1750 deg. F. For home-shop use, however, only alloys with the lowest melting temperatures need be considered



TO SOLDER ALUMINUM sheet, tin both faces of joint with aluminum solder, then scrub surface with glass brush through molten solder to achieve good bond. Apply heat from underneath to keep solder molten

since bronze rods will provide equal strength at lower cost than high-temperature silver alloys.

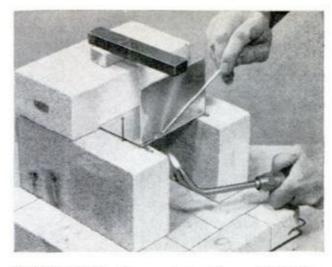
One low-heat alloy (All-State No. 111 Silver Alloy Wire) melts at 1100 deg. F., flows at 1130 deg. F. and turns out a joint having a tensile strength of 50,000 psi, which compares well with the best bronze brazing rods.

Silver solder is also available in sheet form. To use it, cut the sheet into ½-in. squares and place two or three of these with some flux between the parts to be soldered, then bind the joint with wire and apply heat until the solder flows.

#### **Brazing Aluminum**

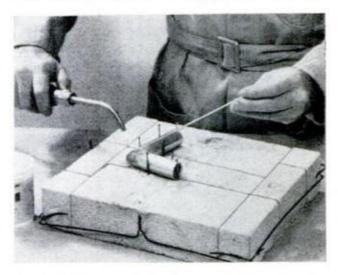
The technique of joining aluminum to aluminum or aluminum to other metals is one of the least understood metal-working operations among home craftsmen. Since aluminum brazing can only be done at a temperature slightly below the melting point of the aluminum itself, there is an ever-present danger of overheating. A further complication is the fact that aluminum doesn't change color during the early stages of heating and glows dull red only after it has melted. To avoid this, be sure to keep the flame moving at all times and remove it the minute the alloy begins to flow.

Prepare the joint by cleaning with steel wool and sprinkling with aluminum brazing flux. Use a soft, low-pressure flame to heat the metal, flicking it over the work but avoiding the joint itself. Because of aluminum's high thermal conductivity (three to five times more than steel), heat will be conducted to the joint, but this indirect method of heating will enable you to avoid the oxidation problems caused by direct heat on the joint. Keep the flame moving while applying flux and aluminum



AFTER TINNING, place parts together and hold them in position with clamps or a weight. Apply heat to melt tinning, then add a fillet to each side of the joint and finish by sweeping glass brush through it

BRAZING ALUMINUM is actually much simpler than soldering, and it produces a stronger joint. The one big danger is overheating, since brazing temperatures are very near the melting point of the metal



**EQUIPMENT** required for home workshop brazing needn't involve a large investment. Torch outfit shown here is priced at about \$65. Tank contains 40 cu. ft. of acetylene and refills for this will cost you \$3.75



brazing alloy, but remove it as soon as

the alloy flows freely.

Aluminum brazing fluxes have a corrosive effect, so scrub the point immediately in hot water and then rinse it with cold water to remove the flux.

#### Soldering Aluminum

Aluminum can be soldered at a lower temperature than that required for brazing, but there is still some danger of overheating, so follow the safety rules mentioned in connection with brazing.

After cleaning both faces of the joint to bright metal, apply heat as you would when brazing and "tin" the surfaces with aluminum solder. However, in order to make this "tinning" adhere, you'll have to remove the film of oxide which always covers an aluminum surface exposed to the air. To do this, melt "rub-on" solder on the heated joint area, then rub the end of the solder stick vigorously over the surface under this coating of solder to scrape away the oxide. The molten solder will prevent air from reaching the surface and forming a layer of oxide.

Another method of "friction soldering" requires the use of a glass-fiber brush made by Reynolds Aluminum. This brush takes the place of the solder stick for scrubbing the surface under the molten solder. It's used with a flux-free solder.

After tinning, hold the joint together with clamps, wire, etc., and heat the work until the tinning melts and fuses. To finish the joint, add a fillet of solder to each side. For a smooth, bright surface, sweep the glass brush through the solder while it is still molten.



#### V-Block from Structural Shapes

Any craftsman who does metalworking eventually runs into a job requiring a V-block to hold round stock for drilling. If you have such a problem, there is no need to go to the bother of cutting a block. Instead, try using the ready-made 90-deg. angle in angle stock. Simply weld a length of angle in a channel and you have a lightweight, easy-to-handle V-block, which can be used in both metal or woodworking.—M. W. Loftus

#### COMING UP NEXT . . .

BENCHTOP FOUNDRY. For as little as \$35, you can buy the equipment necessary to turn out small sand castings right in your own workshop. Miniature blast furnace lets you work with aluminum, copper, brass or even gold. For the full story, complete with photos and diagrams don't miss "Sandcasting at Home" in next month's issue of PM.

NO SWEAT. Does your toilet tank have a perspiration problem. You can solve it without using messy roll-ons, sticky creams or watery sprays. The July issue includes five sure cures for that steady drip-drip-drip which develops every summer when vapor condenses on the cold porcelain surface of your toilet tank. Watch for this article next month.

PATIO GRILL-PLANTER. If your present patio is little more than a concrete slab, this triple-duty brick pier may be just what it needs to transform it into an inviting outdoor living room. It combines a planter, pole-type yard light and a built-in barbecue in an attractive corner unit, fenced in by the beauty of ornamental iron. A craft feature in the July issue.

EASEL-PROJECTOR. You can copy, enlarge and reduce both photos and drawings with this direct copy artist's easel which has its own built-in projector. Image is projected from behind through a glass panel onto the tracing paper, so you don't have to worry about being in the way or reversing the drawing. Enlarges copy up to 5½ times original size or reduces it to ½. Watch for it in July.



New Merc 110/9.8 hp/2 cylinders

### Mercs never get steamed up over a few weeds

When you head into the rough stuff after the big ones, you don't have to worry about your Merc coming to a steaming stop. A Merc doesn't have a protruding nose on the lower unit to hang up weeds, clog the water pump, and cause overheating.

Glide-Angle design lets a Merc slide through weeds, over logs and shallows so easily and quietly that the big sleepers won't hardly know you're there.

Besides that, Merc's one-piece lower unit will take hard knocks that would bust the seams on other outboards. And you don't shear pins, because it has none. Instead, Merc has a liverubber clutch that momentarily gives with the impact.

Over open water or through weeds and reeds, Mercury gives you more RUN for your money.

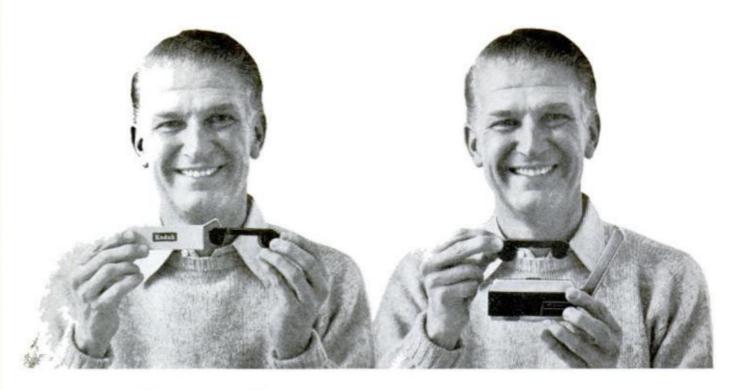
# MERCURY

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MerCruiser Stern Drive Power Packages - 310, 225, 190, 140, and 110 hp gasoline 100 and 39 hp diesel

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Model 400, shown at right, gives you automatic electric-eye exposure control and power-drive film advance. It lets you fire off 10 shots without lowering the camera from your eye. The electric eye not only sets the lens, but also signals in the viewfinder when to use the built-in flash. The Instamatic 400 Camera is all brain, yet weighs only 15 ounces, is just 4 inches wide! Instamatic 400 Outfit with bulbs, batteries, film—less than \$53. At your Kodak dealer's now!



Instant-loading camera with built-in flash. No focusing, no settings. Outfit: film, bulbs, batteries — less than \$16.



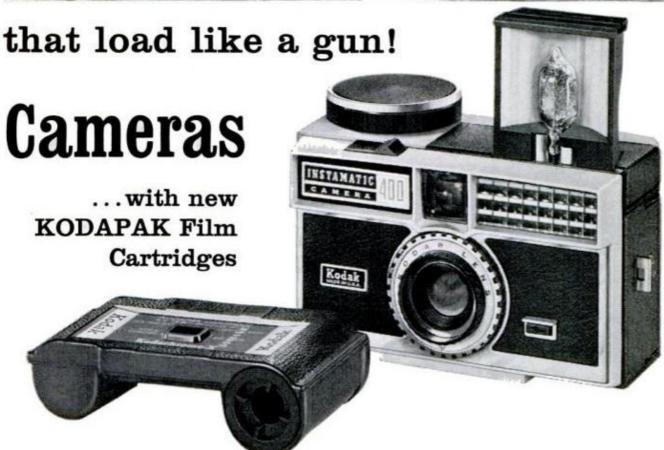
KODAK INSTAMATIC 300 Outfit. Instant-loading camera with automatic electric eye, built-in flash. Outfit with bulbs, batteries, film—less than \$45.



KODAK INSTAMATIC 700 Camera. f/2.8 lens, automatic daylight and flash exposure controls, built-in flash, speeds to 1/250. Available soon.

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CHROME-X Film for color slides; KODACOLOR-X Film for color prints. (All are fast films, to let you shoot in less light. See your Kodak dealer for details.)

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#### **A-Power: Creeping Giant**

(Continued from page 104)

ducers are planning to enter the atomic field. The most ambitious project is, perhaps, Con Edison's plan to build a nuclear power plant right in the heart of New York City, with a capacity of one million kilowatts. Completion date: 1970.

One obstacle to atomic power is economics. The cost of producing electricity is figured in mills-per-kilowatt. (A mill is a tenth of a cent.) Conventional power plants in New York State, for instance, can produce electric power at an average cost of about seven mills-per-kilowatt. The Shippingport reactor, first to produce commercial electric power, did so at a cost of about 50 mills. That was in 1958.

Since then, the cost of producing atomic power has dropped sharply. The new million-watt plant just proposed for New York City, says Con Edison, will produce electric power for the same cost as fossil

fuel plants.

Two new plants with a combined output of 780,000 kilowatts are projected for California's power grids. A group of New York utilities have joined together to erect an atomic power plant with a capacity between 300,000 and 500,000 kilowatts. A similar group in New England, joined as Connecticut Yankee Co., have set their sights on a half-million kilowatt reactor.

In the Southwest, the South, in Hawaii, New Jersey and many other areas, plans for power reactors are in the works. Thus, the tentacles of atomic power are slowly spreading over the land. But the growth

is a slow and costly process.

Of all reactors now in existence or under construction, 286 are in the United States. So far, only six of these produce civilian electric power, with three more scheduled for completion this year. The others are for experimental research, training or for ships and submarines.

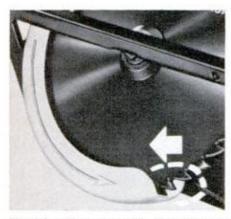
Even with the great strides being made, it will be many years before fossil fuel producers will suffer from atomic competition. By 1970, according to the AEC's present figures, atoms will be producing some three million kilowatts—a small nibble of the total 186,000,000 kilowatts produced for America in 1960.

Latest figures from the Atomic Energy Commission indicate that by the year 2000 more than half the power consumed in this country will come from the atom. Within a century, practically all of it will be atom fined electricity.

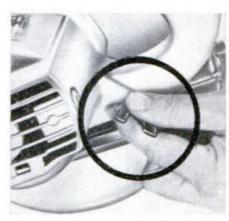
be atom fired electricity.

It may still be quite a few generations before Greenland is an atom-dyed green, but the outlines of the new Atom Era are beginning to take definite shape.

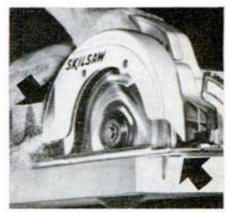
# 6 REASONS WHY SKILSAW POWER SAWS OUTSELL EVERY OTHER MAKE!



Bind-free lower guard—Retracts automatically when saw base is tilted, thus allowing bind-free starts—even on compound miter cuts.



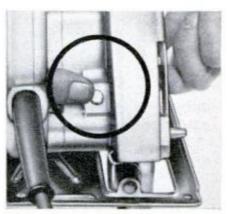
Easy-to-set depth control—Conveniently located for easy one hand adjustment. Control locks the saw firmly and quickly at any desired cutting depth.



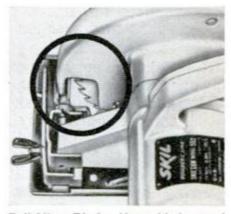
Exclusive sawdust ejection—Special air stream ejection system directs sawdust down to floor, away from the operator; blows it off the line of cut.



Vari-Torque safety clutch—Disengages blade if it binds or jams. Protects gears and other parts from damage, prevents saw kick-back.



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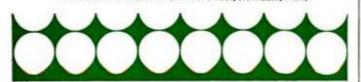
Coated with aluminum oxide, the toughest abrasive known, "Production" Sandpaper cuts down wood, metal, plastic, almost any material. Yet for all its ruggedness, "Production" Sandpaper produces the finest, smoothest finishes that ever felt a coat of paint.

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# CLINIC FOR HOMEOWNERS

Q The paint on the siding of my older home, applied less than a year ago, has peeled badly. There's a blow-in insulation in the walls, poured insulation in the attic. I'm thinking of having the siding covered with asbestos shingles. But if dampness caused the paint to peel, what will happen to the siding?—L. W., Minn.

A You will have to choose between what is happening now and what will occur, to a lesser degree, if you cover the siding with shingles. Moisture will penetrate the wall from the room side, but it will not be trapped back of an unbroken paint film and for this reason deterioration of the wood siding will occur at a somewhat slower rate, In some cases, in severe winter weather, moisture does collect under the shingles and freezes but usually this will be dissipated during temperature changes with comparatively little damage to the siding or framing. Have you considered the application of wood shingles, colored with a suitable shingle stain? On many older homes these make a very attractive wall and the installation also permits the wall to "breathe", that is, permits the moisture to dissipate and lessen the damage to the wall by entrapped dampness.

Q I have wooden Venetian blinds over two double windows. These are on the south side of my home and exposure on the outer face of the slats has checked and darkened the finish making them most unattractive. On the inner faces of the slats the finish is still good. How can I refinish the outer surfaces to match?—I.C., Calif.

A It can be done, but it's going to be quite a chore. You would have to remove the old finish from the outer face and one edge. This we would consider impractical to attempt. Better, we think, to remove all the finish from each slat with a varnish remover and then refinish with a varnish stain applied with a sprayer. You can usually rent a suitable sprayer from your paint dealer. After removing the old finish down to the bare wood, sand the faces and edges of the slats smooth, then lay side by side and edge to edge on a flat surface and apply varnish stain in a fine mist spray. Wooden

blind slats usually are finished in a "honey" maple color and this is the varnish stain to use. Allow the first coat to dry and then apply a second if necessary to get the tone depth you want. Turn the slats when dry and proceed with the same sequence of application. Finally, stack the slats, clamp them tightly together and spray the edges very lightly. Then, before the varnish sets, remove from the stack and lay the individual blinds on a flat surface to dry. A light rub with fine steel wool should give you a good surface.

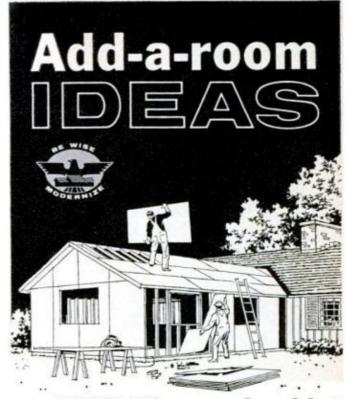
O The plastered walls in my home are textured and have always been painted. Now, I'd like to have a change in decoration and have wondered if it is possible to paper over this textured surface. Can it be done?—T.P., Tex.

A Yes, but with only certain wallpapers. and you won't get as smooth a job. You also will find it more difficult to get an invisible butt seam, or joint, a hallmark of good paper hanging. Plaster texture jobs vary in manner of application and irregularity of surface, so it is difficult at long range to say just what to do. Perhaps the best first step is to obtain small sample pieces of several heavy wallpapers (your dealer will supply at reasonable cost) and apply these several pieces to the wall as a preliminary test. Then, when the paste has dried, you can easily judge which paper gives the best result, shows the least irregularity under oblique and direct light.

Q I'm new at home shop work. I've just purchased a used table saw and a motor. There's a 2-in.-dia. pulley on the saw, none on the motor. What size pulley do I use on the motor?—J. R., Ala.

A If you look on the motor nameplate you will find the speed of the armature given. Usually this is 1750 r.p.m., although motors are wound to turn at 3450 r.p.m. and higher. If you find the former speed given, a 4-in. pulley on the motor will give a saw-spindle speed of about 3450 or 3500 r.p.m., which is a good average speed for saw blades up to 10 in, in diameter. If you have a 3450 r.p.m. motor, use a 2-in. pulley on the motor.

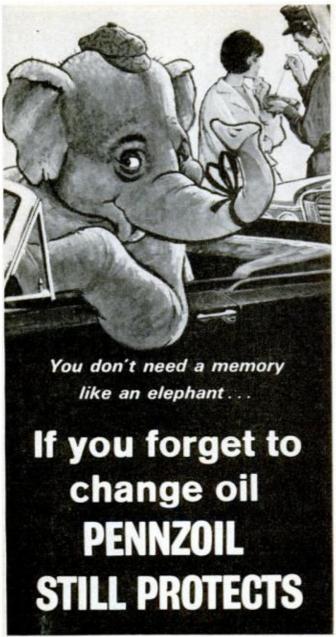
As a service to Popular Mechanics readers in solving the hundreds of problems pertaining to a home—inside or out—you are invited to present your problems to The Home Clinic Editor for his helpful advice. Address your questions to The Home Clinic Editor, Popular Mechanics Magazine, 575 Lexington Ave., New York 22, N.Y.



## NEW 36-page booklet shows how you can find "room for improvement" with plywood

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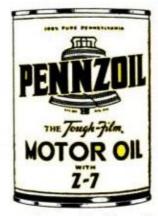


CPennzoil 1963

Not being elephants, people are apt to forget. That's why we build protection reserve into Pennzoil Z-7, so it will go on protecting even if you forget to change oil when you should. Use Pennzoil Z-7 always, and ask for

it even if you don't see it displayed. Pennzoil, Oil City 61, Pa.

Best time to change oil: Every 60 days, normally. Every 30 days under severe stop-and-go or cold-weather driving conditions.



Hear "Chet Huntley's Perspective on the News" Monday through Friday, NBC Radio Network

## Keep the Fuel Flowing

(Continued from page 163)

motive supply dealer. In this case, you can order one from the manufacturer of the fuel pump. Designate the make, year and model of your car, or the fuel-pump part number, which is stamped somewhere on the pump body.

There are two types of kits. One is designed specifically for diaphragm repair, since this is the main cause of fuel-pump failure. The other kit contains all parts needed to do a complete overhaul.

To remove the pump from the engine, disconnect the pump-to-carburetor line at the pump, and the gas-tank-to-pump line at the pump. Put a stopper in the tank-to-pump line to keep gas from flowing. If you're working on a combination pump, disconnect the air lines as well.

Remove the bolts and lockwashers holding the pump to the engine. You'll find a gasket between the pump body and the engine block. Discard and replace it with the new gasket contained in the kit.

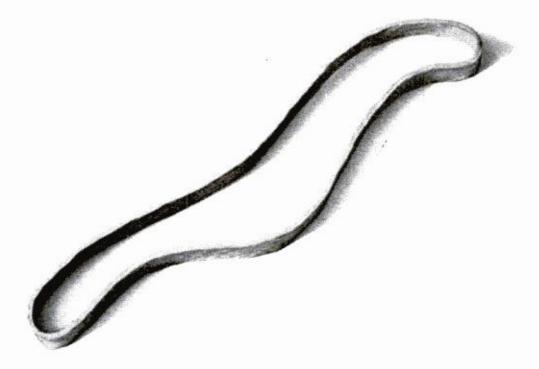
### Once It's Off the Car . . .

After removing the pump from the engine, wash it in gasoline or a solvent, using a brush to remove dirt. Disassembly of a standard mechanical pump is demonstrated in the photo series. Combination pumps, of course, contain more parts than single action pumps because of the addition of the vacuum section. However, the vacuum and fuel pump sections are similar.

One type of fuel pump manufactured by AC has a riveted diaphragm and pull rod (you can see the rivet head on the pump body—it's the only one there). Around the pull rod are tight-fitting oil seals that can be damaged if you don't remove the rocker arm assembly first. So, to start your disassembly with this type of pump, remove the rocker arm pin, rocker arm, and link. The diaphragm assembly can then be lifted straight out, with no damage to the seal.

The most critical operation in putting the pump back on the engine after over-haul is to make certain the rocker arm engages the cam eccentric properly. At all times, you must make sure the "pad" (flat surface) of the rocker arm rests against the cam as required by the pump's design. If rocker arm and cam engagement is not correct, broken arms and links or even engine damage may result.

After the pump is placed properly into the engine, hold it in position against the engine and insert the bolts, with lockwashers, in the holes provided. Start the bolts by turning them with your fingers to prevent damage to the threads.



## In one respect, it's an ideal piston ring

A rubber band and a piston ring have one characteristic in common that is very important.

That characteristic is conformability the key to proper compression and oil control in the engine of your automobile.

Simple enough to achieve — in rubber. But, to create metal rings with this perfection of fit . . . rings that will withstand the explosive impact, abrasion, heat and acids in an engine — requires very precise and specialized engineering.

Every year for several decades we have invested heavily in engineering and research. And the result is improved rings and new designs with that special Perfect Circle quality which produces top performance and extra long life.

That's why virtually every major American manufacturer of passenger cars, trucks, tractors, and construction equipment specifies Perfect Circle rings as original factory equipment.

It's an important reason why the car you drive gives you more go to the gallon, more power to pass.

And a *very* important reason, when you do re-ring, for insisting on rings made by Perfect Circle—the power-packing piston rings that engine "pros" prefer.



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## And Was It a Silent Spring?

(Continued from page 88)

attention to the pond, just sprayed it along

with everything else.

A few days later Jim found a milk cow "shivering to death." Her milk production fell off, but fortunately she recovered. About then a fine bull that had cost Jim and his wife \$500 began to show signs of bleeding internally and in an hour it was dead. He also found a dead sheep.

"Later, when I described how the bull had acted, the vet said it sounded like

he'd been poisoned.

"One day my pigs started acting crazy, staggering all over. I finally had to knock one of them on the head. I began noticing dead birds around the farm and even saw a goofy rabbit. He was running right along beside the tractor and I could have conked him on the head with a hammer."

Mention the farm pond and Jim's wife explodes. The pond had been stocked with crappies and a few hours after the spraying they had begun floating on the surface. Three days later Jim and his wife counted 1003 dead fish. They kept dying for weeks.

Finally, Mrs. Martin went to the farm agent about the pond. He told her he couldn't do anything, but advised her to send a bottle of pond water to the state university for analysis.

"I tied the bottle to a string," she says, "and threw it out into the pond among the dead fish, turtles and muskrats."

Eventually the report came back. It stated, she says, that the water was excellent drinking water, particularly good for children under one year of age be-

cause it was so low in nitrates!

These are personal observations by farmers in the area. More complete and authoritative figures are available from the Illinois Natural History Survey. Dr. Thomas G. Scott, head of the Section of Wildlife Research, supervised the program to find out what happened to wildlife under the Sheldon-Donovan sprayings.

"First of all," says Dr. Scott, "we conducted bird counts in Donovan and Beaverville seven miles away, similar to Donovan, except that Beaverville wasn't sprayed. We made the counts during the summer of 1960 [right after the spraying] and again in 1961. An observer walked a predetermined route in each town, and counted the bird species he saw.

"In Donovan in 1960 we observed only 6.4 robins, grackles and starlings per hour; in comparison, 112.8 of these birds were observed per hour in untreated Beaver-ville. However, by the summer of 1961 the count in Donovan had gone back up

to 128.4 birds per hour."

Previously, Dr. Scott had supervised research in the Sheldon area. "We found dead animals of virtually every species. Ground squirrels, muskrats and rabbits were virtually annihilated. Shrews, fox squirrels, woodchucks and meadow mice also seemed to take heavy losses.

"We searched the fields daily throughout the spring and summer of 1954 and never saw a live pheasant. The breeding population seemed to be wiped out.

"In 1955 half the town of Sheldon was sprayed and we immediately distributed a questionnaire to residents. From the returns, we estimate that 58 bluejays were killed, 29 brown thrashers, 923 robins, 22 bluebirds, 58 cardinals, 296 starlings, 94 squirrels, 346 rabbits and other birds and animals, bringing the total to 2280. Robins were almost annihilated.

"It was estimated that 90 percent of the cats on farms died following the application of dieldrin in 1954. In mid-May of that year we counted 106 ground-squirrel dens showing evidence of use. By the last week of June only three still showed activity, and by July there was no sign of activity of any kind."

In the Sheldon area, according to Dr. Scott, dieldrin was found in cow milk being fed to a baby. The University of Illinois immediately notified the parents.

There is one optimistic note to add to this grim recitation and indeed it is optimistic. By the end of the reproduction season the following year, many of the species had repopulated the area in almost normal numbers. Rabbits came back fast, probably because of their rapid reproductive cycle. Birds returned in almost normal numbers. Pheasants didn't come back as fast and the size of the broods has been significantly smaller, but the state conservation officer has been releasing 3000 pheasants per year. Hunting is expected to return to normal in the near future.

I asked Dr. Dean Hungness of Sheldon, a veteran member of the county medical society, if any medical problems in humans had been traced to the spray program. He said that to the best of his knowledge there had never been any diagnosis of pesticide harm to humans, but "there was damage to animals around here."

Certain conclusions can be drawn:

1. This was no amateur job; well-trained professionals did the spraying. A few spots were missed, and a few areas received layer after layer of toxic material.

 The public was poorly educated and little effort was made to enlist its support. Along this line, the National Research Council of the National Academy of Sciences, which has been studying the

(Please turn to page 186)

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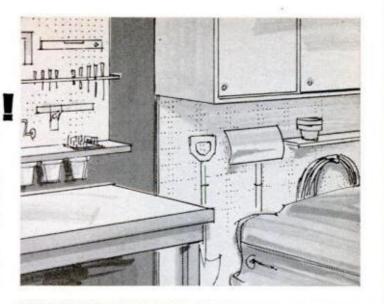
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## And Was It a Silent Spring?

(Continued from page 184)

problem of insecticide programs, recommends, in part: "Initial support is best gained by public participation in the early deliberations, before control decisions have been made. . . . It is especially important to keep the public informed of . . . possible hazards . . ." Obviously this wasn't done in Sheldon and Donovan.

3. There unquestionably were heavy losses to every species of wildlife and

several species were annihilated.

Losses were temporary; in most cases, wildlife showed a substantial re-

covery the following year.

5. The Japanese beetle has not been eradicated in the district. Each year since 1954 (with the exception of 1959) more land in the Sheldon-Donovan area has been sprayed, and in most years the area covered has been larger than the previous one. In 1961 planes sprayed 54,088 acres.

6. Although the beetle has not been eradicated, it may have suffered a substantial setback. There is no way of knowing how fast the beetles would have spread without a spray program, nor how much damage they would have done to crops.

7. Many farmers in the area have no objection, even today, to spraying for Japa-

nese beetles. What they object to is the method. Frequently, it was suggested that the government provide the farmer with the insecticide, along with an attachment for his tractor, and let him apply the poison himself, immediately plowing it under. Evidence indicates, however, that some wildlife—particularly insect-eating birds, and the mammals that prey on those birds—would still suffer losses. Poisoned beetle grubs crawl to the surface where they become a banquet for birds.

 There could well be a permanent effect on repopulation if dieldrin, aldrin or heptachlor were applied to the same area two or more years in a row.

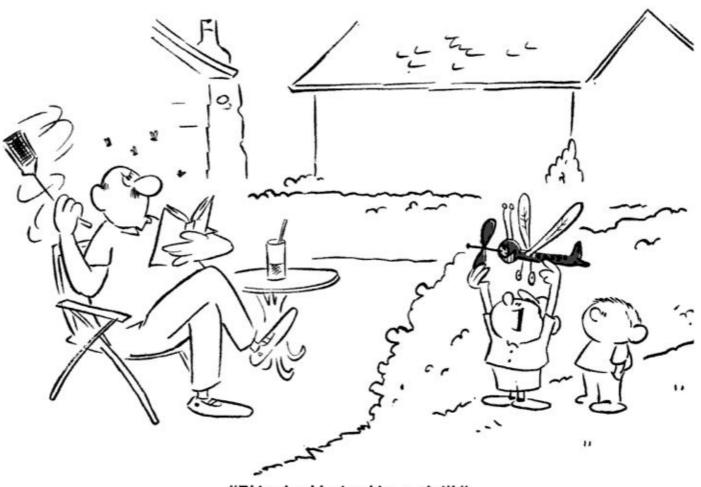
These insecticides should never be used on an area which contains rare or

threatened species of wildlife.

10. No reasonable person would argue that agricultural pesticides should be outlawed. About 600 major insect pests cause a crop and livestock loss of at least \$4,-000,000,000 a year. However, the production of pesticides has reached the astounding total of one billion pounds annually, a tremendous quantity of poison.

11. We'd better support research on the long-term effects of insecticides. The National Research Council states in part:

(Please turn to page 188)



"This should give him a thrill."





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**Drum Sander** 



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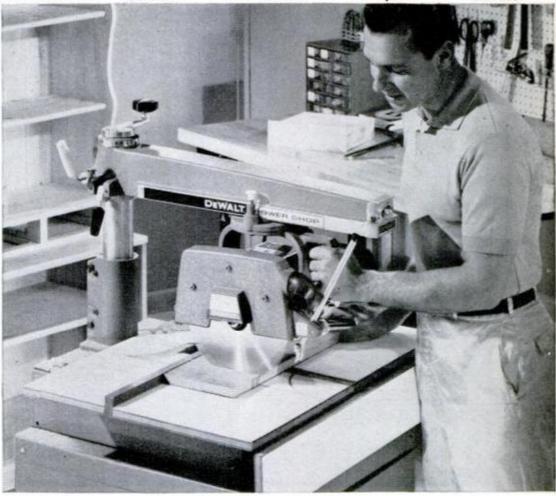


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beginners have been saying "There's nothing like DeWalt!" since 1922. And don't forget to ask for low budget terms. \*T.M. DeWalt

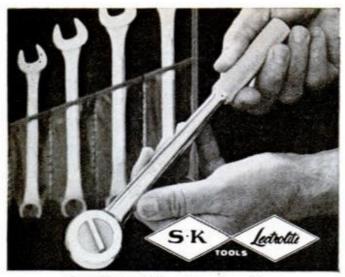
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### And Was It a Silent Spring?

(Continued from page 186)

"Research has not yet fully traced the effects of chemical pesticides on wildlife or

on plant life or on the soil."

12. Chemicals, in one way or another, spread far beyond a treated area. Less than 25 percent of the land area of the United States has been treated with DDT. Yet studies show that most individuals across the land are storing from 5.3 to 7.4 parts per million of DDT in their bodies.

13. The question of insecticides has become highly emotional on both sides. The farmers and townsfolk of the Sheldon-Donovan area reflect the extent of this emotion. The ones I have talked with are

bitter, bitter people.

Not everyone would agree, though, that the spray program was a disaster. If you drive straight east from Sheldon on Highway 24 three miles to the Indiana state line, you come to the 728-acre farm of Kenneth Wolfe. In 1961 Wolfe had an estimated 35,000 Japanese beetles per acre on his farm. When he appealed to his state government for help he was told, in effect, that Indiana believes the problem will eventually take care of itself.

Would Wolfe like to see the planes come

buzzing across his fields?

"You bet," he says. "Those farmers in Illinois don't know how lucky they are!"

### Cart for the Course



Available in gasoline or electric models, a new golf cart has a welded tubular steel frame and molded fiberglas body.

Two bucket seats are upholstered in white to fend off the sun's heat. Low-profile tubeless tires make it easy on the turf and give passengers a smooth ride. A tiller is used for steering, with reduction gears to make turning easy.

Made by the Harley-Davidson Motor

Co., the cart sells for \$1055.

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## Owners Report—Valiant

(Continued from page 93)

"The hand brake is in the wrong place."

—Minnesota office manager.

Earlier Valiants had a handy pedal-type parking brake with trigger release. Current model's cane-type handle is harder to operate and an obstruction. What goes on here-obsolescence revisited?

Returning to the bright side, here are numbers six through ten of the items that most pleased the owners:

"I like compact size outside and roomy inside."—New York service manager.

Although neither longer nor wider this year, Valiant has a new body that makes better use of the space available.

"I like its small size and ease of manipulation when parking; also, there's no loss of leg and body room for driver and passengers."—New Jersey bookkeeper.

"A good solid compact with enough room for my family of five."—Michigan

post office clerk.

"It's solidly built with a big car feel."— Ohio credit bureau owner.

PM's test car was a convertible, the model that leads all others as a potential rattle and shake car, yet it surprised us as being remarkably rattle-free.

"I think it holds a better curve than most big cars."—Georgia carpenter.

### We agree wholeheartedly.

There's a corresponding con for every pro. Here are owners' complaints numbers six through ten:

"The windshield leaks and water gets in the trunk of car, from where I don't

know."-Florida salesman.

We know! It's through improperly calked seams or loosely-fitted rubber lid gaskets.

"Dash is supposedly painted dull to cut down reflections on windshield, but the outer edge has a terrific reflection on the window."—Ohio student.

"It's too light a car to drive when there is snow or ice on the road."—Wisconsin mechanic.

It's not how much weight but where it's located that counts in snow. Most successful snow cars have engine's weight concentrated on the wheels that need the traction.

"The small engine (101 hp.) is a little slow on take-off and uses too much gasoline (11.7 m.p.g. overall)."—Oklahoma music teacher.

It may also be just a little out of tune.
(Please turn to page 192)



"Bottoming" on bumps and potholes is eliminated by front Load-Leveler stabilizing units.



Rolling on sharp turns and "wind sway" end with stability of front Load-Levelers.

Wheel shimmy at high speeds is ended with front Load-Levelers holding wheels in alignment.

## MANROE *front* Load

Front-end sag takes its toll on every car. It begins when springs take a "set," and changes the entire geometry of your steering system. Wheels continually get out of line, and shimmy at high speeds. Tires are virtually destroyed. Steering becomes difficult. Control of your car is dangerously reduced. Now you can end front-end sag, without costly spring repair, make your car ride better than brand new, and prolong tire life with new front Load-Leveler



stabilizing units by Monroe. Installed in place of your present front shock absorbers, front Load-Levelers give firm support to sagging springs and compensate for "set." They give your car extra stability, for sure-footed cornering and a safer, more comfortable, more economical ride. You'll marvel at the improved roadability you'll get with new Monroe front Load-Levelers. Have a set installed in less than thirty minutes where you have your car serviced.

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You'll save through the Economy of Kendall Quality.

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## Owners Report—Valiant

(Continued from page 190)

The final group of compliments from Valiant owners—numbers 11 through 16 are listed in order of their frequency:

"It's got nimble and precise steering."-

California civil engineer.

"There's good driving view."-Utah

housewife.

"The new warranty is just what I'm looking for as I average 30,000 miles a year in my job. Therefore, a 12,000-mile guarantee would be meaningless to me."-Pennsylvania insurance man.

This guarantee may prove to be the greatest thing since four-wheel brakes for owners like this man.

"It's reliable-starts well in temperatures as low as thirty below zero."-Wisconsin editor.

"It's much more luxurious than other compacts in same price range."-Michigan

"It has a large and roomy trunk compartment; I also like the spare tire under the cover of trunk."-Ohio retiree.

The gain in useful space is well worth the effort of uncovering the tire from the bottom of the luggage compartment in case of a flat.

The last six complaints—numbers 11 through 16-from Valiant owners are listed according to their frequency:

"I don't like to have to stoop and step down into car; it's too hard to get in and

out."-California retiree.

His is an almost universal complaint—a significant percentage of owners mention entry-exit and headroom problems.

"The only thing I wish it didn't have is the 2-inch step-down when one gets into the car."—Maryland bank clerk.

"Windshield doesn't wrap around enough, door frame blocks vision."-Ohio clerk.

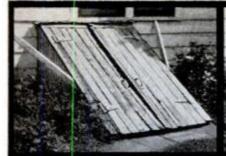
The windshield corner post is wider than some drivers like, but sharply curved glass makes for distortion and unwipable areas.

"I've had trouble with the carburetor (it stalls when temperature is about 32 degrees Fahrenheit)."-Massachusetts college professor.

It sounds like carburetor icing. Possibly manifold heat riser valve is stuck in the "off" position.

"I've had trouble with the automatic choke sticking." - Florida electronics worker.

"All doors and rear deck lock poorly (even after so-called 1000-mile service). —New Jersey technician.





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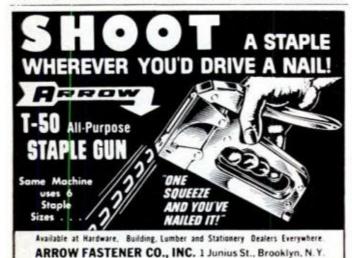
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at Wilmington, Ohio, since 1885





MOTOR-MEDIC

EXTRA LUBRICATION . . . SMOOTHER PERFORMANCE



Both at leading dealers everywhere!



## Owners Report—Cadillac

(Continued from page 81)

heavy, bulky appearance."—Connecticut labor union official.

Each year Cadillac's design grows a bit more tasteful and refined—more like a "gentleman's carriage", less like a space ship.

"Good general appearance—it's not ornate." Michigan sales manager.

"I like most its over-all length and streamlined appearance."—Ohio clerical worker.

A couple of years ago Cadillac offered a "compact" model with seven inches lopped off the trunk. It sold like a Valentine card on the 15th of February.

"Like the clean lines from front to rear."

New York investigator.

"The car has an all-around quality that makes for pleasant operation."—Washington retiree.

"It's the smoothest of the four different cars I've owned."—Ohio physician.

In normal driving Cadillac goes like a velvet canoe in a lake of pure cream.

Corresponding negative comments also were made, of course. Here, in the order of their frequency, are the five most often recorded:

"Do not like the dash ash tray; driver's side not illuminated."—Ohio executive.

"I wish the ash trays were better located and larger."—Arkansas investment counselor.

Most '63 Cadillac drivers would agree. The left front tray (and lighter) is so low that driver must take eyes from the road completely; at night it is unlighted so ashes land in trouser cuff, butts go out the window and tray can only be found when you move right foot—then your knee hits it. Only possible conclusion is that Cadillac ash trays must have been designed by a non-smoker.

"Put the ash tray where it was in the '62 model."—Michigan executive.

"Ash trays difficult to open and midgetsized glove compartment, likewise."— California grain dealer.

On PM's test car the Auto Editor's wife broke a fingernail trying to get into flushdoor right-hand tray.

"Heating system is too slow."—Illinois executive.

"On cars having air conditioning, there is no arrangement for getting fresh air into the car without having the air conditioner or heater on, or having a window open, and there are many times when

neither of these is desirable."-Florida retiree.

Efforts to "simplify" Cadillac heater controls have gone awry, but completely! You cannot get either hot or cold air without using blower, and car is so tightly sealed that you need top blower speed to demist windshield.

"Heater fan and heater controls should be on right side of steering wheel."—Ohio retiree.

"Defrosters do not heat the bottom of the windshield, so snow sticks at the bottom."-New York restaurant owner.

"There's too much wind noise from wind wings-one cannot even hear the radio or talk."-California contractor.

One of the problems of making a truly quiet running car-little noises become big nuisances. Incidentally the radio (AM-FM) has great tonal quality. What this car needs most is a means of getting a large volume of fresh air into and out of the body quietly.

"Poorly fitting doors and windows which cause whistling noise."—Ohio executive.

"It uses too much oil."-Tennessee

pharmacist.

Returning to the bright side, here are numbers 6 through 10 of the praiseworthy points Cadillac owners mentioned. They're listed in the order of their frequency:

"Plenty of space for family travel."-

Illinois factory representative.

"It's easy to get into, has good headroom."-New Jersey sales engineer.

Front and rear headroom dimensions are above average on '63 Cadillac.

"I like the higher top; it's easy for a tall person to ride without striking head." Connecticut retiree.

"I like the convenience and dependability of the Cadillac."-Alabama accountant.

'Like the tip-up steering wheel."—New York physician.

It offers a worthwhile change of position, but the six-way power seat is much more important to driver comfort.

"I like the '63 model better than the '60. It has more headroom and better visibility when in traffic."-New York executive.

Large glass areas and sharply defined "corners" of the car make close-quarter driving less of a problem than you'd expect with a car this size.

"I like the performance, comfort and visibility."-New Jersey contractor.

For each bit of praise, some owner has a corresponding comment about something (Please turn to page 196)

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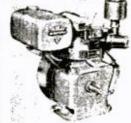
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big engine with big power. \$39,95

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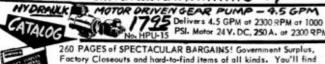
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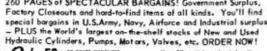
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## Owners Report—Cadillac

(Continued from page 194)

that disappointed him. Following are numbers six through 10 of the shortcomings noted:

"Very, very poor paint job over-all."—

Michigan retiree.

"Poor paint job; they didn't tape up the white top when painting body."-Arizona doctor.

At \$6000-plus, the paint job should be perfect on every single car.

"Selection of seat upholstery the worst in years. Cadillac buyers are entitled to much better."-Michigan retiree.

"It seems to me that the interiors are less attractive on each model I buy, and I have owned seven to date."—Nebraska retiree.

"Upholstery is not top quality."—South Carolina physician.

If you consider top quality equal to the grade of materials used in the \$16,000 import whose initials are RR, you'd have to agree with the doctor.

"Body interior quality not as good as it should have been."-Michigan retiree.

"'Ford' hardtop styling cuts down essential visibility toward rear of vehicle." Indiana advertising executive.

He's right, of course, but this "blind rear quarter" styling originated on T-Bird, is the hottest thing in styling since fins went back to the fish.

"It should get better gas mileage compared to other Cadillacs I've had; I only get 12 to 14 m.p.g."-California business-

"It uses too much gas, but this was expected." California housewife.

"It's too noisy for a luxury car."—

Connecticut pharmacist.

"Elimination of dual exhaust makes motor exhaust much noisier. I miss the quietness of the 1960 Cadillac."—California court reporter.

To wind up the enthusiastic statements by Cadillac owners, here are comments number 11 through 16 on the good side:

"The workmanship is excellent."-

Michigan self-employed man.

"I've had fewer rattles and squeaks than on any other car I have owned."-New York physician.

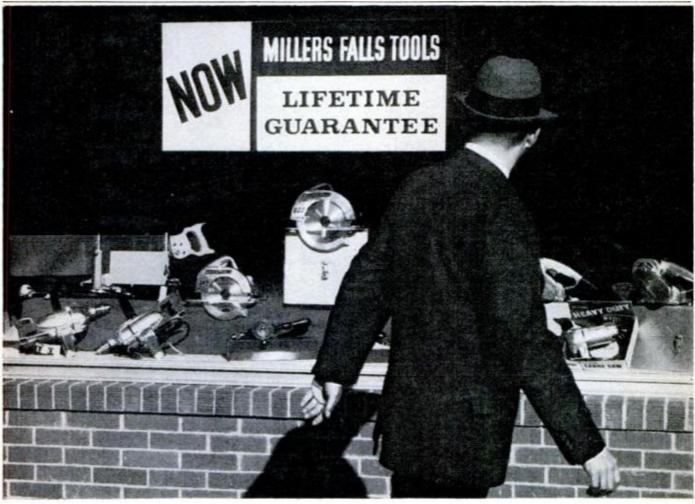
There are three reasons for this: 1) conservative engineering, 2) time, 3) money.

"No annoying mechanical adjustments required."-California food wholesaler.

(Please turn to page 198)







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Mpis. 18, Minn.

### Owners Report—Cadillac

(Continued from page 196)

"Cadillac has the reputation and "Fort Knox" association I enjoy and appreciate." Ohio business speech teacher.

"What I consider very important is the trade-in value." New York banker.

Thousands of people have listed their names with Cadillac dealers waiting for carefully tended two or three-year old Cads to be traded.

"Holds the road better than previous year models."—Florida housewife.

"It drives well in snow because it's well-weighted."-New Jersey attorney.

"I like the adjustable brakes."—Colo-

rado fire fighter.

"I also like the emergency brake release."-Texas executive.

This feature is great. When you move gear selector from Neutral to Drive, parking brake is automatically released.

"It's economical for a large car."—New Jersey physician.

It never ceases to surprise people, PM staff included, when they get 16 to 17 miles per gallon on the road in a Cadillac that weighs two and one-half tons.

Numbers 11 through 16 of the adverse owner comments wrap up negative reactions to the '63 Cadillac owners report:

"Inside rear view mirror is not in correct position for a tall person. I consider it dangerous."-Wisconsin dentist.

"The inside rear-view mirror is placed too low giving you a blind spot through the windshield."—Michigan plumber.

On a car in Cadillac's bracket, vertical adjustment of the mirror should be a matter of course.

"There are rattles indicating poor production supervision."—Illinois city mayor.

"I don't believe the factory inspection at delivery time is thorough enough, for they have passed motor noises and final adjustments in general on to owner who has to appeal to dealer for correctioneasier said than done."-Ohio housewife.

"Had electrical failure of windshield

wipers."—Colorado dentist.

The roof is too low—hits my hat when I get in and out."-Minnesota traveling salesman.

"People continually scraping knees as ashtrays open by themselves and have sharp edges."—New York bakery owner.

This completes the roll call of owners' pros and cons on their 1963 Cadillacs based on a combined experience of 905,927 miles driven.

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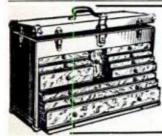


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**JUNE 1963** 

### The Controversial B-70

(Continued from page 70)

ability to make smooth landings while his cockpit is still many feet above the

surface of the runway.

Another research device, called a fivedegrees-of-freedom simulator, resembles a big centrifuge. The pilot's cage, or cockpit, can move up or down, yaw, rotate and perform all the motions of flight. The flight characteristics of the design that is being studied are cranked into the centrifuge by a computer and the pilot then simulates an actual flight.

### **Engine-Out Insurance**

With this device the best flight profiles are worked out ahead of time, including the angle of climb-out and its length of time, the most efficient altitude at which to boost to supersonic speed and how to handle emergency situations. A typical emergency concerns the violent yaw that would occur when supersonic if an outboard engine should fail. The reason the B-70's engines are clustered close to the airplane's centerline is to minimize the effects of an engine-out.

As with the B-70, there is real controversy on whether the U.S. wants a Mach-3 airliner or can afford it. Why not settle for a Mach-2 machine, as the French and British are reported to be

doing, with some U.S. assistance?

True, it's easier to build a 1400-m.p.h. craft than one that travels 2000 m.p.h. The slower craft can be built of aluminum and with standard techniques. But the word "aluminum" tells the story. The speed limit of this very popular metal is just about Mach 2.4. Above that velocity it loses much of its strength from the heat of speed. Thus it has no "growth potential." It's a dead end.

U.S. aerodynamicists argue, "Now that the B-70 is showing the way, it's silly not to make use of it. We can leapfrog direct to a Mach-3 airliner and still have a potential for even faster transports if

we ever need them."

Setting our sights on Mach-3 will be tremendously expensive. Development of the triple-sonic airliner may run to a billion dollars for the first one and perhaps \$20,000,000 a copy, after the billion is spent in research.

To operate economically, an airline might have to charge \$1000 or \$2500 for a round-trip across-the-country flight. The

planes would fly empty.

The Federal Aviation Agency is studying this. In a report due late this month it probably will say: 1) Yes, national prestige demands that we build Mach-3 airliners even though their cost can't be justified on economic grounds, and 2) Uncle Sam will have to pick up most of the check for a commercial transport.

Parallel to the FAA study, NASA is conducting a feasibility study of four proposed planforms for SCAT. One is a canard-delta comparable to the B-70, one a tailless delta with no canard, another a delta with a separate tail aft of the wing, while the fourth has a variable-angle wing that sweeps forward to about the same configuration as present jet transports for subsonic operation, then folds back into delta shape for faster-

than-sound flight.

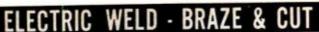
NASA has asked two aircraft companies to evaluate the designs from the standpoint of relative costs, relative weights. This information, due back in November, will guide NASA in deciding into which of the four designs its research efforts should best be put. There is still a long way to go: NASA also is studying rudders of various size, variously twisted and warped wings for highest aerodynamic efficiency, engines in separate pods and, in one version, folding wingtips similar to those of the B-70. One spokesman says the final design for SCAT could be started two years from now. On that basis, it could be flying in 1970.

Apparently noise is going to be an unavoidable accompaniment to the supersonic era. With all its afterburners turned on, the B-70 will make an ear-shattering roar on take-off and climb-out. Even at altitude its supersonic boom will startle people on the ground. But the engineers are saying that the supersonic airliners won't be as bad, that they won't use afterburners or even duct burning, that their noise at take-off will be no greater than our present jet transports.

Today NASA is studying the effect of supersonic overpressures on nearby aircraft in flight. What this means is: "Will a sonic boom created by one aircraft hurt another airplane that is nearby?" It is said that an adjacent airplane will receive only a slight bump, nothing serious.

Military or civilian, any aircraft traveling faster than Mach-1 creates a shock wave, a sonic boom. Can anything be done to minimize this nerve-shattering noise? So far the answer is nothing.

Once upon a time, piston-engine aircraft used to cart us across the country in eight hours, plus. Then, a short five years ago, the jets chopped this time to five hours, or less. That was really traveling, it seemed at first, but now experienced air travelers are becoming bored with the tedium of the five-hour ride. They can hardly wait to go supersonic!





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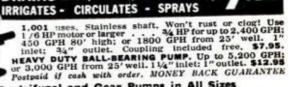


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Marketing
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Office Management
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Computers
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Industrial Analytical
Chemistry
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Pulp & Paper Making Pulp Making

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Highway Engineering
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Principles of Surveying
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Drafting & Machine Design
Electrical Drafting
Electrical Engineer Drafting
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Industrial Piping Drafting
Junior Mechanical Drafting
Mechanical Drafting
Sheet Metal Drafting
Structural Drafting

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Petroleum Production
Petroleum Refinery Operato
Petroleum Refining
Petroleum Technology

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Air Conditioning with Draw'g
Air Conditioning
Maintenance
Domestic Heating with
Oil & Gas Domestic Refrigeration Heating Heating & Air Conditioning

Heating, Drawing & Estimat's Plumbing Plumbing, Drawing & Estimating

Estimating Plumbing & Heating Plumbing & Steamlitting Practical Plumbing Refrigeration Refrigeration & Air Conditioning Steamfitting

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\_Working Hours\_

Toolmaking Welding Engineering Technology

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Power Plant Engineering
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Stationary Diesel Enging
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Engineering
Stationary Fireman
Stationary Steam Enging
Steam Engine Operation

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Manufacturing
Synthetic Throwing, Warping & Weaving
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Textile Engineering
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Woolen Manufacturing
Worsted Manufacturing

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Practical Training
Radio & TV Servicing
Radio & TV Servicing
Radio & TV Servicing
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