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Ride-Rite® comfortaires will give you a higher grade of riding comfort, reduced sway and improved handling of your pickup truck, van or camper. They may be installed on virtually all 1/2-ton through 11/2-ton work-and-play vehicles.



#### Here's How They Work

Installation of Ride-Rite comfortaires is independent of the vehicle's original suspension system. Installed properly, they will not

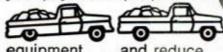
rub or chafe in any way — even when driven with no air pressure in the bellows.

Level your vehicle by inflating Ride-Rite comfortaires with a hand pump. An optional air compressor. Or at any service station.

Ride-Rite comfortaires let you use the manufacturer's full recommended vehicle load capacity . . . with smoother road-handling and all the comfort of riding on air.

#### Ride-Rite comfortaires Level Your Load

Ride-Rite comfortaires do not replace coil or leaf springs, shock absorbers or other equipment. But they do add immeasurably to maximum comfort and effective vehicle usage. They level your payload of people and



equipment . . . and reduce sway.

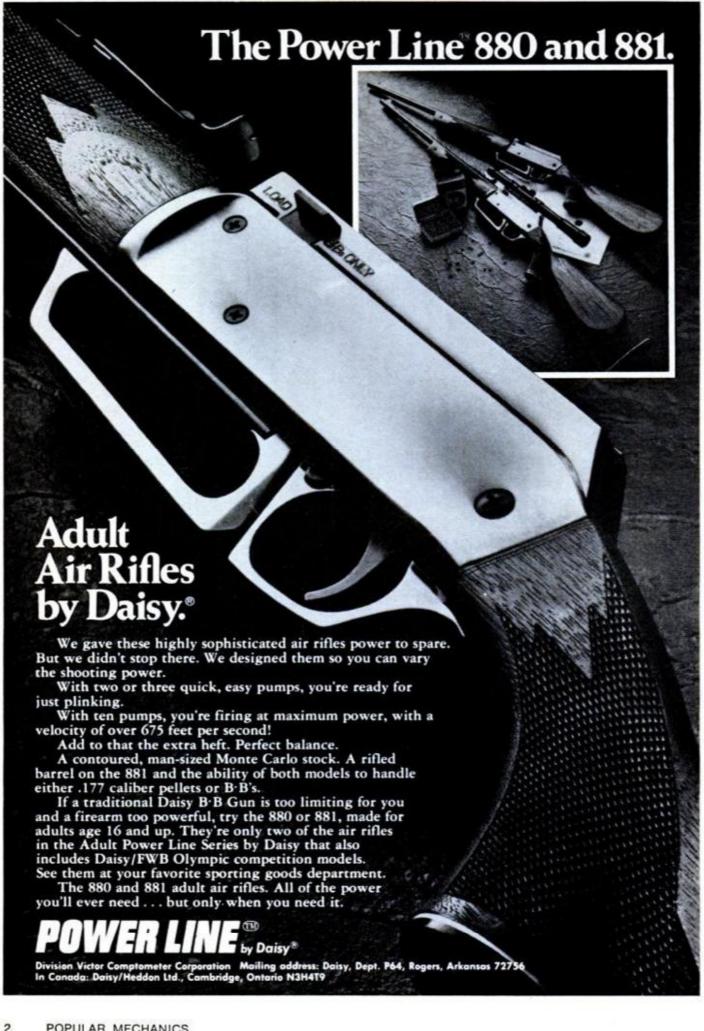
#### Install Them Yourself

In most cases you can easily install Ride-Rite comfortaires yourself. Suggested price is just \$134.95 per set of two complete with mounting brackets, inflating lines and installation instructions.



Firestone

comfortaires by FIRESTONE



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STP Gas Treatment contains more power to clean than the leading detergent gasoline.

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So get our treatment when you get your gas...
STP Gas Treatment.

Today
you can't afford
a dirty carburetor.

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ON THE COVER: Shop and commute with a gas-thrifty trike converted for street use. Photo: Greg Wenger

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Who'd have thought I'd make so much money without going to college?

I still have to pinch myself every time I see my paycheck it seems too good to be true!

Especially when I remember how sorry everyone felt for me because I couldn't go on to college. "Without college, it's a losing battle!" they all said.

Well, the college boys left for school, and I found a job. I worked hard, too, but never made it big.

Then I happened to read an announcement like this ... about the exciting job opportunities in Electronics.

I discovered that with proper training I could qualify for a job in many of the fields where the action is today... computers, medical science, pollution control, radio and TV broadcasting, to name just a few. I found out that once I had some experience, I could earn \$12,000 a year or more... the kind of money any college man would be proud of.

Most important — I realized how easy it would be for me to get this training. Right at home. In my spare time.

With a home-study course from Cleveland Institute of Electronics.

It looked like a terrific deal, so I enrolled with CIE... and did I learn fast! I'm happily employed in Electronics now, earning good money in a career that means something. It's all so unreal that every once in a while I have to pinch myself.

Without college, I never thought I could do it. But, thanks to CIE there are now some college guys who envy me!

#### **CIE Grads Report Success**



"My CIE course gave me the technology I needed to understand many of the electronics concepts I never dreamed I could learn. I'm already earning 30% to 40% more than I could have without my CIE training."

Joe Perry, Cambridge, Mass.



"When I started my CIE training, I worked on a tugboat. Then I landed a broadcast engineering job at a TV station. During my first year in broadcasting, I finished my CIE course and got two raises."

Richard Kihn, Anahuac, Texas



So find out for yourself. Ask for CIE's 2 FREE BOOKS, "Succeed in Electronics" and "How to Get a Commercial FCC License." They describe the opportunities open to men with electronics training and show you how CIE courses can prepare you for a meaningful, rewarding career in the Science of the Seventies.

Both books are FREE...send for them today! For your convenience, we will try to have a representative call. Mail reply card or coupon to CIE...or write: Cleveland Institute of Electronics, Inc., 1776 E. 17th St., Cleveland, Ohio 44114.

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#### **LETTERS**

#### TO THE EDITOR

#### Keeping those bikes legal

In regard to the article dealing with the conversion of a dirt bike to street use (Turning Hobby to Horse, page 84, April PM), people in Wisconsin—and perhaps other states—will find it a bit more difficult than the article indicates.

A staff member of our Dept. of Transportation explained to me that if a bike does not conform to the regulations of the federal government, it cannot be licensed. In addition, the manufacturer of the bike must notify the state of Wisconsin that this bike is built with the intention of its being a street bike.

If the maker indicates that a particular bike is for off-road use, there is no way, no matter what is put on it, that it would become licensable.

I urge readers to check their own state regulations before investing in additional equipment which may be purchased in vain. GLENBEULAH, WIS.

BOB ROLTGEN

After reading Sidecars Are Back! (page 77, April PM) and Half Car, Half Bike, They're High-Mileage Machines! (page 80, April PM), I felt I should write about a few of the legal problems that can come about with some of these changes.

In Michigan we now have a no-fault insurance law. Any vehicle with more than two wheels must have no-fault insurance. Motorcycles with two wheels do not need no-fault insurance, but as soon as a third wheel (sidecar or tricycle) is added, you must get it. According to insurance agents, this will mean a car-type insurance and the rates are much higher, especially if the owner is under 25 or single.

When a dealer sells a trail or race motorcycle that does not have the required safety equipment for street use, he cannot legally title it. Therefore, if someone wants to convert this cycle for street use, I would advise him to check with his state license bureau about the procedures for titling it

(Please turn to page 10)



#### IF YOU USE YOUR PICKUP LIKE A TRUCK AND A SEDAN, YOU'LL WANT FIRESTONE'S WIDE OVAL TIRE SYSTEM HELPING YOU.

Sometimes you use your pickup for big, heavy loads. Other times you use it like a second car for your family.

So you need tires that can work for you like a truck's and a sedan's. You need Firestone's Wide Oval Tire System. And here's how it works.

On the front, you put Firestone's Transport 500 Wide Oval® truck tires. They're the steering part of The System, with a wide, wide tread designed to give stability to your pickup and help "float" it over soft stuff.

On the rear go Firestone's Traction All Season™ Wide Oval truck tires, the drive part of The System. Their treads are computer designed to behave nicely at highway speeds, but to really dig in and move your pickup through grass, mud, dirt and snow.

See your Firestone Dealer or Store. Ask for The System. Compared to regular truck tires, it'll improve both the performance and the looks of your pickup.



The Wide Oval System

Firestone

#### **LETTERS**

(Continued from page 8)

first. He may find it easier and cheaper to trade it for a street-legal bike.

WAYLAND, MICH. MORRIS L. HOLLOWAY

In Turning Hobby to Horse, author Carl Shipman states that when converting a dirt bike to street use, one may weld on "virtually any street-legal exhaust" in place of the stock exhaust. If this is done, there may be dire consequences. On some wildly ported two-strokes, the stock exhaust (actually an expansion chamber) is an essential ingredient, and its removal may well lessen the bike's power output. Consider instead accessory clamp-on mufflers—some work wonders.

ST. PAUL, MINN.

PAUL W. ANDERSON

In the sidecar photos on page 79 (April PM), the one in the middle photo, which you called a BMW, is a Ural, made in Russia. It was an honest mistake by author Mike Anson, because the Ural is a cheap copy of BMW. This probably won't be the only letter you get on this. Keep up the

good work, but research the motorcycles a little more please.

FREMONT, NEBR.

BOB BAIN

#### 'More power is not the answer'

I have just finished Ivan Berger's article, Those Monster Power Amplifiers: Not Louder but Better (page 133, April PM). If people need any amp like the power-drinking monster you wrote about, they must have a hearing problem.

My wife and I have been using a 20-watt rig for quite some time—most pleasant to listen to and very clean and crisp on both the high and low end. The secret is to put the signal into the front end clean and it will come out that way.

All I can say is what a waste! More power is not the answer.

JUNCTION CITY, CALIF.

W. F. DIXON

Ivan Berger responds: "I wasn't trying to say 20-watt amplifiers are bad (in my opinion, any good amp with at least 10 watts per channel will do a good job), but that

#### Cordless power trims grass fast without effort.



Choose Disston Cordless, and go the distance! One charge gives you power enough to trim a king size lawn. Super-hard blades slice clean, don't need sharpening. Non-stick coating prevents pulling and tearing. Scissors action gets you into corners. Rechargeable.

#### Cordless is Disston

monster amps are better. They're better because even normal listening levels involve brief transient peaks that can exceed a medium-power amplifier's capabilities and be distorted, whereas high-power amps can pass these peaks comfortably and cleanly. Between peaks, of course, both amps would sound alike.

"More power is an answer—or at least part of one. Whether it's worth the cost is an individual decision."

#### Don't knock that pipe

Your February issue has a tip about using a cork glued to the center of an ashtray for knocking out the dottle of a pipe (Hints From Readers, page 135). Your pipe-smoking readers would be doing themselves and their pipes a far greater favor by investing in a simple pipe tool (tamper, spoon and pick in one) and removing the dottle with it. Knocking a pipe on any surface is undesirable, but is even worse when a pipe has just been smoked.

SAN FRANCISCO, CALIF.

ANDREW P. TETON

#### Almond power

I was reading old issues of PM to see if I could come across anything that would be of help in the energy crisis. One item I found was a letter on page 10 of the Feb. '53 issue which described automobiles that operate by burning almonds.

WASHINGTON, OHIO

ROBERT D. MACK SR.

Actually, those autos were burning almond shells (which then give off a hydrogen-rich gas). However, according to the writer, it takes 31½ pounds of shells to move a car 80 miles. Might be okay for commuting, but it'd take a heap of shells for any long-distance travel.

#### No need for pollution controls

I disagree 100 percent with Hands Off Pollution Controls (Detroit Listening Post, page 50, April PM). Out in the Midwest such controls are not needed as we have such a movement of air out here that we don't need any junk like that. It also is

(Please turn to page 13)

#### Cordless power trims hedges without tying you down.



Disston does the big jobs — without a cord. Nothing to chop up, trip over or tie you to a wall. One charge gives you enough power to finish the job you started. Super-hard blades whack through toughest shrubbery. Extra light weight lets you maneuver free 'n easy. Choose the number one name in cordless. Rechargeable.

#### Cordless is Disston

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for postag	e and handli	ing. Send my Po	for \$3.95 plus 50¢ pular Mechanics	
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By filling out this coupon, you'll be receiving all the help that a PM editor can give; you'll be receiving Popular Mechanics Master Home Care Guide. It comes loaded with step-by-step, fully-illustrated, money-saving solutions to some of the most prevalent home care problems. It's printed on 12

heavy-duty, plastic-coated cards that have been spiral-bound for easy handling. And, when a problem arises, you'll have a PM editor right there to help you do a "master" job every time.



Get our Master Home Care Guide. It's like bringing a PM editor home for \$3.95.

#### Partial List of Contents:

Patching wall cracks
How to hang wallpaper
Hanging a door and installing
a lockset
Repairing scratches in furniture
Hanging drapery rods
Silencing squeaky floors
Removing stains
Unclogging drains and stopping
leaks
How to cut fuel bills
Handling an electrical
emergency
Waterproofing your basement
Repairing aluminum storms
and screens

Repairing a damaged roof
Painting the outside of
your home
Weatherstripping

Announcing Popular Mechanics

Master Home Care Guide

The second in our Master Guide Series

#### **LETTERS**

(Continued from page 11)

a proven fact that this junk will cut gas mileage three to five miles. Out here everyone takes it off, and they will continue to do so.

In another article, How to Live With Emission Controls (page 128), you state that the unburned gas from the crankcase will burn. This is not so. I do not believe in the closed crankcase system and will not use it. Cars ran for years without this, and they still will.

I have just taken delivery on a pickup equipped to burn LP gas. If you are so much interested in cleaning up the air, why don't you do a little more research on burning LP gas, as this is a clean fuel.

HARROLD, S.D.

ERVIN BAYNE

#### Needs a hand-powered bike

Polio 15 years ago left me with good arms but useless legs. I can, therefore, no longer bicycle. My wife and children do a good deal of bicycling, and I have been searching for years for some sort of machine with which I could join them. It occurs to me that one of your readers might have an idea. I should have either a three-wheel or four-wheel machine which I can propel, steer and brake using my arms. What I have in mind is a light, sporty machine that can be operated on the principle of the old Irish Mail by pumping a lever back and forth.

AMHERST, MASS.

NORTH BURN

We have a couple of hand-powered machines (one a three-wheeler) coming up in the near future. However, if readers have any suggestions, we'll be glad to forward them to Mr. Burn.

#### Master Home Care Guide

A great help in maintaining your home becomes available this month. It's the Master Home Care Guide, 24 pages of concise information printed on 12 plastic-coated boards that are spiral-bound together. It's \$3.95 plus 50 cents postage from Popular Mechanics, Box 1014 (Dept. HCG-L), Radio City, New York, N.Y. 10019.

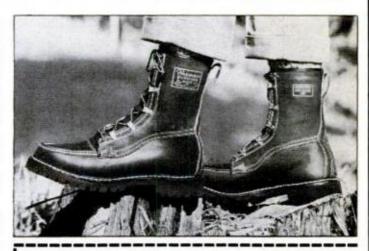
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### **GUN BOOT**

Nobody needs to tell a hunter how i m p o r t a n t

warmth, durability and a perfect fit are to a man who spends his days in the field. At Herman, we found out what outdoorsmen need. Then we built our line of Survivor boots. The boot you're looking at is our Gun Boot, Model #7194. In redwood brown pebble grain rawhide. Like all Herman Survivors, it's built of the finest leathers. Inside and out. Then it's padded and insulated to – 20° with Ensolite® foam. And fitted to the toughest, surest footing you can buy: The Armortred Vibram® sole. It's a great boot for work or sport. Survivors come in a number of styles. All are

carefully crafted here in our Down East factory. They're tough. And they're comfortable. Like all our boots. When you're looking for quality in an outdoor boot, hunt up a pair of Hermans.



J. M. HERMAN SHOE COMPANY, DEPT. 34, MILLIS, MASS. 02054 I'd like to try on a pair of Survivors. Please send me the Herman catalog and the name of my nearest dealer. PM-GB-4-6 Name HERMAN SHOES and BOOTS

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L. David

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## **New from PM**

After three years in the preparation, Popular Mechanics MASTER HOME CARE GUIDE is finally here!

The second major building block in your PM Master Guide Series comes loaded with step-by-step, fully illustrated, money saving solutions to todays most common home care problems.

Here's some sample problems that MASTER HOME CARE GUIDE covers in detail: Hanging a door and installing a lockset; Patching wall cracks; How to hang wall paper; Repairing scratches in furniture; Unclogging drains and stopping leaks; How to cut fuel bills; Handling electrical emergencies and many, many more.

It's truly like taking a staff of PM editors home. Twentyfour pages of handsomely illustrated information on twelve heavy duty, plastic coated, waterproof boards. Makes a thoughtful gift that will be appreciated for many years to

To order your "First Edition," sure to become a collectors item, just send \$3.95 plus 50 cents for postage (check or money order) to: Popular Mechanics, Box 1014 (Dept. HCG-A) Radio City, New York, N.Y. 10019 with your name and address.

The remarkable new SURF SAILER, a combination paddle boat, sail boat and high performance surfboard by Leon Halfon and Bob Riley is now available in "hot-off-the-press," large, detailed plans with complete step-by-step instructions.

Now you can be envied by your neighbors while amazing your family by building this beauty in only a few weekends . . . for less than \$150 too!

Our editors liked SURF SAILER enough to feature it in this issue. Store it on end in your garage . . . it's only 75 pounds. Legally launchable at many public beaches, this unique craft is great for lakes too.

Of combination wood-fiberglass construction, this dynamite performer adds a whole new twist to surfboarding and promises to be the rage of the beach for many years.

To order, send \$9.95 to Popular Mechanics, Box 1014 (Dept. SS-A) Radio City, New York, N.Y. 10019 with your name and address.

SCUBA TOW is so new, it won't appear as a feature in PM until the July issue. If you're one of the smarties that read this column regularly, you have a 30 day jump on your friends and neighbors to build the neatest scuba accessory you'll ever see.

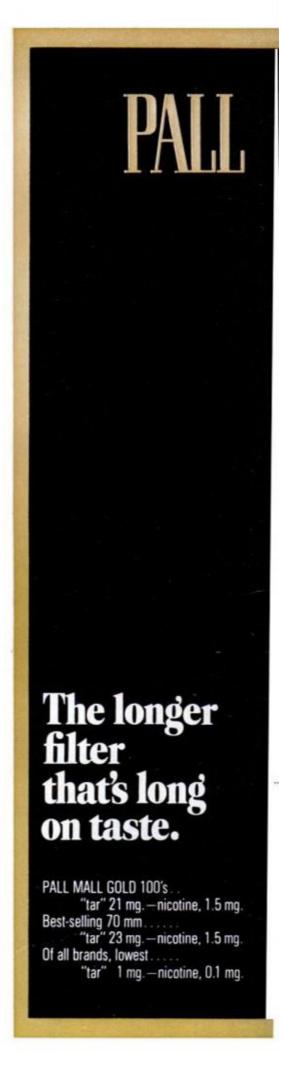
SCUBA TOW by W. Kent Markham of Florida is a self powered sea scooter right out of the pages of James Bond.

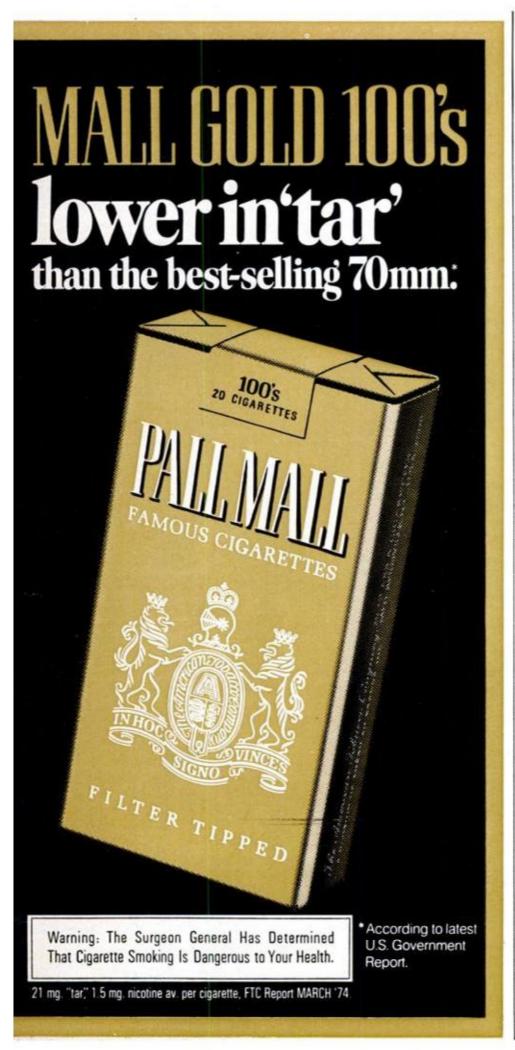
Patterned after costly commercial models, SCUBA TOW will pull you on or under the water for hours of effortless snorkeling or scuba diving.

Perfect for above water towing too.

You can build it in a weekend or two for less than \$140 from full scale PM plans. Best yet, the plans are only \$7.95 complete with giant size instruction booklet.

Send for your set *now* before the first printing is sold out to: Popular Mechanics, Box 1014 (Dept. STA), Radio City, New York, N.Y. 10019 with your name and address.



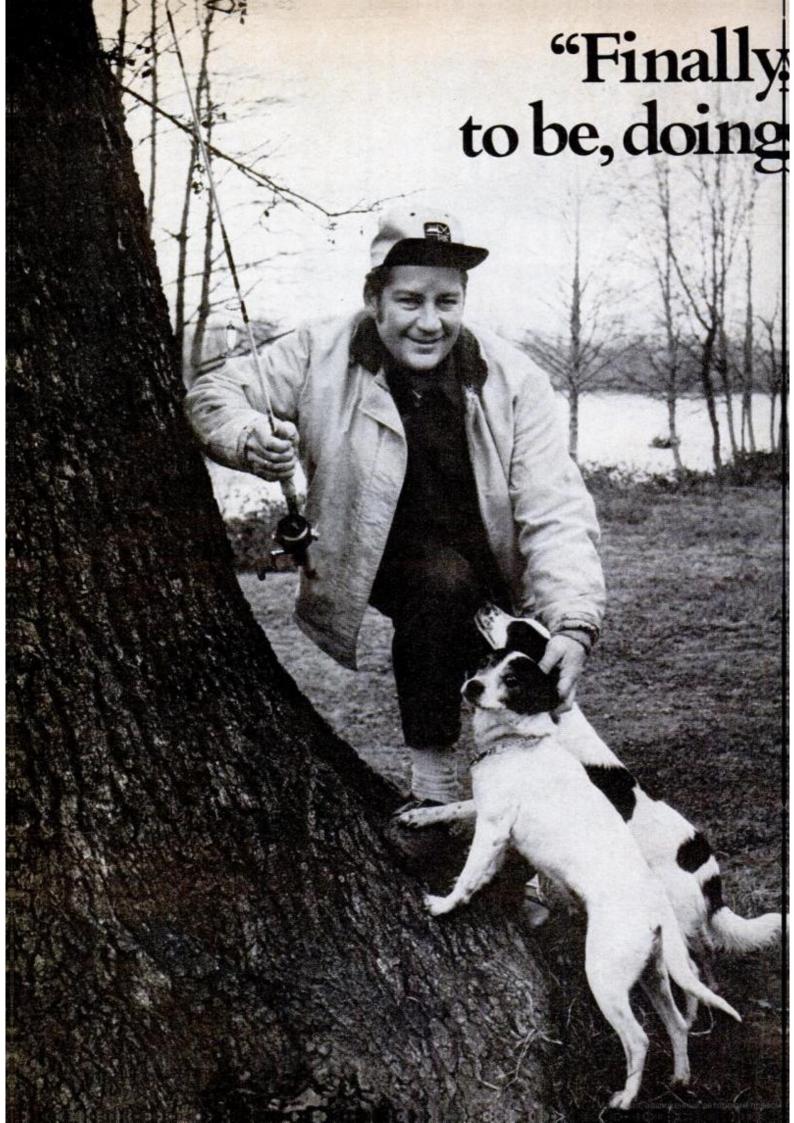


## PLANS WORTH WRITING FOR

A REAL TWO-MAN SUBMA-RINE! Now you can build your own two-man submarine for scuba expeditions. It's built around a surplus aircraft wing tank. We show a specific tank, but the same principle can be used on any tank available. One man rides in the sub's bubble, the other outside. Parts (except the tank) are available from hardware stores and junkyards. For full packet including plan sheets and booklet, send \$10.00 to Popular Mechanics, Dept. SUB, Box 1014, Radio City, N.Y. 10019.

DUTCH MINI-BARN. Here's the greatest back-yard storage structure ever designed! Even though it's fairly large (10 ft. x 131/2 ft.) it looks small, and very attractive. The roof design gives this "barn" 8 ft. of headroom inside. There is more than enough storage room for bicycles, lawn furniture, garden tools and other items that clutter-up your garage. The construction materials were selected for practicality as well as economy. We recommend that you order two sets of plans, one for yourself and one for a building permit. To order plans, send \$3.95 (one set) or \$5.95 (two sets) to Popular Mechanics, Dept. DMA, Box 1014, Radio City, N.Y. 10019. (For any or all of these items, be sure to enclose your name and address.)

BUILD PM'S "BOONIE BUG". This new concept in recreational vehicles combines the best of both worlds: you can take it into the wilderness for a weekend of camping fun, then drive it to work Monday morning. Based on a VW bus chassis, the Bug is easy to convert to off-the-road use, inexpensive to build andmost important-thrifty on fuel. It sleeps two adults with room to spare for one or two youngsters. For large, detailed plans and complete instructions, send \$14.95 to Popular Mechanics, Dept. BBA, Box 1014, Radio City, N.Y. 10019.



# I'm right where I want exactly what I want to do."

(A TRUE STORY)

"Judy, start packing. We're moving out."

Bill Alfring was so fed up with the hassles of living in Los Angeles, he quit his job on the police force and moved his family up north to logging country.

Bill put a down-payment on a wooded home site along the salmon-filled Sacramento River. He got a job as a car salesman. Then, he started to think what he could do for a living that would give him more freedom.

#### A business of his own

"Judy, I've always wanted to know how a TV set works," he told his wife. "If I knew that, I could have my own TV shop. And as this town grows, my business would grow too."

So, Bill enrolled in the ICS TV program, kept selling cars, and studied his TV lessons whenever he had free time.

Two years later, Bill Alfring opened the doors of Shasta TV—right in the center of Anderson, California. Business grew rapidly. The shop needed to be enlarged. Today, Bill has two repairmen working for him.

Standing in front of his shop, Bill looks south to San Francisco and L.A. "That's where the people are coming from. It'll take time. But when they get here, my business could be worth ten times as much. I'll just sell out and find a better place to fish."

#### The right combination for success

Bill Alfring has the right combination for success. He's in a growing field. And he has good training for it. You could, too.

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Bill Alfring often quits work early to catch a salmon in the Sacramento River that runs through his back yard. (see left) (Photo: Charles Weckler)



If card is missing, write for free career booklets to: International Correspondence Schools, Scranton, Pa. 18515. ©1974 ICS.

#### CAR CLINIC

BY MORT SCHULTZ

#### Belt off or on?

Would removing the airconditioner compressor drive belt save gas? Would it damage anything?—Marvin Starzak, Woodridge, Ill.

You may save only an infinitesimal amount. As long as the airconditioner is off, the drag on the belt is minimal. The pulley wheel is spinning freely. It's only when you turn on the airconditioner that the built-in clutch engages the compressor and steals power from the engine. Of course, it won't damage anything to remove the belt if it drives nothing except the compressor. However, be sure the belt isn't also used to drive another component, such as the water pump or power-steering pump.

#### Pumped dry

Why has my 1970 Chevrolet ¾-ton pickup (350-cu.-in. engine) ruined four water pumps in 45,000 miles? So far my Chevy dealer has honored the five-year, 50,000-mile warranty, but that's not the point. Losing a water pump on a camping trip in the middle of the desert in summer is no fun.—Morton H. Brown, Beverly Hills, Calif.

There was a rash of water pump failures until 1971 when Chevy issued technical service bulletin 71-T-37, that describes how to eliminate fan and clutch runout, which has a bearing on water-pump life. I suggest you remind your dealer of this bulletin and have him apply its procedures.

#### Gauging the trouble

The gas gauge of my 1972 Pontiac Catalina doesn't register. The service center has replaced the gauge three times, but it still doesn't register right. Could the trouble be in the gas tank?—William O. Saunders, Neffs, Ohio

Where else? The sending unit in the fuel tank consists of a float and resistor. As the float rises or lowers with the fuel level, the resistor varies the resistance for electric current to flow through the tank unit and the amount of current flowing through the fuel gauge on the dash. If the problem isn't the dash gauge, as it obviously isn't, it has to be the float or resistor (or in the wiring between tank and dash gas gauge). I'll bet on the resistor, but it doesn't really matter since the float and resistor are a combined unit. Replacing one means that you also replace the other.

#### A stitch in time

Recently I attempted to tune up my 1970 Volkswagen 1300 sedan. According to VW specs, correct idle speed is 850 rpm and timing should be set at 0°. Having made these adjustments, I get such a high idle that severe dieseling results. Can you provide me and other VW owners with the correct procedure for setting idle and timing this car?—L. William McIntosh, Chalfont, Pa.

This proves that timing an ignition system involves more than just hooking up a couple of meters. Timing must be done meticulously and in a proven sequence, as follows:

- 1. Allow the engine to warm up for at least 15 minutes. Shut it off. Connect a tachometer and stroboscopic timing light as instructed in the directions accompanying the instruments. If you have trouble connecting the timing light to the sparkplug connector, connect it instead to the No. 1 cylinder wire at the distributor.
- 2. Coat the 0° mark on the crankshaft pulley with chalk or white paint to make it stand out. With a 10-mm socket wrench and extension loosen, but do not remove, the nut securing the distributor.
- 3. Start the engine and set idle speed to 800-900 rpm (900-1000 rpm if the car's equipped with automatic stick shift).

Note: Be sure you are working with the

(Please turn to page 24)

# If you think you have to be towing your trailer to enjoy it...



## Choose one of many nearby retreats and check into a Holiday Rambler

Holiday Rambler is a joy to live with. The aerodynamic 1974's are thrifty on the road,

but you really can't begin to enjoy one till you park it somewhere.

So park it someplace pretty, close to home. Partake in the local campground fun. Let a little sunshine rub off on you and the kids. Take it easy. The

comforts and unsurpassed luxuries of your Holiday Rambler help make trailering the joy it should be. Our exclusive Consumer Service and Adjustment Plan will help keep your Holiday Rambler the trailer it should be.

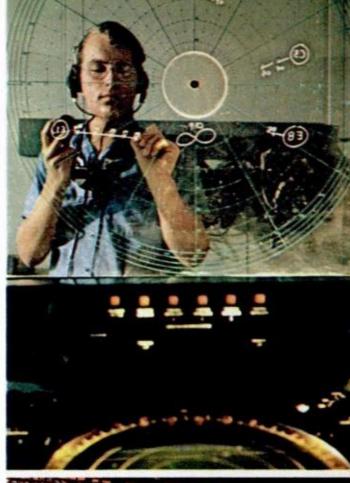
Reasons enough for you to take the RV you can't live with to one of our 300 Holiday Rambler sales and service dealerships. Trade up. Check into a Holiday Rambler, and discover joy with All America's Family Retreat. Write:

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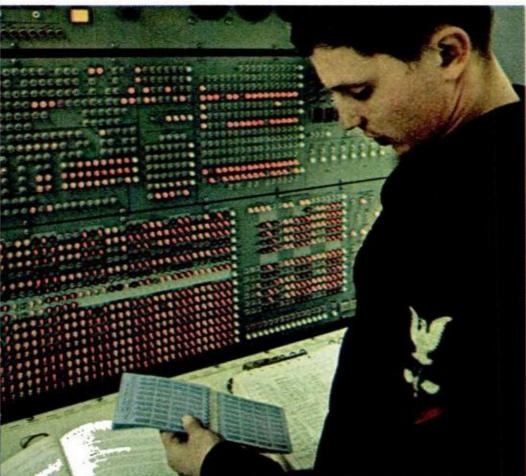


The \$17,000 question. Can you meet the challenge?

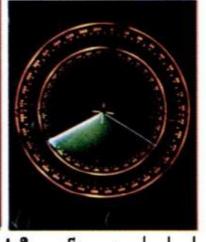














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It will enable you to operate and maintain the most advanced electronic systems or nuclear power plants. Skills that, in this nuclear age, should point you toward a fulfilling career. In the Navy or later on.

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IO: U.S. Navy, Captain Robert W. Watkins NAVY OPPORTUNITY INFORMATION CENTER P.O. Box 2000, Pelham Manor, N.Y. 10803	Please send me more information on: Advanced Electronics Program Nuclear Power Program Other Navy career opportunities. Or call 800-841-8000 toll-free (anytime, any day). In Georgia, call 800-342-5855. Call collect: in Alaska—272-9133, in Hawaii—533-187	4.10
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Be someone special. Join the Navy.

#### CAR CLINIC

(Continued from page 20)

right specs (I'm giving those for Mr. McIntosh's car) by consulting your owner's manual or the label on the left side of the fan housing, or ask a VW dealer.

4. Idle speed is set by turning the bypass air screw on the carburetor. Make sure you make adjustments using the bypass air screw, and not the throttle stop screw (which will cause the problem Mr. McIntosh describes). If you can't get the engine to idle at spec, then it's a sure indication that timing is out of whack.

5. Aim the timing light at the mark and the split in the crankcase. Timing is correct if the mark on the pulley is in line with the split. If the mark is not in line with the split, rotate the distributor to the right or left until the mark and the crankcase split do line up.

 Recheck idle speed with the tach. If it doesn't fall within spec, readjust the bypass air screw. Check and readjust timing once more if necessary.

7. Now, pull the green (vacuum) hose off the distributor. The mark on the pulley should move 19/32 to 23/32 inch to the left. If it doesn't, the vacuum advance needs attention.

8. Shut off the engine and retighten the nut on the distributor clamp. Push the green hose back on the distributor. Start the engine and recheck timing just to make sure.

Vibrating Volvo

I just finished replacing the clutch disc and pilot bearing on a 1965 Volvo 122S. This became necessary because I failed to grease the pilot bearing when I replaced the entire clutch assembly last year. I now find a slight vibration in the drive train. The only reason for its existence that I can think of is that I didn't mark the position of the pressure plate in reference to the flywheel. What do you think?—F. Eugene Lueg, Ruston, La.

I don't think marking the pressure plate has anything to do with the vibration. The pressure plate can only be connected one way—the way in which its holes and those of the flywheel line up. I think that either the front and rear universal joints do not line up, or that a bad universal joint is causing the vibration. When you replaced the clutch disc and pilot bearing, you had to drop the front half of this two-piece driveshaft. The two shafts are splined together with a slip yoke, making it easy to have misconnected them. This could cause the vibration.

Regarding the possibility of a bad Ujoint, examine all three joints closely, Brownish deposits or rust powder around a joint indicates failure. Also disconnect each joint and test it for flexibility. A stiff joint is a bad joint. Get rid of it.

#### Company cooperation

I read your article, Obstinate Opel (page 49, Nov. '73 PM), in which you say to write Buick to get a list of modifications that can be applied to solve Opel's poor carburetion. I wrote immediately, but the response from Buick (see enclosed) was less than helpful.—Dave Otewalt, San Jose, Calif.

Buick is doing right by you. By telling you to consult your Buick dealer's service manager, it points the way for you to solve the problem. Note that a carbon copy was sent to the regional Buick office in Burlingame, Calif., which has the responsibility of following this up to make sure your problem is cleared up. If you need further help, get in touch with that office.

#### SERVICE TIPS

- □ Water in the luggage compartment of 1974 Ford Torinos, and Mercury Montegos and Cougars, could be entering around the taillamp lenses. Leakage can be halted by applying caulking cord, liquid butyl and paintable plastic sealer. This is warranty repair, so refer your dealer to technical service bulletin 59 (12/21/73), page 7.
- □ Fuel filler caps of 1973 Plymouth Valiants and Dodge Darts and Challengers have been hard to remove and install. Chrysler Corporation advises lubricating the rubber gasket with Mopar Sil-Glyde, which your dealer has in four-ounce tubes (part No. 1881923) or 16-ounce aerosol cans part No. 1881924). Pull the gasket away from the cap enough to expose the underside of the gasket. Apply a liberal amount of lubricant on the entire undersurface.

GOT A PROBLEM WITH YOUR CAR? Ask Mort about it. Send your question to Car Clinic, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019. Letters cannot be answered individually, but problems of general interest will be published in the column.



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#### THE BICYCLE SHOP

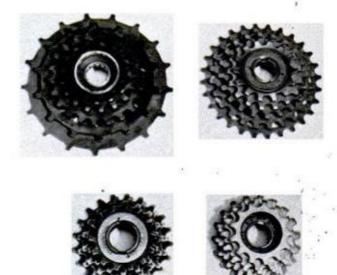
BY EUGENE A. SLOANE

Bicycling can be easy if you have the proper gear ratios that make it easy to climb even steep hills, but it's hard work if you have close ratio gears. As we discussed last month, the problem arises with the better bicycle, in that strange as it may seem, the more you pay for a bike, the closer gear ratios it is likely to come with. That's because fine bicycles have up till now seldom been bought by tourist cyclists, but have instead been made for and bought by racing cyclists. Which explains why that \$350 bicycle is so hard to pump uphill. Americanmade bicycles are made for more general use, as are the less expensive European and Japanese bikes, so they will have somewhat wider range gearing.

I suggest, at this point, you review last month's Bicycle Shop, (page 21) on gear ratios and pedaling cadence. Now that you understand all about gear ratios, let's get down to the specifics of changing over your gears to a set that will give you a ratio selection for whatever you're likely to have to cope with: type of road grade, wind velocity and direction and your own physical condition of the moment.

Your first approach in changing gearing is to change over the rear freewheel entirely, or to change individual cogs on that freewheel, to cogs of a wider ratio. The second approach, if you still don't have the gear ratio you want (see last month's Bicycle Shop) with the new freewheel or freewheel cogs, is to install smaller front chainwheels or convert to a triple front chainwheel set. This month we will tell you how to change freewheels and freewheel cogs. Next month we will discuss changing freewheel cogs, chainwheels and converting from double to triple chainwheels.

Which freewheel. There are a number of good freewheels on the market, made by Shimano, Maeda, Regina, Maillard/Atom, Cyclo, T.D.C., Zeus, Milremo and Simplex, to name a few. Each has its upper gear range limits. You can only get really wide gearing with the Shimano or Maeda because



Gear-ratio comparison: Top left is wide-ratio Shimano 14-34-tooth freewheel. Top right: medium-high-ratio Maeda 14-28-tooth freewheel. Lower left: Cyclo medium-low-ratio freewheel, 14-21 teeth. Lower right: Regina six-speed, low-ratio cluster with 13 to 19 teeth.

these freewheels go up to 34 teeth. Regina goes to 31, T.D.C. to only 24, Milremo to 30, Simplex to 28 and Zeus to 30. A good view of comparative gearing is shown in the photo above, which compares low, medium and wide-range freewheel gear clusters.

Before you select a freewheel, or buy one, make sure you know what threads are on your rear hub (photo below). Hubs are threaded differently depending on where the

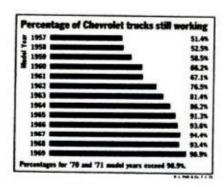


Finer hubs are made of aluminum alloy (much softer than steel), so hub threads on freewheel shoulder (at right) are aluminum and easily stripped. Take great care in threading on a freewheel that has steel threads; it's easy to damage the threads in the hub.

(Please turn to page 28)

## CHEYY CHEYYENNE CHEYYENNE

## Where truck value is a matter of fact.



#### Fact: Over half of our 15-year-old trucks are still on the job.

Long, dependable service can tell you a lot about truck value and economy. So we checked the record books as far back as 1957. As the chart shows, 51.4% of our 15-year-old trucks were still in service on July 1, 1972.

#### Fact: Year in and year out there are more Chevy trucks in use than any other make.

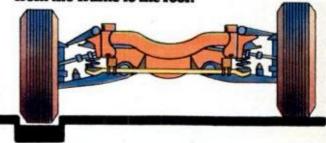
The actual number of trucks in use is another indication of truck value. And according to R. L. Polk and Co. official industry statistics, there are more Chevy trucks in use than any other make.

Year in and year out.

#### Fact: Chevy light-duty trucks have traditionally high resale value.

Another way to measure truck value is by what they're worth when you're ready to make a trade. And according to Automotive Market Reports, an authoritative industry source, Chevy light-duty truck resale value is traditionally high when compared to other makes.

#### Fact: Chevy trucks are built tough from the frame to the roof.



#### Massive Girder Beam front suspension.

It's designed to withstand a life of hard knocks. Tough steel control arms with friction-free coil springs flex freely up and down, allowing front wheels to step independently over the rough spots. Multi-leaf rear springs are balanced to the front suspension.

#### Double-wall construction.

We build two walls of protection in pickup box, doors, hood, front fenders, even in the roof.

#### Computer-matched braking systems.

Complete brake systems are computer-matched to pickup size and capacity. Heavier duty trucks get heavier duty brakes.



## **Lasting Chevy Value**

#### THE BICYCLE SHOP

(Continued from page 26)

hub was made, or what the bikemaker ordered. Most hubs on bicycles made in this country, or imported into this country, are threaded 1.370 inches x 24 threads per inch (TPI), the metric equivalent of which is 34.7 mm x 1. Hubs, however, may also be threaded 35 mm x 24. Better hubs are machined from aluminum alloy, with alloy threads that can be easily ruined by trying to thread on a steel freewheel with different threads (or easily stripped by threading on a freewheel the wrong way, inaccurately).

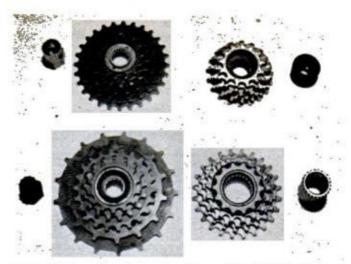
As we discussed last month. I prefer a rear freewheel with cogs of 14, 17, 22, 28 and 34 teeth for a truly wide-ratio gear cluster. I do a lot of touring over very hilly country, carrying about 20 to 25 pounds of equipment. My bike alone weighs 23 pounds. With carriers and equipment it weighs around 48 to 50 pounds and with me it totals about 210 pounds, which is a lot of weight to shove up steep grades. You can get this set of gears with either a Shimano or Maeda freewheel, or change cogs on these freewheel bodies to something close to that selection of cogs. I prefer the Shimano alternate tooth design (photo below) because every other tooth is missing on the 28 and 34tooth cogs. This design makes it easier to



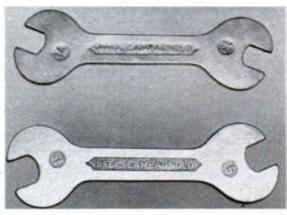
Shimano alternate-tooth design (left) is a 34-tooth freewheel gear with every other tooth missing. This makes it easier for the chain to climb up onto the big gear at the extreme angle it has to assume. To its right is a conventional 34-tooth freewheel gear in nonalternate design. Note that the Shimano gear is cut out to save weight.

shift to these big gears. The chain is at a very extreme angle as it approaches these two gears, and it is easy to get it "hung up" at this angle, especially if you try to shift under power on a steep hill climb. The result of this hang-up can be a locked wheel, loss of control and possibly an accident. Now let's change freewheels.

Tools you will need. Each make of freewheel requires its own removing tool (next photo). And, depending on freewheel make,



Typical freewheel tools. Top left: Maillard/Atom grooved freewheel and new Phil Wood tool that fits over hub locknut so you don't have to remove this nut. Top right: Cyclo with slotted tool. Bottom left: Shimano grooved freewheel and tool. Bottom right: Maillard/Atom freewheel with large opening and matching tool—which also eliminates need to remove locknut to insert tool. If all units had Atom's larger opening, life would be easier for bike freaks.



Thin cone wrenches are used for removing hub axle locknuts and cone nuts. Depending on hub, you'll need a 14, 15, 16 and 17-mm wrench set. Two wrenches are needed, one to hold the cone nut while you're loosening or tightening the locknut, the other to hold locknut.

removal procedures vary somewhat, as noted below. Besides the freewheel remover, you will also need a set of cone wrenches (photo above) for most of the freewheels, to remove locknut and spacer washers on freewheel side of the hub so you can install the freewheel removing tool. You will also need a good machinist's vise with copper or hardwood-covered jaws.

#### Steps in removing freewheels

Freewheel removal procedures vary slightly, depending on make of freewheel, so I will discuss those with grooved or splined holes first, then those with slotted openings which receive the removing tool. Shimano and Maillard/Atom have splined openings and matching splined removers.

(Please turn to page 30)

## Announcing the new Datsun 710. The driving man's economy car.

Between the most economical Datsun, the B-210, and the most luxurious Datsun, the 610, there's something new: The Datsun 710 2-Door Sedan, 4-Door Sedan and Hardtop.

An 1800cc overhead cam engine, power-assist front disc brakes and unibody construction balance the performance of the new 710's.

Graceful new lines, whitewall tires and wheelcovers make it handsome.

Rich carpeting, reclining bucket seats, tinted glass, electric rear window defogger and a lot of other no-cost extras make it luxurious.

And, of course, the gasoline mileage is the kind you'd expect from Datsun. In fact, our reputation is built on economy!

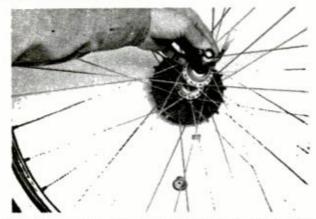
Before you make up your mind, drive a Datsun... then decide.

Datsun Saves

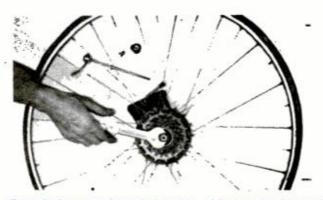


#### THE BICYCLE SHOP

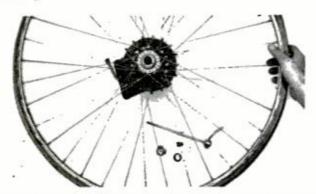
(Continued from page 28)



Step 1: Remove rear wheel and quick-release skewer (photo). Be sure to catch the two little springs on the skewer. They go back with small end toward hub.



Step 2: Inspect freewheel side of hub axle. You will note that hub locknut and spacing washers prevent you from inserting removal tool. If you can, with opposite axle locknut held in copper-jawed (or wood-protected) vise jaws, use a thin cone wrench to remove locknut. However, if locknut is on so tight that the entire axle turns in the opposite locknut (the one held by the vise) you will have to disassemble the entire hub, in which case refer to the April '72 Bicycle Shop (page 31) for hub disassembly instructions, or to the section on hub maintenance in my book, The Complete Book of Bicycling. If you're lucky, the cone locknut will be on loose enough so it can be turned without turning the locknut on the opposite side of the hub. If you can't grip the locknut with a cone wrench because the nut flats are buried too deeply in the freewheel opening, try a lock jaw set of pliers, preferably with curved jaws.



Step 3: Insert the freewheel removing tool in a vise, and put the freewheel on the tool. Twist the wheel counterclockwise to remove the freewheel. Once you have broken the "set" of the freewheel from hub threads, you should remove the wheel from the freewheel tool, the tool from the vise, and, turning the

wheel over, use the tool by hand to free the freewheel of remaining threads. As you approach the last threads be careful to support the freewheel so it does not mar the softer hub aluminum alloy threads. Now you are ready to install a new freewheel, and to do so just thread it on, clockwise, by hand, very carefully so as not to start it cross threaded on the hub. Lube hub threads with light oil first. Don't worry about getting the freewheel on tight, your first ride will take care of that.

The steps below apply only to nonsplined freewheels such as Regina, Cyclo and Maeda.

Step A: With quick-release skewer removed, and, if necessary, freewheel side hub locknut and washers removed, insert freewheel remover in freewheel. Then insert quick-release skewer in axle and lock down on removing tool.



Step B: Turn the wheel over, lock the tool in a vise, twist the wheel counterclockwise till the freewheel "set" is broken (about 1/2 turn), remove the wheel from the vise, remove the quick-release skewer, thread off the freewheel with the tool by hand, or use wrench on the tool the rest of the way. Note: Some freewheels are wider than others, which means that on the small gear the chain may scrape on the chain stay. If this happens you will have to add a spacing washer to the right axle (freewheel side) to move the hub to the left for the needed clearance between small freewheel gear and chainstay. You will also have to readjust hub cones to "steal" space from the left side so there is enough axle showing on the right side for safe holding in dropouts.

For example, here are some freewheel widths: Maillard/Atom 14-24 teeth, 26.4 mm; Regina 13-31 teeth, 24.7 mm; Cyclo 14-21 teeth, 25.85 mm; Maillard/Atom 14-28 teeth, 25.2 mm; Maeda 14-26 teeth, 26.1 mm; Shimano 14-34 teeth, 27.3 mm, and Regina six-speed 13-19 teeth, 31.4 mm. (You can, of course, also change to close-ratio freewheel for road racing).

You will also have to "redish" the rear wheel so the rim is centered between the new locknut-to-locknut dimension, now that this dimension has been changed by adding a 1/32-inch to 1/2-inch spacing washer on the right. See the April '73 Bicycle Shop (page 40) for wheel dishing instructions.

Next month we will discuss cog change and chainwheel change as well in Part 3 of the series, How to Gear Down for Easier Pedaling.



"Paving the Way"

The end of the road can be the start of your fun.

Provided that you started out on a dual-purpose motorcycle, such as one of the six intrepid Kawasaki enduro machines.

An enduro bike is generally thought to have two purposes. Riding on the road, and off the road as well. But we probably don't have to tell you that such a motorcycle will serve about as many purposes as you want it to.

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And when it comes to getting the job done, Kawasaki is paving the way for others to follow with endurable enduros indeed. Beginning with a small machine that's ideal for beginners. And ranging through a variety of sizes up to a big 350, wherein beats the heart of a true mountaineer.

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# DODGE ANNOUNCES RAMCHARGER.



# RANCHARGER NNOUNCES:

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**DRIVE** Ramcharger was built especially for people who like to get off the beaten track. It has a frisky four-wheel drive that will keep you going when the going gets rough—in rain, snow, or mud. And "full time" means you don't have to shift in and out of fourwheel drive or get out to lock or unlock the front wheel hubs.



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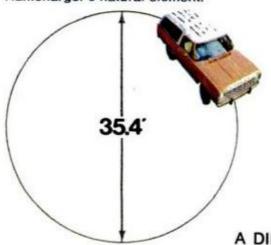
#### REMOVABLE STEEL ROOF

Ramcharger's optional steel roof seals out wind-noise and rain. And because it is double-wall steel instead of fiber glass, it gives you even greater protec-tion. (A soft canvas top is also available.)



OPTIONAL AUTOMATIC SPEED CONTROL On stretches of open road, you can let Ramcharger take over. Just accelerate to the desired speed, set the control, and take your foot off the accelerator, Ramcharger does the rest. You can always accelerate for passing or take over again by braking or switching off the control.





AND MORE The options go on and on: An easy-to-operate lift gate. (It comes with the optional steel roof.) Two towing packages. An outside spare tire mount. An extra-large fuel tank. Heavy-duty springs. Air conditioning. Automatic transmission. Power steering. Roll bar. Skid plates.

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Tires ranging up to 10.00-15/B. And a choice of four different engines from the 318 V8 to the powerful 440 V8-all with

EXTRA CARE IN ENGINEERING MAKES A DIFFERENCE IN DODGE...DEPEND ON IT.



#### APPLIANCE CLINIC

BY PAUL MANN

#### MACAP can do

Jason C. Annis, an assistant professor at Kansas State University and member of the MACAP panel, thinks it's time for me to repeat some information we published about two years ago. I agree.

MACAP stands for Major Appliance Consumer Action Panel. It's an industry-sponsored but independent group that acts as mediator between consumer and manufacturer in disputes involving dehumidifiers, dishwashers, freezers, garbage disposers, gas incinerators, humidifiers, home laundry equipment, ranges, refrigerators, room airconditioners and water heaters.

If a problem arises that you can't resolve with the dealer from whom you bought the appliance, or with the service agent he recommends, write or call the manufacturer first, giving full details. Then, if you aren't satisfied with the action taken by the manufacturer, write MACAP or call collect. Its address is 20 North Wacker Dr., Chicago, Ill. 60606; the phone number is (312) 236-3165. MACAP will study the problem and make its recommendation for a solution. Most people who contact MACAP are pleased with the results.

In presenting your problem, either to the appliance manufacturer or to MACAP, you'll make things happen faster if you provide this information: your name, address and phone number; type of appliance. brand, model and serial numbers; the dealer's name and address; service agent's name and address if different from dealer; location of appliance, and a clear description of the problem.

#### Two ways to stop a squeak

Our Frigidaire refrigerator (FPD 121TN) has operated satisfactorily since we bought it in 1969, but now has developed an intermittent squeak. I've discovered that the noise occurs during the frost-free cycle and is caused by the motor of the small aircirculating fan located in the inner wall in

the freezing compartment. I assume the bearings of the motor have gone dry. Being a do-it-yourselfer who knows how to get the fan out of the wall, I'm wondering if you can tell me if these bearings can be lubricated and, if so, how?-W.A. Schneider, Claremont, Calif.

There are two ways to go: (1) Remove the motor, take it apart and replace the old "nonlubricated" rotor with a new rotor that has prelubricated bearings. It can be ordered from a Frigidaire dealer-part No. 6599392. (2) Remove the motor, take it apart and oil the rotor with a few drops of household lightweight machine oil. The job may have to be done again in a few years.

#### Cooling those back rooms

I have some advice for your readers which is prompted by your reply in an earlier column to a man whose three-ton, central cooling system didn't adequately cool distant rooms. He complained his unit was recharged several times and inspected by several servicemen without an increase in efficiency. Tell him and others having the same problem to go into the attic and check each duct for a damper. If there is a damper, make sure that it is open. We were uncomfortable in the back bedroom area for several months after buying our house until I found a damper that was partially closed. Now we get all the cold air we need .- J. A. Dalton, Houston

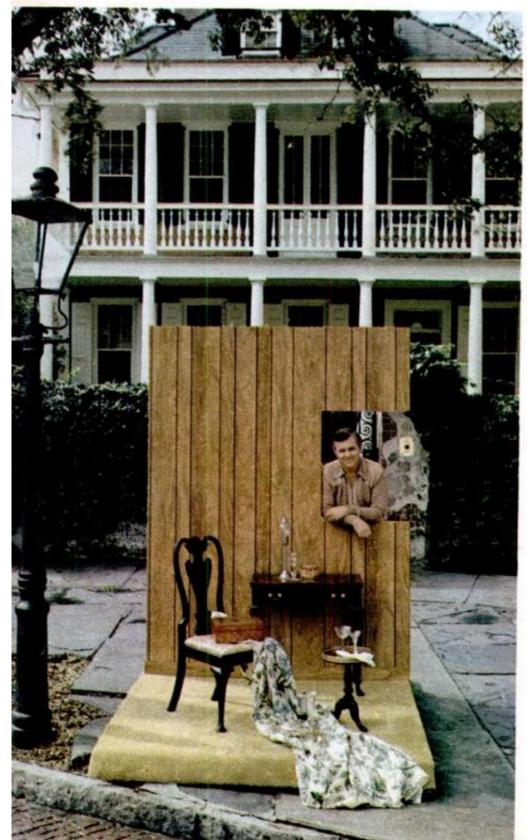
Many thanks for a good tip. For more, see How to Keep Cool-for Less Money, on page 116, this issue.

#### No exorcist needed

I have a fairly new, but temperamental rotary mower. It is powered by a Model V-47 Power Products Series 600 two-cycle engine that starts perfectly and runs smoothly. However, if you shut off the en-(Please turn to page 36)

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#### APPLIANCE CLINIC

Continued from page 34)

gine when it's warmed up, you can't get it to start again unless you let it cool down or remove the sparkplug and reinstall it. The engine isn't overheating, always shows good spark and fuel supply, and the plug is brand new. I even tried different brands of sparkplugs. Occultism?—C.A. Fleckenstein, Belleville, Ill.

No, bindism. If my theory is right, there is a misfitting part inside the engine that expands as heat builds up and is causing a bind that prevents starting. When you remove the sparkplug, you are reducing internal pressure just enough to relieve tension. The problem may lie with a misfitted connecting rod. In any case, I think the engine has to be disassembled and checked against factory tolerances. If I'm correct in assuming that you've had the problem since you bought the mower, I think a letter to Tecumseh explaining the situation should bring results.

For additional information on two-cycle engines, watch for How to Keep Your Power Mower Purring in next month's PM.

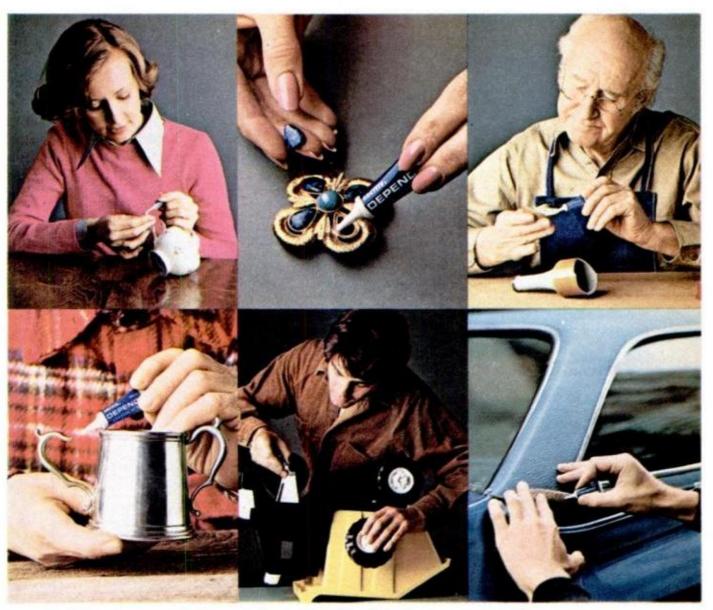
#### Dishwasher care in closed home

We have a dishwasher in our country home. The house is closed during the winter. When we open it in the spring and use the dishwasher, it makes noise and leaks. We have had the unit repaired several times and have had the pump assembly replaced, but our serviceman can't tell us how to protect the appliance over the winter. Please help.

—A. Mendelsohn. Brooklyn. N.Y.

I think that water remaining in the pump assembly over the winter is probably freezing. The expanding ice destroys pump gaskets, causing leaks and noise when you start the machine. Next time you close the house for the winter, pour a little automotive antifreeze into the dishwasher. It will drain into the pump and keep water there from freezing. In the spring, place baking soda in the detergent cup and run the machine through a couple of cycles. This should put a stop to your repair bills.

If you have a question about any appliance, send it to Appliance Clinic, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019. Sorry, but letters cannot be answered individually. Problems of wide interest will be answered in this column.



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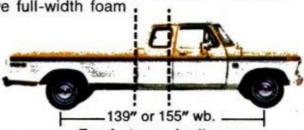
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## DETROIT LISTENING POST

### Late kickoff for '75 cars

The new cars may be later than usual this year. The auto companies are reluctant to pin down dates when the '75s will be introduced until they can get out from under the pile-up of unsold big cars. There's no point in bringing out the new stuff if you can't sell the old. Many dealers have enough big cars in stock now that they won't have to reorder until August or September.

It's not only the '74 cars Detroit is worried about. As of late March, some car divisions were still running sales contests for dealers to help move leftover '73 models. And there's no incentive for an early start on the '75 small cars, because Detroit can sell all the compacts it can produce without bringing out new models. It adds up to a late start for the '75 cars.

## French compact for Chrysler

There's been another shift in gears in Chrysler's small-car program. The car may be produced overseas, at least in part. The company has been studying 16 different combinations of a part U.S., part British, part Australian and part French compact. Chrysler has looked at the idea of producing the entire car in those countries and alternate plans that call for components to be made in one country or the other and then to be shipped to another country for assembly.

The vehicle Chrysler is now focusing on is an updated version of the French-made Simca 1100 and Simca 1204 of a few years ago. Chrysler's code name for the car is C-180. It's a four-door with bucket seats in front and bench seat in the rear. The car is 178 inches overall on a 105-inch wheelbase. It is 68 inches in width, 56 inches high and has a 55-inch tread. It weighs 1130 kilograms (2491 pounds) equipped with an automatic transmission. The standard engine is an 1812-cc four-cylinder. (These dimensions are exact, right off the factory specs.) If Chrysler should go ahead with its

present plan, the new Simca will be manufactured in France and imported into the United States.

## Peek preview

I think I caught a flash of one of Ford's new small cars on a Detroit freeway, but it was such a now-you-see-it, now-you-don't glimpse, there wasn't time to note details. It was headed in the direction of Ford world headquarters, and I was going the opposite way. It was a tight-looking car, very squared off front and rear, something like the Plymouth Cricket of two years ago. But more boxy. It had the Ford name on the trunk and XL-Something along the front fender. Anyway, it's no secret that Ford's version will be called the Granada and the Lincoln-Mercury's version will be known as the Monarch.

## AMC van on the way

Why no mention of American Motors in *PM*'s article about van-type vehicles used for car pooling, appearing in the March issue? Because AMC doesn't make a van. But that will be corrected during the '75 model year. As soon as the tooling is ready, AMC will have a van.

## New Vega to become Olds compact

Olds is second in line, after Chevrolet, to get a crack at the new version of Vega coming next year. There will be two Vegas for '75. Not two models. Two different cars. The present Vega will be carried over with minor changes and GM will uncork the new Vega worked up for the Wankel—but without the rotary engine for the time being. Pontiac will have a takeoff of the current Vega. Then, as soon as Olds can tool up, it will have a carriage-trade version of Vega

(Please turn to page 42)



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## DETROIT LISTENING POST

(Continued from page 40)

II. GM is not yet the power in small cars it is in other areas. But it is pushing hard to close the gap.

## Service shops drying up

You know how it's supposed to be with doctors when they go to a party. Everybody sidles up to mooch a little free advice on their aches and pains. You guys who work on your own cars may soon find yourselves in the same position. This country has suffered a shortage of professional mechanics since World War II. Now the problem is intensifying. The number of places where you can get a car serviced is shrinking every day. New-car dealers, particularly those handling the big cars, are going out of business. When a dealer shuts down, his service customers have to find a new shop to service the car. At the same time dealers are folding, many independent service stations are going under.

I've been covering the service side of the auto business for *Motor*, a Hearst trade magazine for the service station owner, for 20 years and I've never known a time when service capacity was as tight as it is now. If you know how to repair your own car, you may suddenly find yourself very popular with a number of people who are not do-it-yourselfers.

## Same cars, different label

If you haven't been paying attention to the nuances, you may not be aware that Detroit no longer builds big cars, standard-size cars or full-size cars. That's what the manufacturers would like you to believe, anyway. The new name for the large cars is "family size." Family is supposed to be a good word. Big is a bad word.

This is like GM changing the definition of a hardtop when it put a center pillar in its hardtops a couple of years back. Up to then, everybody thought a hardtop was a car without a center pillar. "Wrong!" GM roared back. The company insisted it was still building hardtops, but now they had center pillars. Have it your way, as they like to sing in that jingle for the hamburger chain.

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## ALL OUTDOORS

#### Bonuses for BB buffs

Pellet guns now compete in events like the International Air Gun Competition in Phoenix (early June) and U.S. Jaycees BB Gun Championships for juniors at Manchester, N.H. (July 5-7), Crosman is celebrating its 50th anniversary with shoot-offs for Explorer Scouts. Daisy programs include a \$40 four-gun range kit especially for clubs.

## Belts for outdoorsmen

Survival knife, sheathed as belt buckle, is unique stainless single or double blade with black or brown belt for \$30; Bowen Knives,



Box 14028, Atlanta, Ga. 30324. Hunt buckle, belt are \$5 and two ammo box tops; Remington Arms, Bridgeport, Conn. 06602.

## Computer camping

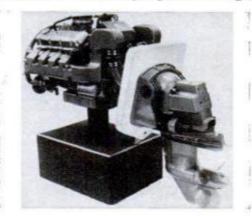
A number of campground chains will now offer both advance reservations and gasoline availability data bank information up ahead for RV travelers. Ticketron can also reserve state park campsites in California, Florida, Ohio, Pennsylvania and Virginia.

#### Travel tackle

During a recent trip fishing a number of states from my minihome RV, I tried an assortment of the new small four and fivepiece travel rods for comparison with my Zebco. None had limber fly-rod action but all are backpack compact—and caught fish!

## New-fore and aft

Added starter in the stern-drive race is Kiekhaefer Aeromarine's K-Drive 400 with power steering, rated for up to 250 hp. New engine shown with it is liquid-cooled inverted-V with high power-weight ratio.



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(Please turn to page 48)



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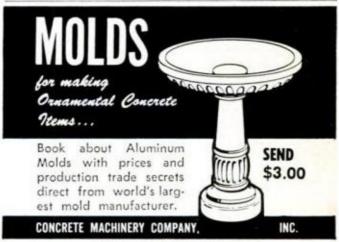
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#### **ALL OUTDOORS**

(Continued from page 46)

## In the bag

Indoor types are learning outdoor gear is stylish, longer wearing, better made. An example: L.L. Bean's Heavy Duty Haversack



in tan twill, leather trim, \$18.50 postpaid from the famous Freeport, Me., supplier.

## On-the-go gadgets



This miles-per-gallon computing meter that hooks up to your car's speedometer and fuel line, \$35, is one of many items in Sears' new 80-page catalog of RV and camping accessories. Other listings: winches, tents, cookware, sleeping bags, lanterns, heaters, inflatable boats, backpacking equipment.

## Three guns—five barrels



A three-barreled gun? Yes, the new sleek Colt Sauer Drilling 12-gauge double has a rifled .30/06 below and handsome price about \$1600. Winchester's new 490 .22 is semiauto; Browning gasser has easy recoil. \* \* \*

## THE EASIEST MONEY YOU'LL EVER MAKE...BELIEVE IT OR NOT! IT'S TRUE

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By simply putting my successful money method in action I'm making thousands of dollars every week whether I work or not...

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As the Accountant for Unique Ideas, Inc., Mr. Ernie Tucker, Pres., I attest to the fact that he earned Thirty Five Thousand Dollars in a single day and presently averages in the thousands every week.

Personally I've always found him to be both a Successful and Honest Man.

I Certify that all of these statements are true.

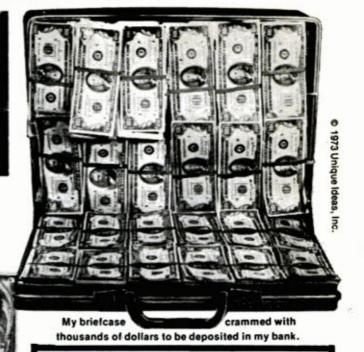
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Notary Public

Harry Shalita Dec. 3 1973

ON MILENTON BENDERALD



#### AN HONEST NO NONSENSE WAY TO RICHES IT ACTUALLY WORKS FOR YOU

No equipment to buy or lease, no hustling your friends to buy junk merchandise and no books or correspondence course required.

DEFINITELY NOT A CON GAME, FRANCHISE, INVESTMENT SCHEME OR GIMMICK

#### YOU DON'T NEED MONEY TO MAKE MONEY

Obviously you were not born rich so what? 85% of the men and women who are rich today started with very little money and had only average education, so why not be honest with yourself and stop using lame excuses, stand up and face the fact that the only real difference between you and thousands of rich Americans is that they discovered the right moves to make and you did not!

#### YOU GET RICH MAKING "THE RIGHT MOVES"

I've proven this to be true despite the fact that I was born poor and barely squeaked through high school. I still making the right moves and I'll show you exactly how I did it.

But why am I so anxious to reveal to you my secret money making method? Surely there's more to it than because I enjoy helping others share in the rich good life as I have but frankly I expect to profit at least two hundred thousand dollars, maybe more, from the publishing of these ads in nationally famous magazines and newspapers.

#### STOP WASTING PRECIOUS YEARS

I should know, I wasted more good years than I care to remember, before I finally discovered the secret of making money, I stayed up to my neck in debt, bounced around from one eight hour dead end job to another. Just working, waiting and wishing for a great fortune to fall in my lap. I got married, became a proud father at a young age. I worked in a toy factory for a short time and peddled cosmetics from door to door, but everything I tried my hands at failed because I didn't know the right moves to make. This only happened to me twelve years ago. No doubt there are millions who are suffering this agonizing torment now.

#### REVEALING: THE RICH MAN'S SECRET MONEY MAKING METHOD

It's true that most rich persons keep

their money making secrets to themselves, seldom sharing it with others, but fortunately I met several unusually fair minded rich men who were so impressed with my ambition to get rich that they agreed to teach me the secret money making techniques that their many years of making millions had taught them, providing I would virtually work for them at least one year. I eagerly jumped at the opportunity to gain this valuable knowledge and said yes to their generous proposition. So for one year I listened and watched very closely, until I learned from A to Z how these financial wizards made thousands of dollars every single day. I'll always be most grateful to these men for teaching me their fast and easy money making secrets. It didn't even matter that I was practically pennyless when I first put these methods into action.

## SUDDENLY IT STARTED MAKING MONEY FOR ME

At first it was unbelievable ... I paid off all my bills and my wealth continued to multiply. Huge sums of cash poured in so fast that I was forced to employ a full time bookkeeper and retain a corporation attorney, accountant and tax expert to help manage my prosperous financial affairs.

We had investments, property, stocks, money in the bank and can afford most anything we want. My family and I enjoyed our wealth and success. We were very proud of our accomplishments and it was our secret of making the right easy moves that made it all happen.

#### THIS IS YOUR CHANCE DON'T BLOW IT

It's a better chance than I had. If you're really serious I'm willing to share my secret. Surely I can afford to give it to you free of charge, but I won't, why should. I give you something for nothing? Instead I'm going to ask you to send me ten dollars for sharing my secret. What's more, I want you to know that I intend to make a fair profit

from the information I mail you, why not? If I can show you how to make more money than you ever made in your life why should you care if I make a profit? Remember what I'm giving you for only ten dollars cost me 12 years to master. Even more important you get certified and documented proof beyond the slightest doubt that my method can make a fortune, this is why I can offer you the strongest legally binding guarantee possible!! A guarantee so incredible that you'll probably think it sounds too good to be true.

## UNUSUAL \$1000 GUARANTEE

This is a legal and binding guarantee from me to you. The information I'll send you can actually put thousands of dollars in your pocket. But this is my pledge to you, after just 10 days if you don't agree my secret method is worth at least \$1000.00 in cash to you (one hundred times the ten dollars you pay) send it back and I'll rush a full refund, including your 10 c postage. You take absolutely no-risk—not even the price of a stamp.

## GET READY TO GET RICH

Every single day my method can bring you more cash. You'll never again need to borrow, budget or ask anyone for credit. You'll be proudly independent. You can enjoy those luxuries you've always dreamed about, but never could afford. Sound impossible? But it's not, you only need a serious belief in my proven method, very small capital and enough ambition to give it a try. Remember "nothing ventured nothing gained" and there's absolutely no way you can lose.

#### JOIN THOUSANDS WHO ENJOY THE RICH GOOD LIFE:

Ed K. says: "I never earned over one I Sta hundred dollars a week in my life until I = =

made 2 thousand dollars the first month using your money making method. I'm glad I took a chance." Sincerely, Ed K., N.Y. You can easily learn what I taught him and now his money worries are over, so why not take advantage of this rewarding opportunity. Any news of good fortune travels fast, already thousands of just average men and women have benefited from my concept, you will too. But I will not promise you'll make as much money as fast as I have, yet, it's possible you'll make a lot more even faster.

#### YOU CAN LIVE HIGH ON THE HOG AND DO LESS WORK...

I'll show you how to stop breaking your back to make ends meet and start using your head to get easy riches. If you're seriously fed up with being treated like a hard working stiff while others enjoy the rich good life, then don't pass up this opportunity—you risk absolutely nothing—not even the price of a stamp.

#### MAKE THE RIGHT MOVE NOW

RUSH ORDER COUPON Ernie Tucker, Pres. Unique Ideas, Inc. Dept. PM-c 1674 Broadway New York, N.Y. 10019

Yes count me in on your \$1000 guarantee offer. I enclose \$10. Rush your proven easy money method. I understand that it has been officially certified, notorized and documented. If I don't agree it can actually put \$1000 or more in my pocket within 10 days I can return it for a full refund, including my 10¢ postage. There is no risk on my part.

Name
Address
City
State Zip

## IMPORTS AND MOTORSPORTS



## Sleep-in sidecar

Here's another addendum to Sidecars Are Back! (page 77, April PM), and a practical addendum to your motorcycle if it's 500 cc or larger. The Centaur GT sidecar, which measures 61/2 x 3 feet, may better be described as a camper trailer for your bike! It'll sleep two and completely protect passenger(s). Included in the \$800 price is a removable hardtop, lights, carpet, bucket seat and hardware for quick and easy attachment. A dash panel even provides for installation of a radio or tape deck! This ultimate sidecar is the brainchild of Don Spaulding who, with his wife, rode it coast to coast in 57 hours, 25 minutes! Fungineering, Box 943, Martinez, Calif. 94553.

## All the world's cars

When's the last time you saw an Ami? A Hai? A Lawil Log? Rex? YLN? How about a Hindustan Ambassador Mk II? Probably never. But you can get a lot more than your 2½ cents worth on each of these cars and more than 800 others in production today from World Cars 1974. The \$21, coffee-table volume really delivers: all specs plus essays on the car and racing year. Heald Books, Box 17, Pelham, N.Y. 10803.

## Around the electrical circuit

There are more models of electric cars on the road than you'd imagine: The Smith, The Jones, the You-Name-It. You name it after yourself when you build it is what you do, because you can't buy an electric





car in a dealer showroom. Fiddling with electric cars is becoming a national pastime.

One company attempting to meet the demand for components is McCulloch Electronics in Los Angeles. Its showcar, above, is a traveling showcase for the company's products: principally batteries, motors and controllers.

Meanwhile, Japanese manufacturers have been showing various electric vehicles in their country's motor shows. A futuristic sports van from Daihatsu (photos on page 52) is a four-passenger vehicle. Maybe we'll have electric cars sooner than we thought—from Japan. After all, that's where we get almost all our motorcycles, cameras, transistor radios . . . not to men-

(Please turn to page 52)



When John leaked, you thought he was just spouting off. When he made funny noises, you thought he was whistling Dixie.

But when he flipped his lid during The Late Show, you could turn the other cheek no longer. So you shut off his water. And shut him up once and for all.

Of course, there's a more sensible way to deal with toilets that leak, squeak and whistle. It's called Fluidmaster, A simple-to-install hydraulic device that works with water pressure. for fast, positive shut-off.

Fluidmaster eliminates the old-fashioned rod arm, float ball and other corrosive parts.

Write today for full details. And learn how you can keep John from becoming a dead head.

Manufacturer of the Model 100, 200, and 400.





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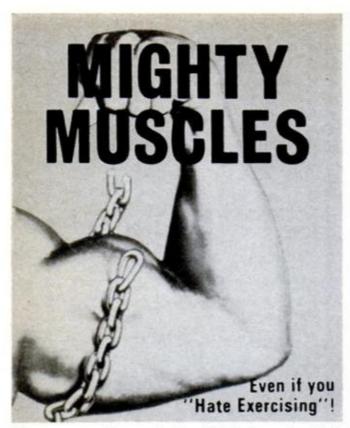
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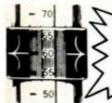
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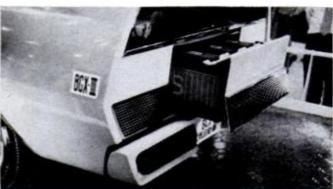
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## IMPORTS AND MOTORSPORTS

(Continued from page 50)





tion stratified-charge engine technology (Honda CVCC).

Still, we may beat the importers to the punch and have in the United States a mass-produced, reasonably priced electric car of our own. The one closest to the assembly line is the Vanguard CitiCar, now in final testing in Florida. Next month, PM Editor Jim Liston will report on what may become the first successful electric car since the Baker Electric.



## Winning races is no sweat

Richard Petty, always cool-headed in racing situations, is especially cool these days. Cool Head is a fabric helmet liner connected to a pump and cooler in the car. In a 140° racing-car environment the device reduces pulse rate, weight loss, body temperature and fatigue. Richard tests it here. Maker: Aerotherm Div., Acurex Corp., 485 Clyde Ave., Mountain View, Calif. 94042. \*\*\*



# This bird was caught stealing gas

Just one bird, like the one above, can rob you of valuable gasoline mileage. In fact, in an eight-cylinder engine, one misfiring spark plug can cost you as much as a 12 percent loss in gasoline.

Just a few of the causes of spark plug fouling that can rob you of gas mileage:

Over-rich carburetion. Faulty automatic choke. Clogged air cleaner. Using fuel with im-

proper octane rating for your engine. Worn piston rings. Using spark plugs of wrong heat range.

Check spark plug installation instructions in your Owner's Manual before any installation. Just to be sure.

How do you catch a gas thief like this? The answer: with a tuneup that includes a new set of AC Fire-Ring Spark Plugs.

And remember, even if you are driving slower these days, AC has a spark plug engineered for your car and your kind of driving.

So tune up with AC Fire-Ring Spark Plugs. Get rid of the gas thieves in your car, and see if it doesn't help improve your mileage. Today every drop counts.



AC SPARK PLUG DIVISION OF GENERAL MOTORS CORPORATION

# Likable little Leica is great for travel

by Ivan Berger PHOTOGRAPHY EDITOR

My basic vacation-photo outfit has always included a camera with throughthe-lens light meter, a wide-angle, a tele and a fast normal lens—plus a stiff shoulder from hauling it all around. But just such an outfit—the new Leica CL with 40-mm f/2 wide-angle/normal and 90-mm f/4 tele lenses—is cradled in my palm below, light and small enough to nestle in two pockets.

The CL will take most bayonet-mount Leica "M" lenses (or older Leica-thread lenses, with adapters). However, the two lenses shown were designed, like the CL



Complete CL outfit—camera with normal/wide-angle 40-mm f/2 lens and 90-mm f/4 telephoto—nestles easily in palm of hand, can cover wide range of situations.

itself, for compactness; not just because they're smaller than earlier Leica lenses (the space-saving "collapsible" versions can't telescope completely without injuring the CL's meter cell), but because one of them—the 40-mm—is designed to take the place of both a 35-mm wide-angle and a fast 50-mm normal lens.

And the CL's finder system was designed to match those lenses. Bayonet in the 90-mm, and a bright frame in the finder shows you just the 90-mm field; bayonet in the 40-mm, and the finder shows you fields for it and for 50-mm lenses. Unlike earlier Leica Ms (and Leitz's current M5 model), there are no frames for 35-mm or 135-mm lenses, though you can use them with external finders.

The rangefinder isn't perfectly suited to all other lenses, either. Keeping the camera compact required a shorter measuring base (see page 56) and less finder magnification than on "M" Leicas, cutting focus accuracy a bit. That makes the CL less suitable for lenses longer than its 90-mm, or faster than its 40-mm f/2 (though I got sharp results with my 35-mm and 50-mm f/1.5 lenses).

Obviously, the CL isn't as versatile as a single-lens reflex. But it has advantages over an SLR, too. Not only is it smaller and lighter, but it's quieter (no mirror flap) and focuses easily and accurately, even with wide-angle lenses in dim light.

As with most of today's SLRs you'll find exposure information in the finder window. And, as in a few reflexes, you'll find a shutter-speed scale there, too.

Like most rangefinder cameras, the CL is a better action camera than an SLR. Its focusing is, for most people, quicker and more precise than a reflex's, the image doesn't disappear at the moment of exposure, and you can see around the edge of the bright frame to spot action which might be about to intrude on the picture area.

It is perhaps a marginally better avail-

(Please turn to page 56)



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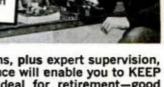
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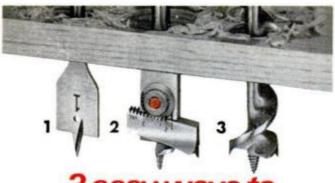
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#### LIKABLE LITTLE LEICA

(Continued from page 54)

able-light camera than most reflexes, with its quick focusing and a meter that reads down to ½ second at f/2 with Tri-X. But it's still no match for Leica's M5 in that.

The camera may be compact, but the price isn't: with 40-mm f/2 lens, the CL is \$498; its 90-mm lens is \$249.





Size comparison (top) with earlier Leica M2 shows both CL body and lenses smaller, despite built-in meter. But shorter rangefinder (arrows) is a limitation (see text), and size may be too small for some. Viewfinder (above) shows shutter speed (top), meter (right) and fields for 50-mm, new 40-mm lenses. Inserting 90-mm lens switches frame to cover 90-mm field.

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# Back-yard storage with dual purpose utility

Left: A little beauty for tools and kids. Looks more like a storybook

cottage. 10 ft. square with 6 ft. porch.

B1300 Single set

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These appealing backyard houses can also serve as playhouses or place for a guest. Extra plans are for obtaining permit.



Right: Featuring a pillared porch with a dutch door. Shake roof topped with a birdhouse-cupola. 8 ft. wide by 8 ft. deep. B1301 Single set \$3.95 B1301A Two sets \$5.49 Left: Dutch mini-barn with country charm. Looks small but is 10 ft. by 13½ ft. Roof design gives 8 ft. overhead.

B1279 Single set \$3.95 B1279A Two sets \$5.95



Right: Delightful A-frame. Outside stairway to attic crawl space. 8 ft. by 12 ft. and almost 13 ft. high.

B1302 Single set \$3.95
B1302A Two sets 3.95



Left: Playhouse and storage with covered walkway. Two-story house 8 ft. wide by 12 ft. long. 2nd floor 2 ft. 4 in. wider.

B1277 Single set \$3.95 B1277A Two sets \$5.49

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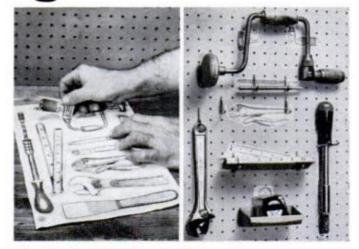
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Also enclosed in the kit is a blank sheet of the same special paper, printed in an overall color to match the tools. This sheet enables you to design your own drawings or silhouettes of any special tools you have.

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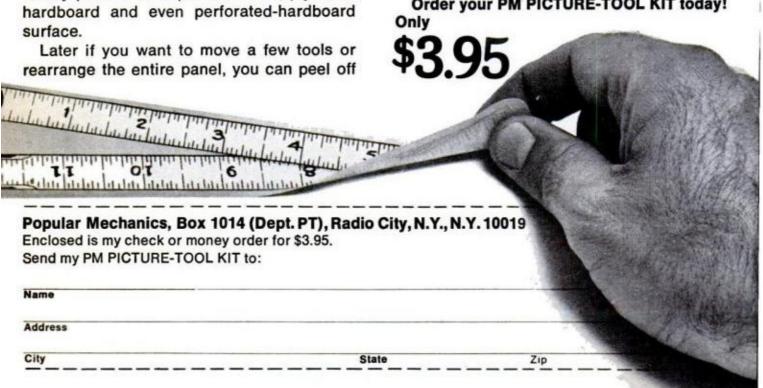


the PM PICTURE-TOOLS and move them to new locations. They are reusable!

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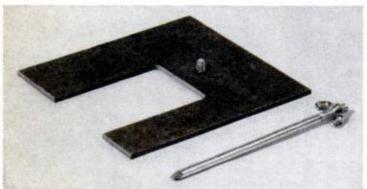
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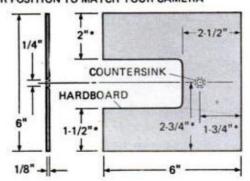
## FROM READERS



Close-ups of low-lying flowers and the like—or low-angle shots of larger objects—are easy with the Flatpod (shown in use, left) and the Spikepod (in lower left photo). Flatpod construction (below) is simple; only materials are a ¼-20 screw and a piece of hardboard; unit works indoors or out. Spikepod, made from a ¼-20 carriage bolt with the head end sharpened to a point, is for use in soft ground.



\*OR POSITION TO MATCH YOUR CAMERA



## Indoor-outdoor camerapods for low-angle close-ups

Low-level close-ups aren't easy: Those tripods which can hold a camera close to the ground often require accessories, or hold it upside down. And why tote two feet of tripod to hold a camera at a two-inch elevation? My solutions—the Flatpod and Spikepod, fit in your pocket, and can be made for less than \$2.

The Flatpod is made from a 6x6-inch scrap of hardboard. Cut a slot as shown for lens clearance, drill and countersink ¼-inch hole for a ¼-20 x 3s-inch flathead bolt, and you have a low-level stand that will hold your camera and most macro lenses steady

on any reasonably level surface. The lensclearance slot and tripod screw positions shown are for my Nikon; you may have to adjust them to fit other cameras.

The Spikepod is even simpler: just hacksaw off the head of a long ½-20 carriage bolt and file the cut end to a point. Add a wingnut to tighten the spike to the camera. To use, just jam the spike into the ground. You can use three, four or six-inch bolts; I carry all three. A small pan head is a handy addition to either mount, for fine adjustments in composition.

-Ronald J. Kubiak, Pittsburgh

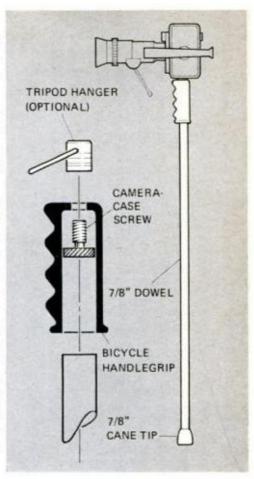
## Broomstick unipod for steadier pictures

Add one more leg to the two you have already, and you're a tripod. That's the unipod principle. And while you and the unipod together aren't quite as shake-free as a true tripod, the unipod's much easier to carry.

My homemade version doesn't telescope like the commercial ones, but it's a lot cheaper, and at least as light and sturdy. All you need is a length of \(^7/8\)-inch dowel, a \(^7/8\)-inch cane tip, a bicycle handlegrip, and a camera-case retaining screw (available from photo dealers).

To put it all together, tape the retaining screw to one end of the dowel securely; then coat that end with glue and push the handlegrip down tightly over that end till the screw threads extend through the grip's end hole (most grips have one, but if yours doesn't, it's easy to punch or cut). Seat the cane tip on the dowel's other end, and you're done.

Length is up to you: A dowel long enough to raise your camera's finder to your eye level is steadiest, but most awkward to carry. I made mine 36 inches high so it will double as a walking stick, and I squat or sit to use it. A tripod hanger ring helps keep the screw threads clean when not in use, and lets you attach a rawhide thong as a wrist strap. Another useful option is a golf-shoe spike in the bottom, covered by the cane tip when it's not in use.—J. S. Paul, Bakersfield, Calif.



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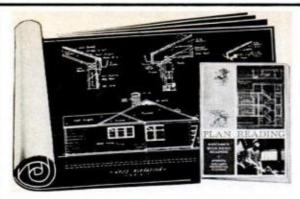
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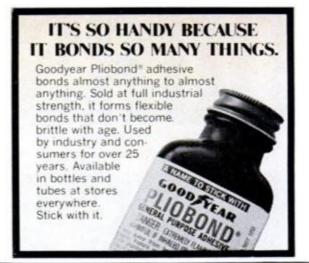


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## HOMEOWNERS' CLINIC

BY W. CLYDE LAMMEY

## Replacing a roof support

The front wall of my ranch home has an offset, making the soffit, or roof overhang, three feet wide over the offset. This is supported at the corner by a 4x4 post which is rotted at the bottom, although the end bears on concrete. The post must be replaced, but how can I protect the new one from the same fate?—Sam Corbett, St. Louis

Select a straight 4x4 and paint it with a wood preservative, making successive applications until the wood will no longer absorb the liquid. I assume the lower end of the original post was drilled and placed over a metal pin (anchor bolt). Drill the new post the same way, then up-end it and fill the hole with preservative. Let 'the post stand several days, or until all the preservative has been absorbed, before installing it.

## **Cutting felt discs**

My wife has a home decorator project that requires cutting zillions of perfectly round discs of about \(^34\)-in. diameter from colored felt about \(^18\) in. thick. Can you tell me how this might be done in the home shop?—Charles Wilson, Harrisburg, Pa.

You may have to do a bit of searching to find an arch punch, but many well-stocked hardware stores do carry them. It is a hand tool made especially for cutting discs from rubber, leather, fabric, felt and even soft metals. To use it, you grip a block of closegrained hardwood in your vise, end grain up. Put the felt on the block, place the punch over it and tap the punch with a hammer or mallet. And there you are—a perfect round of felt. Arch punches are available in many sizes, including 34-in.-dia.

## Broken concrete step

A corner of the first step on my concrete stoop has broken. The corner carries the iron rail post, set in lead. The break is, of course, diagonal across the corner. How does one make this difficult repair?—Stanley Mills, Shenandoah, Iowa

First, remove the broken-off portion from the rail post. Possibly this can be worked off the lead filling by manipulation, Otherwise, you will have to break it away with hammer and cold chisel. Rather than melt off the lead, file it to a taper to anchor in the new concrete. Make a right-angle form of boards and brace it securely in place. Locate and prop the iron rail in original position with rope guys. Then use a prepared concrete patcher (prepared "gravel" mix might be used, but I prefer the patcher). following package instructions in all details. After filling the form, tamp the mix lightly and trowel or brush-finish smooth. At best, you can regard this as only a semipermanent repair.

## Painting chain-link fencing

Just how can I paint chain-mesh fencing without spattering paint all over the place, wasting both the paint and my time?— Eldon Hall, Carbondale, Ill.

You can do it quite neatly, slow but sure, with a sponge, preferably a natural sponge. Trim one face to a ragged, flat surface and dip it in a paint-roller tray. Or you can do a slightly faster job with a long-nap roller, the type designed for wire fences. Neither way will eliminate the spatters entirely, but you'll get more paint on the fencing and less on yourself and the ground than with a brush.

If your chain fencing is new, let it weather a year or more before painting. If it's old and somewhat rusted, clean it with a wire brush before painting.

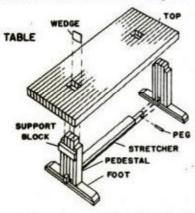
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# Stanley gives you more of a hammer. Free plans prove it.

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You see, Stanley makes hammers with better balance and heft. Which means you're able to drive those nails in fast and easy. And on the mark. And you



won't end up with a tired, shaky arm or a sore, tingling grip.

Along with a better design, Stanley gives its hammers a rim tempered face. That's a feature no other hammer



has. In case you strike a foul blow, there's less chance of a steel chip to fly up at you. (Of course, you should always wear safety glasses anytime you use any striking tool.)

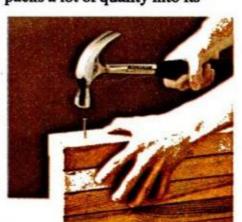
Find a store with a good tool department, you'll find Stanley hammers.

Look at them.

hammers. Quality you know will help you do things right.

As for the butcher-block table and benches, you can put them together for around \$60 in materials. And

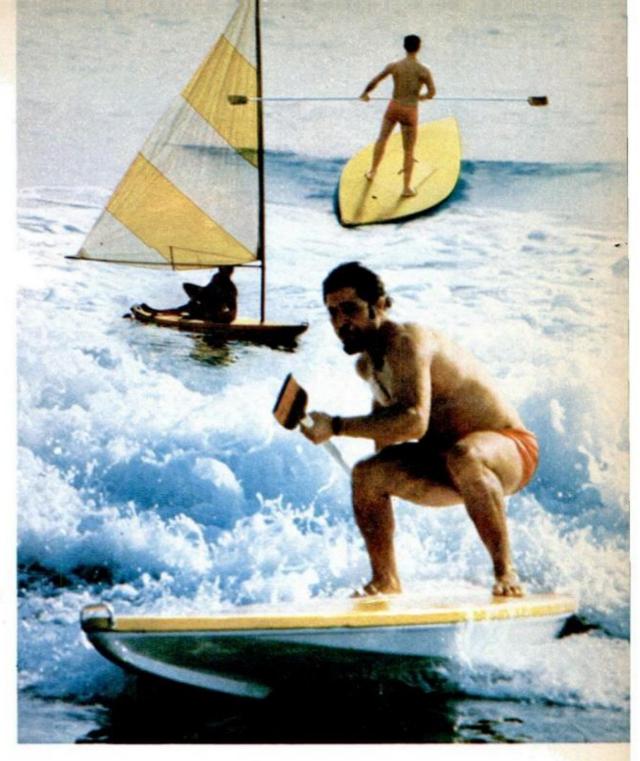
Heft them. You'll see that Stanley packs a lot of quality into its



you'll have a lot of pleasure doing it. To get the free plan, send your name and address to Stanley Tools, Dept. T1, New Britain, Conn. 06050.

stanley helps you do things right.

## Popular Mechanics



Three different ways you can use this unique 4x8-foot flat-hull craft at lake or beach. It weighs only 75 pounds, stores on end in corner of a garage and adds a whole new twist to surfboarding.

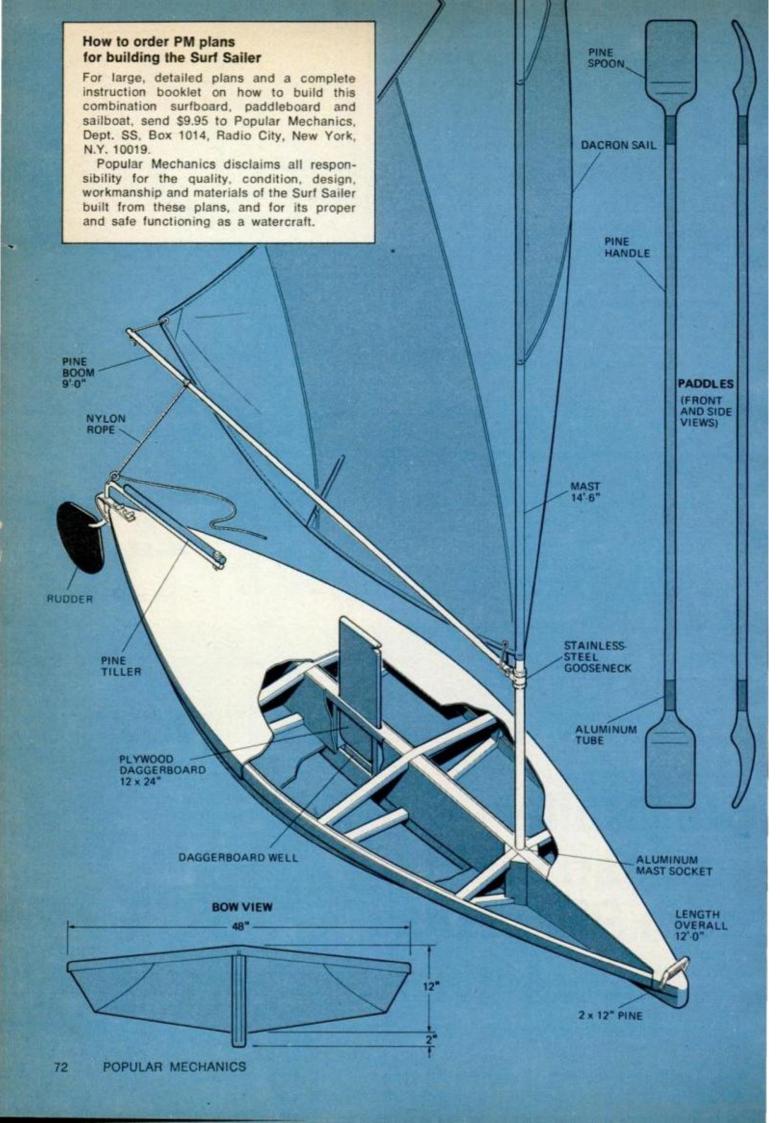
# Surf Sailer you can build from PM plans

It's a sailboat, paddleboard and surfboard all in one for under \$150.

by Robert Q. Riley

Paddleboards are one of the oldest means of transportation over the water and sails are one of the oldest methods of propelling a watercraft. Leon Halfon put the two together and the Patent Office granted him a patent on the result. The Surf Sailer (originally the Bot-N-Board) is a combination surfboard, paddleboard and sailboat that will add a new pleasure to your Sunday afternoons at the lake or beach. And when you return home, your only maintenance consists of hosing it off and standing it in a corner of the garage.

If you've never gone paddleboarding,



you're in for a whole new water sport. "The paddleboard has its origin in Africa," says Halfon. "There they ride their paddleboards in a kneeling position, using a single paddle to move the board through the water." With Surf Sailer you stand on the board and instead of the conventional paddle, use a 9-foot pole with a strange-looking wooden "hand" on each end. By dipping one end and then the other in the water, you can paddle at about jogging speed.

If you are an accomplished surfer, you will probably find the Surf Sailer a little tame for surf. But if you've wanted to try surfing and don't want to embarrass yourself by falling too often, the Surf Sailer will make you look like an expert. The board is larger and heavier than the conventional surfboard and consequently more stable. With just a little practice, you can paddle through six-foot surf standing up. When you spot your wave, turn around and ride it to shore using the long paddle as a rudder.

The paddle eliminates the need for the dangerous skeg used on other surfboards. You surf with the paddle handle against your hips, letting the paddle trail in the water. With rudder, daggerboard and sail assembly removed, the board is completely free of any lethal hardware.

You want to go sailing? Slip in the mast and the daggerboard, attach the rudder bracket with two bolts, and in less than three minutes you can set sail directly from shore. At Malibu, Calif., the Surf Sailer is the only boat allowed to launch directly from the public beach. Rigged for sailing, she handles the wind and water like a veteran. Barely 12 feet long and weighing a mere 75 pounds, it skims through the water with very little wind. The Surf Sailer carries up to three people, but she performs best with two aboard. If you use the craft to teach yourself to sail, you will probably get blown over a couple of times before you learn. If you feel you are going over, you need only let go of the boom stay line and the sail will automatically dump the wind.

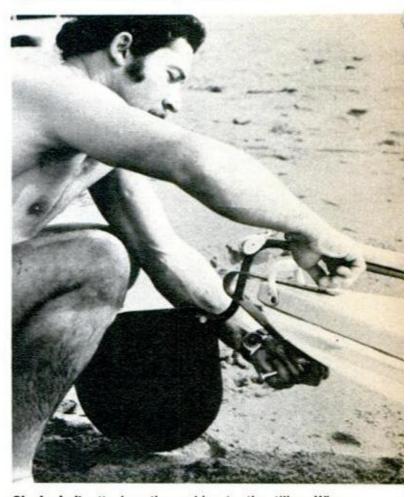
If you happen to capsize, the board won't sink; the hull is a completely sealed unit. To right it, stand on the side molding, grab the daggerboard and use your weight to flip it over. Once you learn the art of sailing, you will find the Surf Sailer very stable in the water with instant response to the tiller.

"I like to dive for lobster or bass," says Halfon, "and the Surf Sailer makes an ideal

(Please turn to page 166)



Attach the rudder, add the daggerboard, slip in the mast, and in less than three minutes you can be sailing the Surf Sailer directly off the beach.



Single bolt attaches the rudder to the tiller. When rudder strikes the ground, it pivots upward without damage, lets you ride sailboat right up onto beach.



You have to look twice to be sure you aren't seeing double. But there, sure enough, are two pilots sitting side by side in a single-cockpit biplane—a rare sight for an open two-winger of nostalgic vintage style. The plane is the Wichawk, an unusual homebuilt designed by veteran aeronautical engineer Dave Blanton. It's named after its birthplace—Wichita, Kans.—the home of many other famous biplane designs.

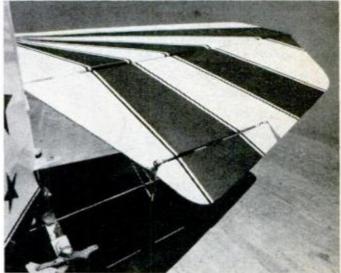
Blanton arrived at the idea for his novel double cockpit through simple, basic logic: Since horizontally opposed engines are by nature two people wide, and since the engine determines an airplane's fuselage width, why not also make the cockpit two people wide? The result is convenient dual-control, side-by-side seating that offers more flying companionship than a tandem arrangement. as well as easier instruction for the beginner. It also provides roomy baggage space behind the cockpit—not possible in tandem jobs. Blanton must be doing something right for nearly 100 Wichawks have already been built, and plans for several thousand more have been sold to prospective builders.

The Wichawk is reminiscent of the historic Stearman PT-17 World War II biwing trainer, though it's smaller (about ¾ scale), faster and considerably stronger. Fully aerobatic, it's stressed at an incredible 12 Gs positive and 9 Gs negative—enough to permit it to perform any maneuver an airplane is capable of. Powered by a four-cylinder, 180-hp Lycoming engine, it will, in Blanton's words, "run off and leave a 300-hp Stearman like he's tied to a tree." While top speed is officially rated at 140 mph, the ship can hit up to 180 mph in a power dive without coming apart at the seams.

Blanton's aim in choosing the biwing configuration was to provide maximum performance and ruggedness for the competition pilot as well as safe, easy handling for the novice. The biplane's natural stability, high lift, low stall speed and quick responsiveness serve both purposes well. Blanton should know. In his 30 years of aviation experience, he's racked up an impressive list of accomplishments, including the first autopilot for lightplane use, long-range fuel systems for record-breaking endurance

Wingless Wichawk, looking a bit like a plucked chicken, shows heavy engine firewall and strong tubular-steel fuselage construction. Central top wing section contains 25-gallon fuel tank. Steep takeoff angle (top photo, below) proves Wichawk's ability to get off the ground fast—actually within 150 feet. Note wheels set well forward to prevent any tendency to nose over in landings. Center photo below shows geared antiservo trim tab control in right-hand elevator.







Photos: Howard Levy

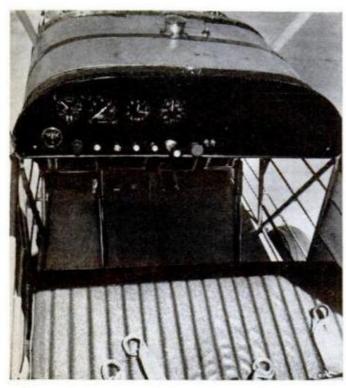
flights and the initial research work on Jim Bede's revolutionary BD-2 and BD-4 prototypes. The Wichawk is the culmination of these three decades of aeronautical ingenuity. It is both wild and tame at the same time. For the beginner, landing speed is a mild 45 mph. Takeoff distance is a mere 150 feet—half the distance of a football field—so you get up fast.

The ship is difficult to get into trouble with because even in a stall, only the upper wing stalls—the lower wing remains flying. For this reason, the ailerons are located in the lower wing so they continue to give positive control at or near stall speeds. Cruising speed is 127 mph; rate of climb, a zooming 1700 feet per minute, with a service ceiling of 19,000 feet. Two fuel supplies—a 25-gallon tank in the center portion of the upper wing and a 15-gallon tank in the nose—provide a total of 40 gallons and a range of 500 miles.

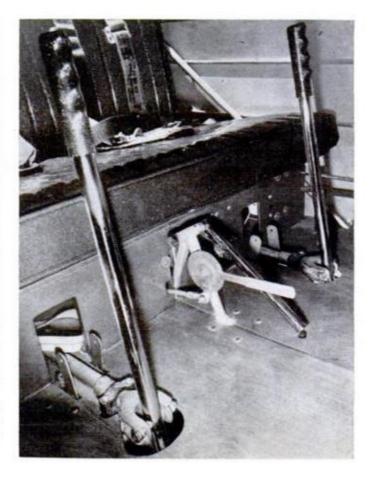
In addition to side-by-side seating, the Wichawk incorporates a number of other thoughtful design touches. The wheels are set well forward to permit panic braking without danger of nosing over. The engine firewall is especially beefed up to withstand the shock of a thrown prop blade—a mishap that can shake a plane to bits in seconds before there's time to cut power. In the Wichawk, shock destruction stops at the

firewall, enabling you to make a safe emergency landing. The rudder pedals are of the hanging stirrup type with toe brakes, keeping floor area neatly clear of obstructions. The wings are arranged to give maximum visibility in all directions—even in inverted flight, you can still see the horizon, normally blocked off by the up-tilted top wing. If you want a second cockpit, you can add one in place of the after baggage compartment, converting the Wichawk to a three-seater tandem bipe—another unusual design. And if you don't go in for wind-in-the-face flying, you can stick on a bubble canopy.

Construction is basically fabric over wood and metal framing. Wingspan is 24 feet; overall length, 19 feet, 3 inches. The wings have a constant chord of 50 inches. Empty weight is 1280 pounds; gross, 2000. Estimated building cost is \$3500, allowing about \$2200 for the engine. With a cheaper rebuilt engine, it's possible to get the cost below \$2000. Construction time averages 2000 hours, which Blanton admits is a lot but says is well worth it considering what you come out with-one of the finest allaround aerobatic sport planes that can be had at any price. His plans sell for \$125 from Javelin Aircraft Co., Inc., 9175 East Douglas, Wichita, Kans. 67207. Precut wing ribs and welded parts can also be purchased to simplify assembly.



Wide cockpit seat and twin sticks are shown above and at right. Center lever between sticks is trim control. Instrumentation looks skimpy, but actually includes everything needed for VFR daylight flying.





Out on the street the trike can't take on the big road hogs, so keep to the lanes and byways and always wear your helmet.

### Sport trikes go street legal

They started out as fun vehicles, but now they're a good way to do the chores and save gas for the family car!

By Jake Grubb

Tricycles are put aside by most persons sometime before the age of seven. But now there's a tricycle for adults. Motorized trikes are becoming increasingly popular for commuter use, shopping and all-purpose utility. They started as ATVs (all-terrain vehicles) that could scale hills, run over sand, track through mud, crawl over rocks—do anything a dirt-going motorcycle could do but without the risk of tipping over.

Today there is a good crop of threewheelers to choose from, with more and more being converted by their manufacturers for street use. Several companies are already offering street trikes that reach speeds of over 50 mph and get gas mileage comparable to that of mid-sized motorcycles. Fifty miles per gallon is not unusual. All street commuters presently available are single seaters. Most are modified ATVs that are suitable for both on and off-road use. A small number, however, are specialized road machines that generally have taller gearing than the ATVs, more power, lower body profile and also extra cargo space that most dirt models do not have. Their prices generally reflect these added luxuries.

Laws governing usage of mini trikes for street transportation to date, are those that apply to motorcycles. Legally these trikes are classified as motorcycles. They must have a high/low beam headlight, taillight, a battery ignition system which allows lights to stay on when the engine is not running, rear-view mirror and in some states, turn signals. EPA noise pollution requirements are the same as for motorcycles (86 dbA until 1976), and the continuing governmental controversy over motorcycle air pollution is currently as indefinite for threewheelers as for two-wheelers. Suffice at this writing to say that two-cycle engines appear more threatened by legislation than do four-cycle engines.

There have been isolated complications with street legality due to differences in regulations among the states. Alsport's RTS-SL for example, is "street legal in some states"—48 to be exact. Obscure technicalities such as a minimum 23-inch seat height requirement in New Mexico eliminate legality in that state because of its lowered profile. Concerning these problems, sport trike dealers from state to state, at the request of manufacturers, are making special efforts

to become aware of restrictions affecting their respective lines. In rural areas many trikes are being run as "farm tractors" using reflective triangles on the rear!

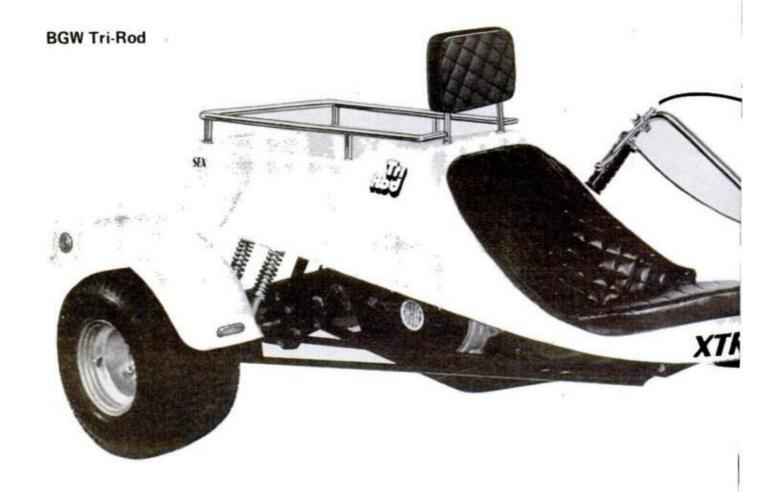
Basic design of existing three-wheelers can be grouped into two categories: the "sit in" type and the "sit on" variety. The "sit in" format incorporates a low-slung backbone frame, bucket seat set low and in front of the rear wheels and an engine mounted just in front of the rear axle. The "sit on" format is like that of a motorcycle. Most manufacturers have chosen this format because of its carlike comfort and lower center of gravity.

Off-road recreation as the original premise of the sport trike is good enough reason for ownership. But recent applications include uses for business commuting, daily shopping and other errands, plant surveillance and economical weekend travel. Because of their low retail cost, low maintenance, durability, excellent gas mileage and compact size, motorized mini trikes seem to have almost unlimited additional uses for work and play. Here are some of the manufacturers and their products:

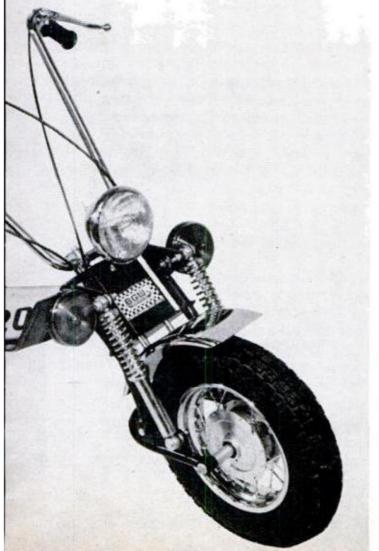
BGW. The RL-20 Mini Pickup features hydraulic disc brakes, headrest, integrated cargo carrier and full independent suspension. Available with choice of four engines, it can be a conservative commuter or a powerful performer. Automatic transmission, calibrated speedometer and optional electric starter round out the RL-20 and also apply to Tri-Rod dirt/street models. Priced from \$600 to \$1200. Contact: BGW Industries, Box 1683, Mansfield, Ohio.

Dunecycle. The Mohave 500E boasts 27hp from a durable Kohler 295-cc two-cycle engine. Three-way independent suspension incorporates heavy-duty leaf springs and automatic shocks on the rear; hydraulic shocks with "leading link" action at the front forks. Large hydraulic discs, front and rear, make for efficient stopping and an argon-welded heavy-wall tube frame with Tbone structure insures superior strength. Dunecycle is presently nearing completion of a street model based on the 500E. Key differences include tires suited for pavement, a 10-inch spoked front wheel and a fiberglass body encompassing engine cover, seat and gas tank. Price of the 500E is \$1100 (\$1350 projected for street version). Contact: Dunecycle, Box 2967, Santa Fe Springs, Calif. 90670.

Explorer. Explorer's 800R comes fully











equipped for the highway as well as off-road. With turn signals, mirror, horn, high/low beam headlamp and electric starter, no modifications are necessary for application to commuter use. A four-cycle Tecumseh engine supplies eight-hp to the rear wheels for a top speed of 50 mph. The 800R is capable of getting over 70 miles per gallon. It's \$730. Of seven models in the Explorer line, a 23-hp rotary-engined trike is scheduled to be the newest and most exotic street model. Now under final testing, it is a Sachs rotary-powered luxury mini for the demanding three-wheel cyclist. Contact: Owosso Explorer Corp. Box 177, 1415 West Oliver St., Owosso, Mich. 48867.

Heald. Sold only as kits, Heald ATV trikes are designed for easy home assembly. They are of quality construction at a very fair price. The new Heald SST has a two-cycle 295-cc Kohler engine, Comet torque converter transmission, high flotation tires, six-inch band brakes, thickly padded seat and three-way suspension. Options include a front ski, running-light kit, tote rack, auxiliary gas tank, windshield, electric





starter and T-2 Trailer Kit. Many owners are modifying their SSTs for road use, which can be done by adding a Heald light kit plus standard street legal necessities. It's about \$400 set up for street. Contact: Heald, Inc., Box 1148, Benton Harbor, Mich. 49022.

Honda. Honda's ATC70 is an all-terrain three-wheeler with a straddle-type seating arrangement. A comparatively short 35.2-inch wheelbase and narrow 31.5-inch overall width render it quite small but compact dimensions aid loading and transport. With high-flotation 16-inch ATV tires and a low ground clearance of 3.5 inches, the ATC is a pure off-road vehicle. The \$450 machine is not currently highway orientated. Contact: American Honda Motor Co., Inc., Box 50, Gardena, Calif. 90247.

MTD. The offroad Mudbug is a clean-looking ATV with hefty construction. It comes with a choice of tires and optional accessories to fit the demands of individual owners. The popular Mudbug 722 comes standard with an 8-hp four-cycle engine, leading-link front telescopic suspension, adjustable front headlight, alternator and dual-disc rear brakes. Four MTD models range from \$500 to \$600. Contact: MTD Products, Inc., 5389 West 130 St., Box 2741, Cleveland, Ohio 44130.

Muskin. Tri-Cat from Muskin is an outgrowth of success in the manufacture of off-road minibikes. Widespread in popularity, the Tri-Cat is available throughout the United States with over 700 service centers across the country. Off-road versatility is this three-wheeler's primary asset. Racing is an essential concern at the factory for testing and improving the product. The basic Tri-Cat is powered by a 5-hp Briggs & Stratton engine, features front telescopic suspension, low-pressure ATV tires and a highly durable torque converter transmission. It's \$400. While not presently offering a street model, Muskin is considering its production. Contact: Muskin Corp., 225 Acacia St., Box 311, Colton, Calif. 92324.

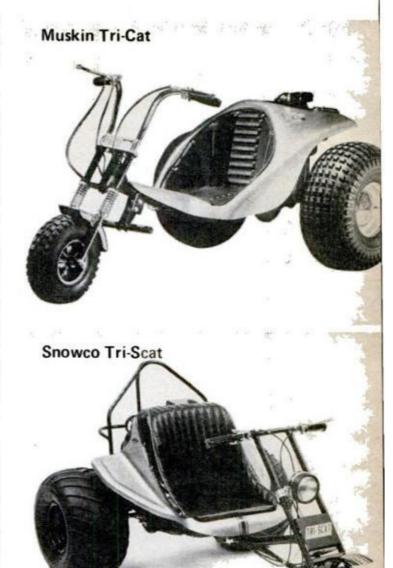
Pacesetter. The WR-SP III is a heavy-duty trike built to withstand rough going. It's a "sit-on" type with a 9-hp Wisconsin Robin engine mounted between front and rear wheels. Rear suspension is of motor-cycle swing-arm construction. Ready from the dealer for trail triking, farm work, landscape maintenance, hunting or back-country travel, optional accessories from Pacesetter make WR-SP III street legal at

minimal cost. A 7½-horse model is also available. The machines are in the \$700 to \$800 range. Contact: Pacesetter Enterprises Inc., Cascade, Iowa.

Rupp. Well known for its durable, smalldisplacement minicycles, Rupp Industries now offers the Rupp Centaur, a three-wheel commuter. It is larger, longer and more stylized than contemporary three-wheelers and not derived from an ATV format. The Rupp, designed and built strictly for street use, features an automatic transmission with reverse gear, dual-beam headlights, side lights, fully adjustable automotive rear independent suspension and six cu. ft. of storage capacity with a locking door. A 340cc Kohler two-cycle engine incorporates capacitor/discharge ignition and Mikuni fixed-jet carburetor. The Rupp's top speed is 55 mph. Windshield, padded headrest, tachometer and other important optionals are available. It's expected to be priced about \$1700. Contact: Rupp Industries, Inc., 1776 Airport Rd., Mansfield, Ohio 44903.

Snowco. Off-road three-wheelers include Super-Scat, Nomad, Tri-Scat, Farm-Scat and Mini-Scat. Of these, Nomad is a rugged cargo carrier, Tri-Scat is for the rigorous boonie rider, Super-Scat shines smooth-track performer and Mini-Scat is a tough 2½-hp trike for kids. All can be fitted with Snowco's full line of ATV accessories, including front ski for snow travel, folding overhead canopy, roll bar, tinted front windshield and foot splashguard. While no street three-wheeler is offered, Snowco's head and taillight kit help an owner make his own modifications for road riding. Snowco vehicles range from \$300 to \$800. Contact: The Snow Co., 4350 McKinley, Omaha, Neb. 68112.

Tri-Sport. Variety heads the Tri-Sport line. The 3-hp MTS 30 is an extra small mini for youngsters; 5-hp TS 110 and 14-hp TS 101 are economical off-road performers; the TS 130 is a durable 8-hp workhorse and the RTS 8 is a luxury ATV. Accessories such as the Alsport 2-Passenger Trailer and Alsport Cargo Trailer are items of added versatility. The RTS SL, Alsport's attractive street machine shown on the cover, features cargo rack, engine cowling, headrest, electric starter, tachometer, three-way independent suspension and rear bumper, plus standard highway necessities. Available with 290-cc or 340-cc engine the RTS SL is in the \$1500 range. Contact: Tri-Sport, Alsport, Inc. 84 Whittlesey, Norwalk, Ohio 44857.





### Watch out for these career killers

Almost every shop, factory or office harbors a Lazy Albert, Cranky Cathy or other poorly motivated worker. Don't follow their example if you want to succeed in your job.

by Fred R. Howell

Hear the latest? They're moving the plant to Texas." This information is imparted in a low, conspiratorial voice at the water cooler. The speaker is Troublemaker Ben.

"Texas? Oh my gosh!" You don't have anything against the Lone Star State, but the fact is that the plant presently is located in Hoboken, N.J. You've got a house in the suburbs, the kids are in school, you belong to a congenial car pool.

But the momentary fright passes. You know that Troublemaker Ben loves nothing better than a juicy rumor. If the plant isn't moving, it's closing down. Or the boss is about to be fired or the foreman demoted. At best, Ben is a questionable source of information.

Most every shop, plant or office has its Ben—and a lot of other characters, too. During 10 years' work in machine shops—eight of them as foreman—I came up against them all, from Lazy Albert to Cranky Cathy. Some were pretty good workers, others were not. What they all had in common was a rotten attitude.

You don't become a success in business or industry on ability alone. Attitude has a lot to do with it—and that's what this article is really all about. Whether you're just starting out or you've been working for a few years, you won't get far in your career if you emulate any of the characters



that make up the typical shop's rogues' gallery.

Consider Lazy Albert. Albert is a congenital fault-finder and a devout believer in never giving an extra minute's time to the company.

He never starts work until the bell rings in the morning. Then he takes his time getting his tools ready. Albert says that at the salary he's getting, the company is lucky he even shows up for work. To volunteer for extra work, says Albert, is out of the question; to help a fellow worker, sheer madness.

If he does little else, Albert keeps a sharp eye on the clock. He's the first in line when it comes time to punch out for lunch or at quitting time. If the foreman asks Albert to put in half an hour of overtime to finish



his unit, Albert is sure to explode with rage. He is equally sure to remain just a line worker unless he manages to change his attitude.

Then there's Takehome Alice, who regards anything not nailed down as a potential company benefit.

She takes home paper towels and soap from the ladies' room and doesn't bat an eye when the poor janitor is confronted by other female workers demanding to know why he can't keep the ladies' room properly stocked.

Tools also have a way of disappearing around Alice, whose husband maintains a well-equipped home workshop. This creates friction among co-workers who must spend time looking for a missing wrench or gauge. But you can be sure that Alice will scream

her head off if one of her tools disappears.

At lunch you sit next to a dour gent I'll call Last Job John. Give him half a chance, and he'll spend the lunch hour telling you how great his last job was compared to his present one.

His last job offered a better medical plan, more insurance and more holidays. He got a bonus darn near every three months, was paid for jury duty and got a cash present on his birthday.

John claims he didn't have to work half as hard at his last job as he does here. Sometimes he even stayed home and had a friend punch him in and out. On the job, he likes to tell the boss how they did it in his last shop. He is so engrossed in the line he is peddling that he doesn't listen to the foreman's instructions. Result: John's work is lousy, his reject rate high.

If you ask John why he left his last berth, you get nothing but vague answers.

Every company has a Bitter George (a close relative of Last Job John). George claims the company is cheap, pays low salaries and hires mean bosses. His slave-driving boss, according to George, is unfair and bent on getting every ounce of work he can out of his men.

George is especially bitter about the fact that he's been passed over for promotion several times. What he fails to explain is that many a morning he comes in heavyeyed and yawning. He's addicted to the late-late show on TV and doesn't seem to



come awake till it's near quitting time. His work output is not spectacular.

Troublemaker Ben, on the other hand, is an excellent worker and makes few mistakes. (That's how he keeps his job.) But



don't listen to anything he has to say unless it's about how to use a particular tool or handle a certain project.

Poor old Charley made the mistake of listening to Ben. One day Ben took Charley aside and said, "I hear you're going on the night shift."

But before the boss could inform Charley that he was in line for promotion to lead man on the night shift—with a good increase in salary—Charley stormed into his office and shouted he was not about to be buried on the night shift. They'd better find themselves some other chump to take over that slot.

The boss was flabbergasted by Charley's outburst, and Charley was chagrined when

he got the full story. The thing Charley didn't get was the promotion.

Gabby Gus probably would not have fallen victim to Ben's rumor mill, for Gus is too busy talking to listen to anyone else. To hear him tell it, he has all the solutions to the world's and the company's problems. On his way to the supply bin he is sure to talk to at least two people, slowing them up or, possibly, causing them to ruin a job.

A two-minute trip for anyone else takes Gus ten minutes. The foreman has to spend part of his day telling Gus to get back to work. And if Gus works next to you, you'd better wear ear-stoppers.

Cranky Cathy is a different story. She can go for days without talking to her fellow workers. She's easy to offend. As a result, she's avoided by most of the people in the shop.

Woe betide the poor soul who sits at Cathy's place in the cafeteria or uses a company tool that Cathy has earmarked as her own. Ironically, she has no idea how her attitude and actions alienate co-workers.

I haven't described all the types in the typical shop's rogues' gallery. Work long enough and you're certain to run into others.

The main thing is not to let a Bitter George or Troublemaker Ben influence your career. Stick to your guns, do your job as you see it. Here are some other positive things you can do:

- □ Be friendly and listen to fellow workers, but don't adopt their negative attitudes or poor work habits.
- □ Judge your foreman, the boss and the company by the way they treat you. Don't be swayed by loose shop talk.
- □ Read company booklets and other publications. Learn for yourself about benefits such as holidays, sick time, pension rights, profit sharing and the like. If there is something you're not clear about, go to the personnel department or ask your boss.
- ☐ If you hear a rumor that bothers you, ask your supervisor for the facts. If it's possible, he'll give you the straight scoop.
- □ Steer clear of office or shop politics. The surest way to gain advancement is by doing your job and showing a willingness to take on added responsibility. And when you've been promoted on your own merit, you're beholden to no one but yourself—a most comforting thought.

## How to groom your dog like a pro

by Lee Coe

Grooming and clipping your dog yourself is a good way to save money and keep your pet looking his best at all times. Though your dog may act disgruntled or skittish during a grooming session, he'll feel like a million afterwards. And he'll show it.

Clipping and grooming by a pro costs as much as \$15 in many areas. But by investing in a few tools and learning some basic know-how, you can save that fee and still do justice to the good characteristics of the breed.

For example, an unclipped poodle looks like a rag mop; appealing perhaps, but certainly not the dandy the name conjures up. In addition, unkempt hair can cause runny eyes, infected ears, sores from mats that irritate the skin, and offer a haven for fleas, lice or ticks.

Smooth-coated breeds such as certain hounds and bird dogs are the easiest to keep well groomed. All that's needed is a medium or soft-bristled brush. A vigorous daily brushing with the lie of the hair will remove dust and loose hair, and distribute the natural oils that keep your pet sleek and shiny. A grooming glove with a rough, rubberized palm also does a good job.

Long-haired dogs require a stiff-bristled brush and a metal dog comb that has medium-spaced teeth with rounded tips. Begin at the tail and brush vigorously against the lie of the hair as you work forward, taking care around sensitive areas. You may have to do this several times before you have loosened all the dead hair. Finally, comb the hair the "proper" way.

If yours is an outdoor dog that luxuriates in dust or sand baths, even a good brushing may not bring back the shine to his coat. A bath will do the trick, but too frequent bathing removes the oils that keep a dog's skin healthy. A bath once a month should



A basic grooming tool is a metal dog comb with medium-spaced teeth rounded at the tips.

keep him handsome and socially acceptable. There are dry shampoos that also do a good job, but they contain ingredients that are very drying to the skin and thus shouldn't be used too often.

This type of grooming is all that's required for so-called "natural" dogs, which do not need clipping to bring out their typical conformation (the general appearance of a dog characteristic to the breed). Setters, curly and smooth-coated retrievers, and other long-coated dogs are given this simple grooming.

Breeds requiring special clipping to bring out their conformation are cocker spaniels, the longer-coated terriers and poodles.

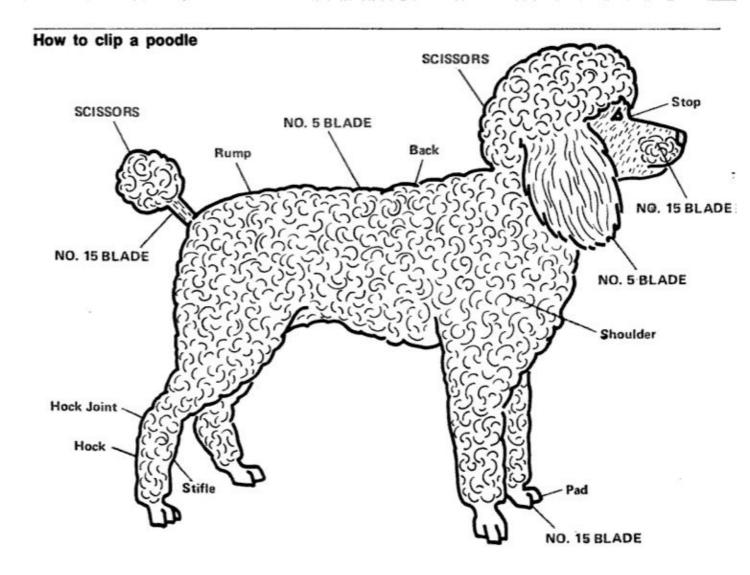
You may save yourself money if you have an old pair of electric barber clippers around the house. But the blade will not be coarse enough to clip a heavily haired dog. If there's a barber supply house in town, take your clippers with you and ask for the *equivalent* of a No. 15, No. 10 or No. 5 dog-clipping blade, depending on the breed you want to clip.

The No. 15 and No. 5 blades are for poodles, the No. 10 and No. 5 for cockers and terriers. Blades cost from \$6 to \$8.

Dog clippers run from about \$30 to over \$60 for a heavy-duty model. If you're hesitant about investing in new clippers right away, you may be able to rent a pair at a tool-rental shop. Rates range from \$2.50 to \$4 for a 24-hour period.

Bathing your dog can be a pleasant experience for both you and the animal—if done properly. Small dogs can be bathed in

(Text continues on page 89)



A poodle does not shed its coat, nor does the coat ever stop growing. Some poodle owners, stymied by high professional grooming fees, permit their dogs to grow a coat so dense and matted that grooming becomes almost impossible.

A kennel clip—as opposed to a complicated show clip—can easily be done by the amateur. It is attractive on any of the three sizes of poodle and is easy to care for. The No. 15 blade is used for all areas to be clipped very short, the No. 5 blade for the rest of the coat.

Using the No. 15 blade, you clip the entire face and part way down the throat, shaping a "V" on the throat. The cheeks are clipped from the outer corner of the eye up to the base of the ear and into the "V" on the throat. The topknot begins at the eyeline, save for a tiny inverted "V" clipped between the eyes. The topknot is combed out and scissored to produce a "half ball" configuration that covers the eyebrows in front and blends smoothly into the neckline in back (rather than being cut to stand out from the neck).

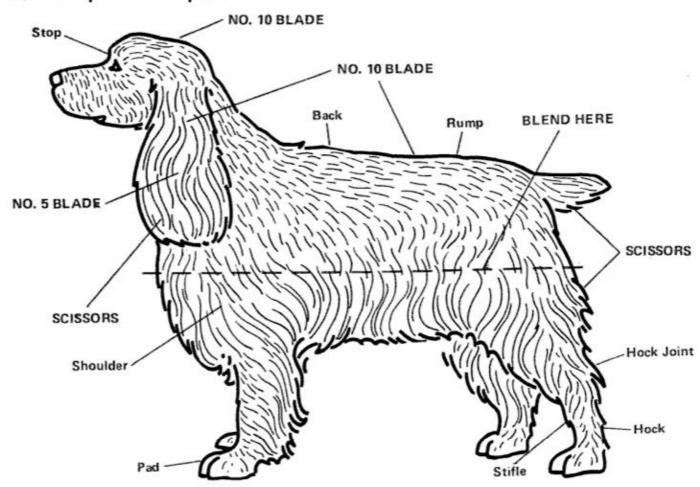
The feet are completely clipped from just below the dewclaw. (Most poodles have their dewclaws removed, on both front and rear legs, when the tail is cut as a pup.) The tail is clipped all around to within about half an inch of the tip, leaving a puff of curly hair. It is combed and then shaped with scissors into a ball of fluff.

The dog's coat is clipped by going with the lie of the hair to avoid chafing. Be sure to clip the inside of the thighs and the lower abdomen.

It is always necessary to bathe and thoroughly dry a poodle after clipping. Then the coat is combed out and any straggles cut with scissors. In combing, press the comb into the hair and against the skin and pull it straight out. This will fluff the hair and give the desired puffy look to both the tail and topknot.

The hair growing inside the ears should be removed to prevent infections. Use your fingers to pull out the hair, holding the ear—folded open—with one hand and plucking a few hairs at a time with the other. Alternate ears to minimize discomfort. This procedure is not really painful, and once the dog has become accustomed to it, can be done at a single session.

### How to clip a cocker spaniel



If not clipped, the cocker's profuse coat will be continually matted and his handsome face covered with shaggy hair. Using the No. 10 blade, the face, head, neck and back are clipped, going with the hair wherever possible. Pulling the skin smooth will help prevent clipper burns and cuts, and permit a cleaner cutting of the face. Clip under the chin and down the throat, blending into the feathers on the chest.

The neck and back are clipped to the widest part of the body, where the hair is blended into the long hair of the belly (broken line on drawing). Blending isn't difficult. As you approach the area where blending begins, tip the clipper blade away from the coat while continuing to follow the line of the body, moving smoothly into air where the body curves inward.

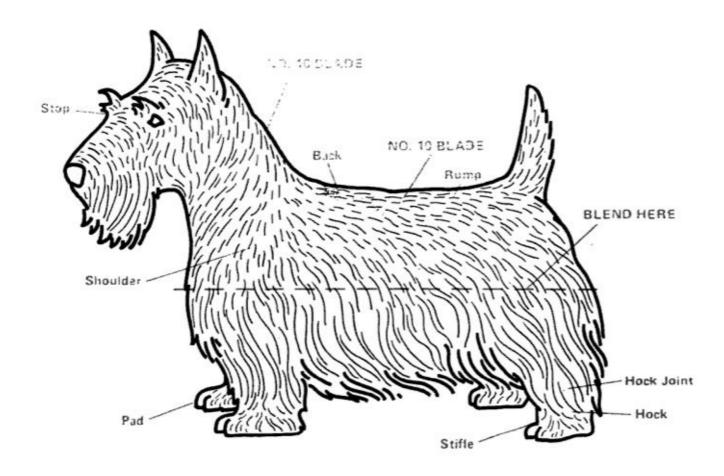
The top of the tail is clipped and the feathers on the underside are scissored, tapering from the base of the tail to the stub tip. The ears are clipped down about an inch from the top of the head with the No. 10 blade; then the No. 5 blade is used. The long hair on the ears' edges should be combed away from the ear and cut with scissors to leave about an inch of hair, curving the cut with the shape of the ear. The

inside of the ear leathers is clipped with the No. 5 blade and excess hair clipped from around the ear opening to allow air to get inside.

Many cockers have chronic ear infections because there's not enough ventilation to keep ear canals dry.

The hair on the legs is combed out from the leg and scissored. The stifle (knee) has a lot of hair that can be clipped quite short with scissors without spoiling the cocker look. The heavy thigh hair should be combed out and scissored; so should leg hair below the hock.

Using scissors, trim the feet while the dog stands four square. Cockers have heavy hair growing between the pads of their feet. This hair should be clipped out to prevent mats that can make the dog lame. But remember that spaniels have partially webbed toes; take care not to cut the skin. Either the No. 10 or No. 5 blade can be used to clip the hair between the thighs to help avoid mats. With scissors, trim the belly feathers to correspond with the hair left on the backs of the front legs. Blend the chest hair into the belly feathers. After the dog is clipped, bathe and dry him. A good combing will reveal any uneven places that need further trimming.



Terriers with wiry coats—the wire-haired terrier, scottie, Irish terrier, Sealyham and Airedale—are clipped in a similar manner. Only the No. 10 blade is used.

Going with the lie of the hair, clip the top of the head, leaving the eyebrows. Then clip the cheeks, starting just in back of the lips. The top of the nose is clipped out from the "stop." The neck, throat and back are clipped with the hair down to the widest part of the body. At this point, it is blended into the longer hair.

The top of the tail is clipped, the rest scissored, tapering slightly toward the tip. Clip under the tail around the anus, blending into the thigh hair.

The idea of blending is to avoid an abrupt change from the short hair of the back and the long hair left on the rest of the body. The longer hair should begin at the same level (broken line on drawing) on the chest, shoulders, sides and thighs.

The eyebrows are combed forward and scissored to a length that permits them to stand out, not hang, tapering to the outer corner of the eye. The whiskers are combed straight down over the lips and jaw. With

scissors, trim the front whiskers straight across to a length of about one and a half inches. Then turn the dog's head and cut whiskers to angle up toward the corner of the mouth.

The front leg is scissored so that the hair bristles rather than hangs. The leg should appear straight up and down from all angles. The paws are trimmed as the animal stands four square. The hair on top of the feet is combed up, cut and blended into the hair on the front of the leg. If this is done correctly, the terrier will appear to be standing on his toes.

The hind legs are scissored to follow the line of the stifle (knee) in the front of the leg. The thigh feathers should be trimmed to a length that covers the point of the hock (the lower leg joint that corresponds to the ankle in man). The leg below the hock is trimmed in the same manner as the front legs.

The underline of the body is scissored to correspond with the way the legs have been clipped. Whether your terrier has erect or cocked ears, they should be clipped with the lie of the hair on the outside and along the sides so the edges are sharp and clean.



Electric clipper, extra blades, nail clipper, scissors and rug remnant on workshop bench convert a basement into a grooming parlor. If the floor has drain, larger breeds can be bathed standing on floor. Smaller dogs can be accommodated in sink or laundry tub.

Clipper equipped with coarse blade is used on coat. It's important to cut with the lie of the hair to avoid chafing and nicking of skin. You may save extra money if you already own an electric barber clipper.



a sink or washtub. With larger breeds you may have to resort to the lawn or the basement floor, if it has a drain. Use a spray attachment on your hose.

The dog should be restrained with a piece of rope so that he can't dash off in the midst of the proceedings. Stuff cotton in his ears to keep water out and apply base eye ointment to protect his eyes from the shampoo. Pull out the lower lids and squeeze a line of ointment on them, then gently rub lids to spread ointment over the eyeballs.

The dog should be wet thoroughly first, then lathered with shampoo—a regular "people" shampoo is best. Rinse the animal well. When the coat feels "squeaky clean," its time to use a cream rinse. Always rinse thoroughly, so that no soap residue is left to irritate the dog's skin.

Smooth-coated dogs can be toweled nearly dry. Larger ones with long hair should be permitted to shake themselves well first. Then they, too, should be toweled. Some types of electric hair dryers can also be uesd for the final drying. Once dry, the animal should be combed out and trimmed where needed.

Some other grooming tips:

☐ The dog's nails should be clipped as often as required. White nails show a pink line in the center—the "quick." The nail should be cut below this line so the blood vessel won't be injured. You must use more caution with black nails, in which the quick is not readily apparent. Remove a little at a time, and cut nails more frequently. Styptic powder will staunch blood in case of a slip.

☐ If your dog has dry hair or skin, use lanolin hair dressing. Working against the lie of the hair, apply the dressing with a massaging action. A dry coat may result from a diet lacking in fat. If you're feeding your dog a dry food, add bacon grease, steak fat or salad oil to each meal.

☐ Fleas, ticks or lice can be killed with a medicated shampoo. Follow directions carefully, for the shampoo can be toxic to the animal.

☐ In a tick-infested area, comb long-haired dogs and do a "hand" check of short-haired breeds daily. Check particularly behind and in the ears and between the shoulder blades, places the dog can't reach very well.

☐ Terriers and poodles should be clipped about every six weeks. By that time the coat will have grown out, but the pattern you have established will still be obvious and easy to follow. ★★★

# Best bicycles and gear for commuting, shopping and touring

PM's bike expert, author of *The* Complete Book of Bicycling, picks the equipment you'll need to go just a few blocks—or many miles.

by Eugene A. Sloane

Whether you ride for short trips shopping around town, commute to work or take long-distance tours, the bicycle can be your route to glowing good health. And a bicycle can be a very practical, fuel-saving means of transportation.

There are, however, bicycles and bicycles, from the one-speed, coaster-brake model to the 10 or 15-speed \$400 ultrahigh-performance machine for distance touring and camping trips. Actually there are bicycles within this broad range best suited to each of these diverse uses. For example, you wouldn't (or shouldn't) use a Rolls-Royce to run down to the store, but it would be ideal for long trips. A reverse twist, in bicycles, would mean you should not use a heavy coaster-brake bicycle for long trips, but it would be ideal for short runs in town, where it would not be a disaster if it got rained on or even were stolen.

Given such varying requirements in bicycle usage, I have selected bicycles and related accessories and equipment for each basic use: utility cycling, commuting and for distance touring and camping. Since some of the accessories—such as lights—can be used in all types of bicycles, I will mention them only once.

I should point out that I am not necessarily in favor of your owning three types of bicycles. If you're a beginning cyclist who wants a bike for short trips, you may never get beyond the coaster-brake, one-speed bike stage. However, within even the utility bike category, you should be able to buy a sturdy, reliable machine for well under \$100. If you begin to take longer trips, such as commuting to work five miles or more (even up to 15 miles one way), you will need a better bike with at least five speeds. You'll want something even better for touring.

### Bicycles for around town

Auto-use research shows that the average distance driven each time a car is started is five miles or less (barring long trips). A utility type bicycle will do just as well, and, with trailer attached, can bring home the groceries. Here are my selections for utility, around-town bicycles:

DBS Oglaend Kombi Lux, \$135, is my first choice. Although this bicycle is above my price bracket for utility bikes, it is so utilitarian I have made it my first choice. This is a two-speed model, in case you have hills to cope with. I found this model, at around 35 pounds, light enough so it could be toted up stairs. Since it is easily taken apart, it can be stored in comparatively little space, so it is ideal for the apartment dweller. Or, you could keep it in the trunk of your car.

The Kombi has excellent brakes, an internal expanding hub brake up front, internal coaster-brake rear, which means you can stop safely even in the rain since both brakes are weather-protected. Lights should be easy to install since there's built-in internal wiring for front and rear lights. Best of all, it comes with a large wire



This commuters' Gitane Get-Away can be disassembled in minutes, stored anywhere in its own carrying bag.

### Commuting







Gene's selections for the wellequipped bicycle commuter include: Schwinn SlacJac compact rain suit (photos, top left), which can be worn as a coverall or as a jacket with the pants rolled up in the jacket waist. For safety, rider at left wears Romer helmet, Gladd reflective body and leg bands and Schwinn strap-on light on arm (or leg). Bike has reflectors by Bright Star, front light by Wonder Corp. For convenience, Cannondale front and rear bags are quickly removable, carry rain suit, extra tire tube, bike tools and personal gear. Gitane bike quickly comes apart, can be stuffed into its bag, stored next to desk or work area. Above: quick release on Gitane handlebars and saddle (and wheels) speeds disassembly of bicycle.

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rear-mounted carrier plus a removable front-mounted basket. Its short wheelbase and small 20-inch wheels make the Kombi highly maneuverable in city traffic.

The saddle and handlebars are the quickadjust type. The Kombi comes with frontlight mount, handlebar bell, pedal and rear reflectors and all-purpose assembly tool. The importer is Intersport, Inc., Box 1241, Bellevue, Wash. 98009. (L.L. Bean also sells it. Write L.L. Bean, Freeport, Me. 04032.)

Schwinn Speedster (men's) or Breeze (women's), \$74.95, my second choice, comes as a single coaster brake or as a three-speed. I have selected the three-speed. This is a no-nonsense, sturdy bicycle which, as a three-speed, has front and rear caliper brakes, sturdy wheels with 26 x 13/8-inch tires. The one-piece crank needs little maintenance, and the entire unit is built to last. Frame sizes are 17, 20, 22 and 24 inches for men and 17, 19 and 21 inches for women. At 38 to 40 lbs., not exactly a lightweight, but very adequate for utility cycling. Schwinn Bicycle Co., 1856 North Kostner Ave., Chicago, Ill. 60639.

Huffy Model H6888, \$84.75, third choice, has the unique Tokheim 5-10-speed trans-



Secure bicycles from thieves with these chains and locks. Clockwise, from the top: American Lock Co.'s %-inch Super Foiler vinyl-clad cable and 601 padlock; Schwinn Bicycle Co.'s %-inch vinyl-clad chain and lock; Ryco Howler, model H5; American Coiler model CC3146 with combination lock; Schwinn %-inch Super Cable. Next to the cable is American's HT-16, a seven-pin tumbler, tubular-cylinder padlock.

mission. It's really a five-speed, but with gear ratios as broad as those found on a touring 10-speed. Really too heavy, at 42 lbs., for touring, it is ideal for utility cycling. The transmission system works like a dream, shifts under power even when hill climbing. It's a safe five-speed too, because even the most determined child or klutzy adult can't mis-shift or cause chain hangup. You can even shift down to a lower gear while at a standstill.

I would have given this bicycle first rating, but it isn't yet on the market. (I have ridden a test model at length.) Some will be available this summer, with a general supply scheduled for January. Men's frame size is 22 inches; women's, 19 inches. The bicycle has front and rear side-pull caliper brakes and 26 x 1\%-inch tires. Saddle is mattress type and a luggage carrier on the rear is standard. Maker is Huffman Manufacturing Co., Box 1204, Dayton, Ohio 45401.

The new Tokheim transmission is a major step forward in safety, gear ratios and durability over coaster brake or multispeed internally geared hubs.

### Accessories and equipment

Since the most frequent use for a utility bike is going to fetch things, it makes sense to consider how to carry groceries, small hardware items and children. I believe a bike-mounted child carrier is dangerous. With a child on the handlebars steering is awkward. If the child is in a carrier over the rear wheels, balancing is a bit easier, but still awkward.

By the same token, you can get heavy and ungainly wire carriers for each side of the bike, but again you're unbalanced.

I strongly recommend you get the most out of your utility bike by using a twowheel trailer made for towing by bike. (I don't like one-wheeled jobs; they tend to jackknife down-hill.)

The Cannondale Bugger BR-1, \$54.50, is the trailer I recommend. It can double as a garden cart as well as a child carrier. There's a separate plastic seat with safety straps to carry two or three small children safely. The optional seat is \$19.95, is model BC-18. The trailer itself comes with a hitch that is quickly fastened to or removed from the bicycle seatpost. It has a bag that zips all around, which I prefer for carrying groceries. With an open bag, the trailer is model BR-2 and sells for \$44.50. They're

### Shopping

Drivers will see you when your bike has a Bike Safety Flag (right) by the St. Croix Corp. Safest way to carry kids (top right) is in the Cannondale BC 18 trailer with child seat and safety strap. Right center: A single master bolt lets you take apart-and reassemble-the Oglaend DBS Kombi Lux bicycle, which is recommended for general utility use. Below: You can carry groceries safely in the Cannondale BR 1 trailer, shown attached to the Kombi Lux utility bike. Short wheelbase and small wheels of the Kombi provide a highly maneuverable bicycle for city shopping. Note that the Kombi is fitted with a Wonder headlight and Bright Star reflectors. Added safety comes from dual braking system with its front hub brake which gives good wet-weather stopping power. (The rear brake is coaster type.) This bike has quick-release adjustments on the saddle and handlebars so you can quickly fit the bike to anyone in the family. A detachable, front-mounted shopping basket (not shown) comes with the bike.









made by Cannondale Corp., 35 Pulaski St., Stamford, Conn. 06902.

You might want to add a small handlebar or saddlebag to your utility bike to hold such things as a spare tube, purse, wallet, flashlight and other sundries. If so, check the selection in the touring and camping section.

TCS Steel Carrier, \$10, is my choice. I have toured with aluminum carriers; they're lighter, but a lot weaker, than steel ones. TCS's steel carrier is almost as light as an alloy carrier, and a lot better. Available from Tourist Cycling Shop, Box 4009, Boulder, Colo. 80302. You can also obtain a steel carrier from a Schwinn store for around \$6.

### Safety equipment selections

If you ride at night, you need lights. You must make yourself visible to drivers; reflectors aren't good enough. If you ride at all, you should wear head protection. You may think you look silly riding a bike with a crash helmet, but you'd look (and feel) a lot sillier with a fractured skull. Bike accidents are at least keeping pace with bike sales. Finally, you do need reflectors. Some



Whether you tour long distances or commute locally by bike, you should carry these tools and parts: 1. Adjustable wrench; 2. dumbbell wrench; 3. small screwdriver; 4. freewheel remover; 5. spoke wrench; 6. chain rivet remover; 7. brake pads; 8. tire irons (for wired-on tires); 9. spare spokes; 10. spare cable; 11. rim cement (for tubular tires); 12. patch kit; 13. bearing grease; 14. tube (for wired-on tire); 15. WD-40 chain lubricant; 16. spare tubular tire; 17. sticky tape for tubular tires (instead of rim cement); 18. rim tape for wired-on tires (to keep spokes from puncturing the wired-on tire tubes).

states now require them, and they do back up lights that could fail.

Romer Helmet, about \$19, is a 17-oz. opentop helmet with a suspension system that separates the head from the plastic helmet shell. Made in Germany, designed for whitewater canoeists, it's cool enough for hotweather use. In winter, use any good lightweight motorcycle crash helmet with ear flaps. One light model is the Trooper Hat for around \$16.50 made by G/R Distributors, 3015 North California Ave., Chicago, Ill. 60618. The Romer helmet is available through sporting goods stores, or by mail from White Water Sports, Box 9406, Denver. Colo. 80209.

Wonder Bike Head-Lite, \$4.99 with batteries, is an excellent, light-plastic light that is best fastened to the head tube. It doesn't throw enough light to let you see where you're going, but it does do a fine job of letting motorists see you. I sprayed Day-Glo paint on my Wonder Lite and attached it to my seatpost, under the saddle. This makes a fantastic rear light. The importer is Wonder Corp. of America, Box 1402, 24 Harborview Ave., Stamford, Conn. 06902.

Snap-On Bike Lite, No. 522, \$3.99 less batteries, takes two D-cells. Heavier than the Wonder Lite above, it lets you see where you're going. It's made by Gulco Div., Bright Star Industries, 600 Getty Ave., Clifton, N.J. 07015.

Strap-on safety light, Schwinn 05-815, \$2.35 less batteries. Strap it on your left leg, and the up-and-down movement adds visibility. Can be used to read maps, but not to see the road. Amber lens for front and side visibility, with red lens rear.

Generator lights you should forget; they are heavy, don't work when you're stopped.

Rear light, No. 178124 Rampar (Raleigh Industries), \$3.95 less batteries. This is my preference for powerful rear visibility.

Bright Star Reflector Kit, \$2.95, is box of prismatic reflectors for front, rear and side visibility; also, if your bike should

(Please turn to page 170)



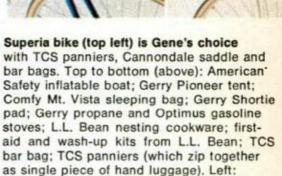
When you're on tour, you need to know where you're headed. These handy little compasses are liquid-filled, thin enough to fit into a pocket and can be used for map reading. They're made by Silva. Huntsman (bottom) pins to handlebar bag.

### **Touring and camping**









Boy in L.L. Bean warm-up suit uses Cannondale pack to bring groceries to campsite.

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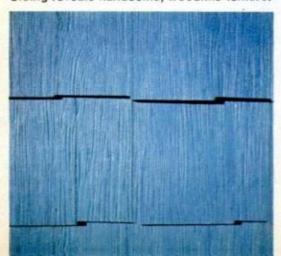
### Re-siding: You can do it yourself

With two friends helping, a PM staff member re-sided this old house in five Saturdays.

by Harry Wicks



Mineral siding can be worked with tools most do-it-yourselfers already own. Shingles come in 4-ft. lengths and are available in nine colors. Above, author (right) and friend on scaffold. At right, first side is completed; work progresses on second level of front. Old gutters were torn down and replaced with new when siding work was completed. Below, close-up view of Stratalite Thatch Siding reveals handsome, woodlike texture.



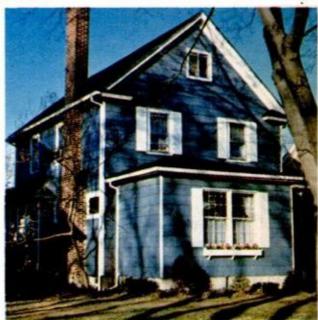


POPULAR MECHANICS



Photos: Robert D. Borst and the author





Before and after photos taken during the first and last weeks of November. Original clapboard siding was cracked, blistered and peeling (turn page for close-up look). New siding enhanced looks, reduced fuel consumption.

Like many homeowners, I simply grew tired of repainting my house every few years. That, plus the fact that I had the unrewarding experience of having paint blister, peel and scale within two years of painting—despite the hours spent in preparation and painting and the high-quality paint used—meant this was the year for me to re-side rather than repaint.

There were several points to consider when choosing the siding:

First, I wanted my home to present a woodlike appearance that *did not* look factory-made.

Second, due to limited time and equipment, the installation procedure had to be

### Why the job was necessary







Photos of old clapboard (above and top of facing page) reveal why paint no longer would do the job. Three before and after views were taken at ground

level; same conditions existed on upper levels. Two years previous, the bays between studs were vented, paint still deteriorated to condition shown.

### Getting ready for the siding







First step is to remove all attachments such as shutters (left) and flowerbox beneath windows (center). Molding over soffit-wall joint is also removed. On

job shown, it was necessary to replace molding with a double layer of wood lath so profile of shingle courses remains unchanged from foundation to soffit.

realistically within the range of a do-ityourselfer.

Third, also due to limited time, the siding had to be prefinished.

I briefly entertained the notion to let someone else do it for a change, but price quotes ran from \$3000 to \$5000, depending on the particular siding the contractor was pushing.

So I decided to do-it-myself, selecting Stratalite Thatch Siding S-120. Manufactured by GAF Corp., the mineral siding is available in nine colors. It comes in shingles measuring 12x48 in., and sells for \$36 per square (100 sq. ft. of coverage). Color-

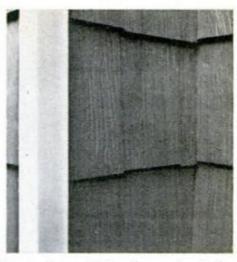
matched installation nails and Kick-Strip undercourse (see photos, page 100) are included in the per-square price.

I measured the house for the total number of squares needed (arrived at by adding up the square footage of all walls and subtracting square footage of doors and windows) to do the job and came up with 20. I added 10 percent for waste and ordered 22 squares. Total cost of the job was \$1027. Broken down, costs ran \$792 for shingles, \$60 for felt, staples, galvanized nails and wood lath, \$75 for scaffold rental and about \$100 for metal corner trim, J-channel and the like.

Even using the lowest contractor price







Scarred siding was on all four sides of the house; corner at left is on west side, area shown in center is on the south. Last paint job (two years ago) con-

sisted of thorough scraping and cleaning, spot-priming with aluminum paint, alkyd primer and alkyd finish coat. Though quality paints were used, job failed.

### Applying the siding







Fifteen-lb. asphalt-saturated felt is stapled over existing siding (left). Next, where required for solid nailing, wood lath is nailed on below clapboard butt edges. Corner mold is then installed at both ends of wall run (right). To install corner, nails are driven through trim's flanges into the clapboard butt edges.

Double layer of wood lath is applied to bottom edge of lowest clapboard (below left). Center: First shingle is held by nail at right end, backing strip is placed beneath joint. At right, 4-ft. spirit level is used to level shingle and remaining three nails are driven home. Chalkline could be used instead of level.

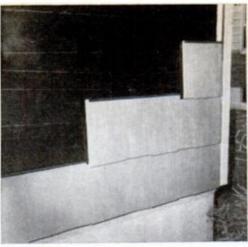






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On first course, Kick-Strip
Undercourse—GAF's system for
obtaining an architectural
shadowline under butt edges—
is placed on top edge of shingle
before shingle goes on house
(far left). To assure staggered
joints, a full (48-in.)
shingle is used to start first
course; half and quarter-length
shingles start second and third
courses respectively (near left).
Procedure for starting remaining courses is then repetitive.

### Fitting siding around windows and doors





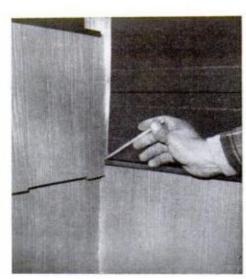


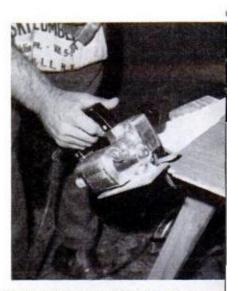
Before shingles go up, J-channel is installed on all casings around windows and doors (see drawing, facing page). As you come to a window, shingle is held in

place and marked for cutting. Shingle can be cut regardless of notch size (photos left and center); door is treated in same manner as windows (right).

### Scribing inside corners

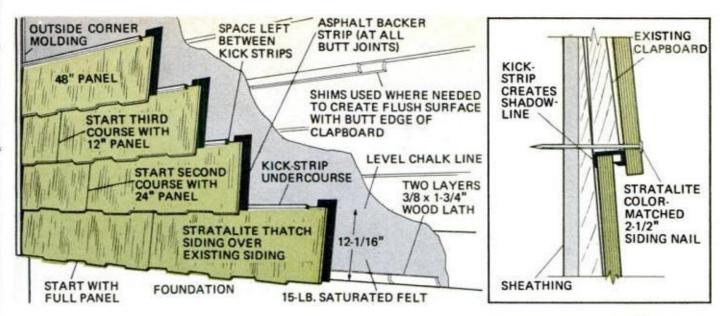






After felt is stapled to existing siding, aluminum flashing is nailed at inside corner; this provides a "valley" for any rainwater seepage through finished joint.

First shingle butts corner, must be notched to fit over Kick-Strip on shingle at right. Notch is cut using metal-cutting blade in a sabre saw.

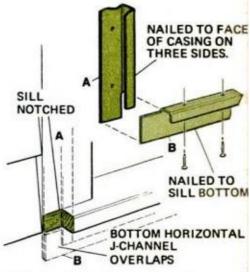




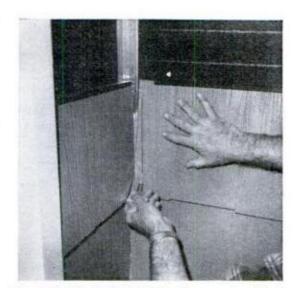
J-channel is nailed to underside of sill; sill ends are notched to suit vertical channels which go up next.



Channel is installed using spirit level. Casing reveal (exposed width) should be the same throughout job.



All J-channel ends are notched; vertical (A) overlaps horizontal (B), shown by dotted lines.



Second shingle is held in place and scribed for custom fit. To see finished inside corner, see photos at top of page 99.

quote, which, it should be noted, called for material inferior to what I ultimately used, I saved about \$1973—well worth hustling for on five or so weekends.

As can be seen in the photos and drawings, the material is easy to work with. The trickiest part of the job is in applying the J-channel around windows and doors. But if a neighbor has recently had his house resided with aluminum, take a close look; most aluminum siding goes up using a similar system. Keep in mind that the bottom horizontal goes under the sill; thus sill ends must be sawn off for the vertical channels. The dripcap at top must come off too; J-channel replaces it. For more information and name of the nearest Stratalite Thatch Siding dealer, write Building Products Div., Dept. PM, GAF Corp., 140 West 51st St., New York, N.Y. 10020.

### Working with the materials







To cut metal corner moldings and notches (left and center), sabre saw with hacksaw blade is used. Shingle straight cut (right) is made from back using

carbide-tipped blade in circular saw. Shingle is fully supported by plywood worktable; blade is set to just clear work. Cutoff is made with waste cantilevered.





On cut, or notched-on-topedge, shingles, Kick-Strip must be trimmed to required length. Plastic strips cannot butt one against the next because of expansion and contraction due to temperature changes. Strip is then slipped on top of shingle. On long runs (courses), it is not necessary to cut strips. After a course of shingles is up, simply slip strips over shingles, leaving at least 1/4in. space between adjacent plastic strips. Cut the last strip to suit.

### The finishing touch





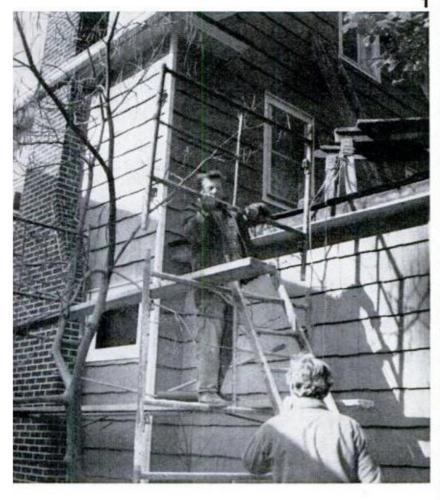


When shingle must be cut, a slight white crack is visible at joint (left). Touch-up paint provided by GAF Corp. quickly conceals the joint. Nail-polish-

sized jar of paint shown was used to touch up entire house. For efficiency, carry paint in nail apron, paint joints as soon as cut shingles go up.

### How to rent and work from scaffolding

by Harry Wicks WORKSHOP EDITOR



Inless your home is one story high, when you plan your re-siding job you should figure it will be necessary—and desirable—to rent scaffolding. Besides being unsafe, it is practically impossible to nail up most siding materials from a ladder. You need one hand (at least) to hold the materials, another to swing the hammer and a third for holding onto the ladder.

Though re-siding a house cannot be put in the "fun job" class, scaffolding will make the chore as bearable as possible because: 1) You can bring tools and worktable right to the job; this will eliminate time-consuming trips to tools when cutting and fitting. 2) Siding material can be brought up in sizable amounts and kept close at hand. 3) Most im-

(More photos on next two pages: text continues on page 168)



Photos: Robert D. Borst



- 1. While work progresses on front (second floor), the scaffolding goes up alongside for safety and ease of corner shingling. Type used is called platform scaffold.
- 2. Once scaffolding is in place, materials for application on house front can be safely hoisted up via it and a ladder.
- 3. Last level of planking for two-story home is passed up so side can be finished. Safety grab rail goes on after planking is up.

3

### Some scaffold safety rules

Below are some common-sense safety rules designed to promote safety in the use of steel scaffolding. They do not purport to be all-inclusive or to replace other safety rules intended for usual or unusual job conditions.

Always use adjustable screw-type plates instead of blocking to adjust to uneven grade conditions.

Always plumb and level scaffold as erection proceeds. Do not force braces to fit. Level and move scaffold until the proper fit is made easily.

Always fasten all braces securely.

Always use caution if erecting steel scaffolding near overhead power lines.

Always secure planking with nails where it overlaps on the scaffold run. Planking should be immovable.

Never use ladders or makeshift devices on top of scaffolds to increase height.

**Never** overload a scaffold. For weight limits, consult renter. **Never** allow unsupported ends of plank to extend an unsafe distance beyond supports.



Ladder is used to reach peak at gable end. It, in turn, rests upon plank held by roof brackets fastened to porch roof.





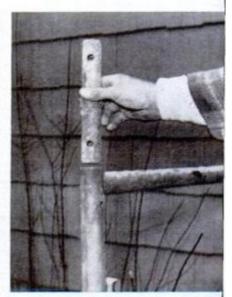


Scaffold erection goes quickest if two men work together (left). In center photo, next tier is added so scaffold planks can be moved up for highest area.

Planks are placed on platforms and the safety grabrail is installed. It's a must to use grabrail each end to prevent accidental walk off scaffold.







Roomy two-level setup lets you bring worktable and tools to job. Center: Adequate-width planking gives feeling of security despite height.

**Insert-pin** is used at all joints between end platforms. Pins are not "fixed" in legs, but simply slide in and out of the tubular framing.







Scaffolding required a bit of jiggering on this side of house because of cantilevered window section in rear. It took three men 20 minutes to assemble.

Middle tiers of platforms (center photo) go up simultaneously with end tiers. Right: Second level can be handled easily because man is on the ground.



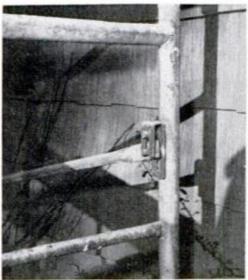




Two pairs of diagonal braces are used between each pair of platform end frames. Until diagonal braces are secured, the insert-pins keep sections from falling.

Each pair of braces is connected and pivots at center. Once these are installed (see below) scaffolding is rigid, planking can go up (photo right).





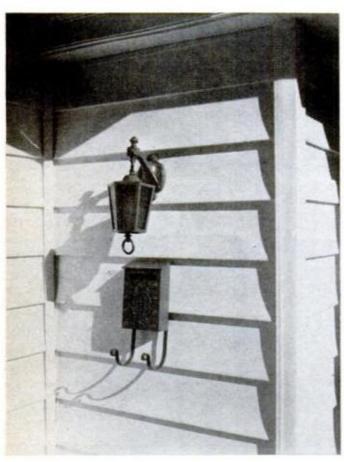


**Diagonal brace** is slipped over stud on platform leg (left) and the brace-lock is tapped into lock position. Center: Brace stays put until you remove it.

Because ground is level, rigid base-plates were used. If grade is uneven, leveling-type jack-plates must be used to keep scaffolding level, plumb.

## Other siding products you should know about

More and more new products for home exteriors are appearing on the market. Here are seven types to consider.



Ideal for re-siding and new construction, vinyl clapboard (above) is made by Certain-Teed Products Corp. If you prefer wood, consider one of U.S. Plywood's prestained textured sidings (Oldbridge, right). They're available in 4x8, 4x9 and 4x10 sheets, and 26 colors.

Each spring, millions of Americans emerge from winter hibernation—ladder and paint bucket in hand—to start the annual assault on the exteriors of their homes. Most are justifiably concerned about how the house looks, because it's the exterior that is constantly on display.

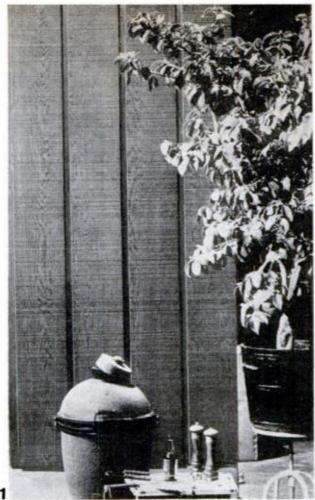
The latest, and growing, trend in fixing up the house has been to cover unsightly siding and start afresh. Building product manufacturers are aware of this. Thus a larger-than-ever selection of siding material is now available.

There are six basic exterior sidings available to the homeowner: aluminum, asbestos, insulated (the type that closely resembles roof shingles), steel, vinyl and wood. On these pages several types are shown. Before making a final decision you should visit your local lumberyard to determine if yet another type of siding suits your home, taste and budget better.

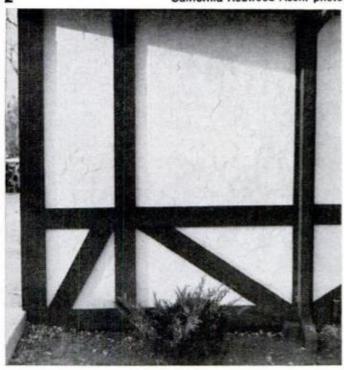
Some questions to ask when selecting a siding: How does weather affect it? Which has a tendency to retain dirt and pollution's effects?

Also, consider which siding offers best insulation and termite protection if these are of concern in your locale.





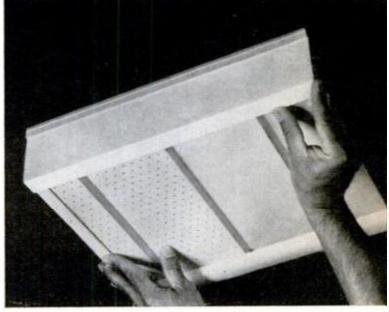
California Redwood Assn. photo



Material to suit every taste: 1. Redwood plywood, Inverted Batten pattern; 2. Stuccato siding, Masonite Corp.; 3. 4x8-ft. textured hardboard, Georgia-Pacific Corp.; 4. shingle-siding (16x48-in. size), Boise Cascade; 5. vinyl soffit and fascia system, Bird & Son.







JUNE 1974

### How I bought my siding job

You have to 'shop' carefully for a contractor if you hope to get a top-quality job. The siding business still suffers from growing pains —and still has its share of snake-oil salesmen and incompetent contractors.

Photos by the author



Our 50-year-old Tudor-style house in a New York suburb was a perfect candidate for siding. The stucco was cracked, there were leaks around windows and through decayed exposed beams, the walls lacked insulation. and the house had grown tired-looking. Now the only paint required is for three exterior doors.

### by John F. Pearson

The dynamic duo—two aluminum-siding salesmen—appeared at our door one evening last August. In the market for siding, we had responded to their company's impressive ad in the classified directory.

The young men—both appeared to be in their mid-twenties—apologized for arriving two hours late. It now was dark, and the moonless night made it rather difficult for the No. 1 man to examine and measure our house. While he scrambled about with flashlight and rule in hand, the other member of the team made small talk with my wife and me. Our modest living room impressed him as being "lovely," an adjective favored by siding salesmen.

When No. 1 rejoined us, he launched into a seemingly endless flip-chart lecture extolling the virtues of his product and company. Then they littered our rug with samples of siding, pieces of gutter and insulation. I was assured that their particular combination of insulation and siding created the best wall in the business.

Wham! Wham! One of the salesmen was





Insulation, felt and aluminum foil went up before the aluminum siding was hung. The insulation used is basically a Styrofoamthat comes in large sheets. (A piece of it shows above head of worker on left side of scaffolding.) In lower photo, head mechanic saws siding panel at cutting table.



using a piece of siding as a punching bag. "See? There's no way our siding can be dented. You want to try it?"

I shook my head, still disgruntled by the long flip-chart lecture. I asked for an estimate and No. 1 went back to his clipboard. Ten minutes later he had finished his calculations.

"Are you ready?" he said with a practiced smile. "Here's where we get down to the nitty-gritty. The complete job, including siding, soffits, fascia, gutters and leaders, will cost \$11,000."

I sucked in my breath. That was twice the previous top estimate. "That's out of the question," I said.

"Hear me out," he responded quickly. "I

can give you a 10 percent discount if you permit us to use your name in our redbook. The redbook, I learned, contained the names of "satisfied" customers.

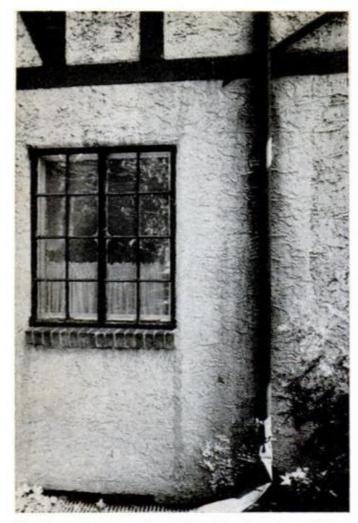
"And that's not all. Because we haven't had to use our advertising budget this year —we have more business than we can handle —there is a pool of money available that we can use to help our customers. We can—for a limited time—make a further discount of 20 percent. So, if we figure a total discount of 30 percent, that makes your price \$7700."

He beamed at me, but the smile faded when I said I would think about the proposition. He looked almost surly when I asked him to put the estimate in writing. He scribbled it on the back of a business card, adding: "Good for one week only."

It was evident that the salesmen were quick-hit artists whose sole interest was the fat commission. Their involvement in the job itself would be nil. I was more than happy to close the door on the young purveyors of snake oil.

A second slightly shady entry in the contractor stakes was also a classified-directory discovery. He told us that he owned his company and employed many salesmen. He looked prosperous in a silky polka-dot shirt, bell bottoms and patent-leather loafers. His car, I noted, was a Mercedes.

The first strike against him was that he rattled off five different estimates, ranging



Crack running down from right side of window sill had been patched unsuccessfully in the past. Note how moisture has caused paint to peel on beams. When new gutter-and-leader system was put up, leader shown was moved for more efficient, neater installation.

from \$3980 to a high of \$6850, and was disturbingly vague about the differences between the various jobs.

Strike two: He refused to give us addresses of houses he had done. "That would present a Herculean task," he intoned.

Strike three: He told us our house was "lovely."

It's worth mentioning that the two realistic bids—honest might be a better word—came from companies recommended to us by friends who knew the contractors' work first hand. The first of these bids was \$4800; the second, \$5100. We chose the second because the job promised to be more thorough, worth an extra \$300. In addition, the contractor impressed us.

Dan, the man who did our job, has been in the aluminum siding business for 14 years. "Long enough to see it become respectable," he says. He sent us a list of about 20 homes. We managed to see a dozen and talk with several owners; all gave Dan good marks. Dan did not lead off with the usual compliment. Instead, he warned us that our roof was in bad shape—a fact I was aware of but trying hard to ignore. He suggested that both roof and siding be done at the same time, so the jobs could be coordinated —a tip we acted on.

Though Dan does not do roofing, he was the only salesman who seemed to think our roof worth mentioning. (Ironically, the dynamic duo's company does roofing, but it's hard to spot a bad roof from the ground, especially in the dark.)

Dan's crew did a good job on a house not easy to work with. It had a tough stucco exterior that necessitated a cartridge gun being used to nail furring to the walls. A clapboard house of the same size probably would have taken half the time.

At the conclusion of the job, I asked Dan if he would sit down with me and give me tips that would help the average homeowner "shop" for a top-quality aluminum siding job. The information that follows—in question and answer form—is a distillation of that rap session.

How do you select the good contractor from among the poor ones?

To begin with, choose only a specialist. Don't bother with the guy who does driveways, finishes basements and also does siding. The business has matured enough to produce contractors who are specialists.

Especially beware of the operator who offers a ridiculously low price. He works out of his hat. He's not insured; his workmanship is shoddy, and he's not going to be around to provide future service.

Even though a contractor may be recommended to you, you should check him out with the local Better Business Bureau. Also ask him for the name of the bank where he maintains his business account. You can call the bank and get some kind of reading on the man's business reputation.

But wouldn't that irritate a contractor to ask him for a bank reference?

Not at all. No legitimate contractor will be annoyed. If anything, he's proud of the fact that he pays his bills and has a solid business. You should check him out before you sit down with him. Otherwise, you're wasting your time and his.

Okay, that's how you should evaluate the contractor. Now, how do you check his work?

You should inspect at least three of his jobs. Talk to the homeowners, find out what they think of the work. Find out if the job was finished when the contractor left—or did he have to be called back for any reason.

What things do you look for in a job?

First inspect the house from the street—evaluate general appearance. Then eyeball the end of a wall. See if it "lays" fairly flat, if each of the panels is on the same plane. Next you look at the seams on a wall. Let's say the wall is 30 feet wide. Since aluminum siding generally comes in 12½-foot lengths, you should see no more than two or three seams per course of siding. If you see that a lot of short pieces were used, you know that the contractor or mechanic was more interested in saving money on materials than in the appearance of the job.

Another thing about seams. As you may know, siding pieces are joined with an overlap. These overlaps should be away from the viewer. Let's say a house has its front door on the right. Then all overlaps on that wall

Work completed, contractor (right) makes final inspection. Choosing the right contractor is the key to getting a top-quality job. This man is proud of attractive treatment his crews give windows. No shutters were needed to dress up our rejuvenated house.



should be to the left. That way you don't see any raw edges as you approach the door.

Next, look at an outside corner and see if it's plumb. Then see how the panels meet at that corner. One panel should not be higher than the other.

There are other things. You should see if the mechanic had the know-how—and took the time—to custom-bend window frames. Do you see a substantial, attractive frame, or did the contractor make do with a simple, factory-formed molding that doesn't look like much of anything? Finally, look at the gutters and leaders. Did the man line up and pitch the gutters properly, did he rivet elbows and run-off extensions?

These are the main things the prospective buyer should look for. But of equal importance is this: The buyer must be sure that the contractor shows him jobs done by the same mechanics that will do the buyer's house. There's a big turnover of help in this business. And a job done by Fred and Joe may look great, but if the buyer doesn't get Fred and Joe, now in business for themselves, he may be out of luck.

You indicate that workmanship varies greatly, that much of it is poor. What's the reason?

For one thing, there are no mechanics' unions, no apprentice programs. It wasn't until recently that trade-school training became available in New York State.

Another thing—there are no professional standards so far as contracting goes. If you have the money for a license—it's \$50 in this area—you're in business.

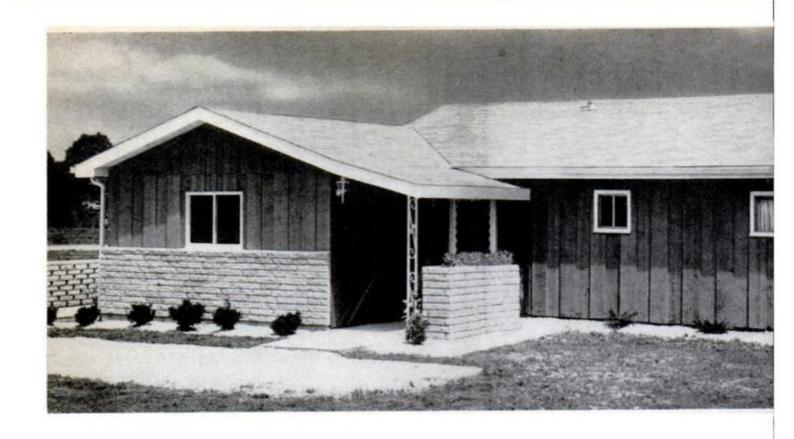
Similarly, the distributors will sell siding to anybody who walks in off the street. It doesn't matter that the buyer is a half-baked mechanic who recently was fired for incompetence. He's made a deal with a homeowner and he wants to buy siding.

How much of a crew does the average siding job require?

Two or three men. They should have a minimum of two stepladders, two extension ladders, a stage, a metal brake or bending machine, cutting table, power saw, drills and a well-equipped pickup truck. If you've signed a contract with a guy who shows up alone in a station wagon, you're in trouble.

What should the buyer know about gauge? There are two gauges in the industry—

(Please turn to page 166) JUNE 1974 111



# The more you build the more you save

by Jim Liston EDITOR

The house shown above first appeared in Popular Mechanics in November, 1969, under the title We Built This House for \$7500. The builder, Bob Rex Hunt, had sent us a snapshot of the house, a set of plans and an itemized list of his costs. We were skeptical; even in 1969 it didn't seem possible to build anything at that price. But we traveled to rural Cicero, Ind., and found this little gem of a house to be all and more than was claimed for it. It is the best low-cost home we have ever seen.

It has three bedrooms, two full baths, 90 square feet of closet space, a 15x38-foot living area that combines an efficient U-shaped kitchen with a family room with fireplace and sliding glass doors. And it's centrally airconditioned.

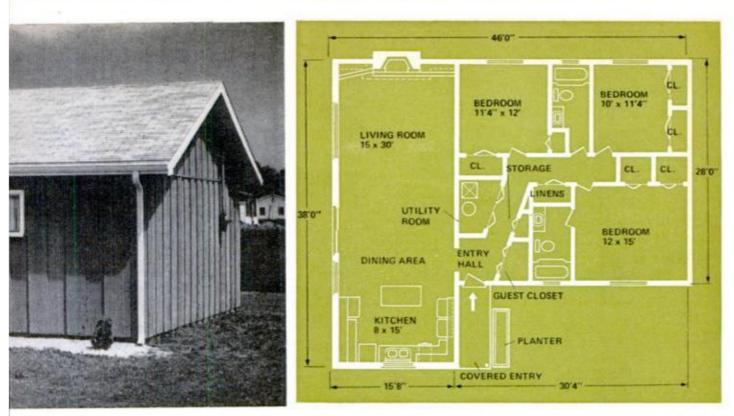
Bob Hunt has receipts to show that he built the 1457-square-foot house for \$7500. He purchased 90 percent of the material at retail prices. With the help of his wife and his 15-year-old son he did everything but the excavating and electrical work. The

market value of the house was \$20 per square foot when Hunt sold it recently and he completed the larger version (opposite) which he calls the "\$17,000 Luxury House."

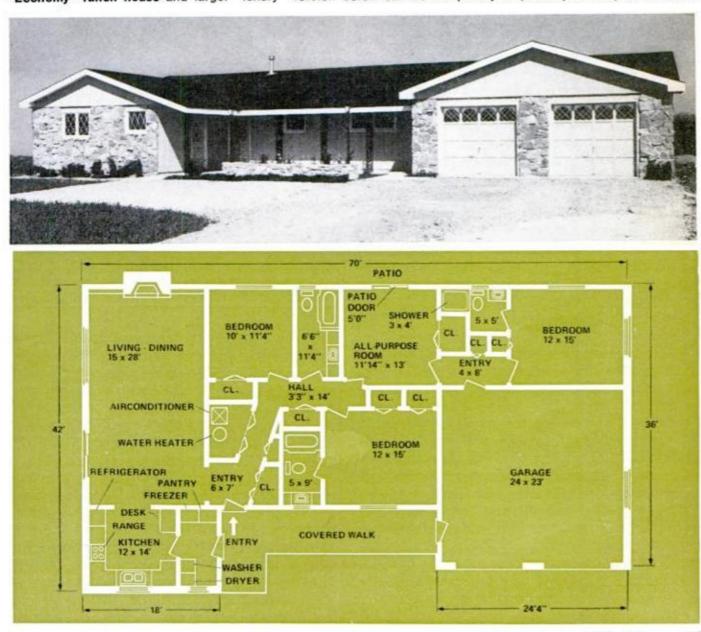
Hunt's aim with the first house was to determine what it would cost a man to build with his own hands a good quality, comfortable, attractive, reasonably spacious home. With the second house he sought to determine the cost per square foot of building a "luxury' home and to demonstrate again the savings possible if the homeowner did the work himself.

The larger house has a mud room for the washer, dryer and freezer; an all-purpose room which can be used as a quiet study away from the living area; a teen-ager or senior-citizen suite back of a large double garage, and a third full bath.

There are 1800 square feet of house and 576 square feet of garage. The house cost \$17,000 to build or about \$7 per square foot. Hunt estimates the market value at \$20 per square foot for the house and \$10 per square foot for the garage. This amounts to \$41,760, or a net savings of \$24,760 in cost. Add to this what is saved in interest on



"Economy" ranch house and larger "luxury" version below can be completely or partially built by an amateur.





Front can be finished with stone or-like other sides-resawn fir plywood siding. Stone adds \$2000 to value.

a 20-year mortgage on that amount—\$19,800.

Bob Hunt calls this a "luxury" home because he has included everything he considers necessary for comfort and convenience, plus many extras that improve the style of the house. But he has retained such money-saving tricks as designing almost all rooms so they can use 12 or 15-foot factory roll carpeting, and slab construction.

It is Hunt's conviction that almost any man with average mechanical ability can build a house with the materials available today. Yet he doesn't believe that building a house can be taught by mail.

"Each man knows his own ability," he says, "and he should get professional help on jobs he knows he is not qualified for. There's a lot the layman can do in every trade if he has an adviser." Although Hunt has been in construction since 1935, he hired help with the plumbing and electricity in the \$7500 house.

Hunt recommends that the footings and slab be done by professionals. "You can rip out almost anything else if you make an error. Concrete has to be right the first time." If a man isn't capable of doing all the work himself, he can still save a lot on labor costs by doing the jobs he's qualified for. Most experienced amateur carpenters are capable of framing the luxury model, Hunt believes, and the roof construction is simple because it makes use of manufactured trusses.

The material cost of framing the house—including windows, doors, garage doors, fascia, soffit, siding and shingles—totaled \$4152. Since labor costs for framing range

from 85 cents to \$1 per square foot in Hunt's area, he saved \$1918 by doing his own, plus \$192 by doing his own shingling. Men who prefer to leave this work'to professionals and get the job under roof can save by finishing their homes themselves from that point.

Here are some jobs an amateur can do: insulation, installing drywall and paneling, carpeting, hanging doors, making and installing kitchen cabinets and nailing on the exterior finish of resawn fir plywood siding. Of this Hunt says, "Almost anyone who can read a rule and drive nails can handle siding."

Typical of the savings possible: The liv-

FOR PLANS AND INFORMATION about these and other homes by Bob Hunt, send for his brochure Return to Reality, enclosing 50 cents for postage and handling, to: Bob Rex Hunt, R.R.1, Cicero, Ind. 46034.

ing room is 15x28 feet and the difference between what it cost and what it's worth is approximately \$13 per square foot. So a man saves \$5460 by finishing the living room himself. Two of the bedrooms are 12x15 feet; he can save \$2340 on each. Finishing the 14 by 18-foot mudroom saves \$3276. The more you build the more you save.

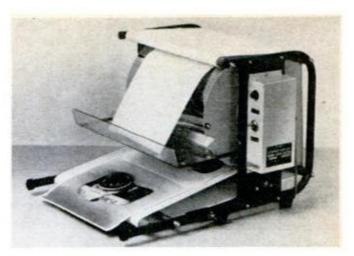
Few men without Bob Hunt's experience and ability will be able to build this house for \$17,000—that's the cost of materials and Hunt spent little on labor. But the average do-it-yourselfer with a good helper can take it from framing to finish work. And for that he will get an airconditioned four-bedroom home for \$20,000 to \$30,000. You can't get that any other way.

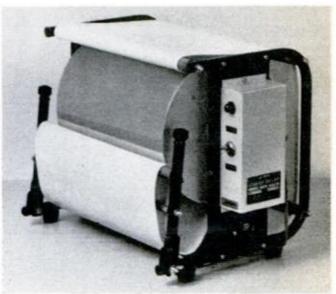
# New aids for photo drying

Drying can be one of the most irksome aspects of darkroom work: minutes ago you were busy developing, and now there's nothing you can do but sit and wait until your negatives are ready to print, or your prints can be shown without dripping.

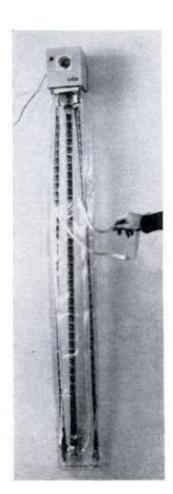
To alleviate the frustration a little, the drum dryer to the left can speed up print drying, without requiring all the storage space such dryers usually need. The dryer below does the same for film (we showed a similar one in *Build This Foldaway Film Dryer*, page 56, Dec. '72 PM.) For users of quick-drying resin-coated papers, the one at right below holds several prints safely till they air-dry.

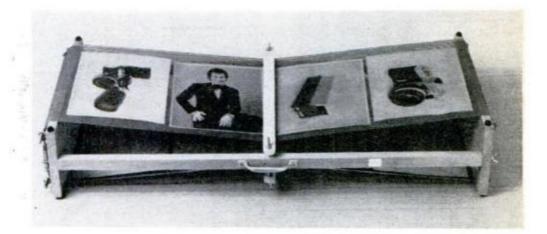
Brooks Space-Saver dries prints up to 10x12, can handle up to 30 8x10s an hour. Like the big, professional dryers, it's motorized, has a nonadjustable thermostatic heat control that keeps the drum surface at about 200° F. Unlike big dryers, though, it folds in seconds to take up only 11½ x 18 inches of shelf space and sits only 12¾ inches high. From Burleigh Brooks (44 Burlews Court, Hackensack, N.J. 07601), it takes 600 watts of power, costs about \$125.





Photos: Peter Schneider







Depth of Field "Open Air" print-dryer (above) holds prints flat between taut layers of plastic screening while they air-dry. Model 15 (shown) holds 16 8x10s or 8 11x14s, and costs \$24; attache-case-sized Model 10 holds eight 8x10s and costs \$18. Either model can be rested on end, on edge or stacked. Also available is a blower attachment designed for quicker drying, at a cost of \$25. All prices plus \$2 postage from Depth of Field, Box 141, Madison, Wis. 53703.

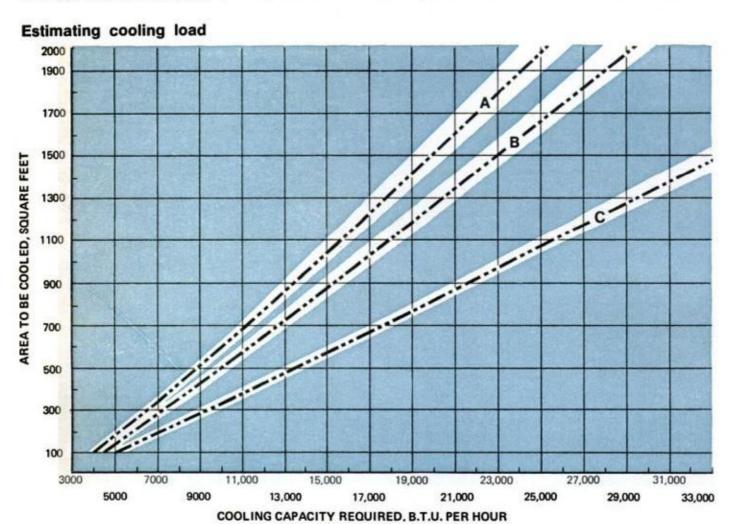
Prinz Jet (left) takes roll film, not prints. Warmed, filtered air bathes up to three rolls of film, which hang straight to prevent end-to-end curl. A timer shuts it off. It's priced at \$44.95 plus shipping from Bass Camera, 179 West Madison, Chicago, III. 60602.

# How to keep cool for less money

To stay comfortable this summer and save money, too, you will want to use cooling equipment with capabilities that match the load your home imposes. You will want to use new or existing equipment as efficiently as possible, and you will want to make sure that conditions in and around the house are helping your cooling equipment do its job, not fighting it. This page and the three that

follow will show you how to get the most comfort for the least money.

The Square Feet Method of determining cooling-load capacity, explained below, was recently developed by the Assn. of Home Appliance Manufacturers, which also issues a more detailed load estimate form, and publishes test results, including efficiency ratios, for room airconditioners sold in



For most efficient cooling, a room airconditioner must be sized to suit its load. Too small, and it won't do the job; too large, and it will fail to control humidity, and its compressor will run intermittently—while you will have paid more for the unneeded capacity. AHAM's new method of determining cooling load uses the graph above. To begin with, determine the area to be cooled (in square feet) and locate this figure on the left side of the graph. Then move across to the intersection of band A, B or C, depending on the condition of the space above—band A, occupied space above; band B, attic above insulated floor; band C, attic above

uninsulated floor. From the intersection, move within the appropriate band to the left for more northerly exposure or to the right for more westerly exposure. From this point, read down to the bottom of the graph and note the number. This is a preliminary figure for the cooling load. Now subtract 30 B.T.U. per hour for each linear foot of wall separating the area to be cooled from other cooled rooms. If more than two people occupy the area, add 600 B.T.U. per hour for each additional person; if only one person occupies the area, subtract 600 B.T.U. per hour. Add 4000 B.T.U. per hour if the area should include a kitchen.

this country. Write AHAM, 20 North Wacker Dr., Chicago, Ill. 60606 for literature.

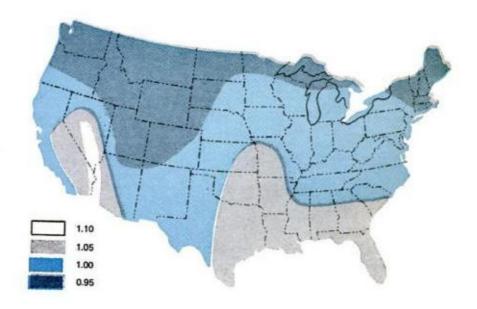
Insulation makes a dramatic difference in the cost of both cooling and heating. A 6-in. layer of insulation installed between atticfloor joists will pay for itself in a few years. Wall insulation also makes a sizable difference, but insulating walls of an existing house usually requires an expert.

If you do not like to come home to a warm house, consider using a timer control (with enough rated capacity for your airconditioner) instead of running airconditioning all day with no one at home.

A thermostat setting of 78° F. will give reasonable comfort and save money. On hottest days, do not try to keep indoor temperature more than 15° lower than outdoor.

# Completing the estimate

Now locate your geographic area on the map at right and multiply your previous B.T.U.-per-hour figure by the appropriate factor for your location. The resulting number is the cooling capacity you require: if, however, the room airconditioner is intended primarily for night use, reduce this amount by 30 percent.



# Buy efficiency you can use

A room airconditioner's energy efficiency ratio (EER) is found by dividing its electrical input in watts into its cooling capacity in B.T.U. per hour. EERs between 5 and 7 are common for smaller units, but high-efficiency models with EERs of 11

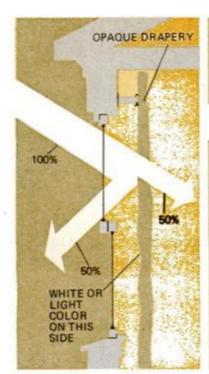
and higher are also available, and cost more initially. From the price of electricity in your area, and knowledge of your family's habits of cooling use, you can estimate how long a high-efficiency unit will take to repay its extra cost.

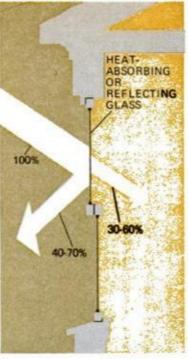
#### Install and operate efficiently

Where possible, install a room airconditioner on the north side of the house or shade it to keep direct sun off the case. Insulate central airconditioning ducts, especially where passing through hot attic spaces; seal leaks with tape or caulking compound. With either type of airconditioning, check and clean (or replace) filters regularly, keep condenser surfaces clean, follow manufacturer's instructions on lubrication. With central airconditioning, locate the thermostat on an inside wall, in a spot with good circulation, out of sunlight and away from pipes and appliances. Operate with all occupied rooms at same temperature for greatest efficiency.



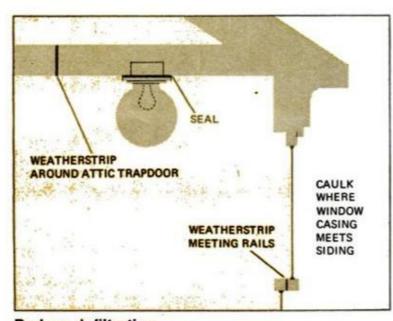
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# Keep the sun off and out

Sunlight admitted to the space being cooled turns into heat, and most window glazing provides a greenhouse effect by keeping that heat from escaping as infrared radiation, so the more light kept out the better. Draperies or blinds, if opaque and light-colored on the outward-facing side, can reduce heat gain (through windows) up to 50 percent. Keep them drawn during daylight hours. For new construction or reglazing of large areas, consider heat-absorbing and reflecting glasses; these can cut solar heat gain from 40 to 70 percent. Awnings, overhangs and screens can reduce solar heat gain by 80 percent, but must not trap hot air near the window. Shade trees do the same job, but take time to grow. Though no factor in solar heat gain, double glazing insulates and reduces heat gain by conduction from outdoor air. So do storm windows-leave them all year on windows not needed for ventilation.

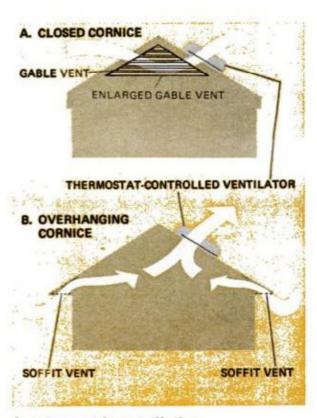


# Reduce infiltration

Infiltration of hot, humid outdoor air cannot be completely avoided, and a certain amount of fresh air is necessary. But building construction is far from airtight, and you can increase indoor comfort by reducing infiltration with weatherstripping and caulking, and by stopping air leaks between cooled spaces and uncooled spaces like the attic. Close your fireplace damper, and if air registers are not part of a central airconditioning system, close them, too.

#### Reduce heat generation

Cooking, lighting, showers, clothes washing and electric appliances all add to the load your cooling system must handle. Try to reduce use of lights and larger appliances as much as practical. Shower and do laundry during cooler times of day or evening, and use exhaust fans in bathroom and kitchen—but turn them off as soon as showering or cooking is completed.



#### Improve attic ventilation

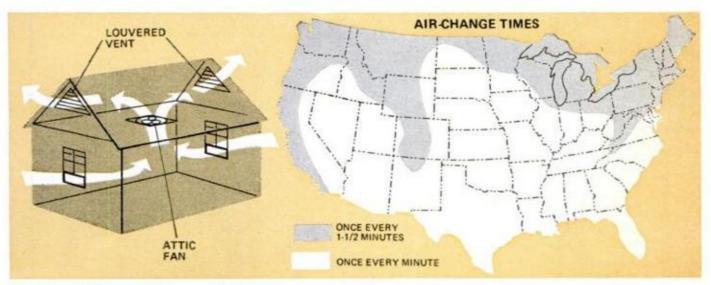
A hot attic radiates heat downward, and an inadequately ventilated attic can easily reach a temperature of 150° F. While insulation between attic-floor joists cuts radiation, cooling the attic by improving its ventilation will also increase comfort in living areas. A powered ventilator (louver) governed by a thermostat is mounted as high on the roof as possible, used with gable or soffit vents of adequate size. General practice calls for net free area (effective area) of such vents to equal 1/300 of the attic floor space, in most cases.

## Comfort without airconditioning



Houses without airconditioning can still be livable if closed up tightly when outdoor air becomes warmer than indoor. Circulation to attic should be

prevented. At night, cooler air can be allowed to enter via windows. Warmer air rises through entrance to attic and escapes out gable vents.



## Cooling with an attic or window fan

Still air seems warmer than it is, and moving air helps cool you by speeding evaporation of moisture from the skin. Whenever the outdoor temperature is lower than the indoor temperature, as at night, attic and window fans can provide fairly effective cooling. These fans are rated in cubic feet per minute (c.f.m.). To determine the size you

need (as a minimum), calculate the volume of the area to be cooled. This figure is the size you need if your locality is within the unshaded portion of the map; if your locality is within the shaded portion, divide the volume by 1.5 to determine needed capacity in c.f.m. For daytime ventilation, draw air from shaded side of house.

# Cooling by means of evaporation

In sections of the country with naturally dry climate, cooling by evaporation is commonly used, and may cost less than airconditioning. Water is sprayed on absorbent material through which air is drawn by a fan. This air, which has been cooled by the evaporation of water, is then returned to the living area, where the air is changed every 1½ to 3 minutes.



# Fantastic economy helps owners overlook hard-starting problems

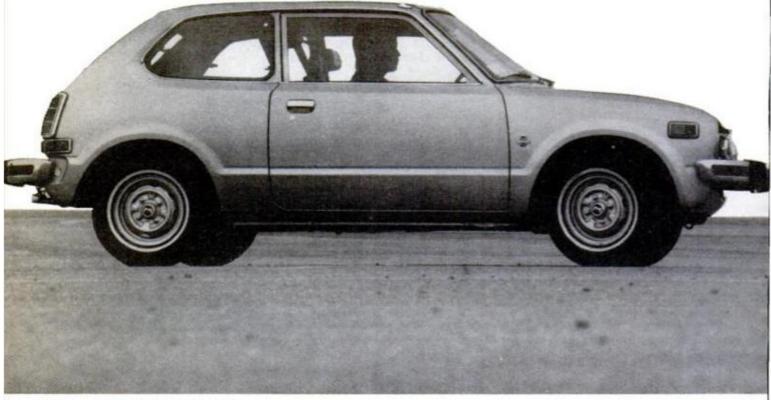
A nationwide survey based on 1,700,000 owner-driven miles.

by Michael Lamm





Photos by the author



Honda's Civic replaced the tiny Honda 600 last year, but it's not just a revamped or enlarged 600. It's an entirely different car that shares nothing with the 600 except name, rock-bottom price and the front-wheel drive feature (see Owners Report: Honda 600, page 96, Nov. '71 PM).

Where the 600 used an opposed twin with front-wheel drive, the Civic carries an overhead-cam, in-line Four set transversely up front. Again it has front-wheel drive, but with McPherson-strut front suspension. In all, the powertrain resembles that of the Fiat 128 (page 134). The Civic is a good deal bigger and more conventional than the breadboxy 600.

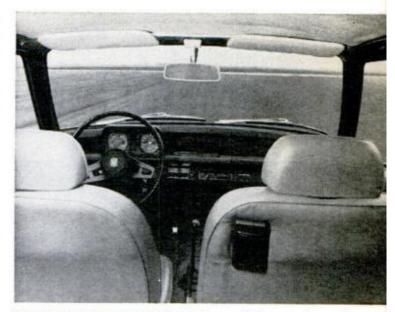
Sometimes a car like this gets sold only because of its low price. Civic owners who did buy to save money were surprised. A California teacher exults, "So far, the Civic has exceeded all my expectations," and he's not alone in his amazement.

The Civic is long on fuel economy, and while some owners did find corners cut on carpet quality, metal gauge, upholstery thickness and such, they mostly agreed the Civic gives good value for the money.

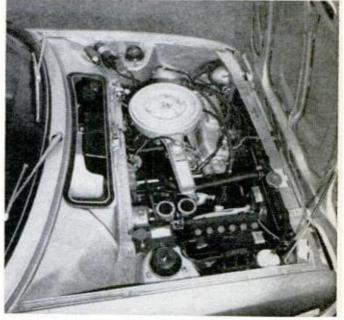
Other owners were aware of the engineering in the car before buying, so it was not the low price alone that determined their choice. Says a West Nyack student: "I wanted a small car that was peppy, good on gas, fun to drive, and had more features than comparably priced cars: fwd, fourwheel independent suspension, front disc brakes, rack-and-pinion steering." He reports great handling, solid comfort, good acceleration, and superb gas mileage. On the minus side, he'd prefer heavier sheet metal, stronger exhaust system (it tends to crack and leak), and tighter clutch.

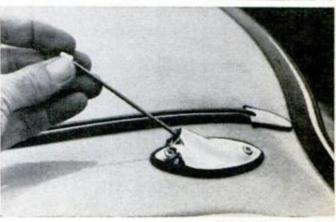
In Michigan, a counselor reports that he bought two Hondas at the same time. "We sold my Eldorado and traded my wife's Sportabout in on two Civics. The ride is surprisingly comfortable, and we're ex-

The ohc Four, set crosswise, displaces 1170 cc and rates 50 bhp net. Transaxle stands behind engine. Access is good to everything but gear-box dipstick. Small, thoughtful touches include roof antenna and rubber rub strips to protect top when you strap on plywood or other cargo.



Simple but not stark instrument panel is easy to read through steering wheel. Seats recline, and ashtray at rear is standard. Some owners noted absence of a day/night mirror and would prefer visors to swing to sides. They praised interior roominess and space utilization which, they said, gives a bigger-car feeling.





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tremely pleased with both cars. They supply our needs. We get to the same places in the same amount of time as before." These cars, by the way, are equipped with Hondamatic, a semiautomatic fluid coupling, and interestingly this owner reports almost 6 mpg less than drivers with conventional transmissions.

"When I first drove my Honda," says an Ohio production manager, "I couldn't get over the sound of the engine and the feeling of control I had of the car. The engine is quiet and solid—no ricky-tick noise, just a quiet purr. The pickup and pep are impressive. There's plenty of passing power in third." This owner, though, found the shoulder harness hard to pull out of its retractor, as did others. He gave excellent marks on workmanship, comfort, interior space (three adults ride with him in commuting) and handling on ice and snow.

What do owners think of Honda's front-wheel drive? "American carmakers better wise up," warns an Ohio accountant, "because the Honda and Audi and Saab are much better handling than domestic small cars." A Michigan telephone operator asserts, "Front drive is great—it never gets stuck!" "Handles beautifully even on slippery roads," says a Massachusetts technician. But another owner warns that with studded tires up front, braking on ice can be tricky. Yet, "Roadability feels like a sports car."—Florida plasterer. "Doesn't blow around on the road like a rear-engined car."—California secretary.

The only measurable objection to fwd was a repeated comment that the Honda tends to pull to the left when accelerating hard. Several owners noted this, and all said they'd been told by their dealers that this is "normal—all of them do it." Indeed, it's a reaction to engine torque and certainly nothing to worry about.

How does the Civic perform over long distances? A Los Angeles heavy-equipment mechanic reports, "I drove 4000 miles from L.A. through El Paso down to Chihuahua, Mexico, and then back via the Grand Canyon. Not a bit of trouble through heat and freezing. So I said, That's some small car! I congratulate the Honda people."

Fully 22.2 percent of our owners had no complaints at all about their Civics. It's a remarkably high figure, because even among Volvo owners the figure was only 14.6 percent. And another 11.2 percent felt that no change was necessary to improve



Rear quarter pane flips out for better ventilation; drip rail keeps rain from coming in. Airconditioning may be ordered, as may semiautomatic transmission, but performance and fuel economy suffer with these items.





Owners like clean, simple styling. Hatchback can carry five or six grocery bags across back. Bumpers on '73 Civics were judged fragile; this year's aren't.

the Civic; that in fact, it can't be improved.

However, the other 87.8 percent did offer suggestions for improvement, the strongest cry being for larger, wider, better tires. The Civic comes with 6.00S-12s, which are difficult to find and fairly expensive to replace in this country. Many owners suggested widening and upping tire size to 13 inches, because 13s are readily available everywhere and are among the least expensive sizes sold. Bigger tires, though, mean larger wheel wells and less front legroom.

Other suggested improvements were mostly of a minor nature, and a number of them underscore that this car is built to a price. Here's a sampling: Owners would like a rubber covering on the accelerator pedal. Day/night mirror. Rear defroster standard. Gas tank bigger than 10 gallons. Stronger front-seat tracks. Less road noise at 60-65 mph. More positive reverse shift.

Complaints about "cold starts" and "hard starting" indicate that Honda might consider an automatic choke for U.S. models. Good coordination of manual choke setting and outside temperature is necessary, and choke setting must be eased off gradually as engine warms up.

On interior roominess and comfort, nearly everyone agrees there's plenty of both—even 6-footers. The rear seat offers more legroom than many larger cars, and in the hatchback (there's a hatchback and a coupe), groceries fit neatly.

While general comfort got excellent marks, ride was judged a little harsh and jiggly. "It hits the bumps awfully hard." notes a Michigan optometrist. "Rides hard, like most small cars."—Illinois engineer. "Dips in the road remind you you're in a small car with tight springs," comments an Atlanta bus driver. And a Memphis librarian sounds this warning note: "The tight suspension will alienate those desiring a ride comparable with plush Detroit products."

On dealer service, owners were about equally split. A Louisianan writes, "The car is an honest statement of cheap transportation, but the dealer is just cheap and not honest."

But on the other side of that coin: "The dealer is very courteous, professional, and goes out of his way to make sure I'm satisfied."—San Francisco accountant.

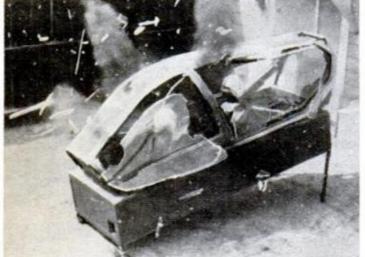
This last comment from a New Jersey management consultant seems to sum up the thoughts of many owners. He writes, "I am not a car freak and consider the private automobile something of a blot on the escutcheon of society. But since we're in this thing, we might as well make the best of it. The Honda Civic strikes me as a brilliant approach toward the goal of economizing and conserving. It's not perfect, but it's giant strides ahead of most other attempts at sensible personal transportation."

# Summary of 1973-74 Honda Civic Owners Reports\*

Total miles driven	Number of cars owned: Only Honda	What type of trouble?	
Average miles per gallon: Local driving	Two cars 49.4 Three cars 14.1 Four cars 4.4 Five or more cars 1.1	Hard starting       29.5%         Exhaust leaks       12.9         Choke       11.9         Electrical       8.1         Transmission       5.7         Fan belt       5.2	
Two-door sedan33.8	Other makes owned: Chevrolet	Did you repair it yourseif?	
Why the Honda Civic? Economy of operation80.0%	Ford 16.8 Oldsmobile 10.8	No	
Initial price	Pontiac 9.3 Plymouth 8.2 Buick 7.8	Pealer repairs satisfactory? Yes	
Performance 8.1	Comfort opinion:	What changes would you like?	
Specific likes: 79.0%	Good to excellent	Bigger, batter tires 11.2% More legroom 7.1% Fewer rattles 4.4	
Handling         64.2           Comfort         21.0           Styling         20.7	Workmanship opinion: Good to excellent 83.0% Average to poor 17.0	Change seat-belt system 4.1 Bigger gas tank 4.1 Reliable rear defroster 4.1	
Specific dislikes:	Danies aminim	Age distribution of owners:	
Cold starts 12.9% Raitles 9.2 Harsh ride 7.9	Dealer service opinion. Good to excellent 45.4% Average to poor 54.4	15-29 years	
Poor dealer service 6.9 Underpowered 6.6 Ventilation system 4.2 Quality of materials 4.2	Had any mechanical trouble? Yes 53.7% No 45.3	Yes	

# IT'S NEW NOW





Quick escape for copter pilots

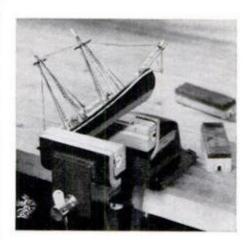
The helicopter cabin that appears to be exploding at left isn't really blowing up. It's a test cockpit pod for the AH-1G military copter fitted with a special explosive canopy. In an emergency landing or crash, canopy windows can be blown out with small charges embedded in rims. The idea is to give pilot and gunner a quick, easy means of escape in case of fire or approaching enemy. The survival system was developed by Teledyne McCormick Selph, Hollister, Calif., for Bell Cobra copters.

Open wide: Now comes the "hatch-front," a new type of walk-in electric car

Just swing up the top-hinged front hatch and walk right in—that's how easy it is to enter this tiny new French electric car called the Citadine. Less than 7 feet long, the battery-powered midget seats two and has space in back for carrying baggage or shopping purchases. It's said to have a range of 60 miles on a single charge and to be capable of hitting speeds up to about 30 mph. The novel front-opening body is formed of streamlined molded plastic and is only a little more than 40 inches wide. The car has no maker yet, but was recently exhibited at the International Auto Show in Paris.



# THE LATEST PRODUCTS AND DEVELOPMENTS



Versatile vise

Lockjaw vise has lockable rocker jaw with built-in pad to hold delicate, odd-shaped objects gently. Standard jaws (on bench) are silicone aluminum. \$25.96; optional rubber jaws are \$7, clamp \$5. Spear & Jackson, Inc., 4767 Clark Howell Hwy., Atlanta, Ga. 30349.



'Mobile asphalt plant' mixes blacktop on the run

Hot asphalt delivered from plant to road-repair site usually cools off so much it's hard to apply and often makes a poor patch. This giant "Asphalt-Mobile"—first of its kind—mixes blacktop on the spot in any desired quantity within minutes and with no waste, saving road maintenance departments time and money. Irl Daffin Associates, Lancaster, Pa., makes it.

#### Handy fishpole holders mount anywhere

Fishing rods store neatly in these racks designed for a variety of mounting arrangements in boats, campers, station wagons or at home. Rubber rings hold the tips, while spring clips grip the handles. The racks can be installed vertically, horizontally or overhead. Three models include an 8-rod holder curved to match station-wagon roofs (below), a straight 8-rodder and a small 3rodder. Prices from Mitchell Enterprises, 211 West Ave. 33, Los Angeles, Calif. 90031.





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# NOW

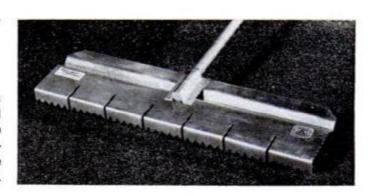


# Rotorless 'helicopter'

What may be the nearest thing to a "flying jeep" is now under test by the U.S. Marine Corps for use as a small two-man aerial car. It's actually a helicopter fuselage fitted with twin ducted-fan propulsion units, one on each side. Steering vanes direct the airflow so the craft can move in any direction—up, down, forward, back or sideways.

## High-speed rake for lawn debris

Rake-Well is a 24-inch-wide lawn rake that picks up leaves, grass clippings, pine needles—all kinds of lawn trash—fast, without digging into grass roots. Lightweight aluminum rake has hardwood handle; \$4.95 postpaid from Rothwell Rake Co., Terminal Box 3392, Spokane, Wash. 99220.







All-plastic folding chair: Light and easy to carry

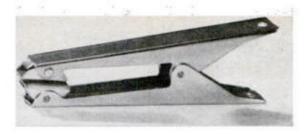
This all-plastic chair weighs only 6 pounds, folds flat for convenient storage. Its contours make it as comfortable as padded folding chair. Its rigid polyurethane is rugged, resists stains. Available in red, yellow, white and black for suggested retail price of \$15 at department stores and other housewares outlets. Gotham Industries, 1150 Broadway, New York, N.Y. 10001.

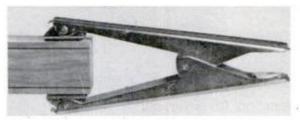
# Water pressure powers toothbrush

What's the next logical step after the electric toothbrush and water pulser? A water-turbine-powered brush that uses back-and-forth motion many dentists now say is better than up-and-down lets you select speed, feeds water through the brush when desired. Device, invented by dentists, is not yet in production.









Spring clamp for irregular work

This versatile spring clamp has floating jaws that pivot as much as 60° to fit odd shapes and angles, is ideal for gluing irregularly shaped work. Plastic-faced jaws are % by 1 inch, open to 2¾ inches. Clamps, made of cadmium-plated steel, are \$2.90 per pair plus shipping from Brookstone Co., Peterborough, N.H. 03458.



Plastic embedding kit

You can embed coins, photos, specimens and other objects in crystal-clear plastic with this Super Size Crystal Cast Kit. Out-fit includes quart of casting plastic, hardener, three reusable molds, mixing cups and sticks, sandpaper and buffing material. Refills are also available. Kit retails for \$10; made by Fibre Glass-Evercoat Co., Inc., 6600 Cornell Rd., Cincinnati, Ohio 45242.





Spatter-free roller holds more paint

Latex roller with see-through spray shield holds more paint than conventional 9-inch roller because of larger diameter. Shield keeps splatters off user, particularly when painting ceilings. Roller cleans up quickly by spinning in water stream. Retails for \$4.98. Product Development & Manufacturing Co., Box 727, Mendota, Minn. 55050.



Lafayette quad receiver is powerful buy

Lafayette's LA-4000 was the first four-channel receiver with a full-logic SQ decoder. But it's full of other features, including: front-panel tape outputs; bass, treble and mid-range tone controls; and a high filter. Amplifier power is 4x41 watts RMS at 8 ohms; it performed very well for us. Originally \$569.95, it's now on sale at \$469.95 from Lafayette.

# NOW







Easy, no-mess oil changing for your car

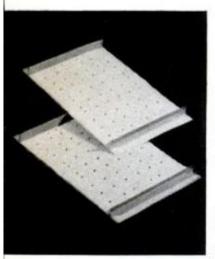


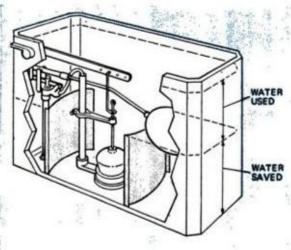
Changing your own oil saves money, but is messy. These two aids take the fuss and mess out of the job. In photos at upper right, a tube is attached to a special valve replacing the crankcase drain plug. Just open the valve and old oil drains into a handy throwaway bag. Auto-Drain kit is \$4.95, Suburban Products, Inc., Box 636, State and Front Sts., Manhattan, III. 60442. Photos at left show similar system but with remote drain-control lever that mounts under the hood. It's \$15.95, United Product Development Co., 1450 West Ridgeway, Jackson, Miss. 39213.

# Two-faced bellows fits any reflex, any lens

Spiratone's Macrobel T bellows can hold a Nikon lens on a Pentax body—or almost any other combination you need. Standard "T" mounts screw on rear of bellows to fit almost any 35-mm reflex; special "T" flanges fit on the front to accept most lenses. Without accessories, it fits between any "T" lens and its mount. \$20 plus mounts.





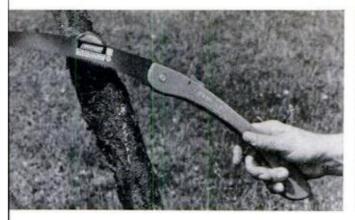


#### Water-saver for toilet tank

Water savings of up to 50 percent with normal flushing action are claimed for Aqua-Miser. Two rubber walls in the device form a double dam in a standard toilet tank to retain water otherwise wasted—without changing height of the water needed for flushing. Installs without tools; \$3.98 post-paid from AQM Corp., 1909 New Rodgers Rd., Levittown, Pa. 19056.

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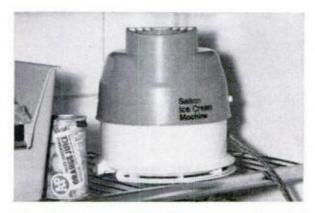
POPULAR MECHANICS





#### No-stick outdoor saw

Snap-Cut pruning and camping saw cuts both dry and green wood without binding or sticking, has 10-in. blade coated with Teflon-S that folds away (near left) for safe carrying in pocket or knapsack. Suggested retail price is \$5.12. Seymour Smith & Son, Inc., Oakville, Conn. 06779.





Ice cream delivered to your freezer
—by machine that makes it there

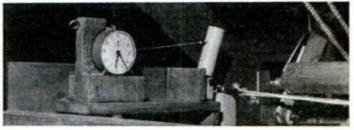
Salton Ice Cream Machine lets you enjoy fresh ice cream made without preservatives and does away with the mess of rock salt and ice—the cold is supplied by your home freezer or freezer compartment. The machine, which makes a quart of ice cream at a time, is \$19.95. Salton, Inc., 1260 Zerega Ave., Bronx, N.Y. 10462. Top photo above shows how the compact ice cream maker fits right in a freezer compartment; lower photo shows the machine disassembled.

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# Mechanized bed rocks you awake, not asleep

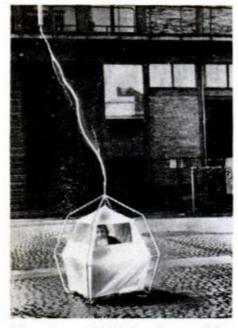
Bavarian locksmith Albert Marschmann found nothing would wake him, not even loud clock bells or telephone calls. About to lose his job, he solved the problem with this tilting bed frame, linked to a timer mechanism, that flips him out onto the floor at a preset time every morning. Now he makes rock-awake beds for other oversleepers at Ferdinand Sauerbruch Strasse No. 10, 8261 Töging am Inn, Germany.







# **NOW**

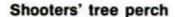






How to get hit by two million volts-and live to tell about it

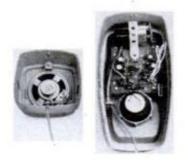
Huddling snugly inside this portable lightning-survival tent, you're safe from up to a two-million-volt charge, says German inventor Dr. Ing Johannes Wiesinger of Munich. Designed for use by soldiers, hunters, farmers and work crews caught out in the open during severe thunderstorms, the device consists of a tubular metal frame and metalized fabric enclosure that channel the charge harmlessly to the ground. The occupant sits on an inflatable rubber pillow, isolated from the effects. The tent can be put up in less than two minutes and folds for easy carrying.



Easier shooting for hunters and wildlife photographers is possible with this tree perch that selflocks to any straight trunk at any height, providing comfortable a platform to sit on. It's also a climbing aid, supporting your feet as you hitch yourself up a tree. At ground level, it doubles as a handy camping seat, cooking shelf or animalproof food cache. \$37.95, Baker Mfg. Co., Box 1003, Valdosta, Ga. 31601.





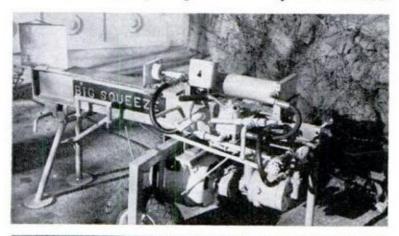


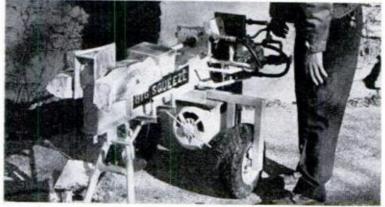
Heath telephone amp kit

Battery-powered, this amplifier aid switches on when you rest your phone's handset over its microphone. You hear through the small extension speaker, while the phone's mouth-piece picks up your voice (if you talk a bit loud). It takes 1½ hours to build, costs \$14.95 (plus shipping and 9-volt battery) from Heath Co., Benton Harbor, Mich. 49022.

# Home log splitter-big squeeze, little cost

Proving that a little ingenuity can often accomplish big jobs, this hydraulic log splitter was home-built by Felix Tozeski, a welding technician at Worcester Polytechnic Institute, Worcester, Mass. Tozeski cobbled up the design from \$35 worth of junk parts, while commercial versions cost up to \$1000. The machine uses a 2000-p.s.i. hydraulic ram to drive huge logs against a cutting wedge, splitting them handily into firewood.







Three helpful books for the craftsman and homeowner

Everyone interested in furniture will enjoy the 24th edition of Seng Furniture Facts (bottom), a handy reference work and textbook on the subject; \$1.50 postpaid from the Seng Co., 1450 North Dayton St., Chicago, III. 60622. Old Ways of Working Wood by Alex W. Bealer (right) is a comprehensive guide to the historical development of woodworking methods, with more than 200 line drawings by the author. An excellent reference guide for the professional woodworker, hobbyist or collector, it's \$12.50 from Barre Publishers, Barre, Mass. 01005. Home Repair: A Minimal Maintenance Manual by Gershon J. Wheeler (left) stresses preventive maintenance to reduce the need for professional repairs; \$9.95 from Reston Publishing Co., Box 547, Reston, Va. 22090.

# Outdoor cooking ideas

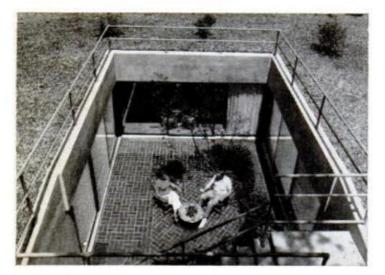
Like a hibachi but of rust-free ceramic material for more even heat, Kamachi (far right) is \$19.95 in red, green or gold; California Kamado, Box 7076, Long Beach, Calif. 90807. Charmglowette portable gas barbecue can be used with accessory folding stand (near right), is \$61.90; optional stand, \$14.90. Charmglow Products, 908 Main St., Antioch, III, 60002.

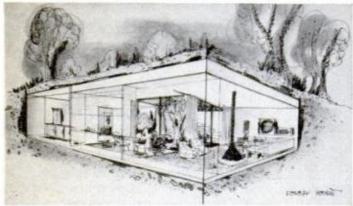




JUNE 1974

# NOW





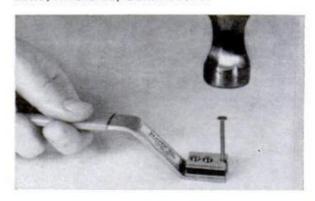


The house that hides underground

Inside, it looks like any other house, but there's one big difference—it's entirely underground. An experiment to promote good ecology, it's designed around an open atrium (top) that lets in light and provides a pleasant courtyard for outdoor living. Advantages: one-fifth normal heating cost, 25-percent lower building cost, privacy from neighbors and no unsightly damage to surrounding property. Designer is architect John E. Barnard Jr., Ecology House Associates, 60 Main St., Osterville, Mass. 02655.

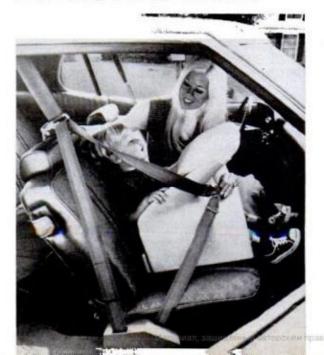
# Magnetic nail starter

Handy nail starter for hard-to-reach spots, Nailit has magnetic vee that holds nails, brads of all sizes, gives unobstructed view of work, doubles as shop magnet. For nailing at angles, the tool is tilted. It's \$1.95 plus 45 cents for shipping and handling; Seatek Co., Inc., Dept. PM, 6 Neil Lane, Riverside, Conn. 06878.

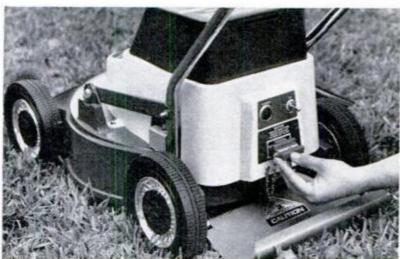


## Safer car seat for children

A padded wraparound face and chest shield completely encloses infant riders in this new protective car seat for children. The seat is anchored by both lap and shoulder harnesses, unlike most types held in place by lap strap only. Developed by Ford engineers, it's approved by Physicians for Automotive Safety, is \$25 at Ford dealers.







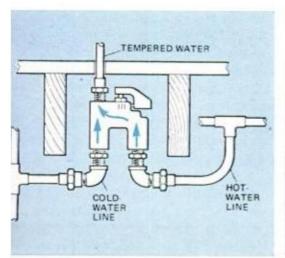
Sears' new mowers go all-electric

In line with the growing trend toward electric power for yard work, Sears' latest offerings include two new battery mowers—a 32-inch rider model (top) and a 14-inch cordless push type (bottom). The rider features a three-speed transmission, differential rear axle and three motors—one for drive and two for blade power. The push model has a removable safety "key" (shown in lower photo) that prevents accidental start-up when it's not inserted. For prices, consult Sears catalog or retail outlets.

# Eek! My heart's skipped a beat!

Worn like a piece of jewelry, this decorative "bracelet" for women actually contains tiny electronic sensors that monitor a person's heart rate. If indications of stress or irregularities occur, an alarm sounds, warning the wearer to rest, take medication or seek medical aid. Designed for use by patients with known chronic heart ailments, the device also contains a compartment for emergency pills. Not yet on sale but under study, it was developed by Mary Ann Scherr, 4064 Shaw St., Akron, Ohio.







#### No-sweat valve for toilet tank

Temperator Valve keeps condensation from forming on toilet tank in warm weather by providing regulated mixture of hot and cold water when tank fills. The brass fitting includes check valves to prevent backup, installs below floor or under tank. Price is \$12.95 postpaid or \$13.95 for model with drain (for summer homes), from Oakridge Industries, Box 18475, Cleveland, Ohio 44118.

# PM OWNERS REPORT:

Photos: Irv Dolin







Fiat 128 SL Coupe is a coup in small-car styling. Over half of the owners surveyed selected the coupe over the 128 sedan or wagon, both of which are completely different in sheet metal. Shown here is the '74 model with its five-mph bumpers front and rear. Despite their mass, they don't detract from the car—the front provides a perfect mounting platform for the optional driving lights! Almost all owner comments in this survey refer to 1973 model 128s since it was conducted just before the '74 became available.

# Right on top with mpg, but too many rpm per mile

A nationwide survey based on 1,250,000 owner-driven miles.

By Michael Lamm
WEST COAST EDITOR

The Fiat 128 seems more like an entire line of cars than just a model. Its engine and mechanical components are shared by several very different cars—including the new X 1/9. The Fiat 128-SL coupe, shown here, spans a 9-inch-shorter wheelbase (87.5 inches) than the 128 sedans and wagons. It shares no sheet metal with them, yet all use the same ohc in-line Four, water-cooled and nestled transversely for maximum use of space. Thus, the 128s resemble the Honda Civic (see Owners Report, page 120).

The Fiat 128's tightly packaged powertrain, combined with a frameless unitized body and rather boxy lines of the sedan and wagon, allows generous interior space. The 128 wagon, in fact, although 10 inches shorter than Chevrolet's Vega wagon, contains five cubic feet more cargo space.

Owners in our survey ranked economy absolutely tops among specific likes. Since 71.7 percent listed "operating economy" as their primary reason for buying and 71.8 percent repeated it as their No. 1 like—they seem well pleased with their cars.

Interestingly, the owners' gas mileage averages 29.6 mpg for all types of driving: That's exactly the same mileage Honda Civic owners are getting with their cars.

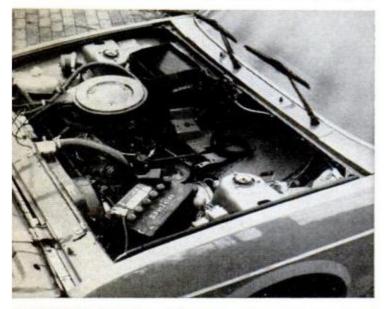
Hard on the heels of economy (and, of course, economy includes more than just gas mileage) came handling as a specific like. Here's a good quote from an owner who really reacts to the 128's radial-shod front-



wheel drive: "Listen, man," shouts a Fort Worth shipping clerk, "I've taken winding roads at 85 mph, no lie. Sure, I drive stupid, but this car handles like it was built for stupid drivers." Forgiving handling is what the enthusiasts call it.

Comfort and roominess came in for a 30 percent I-like response. We asked owners to rate comfort specifically. Reactions: "We are four adults who went skiing every weekend last winter—some 400 miles round trip. Everyone had enough room in my little 128 SL coupe for comfort," enthuses a Virginia musician. A Michigan student adds, "I think it's very comfortable. All passengers are amazed at the vast amounts of leg and headroom and the reclining seats." A Florida underwriter claims, "I find the 128's comfort extremely good—it's the most comfortable

Engine compartment with the 1290-cc, overhead-cam Four placed transversely has plenty of room for servicing—and the spare tire (removed here to show the under-hood hardware). Trunk of 128 coupe (lower photo) holds take-apart bike: sedan trunk is even bigger.





small car I've ever ridden in." And a New Jersey clergyman: "The seats are much more comfortable and roomy than the VW's we owned previously."

The specific I-don't-like that evoked the most noise was noise. Peeved owners said that above 55 mph, the engine roars. Fact is, it's revving nearly 4000 rpm at 60 mph, so it's one of autodom's busier powerplants. A fifth, overdrive gear would be welcome. We also got complaints of wind roar and road noise at 55-60 mph. Squeaky brakes were another constant complaint, but perhaps no more than on other cars with front discs. And some owners complained about black dust from the wearing pads accumulating on their front wheels.

Dealer service came in for groans: 64 percent rated it average to poor. "It seems a shame," notes a New Jersey teacher, "that such a good car is negated by a lack of concern by the dealer's service people."

A Denverite reports the two Fiat dealers in town are perpetually overcrowded with service work. An Illinois engineer writes, "I found the dealer quite conscientious—his service people found detail defects that I hadn't even complained of. But then their zeal resulted in a tune-up that ended in a maladjusted carburetor and incorrectly set timing, neither of which were problems when I brought the car in."

On workmanship, these comments represented a pretty good cross section: "Put together as well as a Cadillac." "I believe workmanship is very high for a car in this price range." "Good overall." "Fine except for the paint job, which is too thin." A New York editor seems to love his Fiat despite some problems: "The 128 coupe is one of the most practical ways to have fun on wheels—great handling, adequate performance, good brakes and roomy (if you don't use the back seat much). But I haven't yet managed to go the whole 3000 miles between recommended services without something breaking down."

Among general inconveniences mentioned, one of the more common was hard starting in cold or damp weather. The engine also appears to be hard to keep running after it has first been started. Several owners mentioned four or five false starts plus lots of coughing and hiccupping. Fiat 128s use a manual choke, and with the lean fuel mixtures that pollution controls have brought about, the engine tends to die easily if not warmed up. We suspect though, that many

of the owners haven't checked their manuals to fully master the ancient and almost lost art of manual choking.

To improve the 128s, a few owners suggested more horsepower, particularly for long grades. Some asked for larger gas tanks, not unreasonable considering that the coupe's tank holds 9.6 gallons and the sedan's and wagon's 10. Others pleaded for a lockable glovebox, larger foot pedals, better separation of switches on the steering column, more sound-deadening and a better radio.

A New York investor confides, "Two friends bought new Fiat 128s as a direct result of riding once in mine." A Florida photographer mentions, "I liked my 1972 sedan so well we decided to keep it and trade my wife's VW in on another 128 sedan when she needed a new car. That's why we have two now." And a California chemist: "There is no production car on the road that will corner as well, that gives such great gas mileage, that has so much power in a 1290-cc engine, and has this kind of traction in snow. To get rid of the noise problem, I installed an inch of fiberglass insulation, so it's now very quiet.

Roominess is one advantage of front-wheel drive that owners appreciate (top photo). Absence of drive tunnel leaves room for low center console (right). Full carpeting is one of standard interior appointments. Coupe rear is perfect for kids; sedan better for adults.





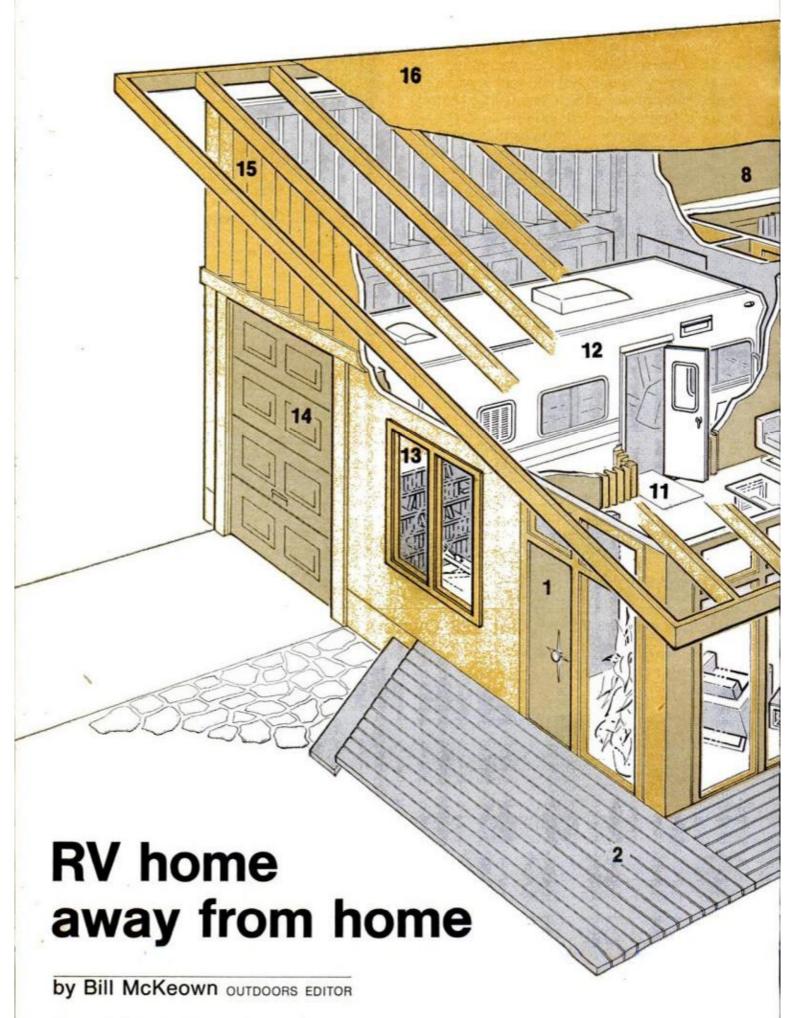
# Summary of 1973-74 Fiat 128 Owners Reports\*

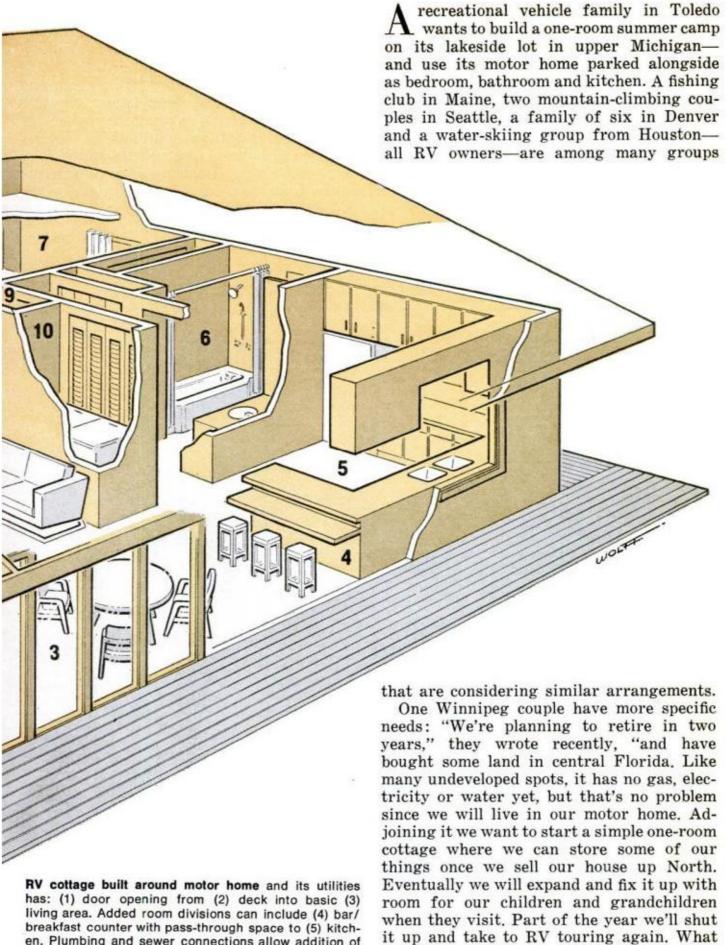
Total miles driven	42
Average miles per gallon: Local driving	,
Model years: 1973	
Body styles:         Two-door coupe         59.5           Four-door sedan         29.5           Station wagon         10.6	5
Why the Fiat 128?         71.7           Operating economy         71.7           Initial price         18.7           Size         15.7           Handling         15.7           Styling         15.7           For front-wheel drive         13.4	7
Specific likes:         71.           Economy         71.           Handling         .67.           Comfort         30.           Roominess         22.           Front-wheel drive         15.           Styling         12.	8
Specific dislikes: Noisy above 55 mph. 18. Cold starts 14.	4%

Poor dealer service Underpowered Squeaky brakes	.11.4
Number of vehicles owned: Fiat 128 only Two cars Three cars Four cars Five or more cars	49.9 11.7 1.7
Other makes of vehicle owned: Chevrolet Ford Pontiac Oldsmobile Dodge Fiat Volkswagen	9.3 8.0 6.7 6.7
Comfort opinion: Good to excellent Average to poor	.88.2%
Workmanship opinion: Good to excellent Average to poor	71.9%
Dealer service opinion: Good to excellent Average to poor	36.0%
Had any mechanical trouble?	.51.3%
and a sufficient date	

Yes	48.7
What type of trouble? Electrical Brakes Cold starts Clutch Fuel pump	97
Did you repair it yourself? No Yes	
Dealer repairs satisfactory? Yes No	
What changes would you like?  More power Bigger gas tank Remove seatbelt interlock Less noisy brakes Fewer rattles	5.5
Age distribution of owners: 15-29 years 30-49 years 50-plus	.34.6
Would you buy another Fiat 1 Yes No	.83.4%

<sup>\*</sup>Percentages might not equal 100% due to rounding or insufficient data.





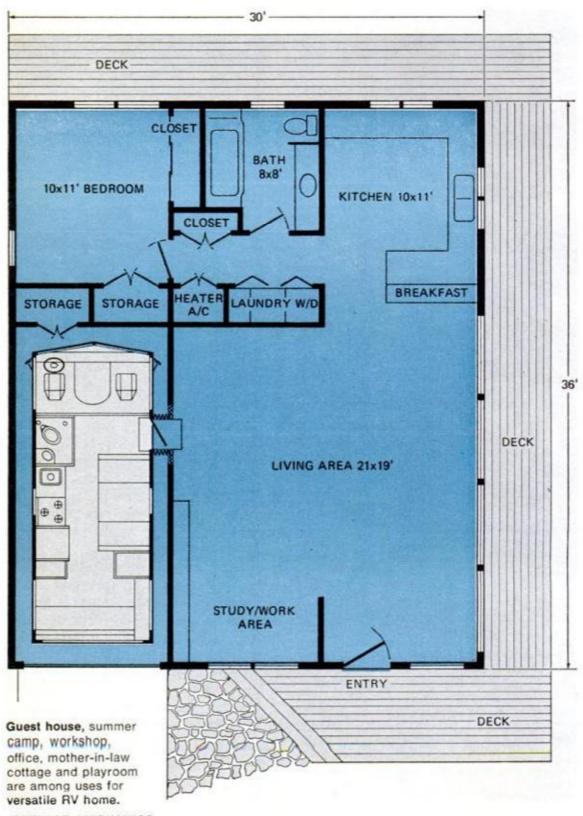
RV cottage built around motor home and its utilities has: (1) door opening from (2) deck into basic (3) living area. Added room divisions can include (4) bar/breakfast counter with pass-through space to (5) kitchen. Plumbing and sewer connections allow addition of (6) bathroom. Shutting off back of two-car garage makes (7) bedroom with (8) storage over. (9) Utilities room with furnace and central airconditioner plus (10) laundry room are refinements. (11) Level ramp leads to (12) motor home. (13) Workshop. (14) Garage door. Louvered (15) front, side ventilation under (16) roof.

retirees have similar projects underway in New Mexico. PM's basic RV base, shown here, starts with an enclosure and carport. Check local

kind of house can you suggest?" Several RV

building codes and restrictions, plus insurance requirements, before getting started. Since some communities don't like the appearance of an RV, we have enclosed the carport with a garage door but louvered the top for ventilation so that the generator, airconditioner or furnace can be employed. For extensive use, exhaust hose extension or chimney connection may be installed.

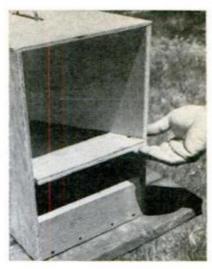
Floor level of the camp cottage is planned at a height equal to the RV interior with a walkway leading in and accordion walls and ceiling fitting snugly around the RV door. Initially the room can be a simple screened-in shelter—with windows, walls, plumbing, room divisions, kitchen and bath, furnace and airconditioning, separate bedroom and outer decking added later. Storm shutters can close up the house completely when the owners drive off on tour. With sleeping accommodations in the vehicle and a fold-out sofa in the living area, back-bedroom space may be kept as a garage extension for a second car.

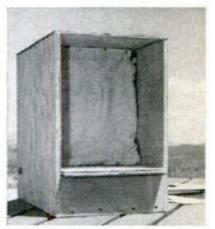


# Twin-duty target box

by Marshall Lincoln







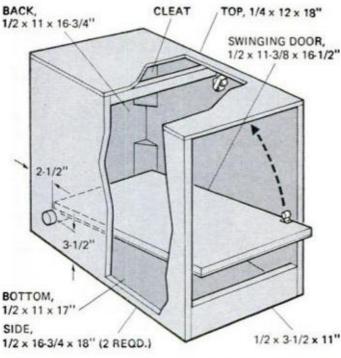
Designed to catch both plastic practice rounds and lead bullets and pellets, this easily constructed target box uses hinged inner deflector.

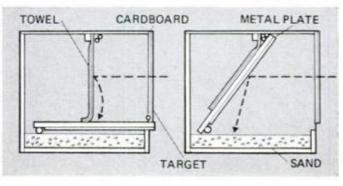
Inner hinged and steel-shielded door (top right) lifts to snap into cabinet latch. Lowered (above) it exposes towel backstop for reusable plastics.

Box construction (left) is designed for standard pistol target. Sand layer in bottom traps lead that can be sieved out for recasting, reloading.

A swinging door is the unique feature of this simple target box. With metal boiler plate or sheet-metal door in 45° up position, pellets and lead bullets are deflected down into a sand cushion in the bottom of the box. With the door tilted down to floor the box, a folded bath towel hangs midway back to stop plastic pellet practice rounds so that they are undamaged and can be collected and reused after indoor or outdoor shooting.

The simple ½-inch-plywood box can be built in any size. As shown, it easily mounts standard pistol targets on a piece of corrugated cardboard stapled over the front of the box. The swinging door hinges on a dowel and is held up by a cabinet latch. Mount a carrying handle on the top of the target box.





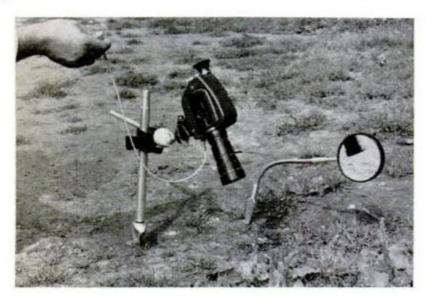
# Tripods aren't always tripods





# Mini tripods fit your pocket or camera bag



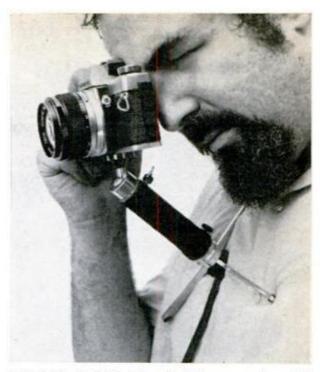


Alpa Macrostat system is versatile, expensive-but you can buy just the pieces you need. Outfit at right includes Stabil miniature tripod (\$119.50), plus other components worth about \$110. Outdoor outfit above includes large and small ground-spike, mirror reflector, other components; costs about \$80.





Built for telescopes, Bushnell Shooters Stand (\$28) needs ball-joint head (Leitz head is shown) for camera use. Height range can be increased with \$6 extension shown.



Adjustable ball-joint heads let you angle minitripods to rest them against your chest or vertical surfaces. Cappo Grip-Pod is shown.

the self-timer and get in the shot yourself.

The problem's not insoluble. The stores are full of tripods that fold small enough to fit your gadget bag or pocket, clamps that convert any handy object into camera supports (fence rails or your car door, for example), even supports built especially for use in your car.

We've tried all the gadgets shown except the Questar car-mount and the Accura vacuum pod, and here are our favorites:

- ☐ Minox—high-priced, but by far the easiest to carry. (It would be even easier, though, if it had a pocket clip.)
- ☐ Miida—very versatile (it doubles as a clamp or tripod), but just discontinued; so



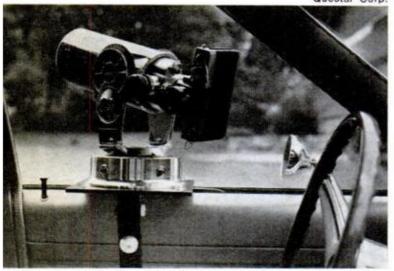
Bolex's "praying mantis" Minipod adjusts to many different applications as shown here and on next page. It folds down to 12 inches long, weighs 22 ounces, and comes with its own carrying case and shoulder strap.



Two pocket tripods: Heavy, stable Leitz (shown with \$22.50 and \$45 ball-joint heads) swivels shut for pocketing or to double as a tele handgrip. Minox's three sections and cable release fit inside one another.

## Turn your car into a camera dolly

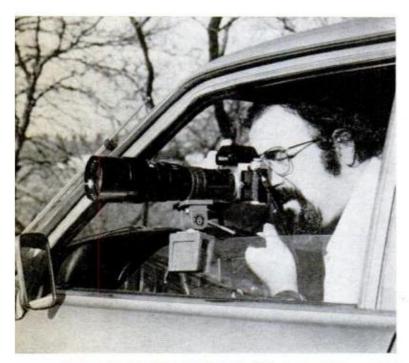
Questar Cor



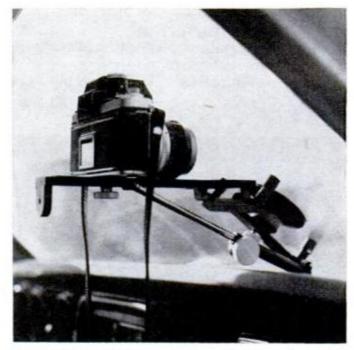
Questar Carpod (\$43.50) is designed to fit all cars. It was designed by Dr. R. C. Ashley, who uses it to shoot birds from the roadside, in comfort.



Bolex Minipod again, here braced against a car dashboard for over-the-hood shots. Adjusted differently, it can hook over bumper for low-angle dolly shots.



Bushnell Car Window Mount (25) has soft jaws that clamp over window glass, sturdy pan head. Like Bushnell's Shooter's Stand (previous page), it's very solid.



Rowi Car Camera Support (\$21.60), grips windshield with suction cup, adjusts to windshield angle. In our tests, it held camera securely for days.

if you want one, look fast for a store that still has one in stock.

☐ Leitz—a classic: *very* solid, folds flat, and doubles as a pistol grip for long tele lenses. Leica quality all the way.

□ Bolex Minipod—you'll never figure out all the tricks it can do; obviously the work of a very good, mad genius.

□ Rowi car mount—makes very steady movies, and sticks for days.

☐ Bushnell Table Tripod—sturdy, and a steal at just \$4.

☐ Rowi UKV—like an Erector set, does everything.

Questar, Leaf and Bushnell sell by mail; the rest are available through dealers. \* \* \*

# TATINSTON





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20 mg. "tar", 1.3 mg. nicotine av. per cigarette, FTC Beport SEPT. '73.

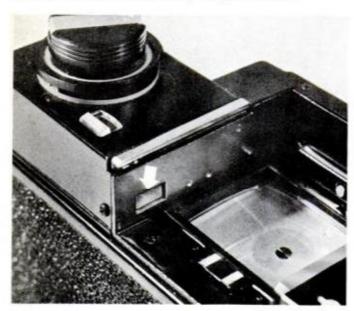
## Auto-winding Topcon: A little motor-drive, a lot of camera

by Ivan Berger

Photos by Robert D. Borst



Wrist strap and griplike motor housing fit the hand comfortably (above), make Auto-Winder-equipped Topcon easy to hold and carry. Meter window (below), next to rewind knob, lets you see needle from waist or chest level; projection at rear of window catches light to illuminate meter for eye-level viewing. Window (arrow) transmits meter image to prism finder.



Press the trigger of Topcon's Super DM Supreme, and after the usual SLR noises there is a not-so-usual whir. That's the Auto Winder electrically advancing the film and recocking the shutter for you.

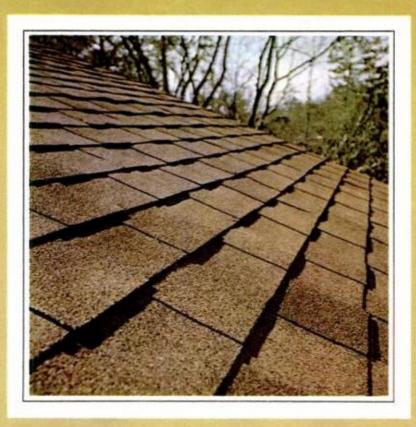
Topcon is careful not to call it a "motor drive"-true motor drives (including Topcon's own) can fire continuous, machinegunlike bursts at three frames or more per second, as long as you hold the trigger down. The Auto Winder just lets you shoot one frame at a time-but it did let me shoot 1½ frames per second without taking my eye from the finder, versus my top thumbwinding speed of 1 per second. And while motor drives are heavy, bulky and cost around \$500, the Auto Winder weighs just 10 ounces, costs \$123.50, and slips over the camera so neatly that it actually makes it easier to grip (in use, your fingers curl around the motor housing, while a padded strap helps you hold and carry the camera easily). Our winder jammed occasionally, but a button unjams it.

Without the winder, the DM is still a lot of camera—and a lot less expensive: \$604 instead of \$727, with the 50-mm f/1.4 GN lens. "GN" stands for Guide Number: Set it for your flash and film (it's simpler than the instructions make it seem) and it will automatically adjust its f/stop for correct exposure, as you focus. There are 20 other Topcon lenses, from 20 to 500 mm.

The camera's finders include interchangeable waist-level and prism models, both shown here. An exposure-meter dial atop the camera lets you check exposure with the waist-level finder in place. It also helps you get more candid pictures with the prism finder, by letting you check and set exposure without alerting your subjects by looking through the finder. The meter window has a raised plastic lip that does a great job of gathering light to illuminate the meter scale; for really dim light (the meter can read down to 1/1000 second at f/1.4 with Tri-X) a \$19 accessory light fits over

(Please turn to page 182)

## The Woodlands fiber glass roof.



## The beauty of a wood roof without the ugliness.

The beauty of a wood shake roof can't be denied.

But neither can the drawbacks.

A wood shingle has an ugly t tendency to split, crack, and

Even worse: Wood roofing burns and spreads fire.

The Woodlands fiber glassasphalt roof gives you all the beauty of wood, but none of the drawbacks.

The secret is that a Wood-I lands roof is built with overllapping layers of asphaltsaturated fiber glass.

The three-dimensional

overlays create long, dramatic shadows that give your roof the look of wood.

The fiber glass base and the asphalt team up to deliver tremendous roof life-and a Class A rating for fire.

That's the best fire rating Underwriters' Laboratories can give a roof.

Class A roof. Before you select a roof for any home, find out more about the enduring beauty of

It's a terrific combination:

The beauty of wood shingles.

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Woodlands.

Send me complete information (including color selection chart) about The Woodlands Roof. Johns-Manville Box 5705-RP504 Denver, Colorado 80217 Johns-Manville Address City.



Five more horses than last year's loop-charged 65 hp but not more size. We did it by making the combustion chamber even more efficient than before. Improved the carburetion, too.

Our new 70 hp loop-charger makes fuel work harder and last longer. Does it with precisely positioned intake and exhaust ports. A Johnson design that brings in the new fuel mixture while pushing out the exhaust in one continuous power loop. Does it with exhaust tuning that uses the energy of sound waves to pull more exhaust gases out of each cylinder. To pack in more of the new fuel mixture. Giving you more power without using more gas.

With pressure-back piston rings that reduce friction, engine wear and fuel consumption. With MagFlash™ capacitor discharge ignition for smooth, gas saving running, troll to full throttle. For fast, sure starts.

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Sea-Horse Drive, Waukegan, Illinois 60085, Dept. PM-64.



Spinning saucer and revolving rabbit ears aid TV reception

by Ivan Berger ELECTRONICS EDITOR

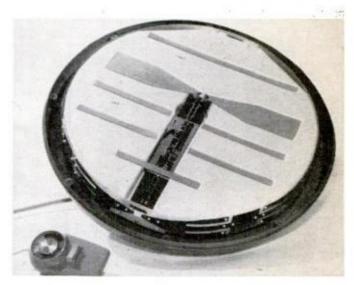


Pushbutton remote rotation lifts Spico Remotomatic a bit above the ordinary rabbit-ears' league.

If problems in putting up outdoor antennas restrict you to rabbit ears, you know their limitations: Their directivity is poor (they pick up ghosts from behind as well as signals from the front). Their signal pickup is weak. And no matter how clearly you tune and aim them, the perfect adjustment that costs you five minutes of fiddling disappears as soon as you move a few feet away.

Two new products can help the rabbit-ear blues: Spico's Remotomatic (\$40) has a pushbutton remote rotater, so you can aim it from your chair. Thus you adjust it for the normal pattern of signals in your room, not just for the pattern that exists when you serve as a signal reflector next to the antenna.

RCA's new Mini-State does a lot more. Not only is its remote control more elaborate (with more precise control and lights



RCA's Mini-State "saucer" antenna works outdoors (as shown, top) or indoors (mounted on its three short legs it can fit inconspicuously under furniture). Inside Mini-State (shown above with lid removed) is unidirectional antenna of foil elements on foam plastic, plus signal amplifier (in rectangular well behind "bow-tie" pickup antenna element). Remote control shown rotates antenna from your chair, lights to show direction in which the antenna elements are pointing.

that show which way the antenna's pointing) but it is unidirectional, comparatively dead to signal reflections from the rear. That means there are fewer ghosts—and its built-in signal amplifier gets stronger signals than rabbit ears can. Mounted indoors (awkward, with its 21-inch diameter, but not impossible), its performance even on UHF is about halfway between that of rabbit ears and a high-gain outdoor antenna; mounted outdoors (its plastic shell is weatherproof), it should work even better. Mini-State is \$100; a nonrevolving version is \$75.

# How to install an auxiliary fuel tank

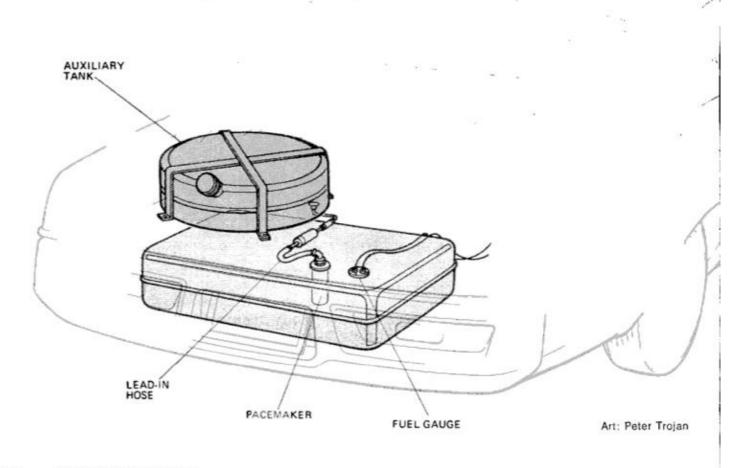
With an extra tank you can drive all night without running dry, and tank up when and where the price is right.

by Bill Hartford

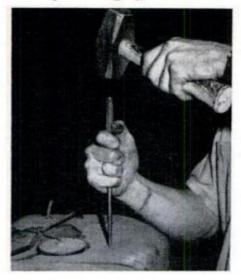
Reeping your tank topped off is a good habit. Or, better, good car care. Most PM readers know, for example, that it minimizes the accumulation of water from condensation in your tank. That's why so many knowledgeable car owners were indignant to hear themselves referred to as "gas hoarders" earlier this year. They were only doing what they had always done.

Increasing your driving range with a greater on-board supply of fuel is, likewise, a matter of intelligent planning. It means fewer stops, and may mean that you won't stop in the middle of nowhere with a dry tank. The best way to extend your range is with an auxiliary fuel tank. There are two types: The built-in tank that connects directly to your original-equipment tank, and the auxiliary tank that can be tapped when you need it.

The built-in tank is available in several configurations. Saddle tanks, for example, are designed for pickup trucks and fit inside the pickup bed behind the rear wheel wells. Shown below is a spare-tire type of tank. It can be mounted either flat or ver-



#### Preparing your car's gas tank



Drain tank, fill it with water and then locate position for Pacemaker.



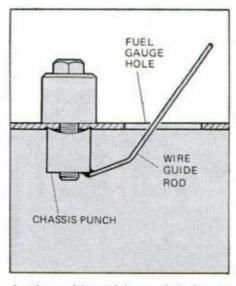
Punch a %-inch hole in the tank so that chassis punch can be used.



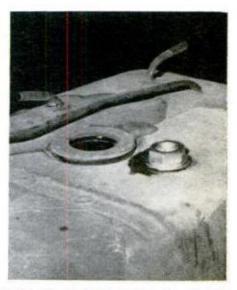
Remove the sending unit that transmits fuel level to gas gauge.



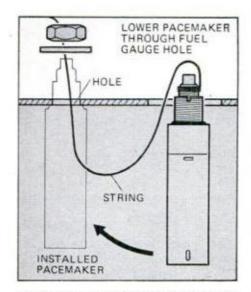
Chassis punch is mounted in position ready for cut by using the fuel-gauge hole for access.



A wire guide rod is used to locate the bottom part of chassis punch under the top part.



The Pacemaker valve is shown mounted in place. Follow technique shown below left for installing.



Thread string down through mounting hole, up through fuel-gauge hole, tie to Pacemaker and position.



Gas line and fuel filter are connected to Pacemaker before the tank is replaced on car.

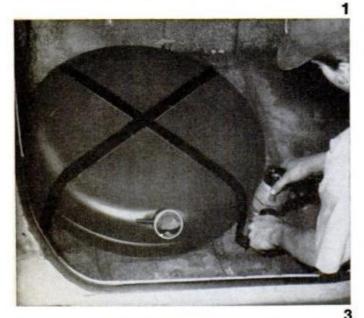


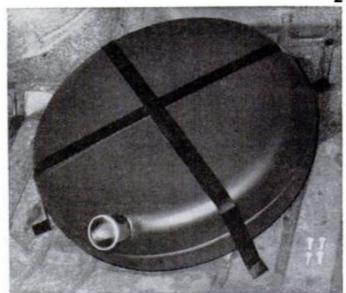
Tank is ready to be raised into position and secured. Make sure that fuel lines are routed properly.

tically. The gravity-feed unit connects to the main tank and therefore doesn't require its own evaporative emissions control. Heart of this auxiliary tank system is the Pacemaker valve which mounts in your existing tank. It automatically feeds gasoline from the auxiliary tank to the main tank,

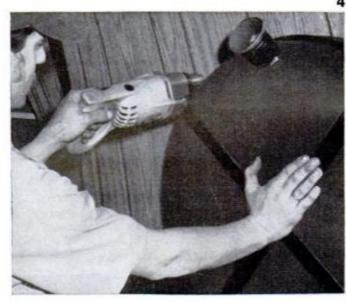
so there's no need for elaborate switching and gauge systems common to some multiple fuel-tank systems.

The Pacemaker and spare-tire tank are products of Hickey Enterprises (HE). They're at 1645 Callens Rd., Ventura, Calif. 93003. The Pacemaker unit is \$20; the 15-









1. To mount the tank flat in the trunk, position it and drill holes for mounting strap bolts.

- The tank is installed in position. This tank, from Hickey Enterprises, comes with all hardware.
- 3. Tank is filled in a normal manner. Check that all hose connections are tight and there are no leaks.
- 4. In campers or vans, the auxiliary spare-tire type tank can also be mounted vertically.
- The steel mounting straps are used in vertical mounting also. Make sure bulkhead is reinforced.

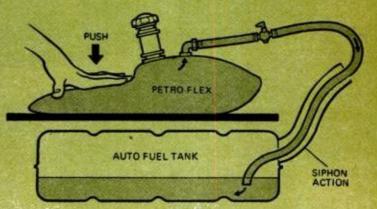
POPULAR MECHANICS

gallon tank, \$70. Prices include all hoses, clamps, valves, filters and mounting straps. Details of connecting the auxiliary tank to your original-equipment tank are shown on page 149 and details of mounting the tank are shown on page 150. Check legality of the tanks in your area before ordering.

An auxiliary tank that lets your carry reserve fuel safely is shown below. The Petroflex tank is a spin-off of research and development of fuel cells for auto racing. Petro-flex tanks are available in 8, 15, and 45-gallon sizes from Aero Tec Laboratories (see below).

#### From race car to family car





Petro-flex fuel cell enables you to carry reserve gas safely and siphon it in your car's tank as needed.

Fire has always been the greatest threat to the safety of racing-car drivers. Safety harnesses and structural design of the car enable a driver to withstand tremendous forces in a collision. It's fire that's the killer.

Recent developments, however, have greatly reduced even the fire hazard in motor racing. Fire-retardant materials for racing suits enable a driver to withstand incredible exposure to flame without injury, and automatic-cockpit fire extinguishers have been used with success. But the credit for minimizing the chance of fire in the first place goes to the fuel cell. It contains the fuel and keeps it from igniting in all but the most devastating crashes.

Aero Tec's flexible Petro-flex units are consumer applications of the company's experience in the manufacture of racing fuel cells that are approved by auto-racing sanctioning organizations nationally and internationally. They are also used in federal government limousines. A Petro-flex installed in your trunk is as safe as, if not safer than, almost all original equipment tanks in extremely vulnerable locations with exposed filler positions behind the rear license plate (some cars,

notably imports, now have tanks moved forward to safer positions over the rear axle).

Petro-flex bladders are constructed of an impregnated fabric called ballistic nylon. While not bulletproof, they are extremely rugged and self-sealing in case of puncture. The bladders are available in 8, 15 and 45-gallon sizes, at \$160, \$200 and \$300, respectively.

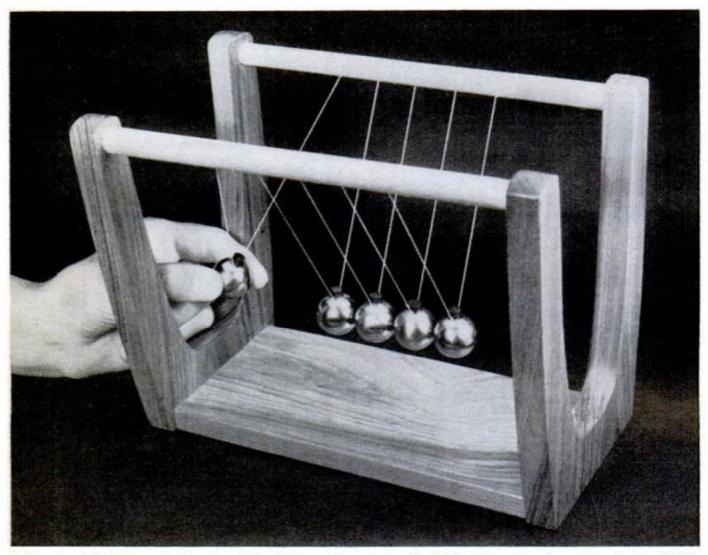
Each Petro-flex bladder is larger than its rated capacity by several gallons to provide for expansion. When empty, it rolls into a compact package. For filling you simply lay it out in the trunk, secure it by the corner tabs and place the gasoline hose nozzle in the filler neck. The top surface of the bladder rises on the fuel; there's no need to hold it up as you fill.

When you're ready to siphon fuel from the Petro-flex into your tank, you simply press down to start the siphoning action. You could also use a siphon pump to start the flow or install an electric fuel pump for transfer of fuel.

For more information about Petro-flex and Petro-cells (tanks for permanent installation) write to Aero Tec Laboratories, Inc., Fuel Cell Systems Div., Hewson Ave., Waldwick, N.J. 07463.

### A surefire conversation piece

by Kenneth Wells



Action is started by swinging the ball at one end, causing the ball at the opposite end to fly up. Middle balls remain stationary. Way-Mar Co., Box 164, Hartsdale, N.Y. 10053, sells the five balls for \$1.75 postpaid.

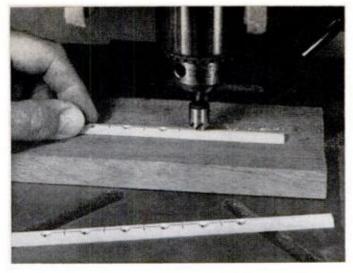
Sir Isaac Newton, the 17th-century English scientist, invented his famous cradle to demonstrate his theory of motion. The fascinating action of the swinging steel balls striking one another is as intriguing today as it was 300 years ago. Only the end balls move; the middle ones transfer energy without moving themselves at all.

To make a Newton cradle, draw a pattern for the U-shape ends, trace it on \(^34\)-in. hardwood and saw out two identical members. Drill blind holes for the \(^14\) and \(^12\)-in. dowels. Prepare the base and drill the mating \(^14\)-in. dowel holes in the ends. The two \(^12\)-in. dowel rods from which the steel balls hang by thread consist of two halves between which the threads are clamped. Tiny

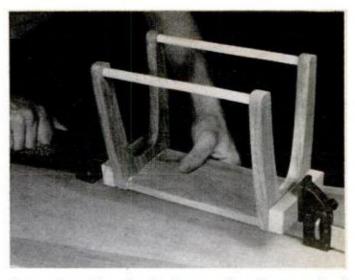
kerfs are filed crosswise in the bottom halves to space the threads ¾ in. apart, then ½-in. holes are drilled and countersunk midway between the kerfs for tiny flathead screws.

The threads are attached to the steel balls with tapered plugs made from bits of dowel pressed into ¼-in.-deep holes drilled in the balls. The threads are placed across the holes, the cork-like plugs coated with epoxy and then forced into the holes.

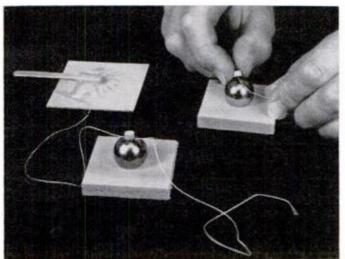
Finally, the threads are passed between the two-part dowels, the screws tightened a little and the threads adjusted to align the five balls. When all the balls are in a row, the screws are then tightened for good, clamping the threads, and the excess thread cut off.

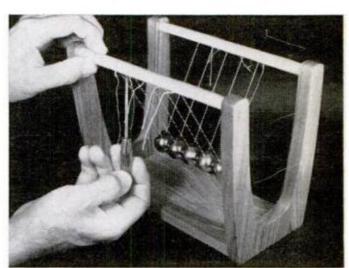


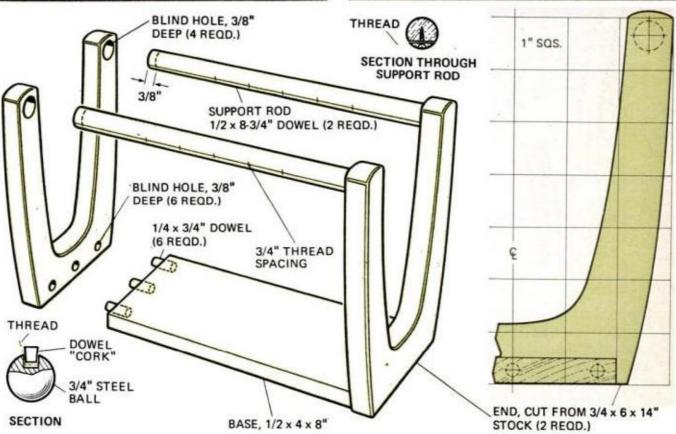
Lower halves of split dowels are drilled and countersunk for tiny screws to clamp ends of ball-hanging threads. With balls resting in holes in scrap (below), threads are affixed to balls with epoxied plugs.



Parts of cradle—dowels, base and ends—are glued and clamped at one time. Threads are held between halves of dowels (below) by tightening screws on underside when five balls hang in alignment.

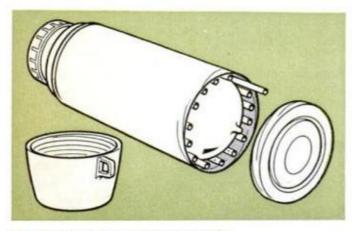






#### HINTS

#### FROM READERS



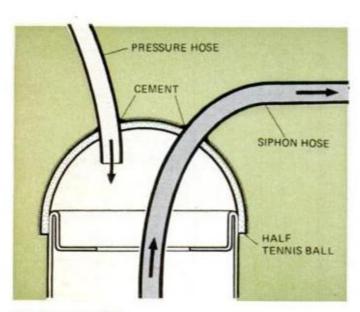
#### Shockproofing vacuum bottle

Some vacuum bottles can be effectively protected from damaging bumps by packing plastic soda straws, spaced about ½-in. apart, between the glass inner flask and outer shell.—Solon E. Ogden, Brooktondale, N.Y.



#### Loud bike horn

A small, gas-powered horn makes an excellent warning "horn" for a bicycle—it really gets attention. Mounting it with interlocked hose clamps is quick and allows for easy replacement.—Evan Langman, Atlanta



#### Siphon starter

To siphon gas without getting a mouthful, make a starter like this with your siphon hose and a second length of hose cemented into half a tennis ball as shown. To use it, press the half-ball against the container's spout and blow into second hose—the pressure will start siphoning action.—M. G. Mc-Mullen, Santa Margarita, Calif.



#### Removing latex-covered wallpaper

To steam off wallpaper that's been painted, you have to scratch the surface of the paint so the steam will penetrate the paper beneath. I found the teeth of a handsaw did the trick. Simply hold the saw at right angles to the wall and draw the teeth lightly across the paper. Be careful not to dig into the plaster.—A. E. Rohmer, Washington, D.C.

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(Continued from page 178)

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Flyrod, take-apart, Fenwick, \$39.50, 15 oz., L.L. Bean.

Inflatable two-man Pack/Raft boat. \$100. With oars, seats, repair kit and carrying bag which doubles as inflator, about 5 lbs. Doubles as excellent air mattress and emergency lean-to-shelter. American Safety Equipment Corp., 7652 Burnet Ave., Van Nuys, Calif. 91405. This plus the fly rod is, of course, an optional item for touring.

Nylon shell, about \$6.50. Breaks the wind on colder days or when going downhill at high speed. From L.L. Bean.

Compass, Huntsman, L.L. Bean No. 6393, \$6.50. I consider a good hand-held compass a "must" for bicycle touring. This one has protractor plate for topographical maps, magnifying glass. Weighs 1¼ oz.

"Howling" Bike Lock Model H5X, \$19.95. I consider this a "must" if I camp outside. Otherwise a thief could make off with my bike by cutting the lightweight cable—all I can carry on a trip. The Howler screams loudly if its cable is tampered with, comes with five feet of sheathed cable and built-in lock, weighs only a pound. Cable is replaceable if cut. Other models are \$12.95 and \$14.95. From Ryco, 1 First St., Los Altos, Calif. 94022.

Shortie ground rubber mat, \$7.50, 18 oz. Keeps ground moisture from getting to you. I never travel without one, if I camp. From Gerry and sporting-goods stores.

Rescue blanket, \$2.50. Weighs 2 oz. From L.L. Bean. Metallized PVC, wind and waterproof. Tiny package unfolds to 56x84-inch blanket. Reflects over 90 percent body heat. Ideal for emergency use if your sleeping bag gets wet.

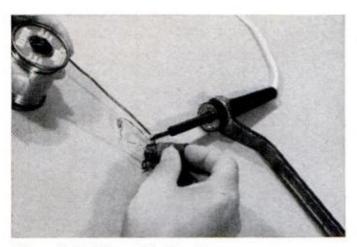
Odds and ends. Insect repellent (use Cutter cream type). Wash-up kit (compact soap and cloth). Sold by L.L. Bean.

Bike cover, \$5.99 (or \$6.99 for one that will cover either a two or three-wheeler). Heavy plastic cover with grommet tie-downs on the bottom. From Cov-R-Rite Industries, 362-66 150th Ave., Madeira Beach, St. Petersburg, Fla.

Rain suit, \$24.95. Pants section rolls up in pocket at bottom of jacket, so jacket can double as windbreaker on cold days. Ask for SlacJac at Schwinn bike stores.

#### HINTS

#### FROM READERS



#### Wrench holds soldering iron

For a "third hand" on a small soldering job, a box-end wrench of appropriate size can be used to hold a pencil-type iron. A few turns of friction tape around the iron may be needed for a snug fit in the wrench.

-Ken Patterson, Regina, Sask.



#### Drill holster from jug

A plastic jug, with the bottom and a part of its neck cut off, makes a handy holster for a portable drill when you're working on a step-ladder. With slots cut into the side, the holster can also be worn on your belt.

-Andrew Vena, Philadelphia



#### Spots 'monitor' recording

Checking to see whether or not your cassette tape recorder is still running while you're recording can be a nuisance. You'll be able to tell at a glance if you dab spots of white paint onto the spindles.

-R.C. Rask, Denver



#### Can crayon sharpener

A pop-top soft-drink can is a handy sharpener for lumber crayons used in the shop. Shavings stay in the can or on its top. If desired, the opening can be reshaped with a file to give an extra-sharp point.

-Bill Pearce, Tampa, Fla.

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#### **AUTO-WINDING TOPCON**

(Continued from page 146B)

it. Another window (photo, bottom page 146B) pipes an image of the needle into the prism finder, where it shows up just below the picture area. Just above the picture area, yet another window shows you your f-stop, through a prism (photo below) that overhangs the lens's aperture scale. The meter itself reads and averages the whole picture area at full aperture.



Auto Winder attaches easily. "GN" scale on lens is for automatic exposure compensation with nonauto flashguns (see text); window on prism overhang (arrow) lets you see f-stop settings in the finder. Sharp sweeping image (below) made with 25-mm wide-angle lens had slight distortion at extreme edges. Curve of skyscraper at right is in the building-not in the lens.



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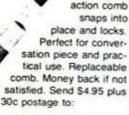
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(Continued on next page)

JUNE 1974

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(Continued on next page)

JUNE 1974

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(Continued on next page)

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(Continued from presental stage)

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he's had to join the miners' union. 4. Right. He's here to catch fish—not the latest fads and gimmicks. Wants no nonsense in his cigarette, either. Camel Filters. Good taste. Honest tobacco. 5. He's the cook, Phil Layasol. His meals are so bad, African pygmies come to dip arrows in his soup. 6. & 7. No and No. They're porgie and bass.

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