

A comparison of projections from manufacturers' treadwear ratings under the new government Uniform Tire Quality Grading System indicates that on a government-specified course:

To say the Uniroyal Steeler maior com understatement.

The U.S. Department of Transportation recently gave the public a standard yardstick to compare tires by.

Now, each tire company is required by law to grade its tires in three areas. Traction. Temperature resistance. And treadwear.

And then to emboss the resulting grades on the side of the tires.

When compared, most of the similarly priced steel-belted radials in the chart fared equally well in the traction test. Same for temperature resistance.

But one tire pulls ahead of the pack when it comes to the important grade that indicates the relative wear rate of your tire.

That tire: the Uniroyal Steeler.

In fact, when you translate its 220 rating into projected miles on the government-specified course, you see it was no photo finish.

On that course, the mileage projection for the Uniroval Steeler is 66,000 miles.

That's 15,000 miles longer than the ratings the comparable Goodyear, Goodrich, Firestone or General tires would project.

And 24,000 miles longer than Michelin's

rating would project.

These mileage projections (including those in the chart) should be used for comparison only. You will probably not achieve these results. Actual treadlife will vary substantially due to your driving habits, condition of vehicle and, in many sections of the country, road conditions and climate.

Nevertheless, what do these ratings say about the Steeler? They say when you compare the ratings, the Steeler should

outlast its major competition under comparable conditions of consumer use.

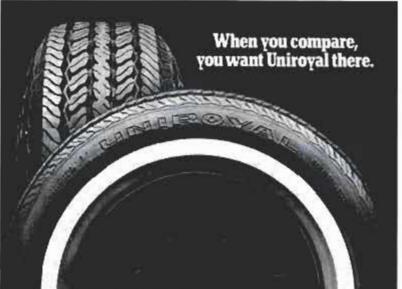
That's no overstatement.

Clip and take this to your Uniroval dealer:

MANUFACTURERS' RATINGS* FOR U.S. GOVERNMENT QUALITY GRADING SYSTEM			PROJECTION OF MILEAGE ON GOVERNMENT-
Manufacturer/Tire:	Traction and Temperature Resistance	Treadwear	SPECIFIED TEST COURSE
UNIROYAL Steeler	B/C	220	66,000
GOODYEAR Custom Polysteel	B/C	170	51,000
FIRESTONE 721	B/C	170	51,000
GENERAL Dual Steel II	B/C	170	51,000
B. F. GOODRICH Life Saver XLM	B/C	170	51,000
MICHELIN XWW	A/B	140	42,000

For a free booklet on grade-labeling, please send your name and address to: Uniroyal, Iac., Tire Advertising Department, Middlebury, Connecticut 06749 "Source: U.S. D.O.T. Report dated 9/10/80.

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On the cover

Beginning on page 130 are complete plans for replicating two mantel clocks from homes that Abraham Lincoln once lived in. Following up on page 134, PM builds and critiques five kit clocks in varying styles.

PM photo by George Ratkai Craftsman's tools from Garrett Wade



FEBRUARY 1981

CONTENTS

VOLUME 155 NUMBER 2

INTERNATIONAL EDITIONS: CARIBBEAN, ITALY, MEXICO, SOUTHERN HEMISPHERE

Special features:

Alternate electric power: from back-yard generators . . .

How a water-powered unit can supply up to 80 percent of your home's requirements.

. . . and solar cells

Roof-mounted array makes this house energy-independent.

Dynamic Datsun

After 1.5 million miles, drivers of the 280ZX name responsiveness and economy as best features.

128

A hovercraft record

Two men and two teen-agers keep a V8 in skirts pinned together for 2740 miles on the Mississippi River.

Straight-line-tracking tone arms

Newest turntables let your playback stylus track the same way records are cut-without any arc-for consistent sound

126

Import cars for '81

While Detroit counters, import models proliferate with new engineering

114

Make kitchen hangups

These 7 projects solve your kitchen storage problems.

136

Automobiles and bikes

13 Firsthand Report: Driving the Mazda RX-7

35 Saturday Mechanic: Overhauling MacPherson struts with replaceable cartridges

52 Car Clinic

60 Detroit Listening Post

70 The PM Garage

96 Automatic radar braking

108 Imports and Motorsports

114 Detroit besieged: PM's guide to the '81 import invasion

128 PM Owners Report: Datsun 280ZX

148 Running on wind and sun

148 Cow magnets for cars?

Science and engineering

26 Science Worldwide

111 A V8 in skirts beats the mighty Mississippi

122 Now: Energy by the bucket from back-yard powerplants

144 Raise the solar roof

145 Coal's bed partner

146 "Water Mizer

146 Diver transporter

146 Thief marker

146 Thumb twiddler

147 Radar intrusion alarm

Electronics, radio and TV

11 PM Electronics Monitor

28 PM installs a superantenna

78 Cassette decks: New ways to sound good

126 Turntables that play it straight

149 Remote-control stereo

149 Double-time tapes

Photography

50 Two simple darkroom projects 102 Photo hints

Shop and crafts

32 PM looks at a new carving duplicator

64, 68, 172 Hints from readers

72 New Now for home and shop

92 PM Workbench

103 PM looks at sliding table attachment for Unisaw

130 A Lincoln legacy: Two mantel clocks you can build

134 More heirloom clocks from kits

136 7 hangups that make life easier

140 Weekend Workshop: 4 quick projects for home and fun

143 How to keep sheet plastic

scratch-free and shiny 150 Workshop Minicourse: More

about the sabre saw

159 Checkmate in style: Two goodlooking playing boards you can make

Home and yard

20 Efficient new wood furnace produces no creosote

46 Poulan's new chain saw reduces kickbacks

63 Appliance Clinic

66 Homeowners' Clinic

147 Heat-recovery system attaches

147 High-heat sensor

Boating and outdoors

30 All Outdoors

45 New Now for boating

106 New Now for outdoors

118 New boats for economy and

147 Robotic reel lures fish

Every month

6 Letters

16 Notes from the Editor

23 PM Briefs

144 Tech Front Lines

AS A SERVICE TO READERS. Popular Mechanics publishes newsworthy products, techniques and scientific and technological developments. Due to possible variance in the quality and condition of materials and workmanship. Popular Mechanics cannot assume responsibility for proper application of techniques or proper and safe functioning of manufactured products or reader-built projects resulting from plans published in this magazine.

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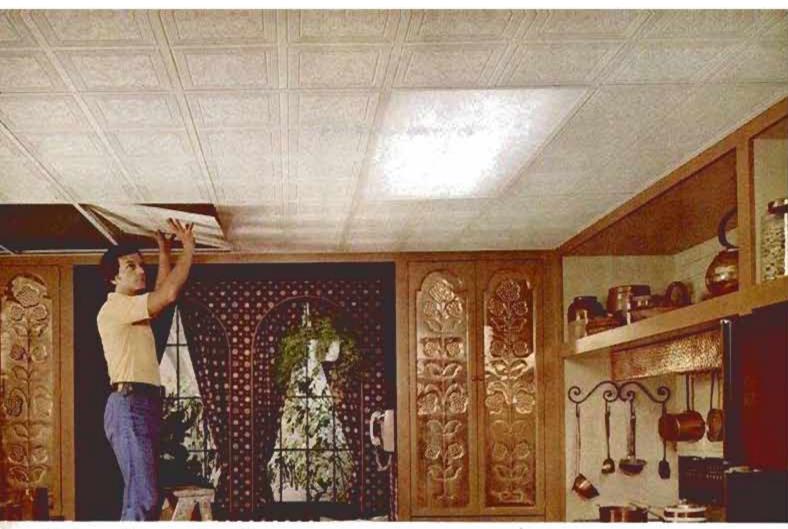
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Got a ceiling problem?

Cover it up! Dress it up! Light it up! Quiet it down! With a new Armstrong suspended ceiling.

Whatever your ceiling problem—covering up an old or damaged ceiling, adding a new room, or finishing off a basement—an Armstrong suspended ceiling is a problem-solver with style. Beautiful. Washable. Fire-retardant for extra protection. Acoustical to help quiet down any room. Preengineered for energy-efficient fluorescent lights.

Best of all, with an Armstrong suspended ceiling, like Royal Oak shown above, solving your ceiling problem is a do-it-yourself project. There are no staples or glue to mess with, no plastering or sanding. The big 2' x 4' ceiling panels simply drop into the colormatched Super White Grid. The ceiling is easy to install and easy to keep looking fresh and new. If a panel gets damaged, just lift it out, and lay in a replacement.





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You can install a beautiful new Armstrong suspended ceiling almost anywhere in your home. Briefly, here's how:

Hang the Armstrong Super White metal runners about three inches below your existing ceiling or open joists (about six inches with light fixtures).

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See your Armstrong ceiling retailer for a broad selection of suspended ceilings. Find him under "Ceilings" in the Yellow Pages. Or send us this coupon, and we'll send you his name and a free full-color brochure.

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LETTERS TO THE EDITOR

Telling it like it is

In a day when the common cries of "No nukes!" and "Split wood, not atoms!" are in vogue, I was not only refreshed. but, quite frankly. amazed to read your unbiased and accurate account of What Everyone Should Know About Radiation (page 90, Nov. '80). As a nuclear powerplant operator and instructor for some years, I have only one regret concerning your article. It's sad it won't be read by every man, woman and child in the good ol' U.S. of A.

PAUL BICKFORD SARATOGA SPRINGS, N.Y.

You are to be commended for the technically accurate, yet easily understandable article that put radiation and health into their proper perspectives. Unlike so many of the emotional reports about radiation, PM reported "what is," rather than "what if."

PHILIP A. ANDERSON PUBLIC INFORMATION COMMITTEE AMERICAN NUCLEAR SOCIETY LA GRANGE PARK, ILL.

You state that there is a "surprising amount of radiation from a solar heat-collecting rock bin." As I plan on building a storage bin outside my bedroom wall, this raises the question: How much radiation will be generated?

> GEORGE STURGIS NAPLES, FLA.

We appreciate the comments. As for the amount of radiation emitted from a solar storage bin, it is "surprising" largely in the sense that few would expect there to be any radiation at all. The exact amount would depend on the origin and quantity of rock used and other factors. It almost certainly would not be sufficient to constitute any kind of a hazard to your health.

It may seem backward, but . . .

In your Oct. '80 issue (How to Keep the Home Fires Burning . . . Safely, page 74), you say to install stovepipe sections with the crimped ends facing toward the stove. I believe you goofed. It should be the other way around, so smoke and soot won't leak out the joints.

HARVEY DONOVAN DERRY, N.H.

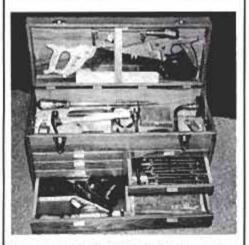
No, we didn't goof, although a num-

ber of readers did write in to question this practice. As PM correctly stated, the crimped ends should face toward the stove (or downward in a vertical run).

This prevents both creosote and moisture condensation from collecting in the joints and possibly running down the outside of the pipe to drip on the floor. Because the force of the updraft creates a slight suction (vacuum) inside the pipe, outside air pressure will keep smoke and soot from leaking out the joints, no matter which way they are assembled.

Two fine PM tool chests

Here is a photo (below) of my own tool chest, which was inspired by the article in your Nov. '79 issue (Build PM's Tool Chest for a Master Crafts-



Two reader-built PM tool chests—Roger Yule's (above), Gil Harrington's (below). Slight differences suit individual needs.



man, page 132). The chest receives on-the-job use daily and works out very well. Thanks for a great project.

> ROGER J. YULE KENOSHA, WIS.

I am enclosing a picture (above) of

the PM tool chest. The plans were very well presented.

GIL HARRINGTON FIRCREST, WASH.

You both did a beautiful job. Other readers wishing photocopies of the tool chest article can obtain them by sending \$1.50 to Popular Mechanics, Box 1014, Radio City Station, New York, N.Y. 10101.

The Japanese had it first

Sorry about that "new" floating airport (Tech Front Lines, page 120, Nov. '80). The concept was widely known in Japan in 1938 from a science-fiction story called Ukabu Hikoto (Floating Airport). It was a saga about a mammoth British carrier and a Japanese secret agent out to destroy it. The craft carried heavy bombers that were accelerated to takeoff speed on moving belts.

HAN WOOH LOS ANGELES

Science fiction has been anticipating fact since the days of Jules Verne. But the Seaforth proposal is far more lavish than any dream scheme—and closer to reality.

Those great workshops

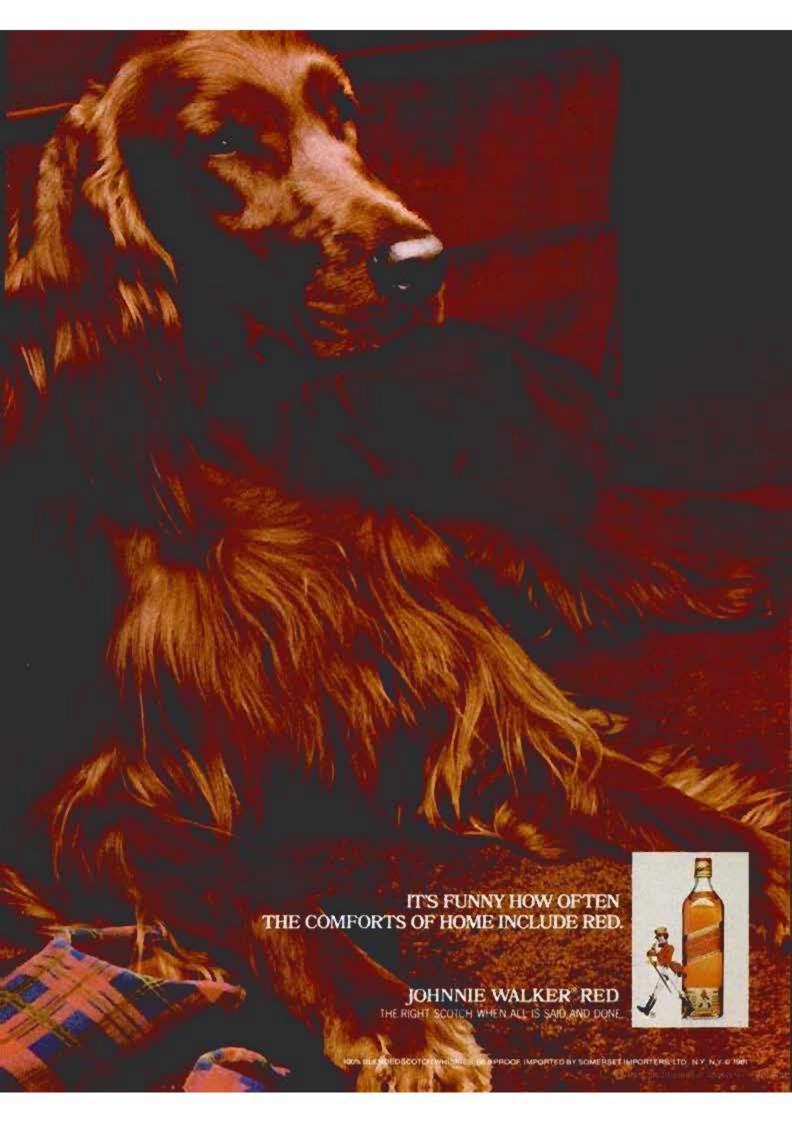
Your article on Great Shops (This Master Craftsman's Dream Shop Is in a Log Cabin, page 108, Nov. '80) delighted me very much. Since my shop is still in the planning stage, I am looking for ideas I can use. However, as a new PM reader, I didn't see the previous 11 articles in your Great Shop series. It is possible to get copies of them?

CURTIS L. BUCK ROCHESTER, MINN.

Yes, indeed. All Great Shop articles are available in photocopy form at a nominal cost. Interested readers should write for a list of titles and prices to Bureau of Information, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019.

Bench builders take note

In PM's recent workbench-building project (A Master Craftsman's Workbench, page 112, Nov. '80), photo No. 4 at the bottom of page 113 was accidentally reversed in the printing process so it shows the bench with the vise at the left-hand end, instead of the right. All other photos show the bench correctly.





INTRODUCING: THE STURDY, STREAMLINED, SM

THRIFTIEST LUV EVER

The new Chevy LUV has better EPA EST MAY BALSTI MAY has better EPA est www. BMEST MPG ratings than ever before! (OTY)

THRIFTY 4X4, TOO! LUV 4WD has the best standardequipped 4x4 pickup mileage estimates in the U.S.A.!

Use the estimated MPG for comparisons. Your mileage may differ depending on speed,

distance, weather. Mileage will be less in heavy city traffic. Actual highway mileage lower. Lower in California, where comparisons do not apply.

BIGGER PAYLOADS THAN ANY HALF-TON SMALL PICKUP, 1680 LBS.

The available long cargo box LUV will hold heftier payloads than any other small half-tonner! Payload includes driver, passenger and cargo.



Enjoy thoughtful new touches like side window defoggers and a locking glove box.

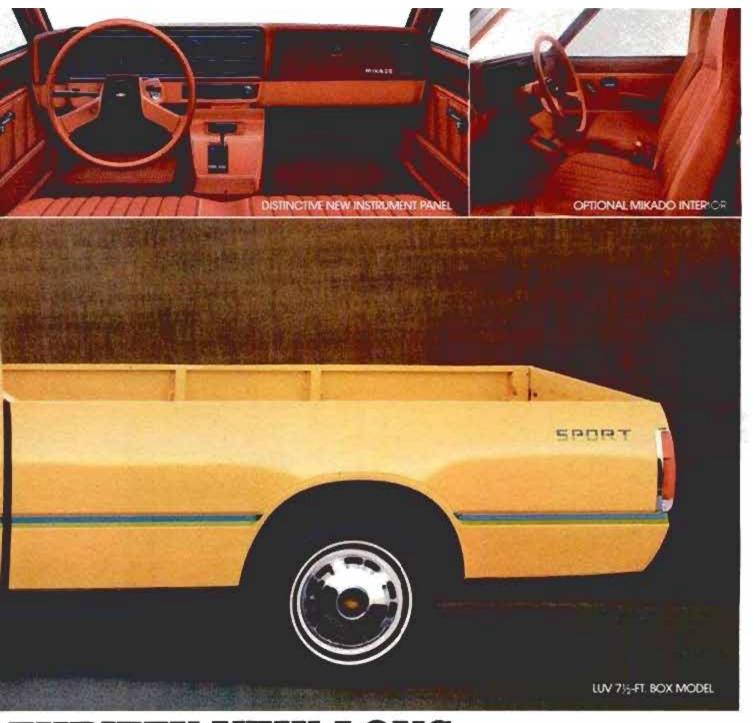
LONGEST BOX OF ANY SMALL PICKUP Not one small

pickup can carry longer loads than LUV's 71/2-ft. box model.

STURDY 4-CYL ENGINE Chevy LUV's standard engine is a rugged 1.8 Liter (110 Cu. In.) Four with new fully-tran-

sistorized ignition that increases recommended spark plug

change intervals from 15,000 to 30,000 miles. A Word About Engines: Chevy LUV engines are produced by Isuzu Motors Limited, Japan.



THRIFTY, NEW, LONG, ROOMY, RUGGED CHEVY LUV!

NEW STYLE

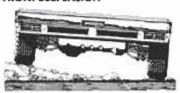
Every inch of sheet metal is new this year, for a sleeker, sportier look. Tie-downs are now inside the box.

STREAMUNED SHAPE

A more aerodynamic shape than ever before, reduces wind drag and contributes to impressive fuel economy.



RUGGED INDEPENDENT FRONT SUSPENSION



Both 2WD and 4WD LUVs have a strong independent front suspension. Beefy 4x4 hardware: torsion bar springs, direct double-acting front shocks, a stabilizer bar, and more!

SMART SWITCH

A remarkably handy device which combines the wiper, washer, turn signal and dimmer switches—all on the steering column!



HIGH 4x4 GROUND CLEARANCE Chevy LUV 4x4 has a higher ground clearance than many full-size 4x4 pickups.

ROOMIER INSIDE

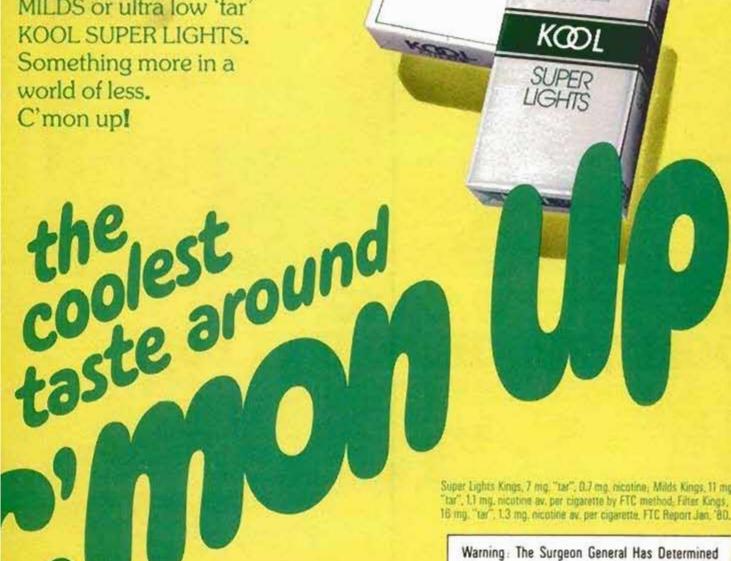
That spiffy new interior above has more room than last year for your legs to stretch out. Easier entry and exit, too!

See the all new Chevy LUV at your Chevy truck dealer's soon.



in a world of less and less taste...

KOOL's refreshing coolness makes more and more sense. It's a sensation that goes beyond mere tobacco taste...in the 'tar' level of your choice. Original KOOL, low 'tar' KOOL MILDS or ultra low 'tar' KOOL SUPER LIGHTS. Something more in a world of less. C'mon up!



Super Lights Kings, 7 mg, "tar", 0.7 mg, nicotine; Milds Kings, 11 mg.

Original KOOL

Low 'tar' KOOL MILDS

Ultra low 'tar'

KOOL SUPER LIGHTS

Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

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PM ELECTRONICS MONITOR

Light on the future

Scientists are making tomorrow's computers even faster and smaller than today's—and they're using light beams to do it.

Conventional digital circuitry, according to researchers at the University of Denver and Ohio State, is now pretty close to the theoretical speed limit due to transistor-switching times. Yet, as quick as computers are now, there are many applications that would benefit by even greater speed.

An optical-digital computer would use light beams instead of electronic circuits to carry information. The light beams would be split by prisms, bounced by mirrors and focused by lenses.

Just as in today's computers, these light-beam computers would "think" in ones and zeros—a binary language. The presence of a light beam would mean a one—its absence, a zero.

Today's small integrated circuitry would be replaced by even tinier sandwiches of liquid crystals. These sandwiches, or optical spatial-light modulators, would control the flow of light much as a complex group of valves control a liquid—but they would do it at the speed of light.

Wireless electric guitars

Wireless FM microphones are nothing new—many people have used them to transmit their voice across a room into a standard FM receiver. But here is an interesting, new application.

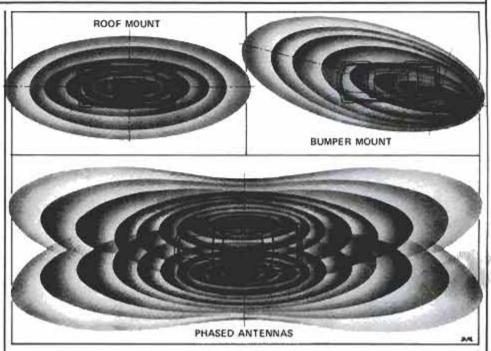
It's called the Lady Bug, and according to its manufacturer, it can be attached to any electric guitar. Once attached, it will broadcast whatever is played to any nearby FM receiver.

This beats tripping over on-stage amplifier cables. You can get more information on Lady Bug by writing to: Lady Bug Inc., Box 589, St. Joseph, Mich. 49085.

Nuclear eavesdropping

If you have a scanner and live near any energy-producing company within the 48 contiguous states, treat yourself to a copy of Energy-Scan. The booklet lists some real action frequencies concerned with more than a dozen energy industries.

The nuclear industry is well represented, with frequencies listed where you can hear everything from operations to security. The petro-



Point your power

CB radio has been making a small comeback on the nation's highways of late. So new citizens band users need information on how to set up their rigs for mobile utilization. Above, we show three of the most popular ways to mount your CB antenna or antennas, and what happens to the direction of your talk power employing each method.

Note that the antenna positioned in the middle of the roof tends to spread over all directions evenly. An antenna mounted on the rear bumper sends the wattage up and down the highway. And two antennas phased on each side of the vehicle send the power winging far ahead and behind. So take your choice and drill your holes.

leum industry frequencies cover such areas as offshore drilling, pipeline maintenance and storage facilities. Natural-gas frequencies let you listen to exploration teams and survey reports, as well as pipeline and storage facilities. Your local electric company's "secret" repair, general operation, security and emergency frequencies are also listed.

Energy-Scan is from CRB Research, the same people who sell pamphlets such as Air-Scan and The Top Secret Registry of Government Frequencies. All its publications are available postpaid at \$5.95 each from CRB Research, Box 56, Commack, N.Y. 11725.

If you have a scanner and you're bored with cops and taxis, this is the way to go.

Pamphlet tells all

Received a copy of the new Electronics Data Handbook from Joseph Electronics and we were favorably impressed by the wealth of information crammed into its 32 pages.

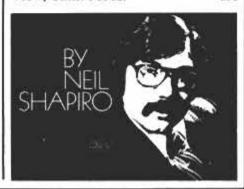
Just about every chart the hobbyist might need is included. Charts on color codes, constants, power factors, decibels and transistor formulas are all in this handy pamphlet.

Copies are \$1 each, 75 cents in lots of 10 and 50 cents in lots of 50 or more. Contact Charles Annella, Sales Manager, Joseph Electronics Inc., 8830 North Milwaukee Ave., Niles, Ill. 60648.

A big turnoff

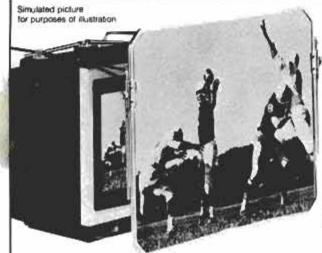
A device that looks like a smoke alarm can help save energy. It's the Seeker Energy Eye and it uses a small microwave motion detector to sense whether or not a room is occupied. If all alone, it turns off lights and appliances.

It's new from Seeker Security Systems, 460 Middlefield Rd., Mountain View, Calif. 94042.



NOW! The Incredible Beamscope Zoom Lens will

Double the Size of your TV Screen!



- . For Black and White or Color T.V.'s
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- · Requires no power source or wiring
- · Can be used under normal lighting
- Giant Screen 16"×21"
- Improves clarity of T.V. picture

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ENJOY GIANT SCREEN TV AT ENORMOUS SAVINGS!

So, if you have a 19" portable, the T.V. Zoom Lens will turn it into a console size 27" screen and 336 sq. inch picture. That's two times the normal 160 sq. inch size. Your 15" set will go from a 125 sq. inch picture to a 336 sq. inch picture. This makes for a bigger and more life-like picture.

Of course, if you've been thinking about a new set — wait! Try the T.V. Zoom Lens on your old set. One look will convince you of the hundreds and hundreds of dollars you can save by using the T.V. Zoom Lens to get a bigger, better picture with a small set selling for \$200 or \$300 less!

SEE FOR YOURSELF

Beamscope must be seen to be believed! That's beamscope must be seen to be believed: That's why we are willing to let you see for yourself on your own T.V. Order today, if you don't agree that it is everything we claim and more, return it to us within 15 days for a refund of purchase price.

For Credit Card Orders ONLY -24 Hour Toll Free Service 800-621-5809 In III. 800-972-5858

The Incredible Beamscope Zoom Lens represents a new application of technology to the field of T.V.

Optics. One which we predict will tie the industry in knots, and force top management to re-examine their technical approach toward large-screen T.V.

These are hard facts to face for an industry committed to charging more for what we believe is out-moded technology!

Today SONY, PANASONIC, G.E., ADVENT and SHARP, to mention only a few names, are marketing large-screen projection T.V. systems. These units are designed to offer dramatic theatre size screen presentation in your own living room. They are dramatic, and they are expensive! Expect to pay unwants of \$2,000 and more for a T.V. that must be upwards of \$2,000 and more for a T.V. that must be viewed with separate movie-type screens, require precise placement of the lens with respect to the screen and can hardly be seen in daylight.

BEAMSCOPE SUPERIORITY

Beamscope provides a large-screen, theatre viewing system that can be used in any room, under all lighting conditions. Most important of all, it can be used with your present T.V. All your favorite programs and sports are bigger and better than you have ever seen them before. Every detail sharp and clear. The action easier to follow than it would be from the best seat in the house. Beamscope not only give you distortionless color and black and white but actually improves the color and sharpness of your present picture.

A PRODUCT OF COMPUTER SCIENCE

Due to the accuracy and precision required, Beamscope could not have been produced at a reasonable price without the aid of a computer. Simply stated, the Beamscope lens is constructed with thousands of spiral microgrooves, so small they can't be seen. They are cut with computer accuracy can be seen. They are cut with computer accuracy into one side of a specially fabricated, exceptionally hard acrylic. When the Beamscope is placed in front of your T.V. these grooves literally explode the picture up to twice its normal size.

DISCOVERED BY ACCIDENT

DISCOVERED BY ACCIDENT
Interestingly, we discovered the Beamscope Lens
quite by accident, because it was intended for use
by the visually impaired, it has been thoroughly
tested and is today being used at the Optometric
Center of the Southern California College of Optometry, and numerous other low vision clinics, Universities and Institutes throughout the U.S. Otviously then, the T.V. Zoom Lens is no gimmick, but a
scientifically designed optometrically approved,
University endorsed optical break-through, manufactured to the highest quality standards.

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ably under your arm.

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FIRSTHAND REPORT

by Gary Witzenburg DETROIT AUTO EDITOR

Driving the 1981 Mazda RX-7



Visual changes in the 1981 RX-7 are more smoothly integrated polyurethane bumpers, wraparound talliamps and a deeper front spoiler, interior appointments are also improved.

or '81 the RX-7 is a refined rocket. From the day the RX-7 made its debut in this country, in 1978, it found immediate popularity with sports-car lovers. And for good reason. It was a very reasonably priced sports car, with the performance and styling of other, more expensive sports cars. And it proved reliable and durable-a trait not usually found in hypertensive little sports cars. Owner satisfaction with the RX-7's reliability was proved in our Owners Report (page 86, Oct. '80).

For 1981, the RX-7 benefits from significant changes that further enhance its performance and its position as one of the best sports-car

bargains on the market.

From the smoothly integrated, impact-resistant, and soft-polyurethane-covered bumpers to the deep, aerodynamic front spoiler ribbed, wraparound taillamps to the plushier, more comfortable interior, the refined new look is cleaner and subtler throughout.

Changing to a catalytic converter for emissions control in place of the Wankel rotary's former fuel-wasting thermal reactor contributes (along

with a six-percent improvement in aerodynamics and an 85-pound weight reduction) to an impressive gain in EPA fuel economy to 21 mpg city and 30 mpg highway-23 percent better than the 1980 model. This and a 2.1-gallon-larger fuel tank (now 16.6 gallons) give a 40-percent-longer range between fill-ups for the 2345-pound car.

Performance is also up slightly, to about 8.6 seconds, 0 to 60; 16.5 seconds in a quarter-mile acceleration run; and the rotary's notorious popping and sputtering on deceleration are completely gone. Horsepower of the 1.1-liter rotary is rated at 100 at 6000 rpm.

Handling is better than ever, thanks to suspension refinements and reduced front-end lift at speed, though there's still a slight tail-happy tendency in hard cornering.

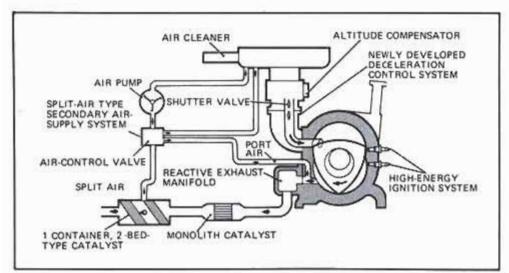
We were fortunate to be able to test the RX-7 at Phoenix International Raceway, using a challenging road-racing course instead of the high-speed oval. Few production cars are more fun on a twisty road course than Mazda's rotary rocket.

The new front-end styling reduces lift at speed, and the body's lower wind drag (with a coefficient of drag of 0.32 with the optional rear spoiler and 0.34 without, compared to last year's 0.36, as measured in Japanese wind tunnels) contributes to improved performance, less interior wind noise and better highway fuel economy. With only minor suspension changes (revised sway-bar sizing and spring and shock rates), cornering response and stability have been improved over past RX-7s. The weight reduction itself produces measurable gains in acceleration, handling and braking, in addition to better fuel efficiency.

In short, the 95.3-inch-wheelbase car just seemed to function better everywhere around the course. There is still a slight tendency for the rear end to slide out (oversteer) if you back off on the power partway through a hard corner, but it's less than before, and easily controlled with a small steering correction. The RX-7 already was an excellent Sports Car Club of America showroom-stock (unmodified) race car, and the '81 should be much better.

Most impressive is the very no-

ticeable improvement in engine smoothness, responsiveness and (Please turn to page 104)



The RX-7's notorious popping and backfiring on deceleration have been eliminated by a deceleration control on the new engine; it's now equipped with catalytic converters.

SPACE



MARQUIS, ZEPHYR, AND LYI

*Compare to estimated MPG of other cars. Your mileage may differ depending on speed, weather conditions and trip length Actual highway mileage and California ratings lower.

TATIONS

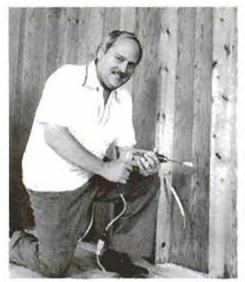


LINCOLN-MERCURY DIVISION Ford



FROM LINCOLN-MERCURY

**Based on EPA Volume Index figures. All comparisons exclude other Ford Motor Company products. Buy or Lease at your Lincoln-Mercury dealer.

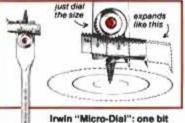


"I went my Popular Mechanics' projects to look professionally done. Irwin producte lelp."

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Highest quality Irwin Speedbor "88" wood bits are ideal for your electric drill or drill press. Original hollow ground point design starts holes faster, lets spade-type cutters bore cleaner, faster at any angle in any wood. '4" shank chucks perfectly... no run-out, no wobble.



Invin "Micro-Dial": one bit bores 35 standard holes!
One Irwin No. 22 "Micro-Dial" expansive bit for hand brace lets you bore %" to 3" holes, just by dialing the size you need. No. 21 lets you dial 19 standard sizes, %" to 1%".
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Every serious do-it-yourselfer should have an invin 50 or 100 ft, soil chalk ing line box. Easy action reel. Leakproof damage-resistant aluminum alloy box fits hand or pocket.

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NOTES FROM THE EDITOR

- Ja a Tietalin-

This is the third year PM has been able to offer you full plans for reproducing authentic Lincoln furniture relics from measurements and photos made by a team of Illinois history buffs.

Directed by David Warren, frequent contributor of workshop features to PM, team members Matt Doherty, photographer, and Ray Peterson, cabinetmaker, have been making records of all authentic Lincoln items (including the "Butler clock" on our cover) in the Lincoln Home National Historic Site at Springfield. The group has also worked at the Illinois State Historical Library where they copied the "Tad clock," also on PM's cover.

David says he approves of zealous guardianship of our national trea-



Craftsman-historian David Warren makes Lincoln relics available to all.

sures, even if regulations have often meant all-night stands.

At the Lincoln Home, U.S. Department of the Interior rules require that all work be done after 5:00 p.m. with guards in attendance. As a matter of fact, the white-gloved guards must be called to move any relic that needs moving. And photo lights must be shut off between shots to prevent fading of colors in wallpaper and furnishings.

The Warren team even works without shoes and places bits of Masonite under tripod legs so the carpet won't be damaged.

We're sure it's worth all the fuss to preserve historic relics for the future. We hope you'll enjoy building the reproductions now.



Mahogany Butler clock is displayed in family sitting room at Lincoln Home site.

New from NRI! 25" color TV that tunes by computer, programs an entire evening's entertainment.



Just part of NRI's training in servicing TV, stereo systems, video tape and disc players, car and portable radios.

Only NRI home training prepares you so thoroughly for the next great leap forward in TV and audio...digital systems. Already, top-of-the-line TV's feature digital tuning, computer programming is appearing, and new digital audio recording equipment is about to go on the market.

NRI is the only home study school to give you the actual "hands-on" training you need to handle servicing problems on tomorrow's electronic equipment. Because only NRI includes this designed-for-learning, 25" diagonal color TV with electronic tuning, built-in digital clock, and computer programmer as part of your training. With this advanced feature, you can pre-program an entire evening's entertainment... even key lock it in to control children's viewing.

Exclusive Designed-for-learning Concept

The color TV you build as part of NRI's Master Course looks, operates, and performs like the very finest commercial sets. But behind that pretty picture is a unique designed-forlearning chassis. As you assemble it, you perform meaningful experiments. You even introduce defects, troubleshoot and correct them as you would in actual practice. And you end up with a magnificent, big-picture TV with advanced features.

Also Build Stereo, Test Instruments

That's just a start. You demonstrate basic principles on the unique NRI Discovery Lah,[®] then apply them as you assemble a fine AM/FM stereo, complete with speakers. You also learn as you build your own test instruments, including a 5" triggered sweep oscilloscope, CMOS digital frequency counter, color bar generator, and transistorized volt-ohm meter. Use them for learning, use them for earning as a full- or part-time TV, audio, and video systems technician.

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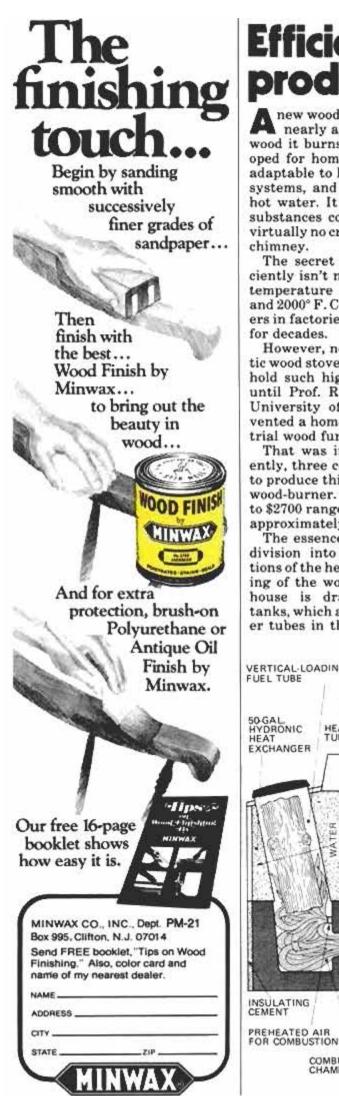
radios, short-wave receivers, PA systems, musical instrument amplifiers, electronic TV games, even video tape recorders and tape or disc video playbacks.

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Mail the postage-paid card today for our free 100-page catalog with color photos of all kits and equipment, complete lesson plans, convenient time payment plans, and information on other electronics courses. You'll also find out about NRI's new Computer Technology Course that includes your personal microcomputer. Or Complete Communications with 2-meter transceiver. If card has been removed, write to:



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Efficient new wood furnace finishing produces no creosote

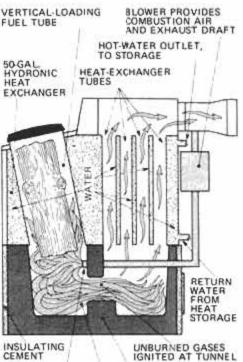
new wood furnace that extracts nearly all of the heat from the wood it burns has now been developed for home use. The furnace is adaptable to hot-water or warm-air systems, and it will heat domestic hot water. It emits so few volatile substances containing carbon that virtually no creosote builds up in the

The secret of burning wood efficiently isn't new: Keep the furnace temperature high-between 1500° and 2000° F. Commercial wood-burners in factories have been doing this for decades.

However, no conventional domestic wood stove or wood furnace could hold such high temperatures-not until Prof. Richard C. Hill at the University of Maine in Orono invented a home version of the industrial wood furnace.

That was in October 1979. Presently, three companies are licensed to produce this superhigh-efficiency wood-burner. Prices are in the \$2200 to \$2700 range for units that deliver approximately 115,000 B.T.U./hr.

The essence of the system is the division into two separate operations of the heat delivery and the firing of the wood load. Heat for the house is drawn from hot-water tanks, which are heated by exchanger tubes in the furnace. This frees



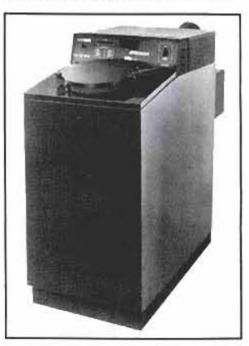
COMBUSTION

CHAMBER

REFRACTORY CASTING



The young lady is loading a birch log into the combustion chamber of new wood furnace that's designed to burn at 1500° F.



A top hatch leads to the combustion chamber in front. Heat-exchanger tubes (see drawing) are located in back of unit.

the combustion chamber for a hotas-you-can-get-it, continuous burn, which is the best way to consume wood. Heat in the chamber and refractory channel (see drawing at left) climbs to 1500° F. to generate a near-complete burn.

For more information about the system, write to one of the makers: Hampton Technologies Corp., Box 2277, Charlottetown, P.E.I., Canada C1A 8B9; Madawaska Wood Furnace Co., 86 Central St., Bangor, Me. 04401; Dumont Industries, Main St., Monmouth, Me. 04259. Or send \$2 for Prof. Hill's 26-page report: Design of a Stick-Wood-Fired Furnace, from Prof. Richard C. Hill, University of Maine, Orono, Me. 04469.

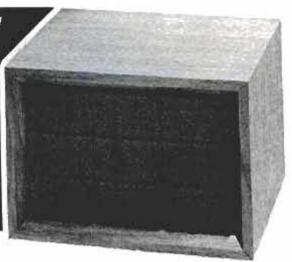
Not Just Another Limited Area Motion Detector!

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Protects Every Square Inch Of Your Building

Turns On Lights Automatically

Powerful Electronic Siren



Low Cost Computerized Burglar Alarm System Home - Office - Business

NO INSTALLATION

Just plug the Guardex 8000 alarm system in, make two simple control adjustments to suit your particular building and it works! There are no other wires to run. This totally self-contained burglar alarm can completely seal off every square inch of the surface of your building. It protects doors, windows, and what most alarms miss...your roof, walls and floors.

HOW CAN ONE SMALL COMPUTER PROTECT MY WHOLE BUILDING?

Guardex 8000 Alarm System works on the principle of audio discrimination. This, put simply, is the process of electronically separating normal everyday sounds, such as voices, telephones, etc. from break-in type noises such as breaking glaspyring metal, or forcing a door open. The Guardex 8000 protects one story homes and offices up to 2000 square feet and open commercial buildings up to 10,000 square feet. The Guardex 9300 with wireless remote sensor capability is available for multi-story homes and offices or single story with more than 2000 square feet. Call the factory for more detailed information.

TURNS ON LIGHTS AUTOMATICALLY

When the first break-in type sound is detected, the system will instantly turn on lights, radio, or other electronic equipment that you have plugged into the back of the alarm. These lights or other equipment will remain on for a period of five minutes, then automatically turn off.

POWERFUL ELECTRONIC SIREN

The Guardex 8000 alarm is equipped with a loud built-in siren. If during the five minute period the lights or other electronic equipment has been activated, a second break-in sound is detected, (it can be only a second or two after the first break-in sound) the built-in siren will start blasting for 90 seconds. At the end of approximately 90 seconds the siren will shut off and the alarm listens again. If another break-in sound is heard, the siren will come on for another 90 seconds. If no other break-in sound is detected, the siren will stay off and at the end of the five minute period the lights will shut off and the alarm instantly resets.

The rear control panel contains two standard AC plug receptacles for a table lamp, spot lights, radio, etc., terminals for connecting optional outside siren and back-up battery (not included); entry delay time control and sensitivity control.



The Guardex 8000 Alarm System is walnut grained and disguised to look like a small stereo speaker ($6\%'' \times 9\%'' \times 8$ ") and weighs less than 6% pounds.

EXIT AND ENTRY DELAY

The Guardex 8000 alarm has a built-in exit delay allowing you approximately one minute to lock up and leave the building before the alarm is armed. When you enter your building you may find that just your normal entering sounds activate the siren. You may delay it from starting for up to 30 seconds by turning up the siren entry delay control.

BATTERY BACK-UP

Burglars rarely cut power. However, to give you total protection from a burglar and possible power failure, our alarm has provisions for a battery back-up. (Batteries not included). 12 voit lantern batteries are available at most hardware stores.

THE BURGLARY PROBLEM

The F.B.I. statistics show that at the present rate, one out of every four Americans are going to be burglarized. That is not a very pleasant fact, but it is true. You have a greater chance of being burglarized than being a victim of a fire or automobile accident. The time is now to help protect yourself and your valuables with a Guardex 8000 alarm system.

OUTSIDE SIREN

The Guardex 8000 alarm is equipped with a loud, built-in siren, but if you desire an additional siren to mount outside or in an area away from the main alarm, they are available with 50 feet of wire for \$24.95. (Connecting terminals are provided on the back of the alarm).

30 DAY NO RISK TRIAL

This is your opportunity to purchase an alarm system directly from the factory for only \$199.95. Try it in your home or business for thirty days without risking one cent. Put our Guardex 8000 alarm to your own test. See for yourself! It will protect every window and door from break-in. If you are not completely satisfied, return the alarm within 30 days for a complete refund. To order your Guardex 8000 alarm, CALL TOLL FREE to charge your credit card or send your check to Guardian Electronics, inc. In the amount of \$199.95 plus \$3.50 postage and handling. If you want the optional outside siren, add \$24.95 (California residents add 6% sales tax.)

(If you require more information, call during California business hours, Monday - Friday).





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STP Gas Treatment. Costs more than gas-line anti-freeze. It should. It does more!

All gasoline anti-freezes fight gas-line freeze.

STP Gas Treatment fights gas-line freeze and a whole lot more. It's the Driver's Edge. It provides more protection for your fuel system. Removes water that can freeze gas lines. Inhibits rust that can cause problems. Cleans your carburetor. And keeps it clean to save you gas.

STP does it all. That's why it

outsells them all.

Removes water—fights gas-line freeze.

Water gets into your gas tank through condensation and, sometimes, by contamination at the pump. If it freezes in your gas line, that could mean a stalled car.

In cold weather, just one ounce could freeze up to ten inches of gas line!

But the special-action formula of STP Gas Treatment used regularly works to protect against gas-line freeze. It surrounds water droplets and helps carry them through your engine. And the less water in your fuel system, the less chance of gas-line freeze.

Inhibits rust.

Even a little rust can cause serious fuel system problems. It can clog your fuel filter, or block your carburetor jet.

This can mean hard starting, plus stalling and sputtering.

But STP Gas Treatment has a special rust



and corrosion UNTREATED TREATED inhibitor designed to prevent these problems. Both these steel bars were soaked in gasoline plus water. But the bar on the right — the one without the rust — was protected by STP Gas Treatment. No wonder it's the Driver's Edge.

Cleans carburetors and keeps them clean.

Normal engine heat and oxidation cause gum and vamish to build up. These deposits can clog openings, reduce tolerances and harm engine efficiency.

STP Gas Treatment cleans your carburetor. And works two ways to prevent these harmful deposits from accumulating again. First, it coats

metal surfaces which works to prevent gum and varnish molecules from getting a toehold. And second, it surrounds these molecules with a stick-proof coating so they can pass harmlessly through the fuel system.





UNTREATED

TREATED

The carburetor sleeve on the left shows fouling and deposit accumulation. The one on the right—the one that still looks like new—was protected by STP Gas Treatment. Which would you want in your engine?

Saves gas.

A dirty carburetor lessens your engine's operating efficiency, reduces mileage, wastes gas.

E' F

wastes gas. But STP Gas

Treatment cleans carburetors. Intake valves and manifolds, too. And, used regularly, **keeps** them clean. Net results: improved engine efficiency and gas savings.

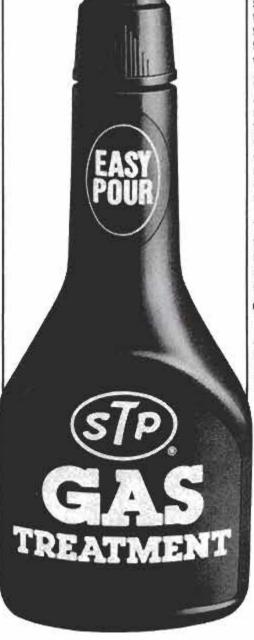
Get the Driver's Edge.

If you demand more from your gas and more than many gas anti-freezes even promise—join the millions of smart drivers who demand STP Gas Treatment. Keep it on the job every mile, every fill, every season.

Because STP Gas Treatment delivers. Delivers so much more, the year round. <u>Satisfaction guar-</u> anteed or your money back.

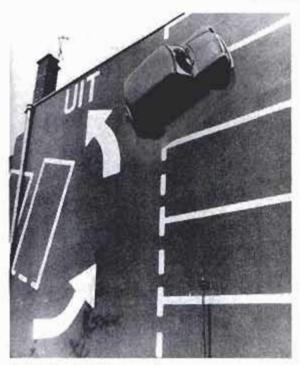
STP Gas Treatment does it all. Removes water, fights gas-line freeze, cleans carburetors, saves gas. That's why it outsells them all.

The driver's edge.



STP Corporation, on ESMAPK Company Fort Layderdole Florido 33310 (01991 STP Corporation)

BRIEFS



PM's Whatsit

Had to be goin' at least 70 to get that high, you say? Well, we're not expecting you to understand what's happening here, we're just asking you to name the car and trust us. We won't let you down with the answer on the next page.

Like clockwork



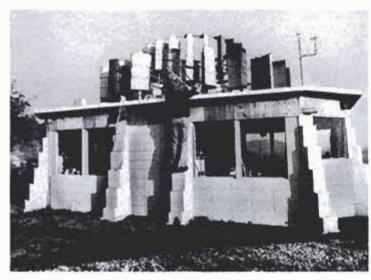
Full Westminster chime, rung on the hour.

There are fascinating aspects to the history of timekeeping, as we incidentally discovered in putting together this month's how-to story on kit clocks (page 134). Among interesting facts about clocks we were not aware of before is that the famous Westminster chimes melodies that are rung out by London's Big Ben-as well as countless clocks in homes around the world-comprise a melody to which there are words.

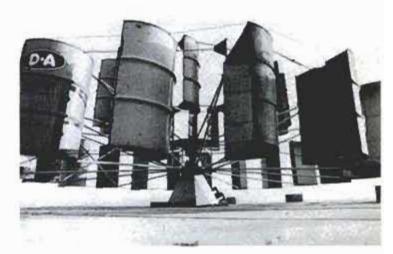
Craft Products Co., clock kit suppliers, advises that the words and music for the Westminster chimes were arranged in 1793 by one William Crotch, who fudged the theme from a Handel symphony. The lyrics are: Lord through this hour/Be Thou our guide/So, by Thy pow'r/No foot shall slide.

That, and rubber heels, should keep us on the straight and narrow.

Free juice



Californian Sam Harkleroad, who lives on a windy hilltop near Novato, still has his home workshop connected to a utility company power line, but it hasn't used a watt of commercially supplied electricity in two years. The reason: Harkleroad's self-



designed wind generator, which he assembled from oil drums cut in half with a torch. Although the unit is heavy, it is well balanced and has provided all the juice Sam needs for power tools and lighting in the workshop.

BRIEFS



Whatsit revealed

The car is a Morris Mini. It is up the wall because Dutch taxpayers and the town council of The Hague thought it was worth the effort—and the effect—to relieve the blank wall behind a block of apartment buildings with a painting-and-sculpture, such as it is. The only critical comment, in fact, has been that registered by local kids. They throw stones at it.

Hover for bucks

While human-powered flight is not the uncrossable threshold it once seemed, the design of a human-powered helicopter should provide a formidable challenge. The American Helicopter Society, however, will reward the first person to do it with \$10,000, under the rules of its formal contest.

The winning craft must remain airborne, hovering, for at least one minute; it must also reach a height of three meters (9.8 feet) at some point during the hover, and must keep a reference point somewhere on the device within a 10-meter (33-foot) square. Interested applicants can contact the Society at 1325 18th St. N.W., Suite 103, Washington, D.C. 20036.



An 1809 design that didn't get off the ground.



The ring of authenticity

One of the latest developments from the sky-high technology Western Electric Div. of The Bell System is this replica of a 1913 telephone known as the Country Junction model. The company's solid white oak cabinets are supplied by woodworking firms in Indiana and Pennsylvania; the metal parts are die cast, then plated with copper, bright nickel or black nickel. Some of the black nickel finish is even buffed off for an antique look, so that each set looks a little different.

But that's just the half of it. The phone company scientists even came up with a plastic that authentically replicates Bakelite, which is no longer available, on the phone's receiver. For those too young to remember, Bakelite—widely used in early electrical apparatus—was a synthetic resin made from formaldehyde and phenol. In other words, a plastic.

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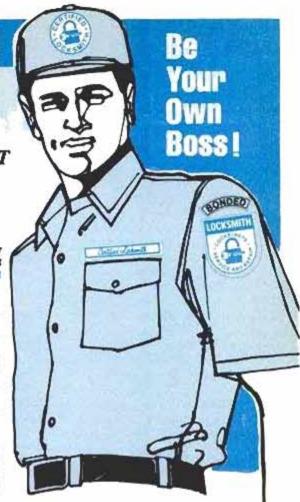
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wanted to be in business for myself and now I am. . thanks to Belsaw Institute

David Fairbrother-Dave's Locksmith Service Milwaukee, Wisconsin 53209



"I opened my own business, spare time, seven months after I enrolled and made a profit of \$329 for the first week." B. A. Deberry Littleton, Colorado

"No more hard, nasty work for me. Now I have my own business and with hardly any effort I average around \$50 a day. Thanks for my new start in life." Sam Walker Prichard, Alabama



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SCIENCE WORLDWIDE

End of the Shuttle shuffle?

Once again, the National Aeronautics and Space Administration (NASA) has set a date for the maiden orbiting flight of the Space Shuttle. But also once again, observers of the arduous project to boost a reusable space-plane out of gravity's reach have penciled a question mark over the date: March 14.

"We've finally got our act together," a NASA spokesman tells PM. But similar statements have been flown before in announcing shots that never took off. The Shuttle program began in 1972, at a projected cost of \$5.15 billion in 1971 dollars. Then came problems with the main engines, and with an outer shell of silica-fiber tiles—they look like bricks—designed to protect the craft from reentry heat. Costs are now expected to run some 20 percent



Astronaut Robert Crippen reviews a checklist during a Shuttle flight simulation.

higher than planned. And the problems have caused a shuffle of launch dates: from March 1979 to June to September to February 1980 to September to December to March 1981....

It will all be worth it if the Shuttle performs well, providing comparatively easy and inexpensive access to space. But as we write this, some NASA officials are telling us March 14 is a "target" and that the agency is "committed to a launch before the end of March." We'll know soon if the reference to the end of March is the start of a new shuffle.

The forecast: snowy and stiff

A Minnesota company is offering a new weather-forecast system that predicts the effects of rain, sun, air pressure and other meteorological conditions on health.

Med-Weather Systems Inc. adapted data from a West German service and from U.S. researchers in drawing up health forecasts to accompany weather reports. The service is being offered to dozens of TV and radio stations. Clients would be able to tell viewers and listeners how weather is likely to affect arthritis, asthma, migraine, attention span, cardiovascular functioning and reaction time.

Med-Weather President John Uldrich says even slight changes in weather have been shown to have powerful effects on the body. Reaction times are comparatively slow, for example, when the weather pattern includes scattered low clouds, a high but falling barometer, dry air and cool-to-mild temperatures. But reaction times improve under roughly the same conditions when the barometer is steady, temperatures are above normal and air is very dry.

About a third of all people are not at all weather-sensitive, Uldrich tells PM. A third are somewhat sensitive, and the remaining third are very sensitive.

Uldrich acknowledges that his forecasts might sway the way people feel by suggesting how they ought to feel. But he says this "placebo effect" should wear off as people become used to health forecasts.

Tuning in with a peninsula

Two Stanford University scientists have turned seawater surrounding a peninsula into a giant radio anten-

Using copper sheets or iron pipes in the water on either side of the base of a peninsula, they were able to transmit signals from seawater off Chappaquidick Island, Mass. Researchers Antony Fraser-Smith and Oswald G. Villard Jr. calculate that the water is almost 50 times as effective as a conventional antenna built along the shoreline would be.

The long seawater antenna, producing very low frequencies (around one cycle per second), may be useful in communicating with submarines. The antenna can also pick up natural low-frequency signals from space.

Scanning the heart with sound

The device below makes it easier for doctors to assess the heart's pump-



High-frequency sound gives "sonar" image of heart while measuring blood speed.

ing efficiency, volume of blood transported in a single heartbeat and the flow of blood through arteries.

The Ultra Imager, introduced recently by Electronics for Medicine/ Honeywell, fires bursts of high-frequency sound through the chest wall and picks up echoes—like a submarine sonar set—that yield accurate data on the speed of blood through the heart. The device can also provide clear pictures of the heart's interior without the radiation exposure of X-rays.

Previously, obtaining some of these data involved minor surgery and a hospital stay. But the Ultra Imager can be used effectively on an outpatient basis.

BY GURNEY WILLIAMS 111



Mood Maker

Set the mood in your home or office with this 13 inch wide AM-FM, cassette and 8 track Stereo Music Center.

You're sitting at your desk. Soft beautiful music in full stereo is gently caressing you. You feel your tensions melt, your mind clears, and you're ready to take on the world.

An overstatement? Not really. The power of music has been used for centuries to rouse the troops and relax the kings, not to mention "soothing the savage beast".

Listening to great sounding music while you work at the office or relax at home can make you feel like a whole different person at the end of the day.

The Stereo Music Center by IMA, a Craig company (the language translator people), represents the latest technology in micro-stereo. It is now possible to produce the sound of a full size stereo in the space of an ordinary radio.

IT'S A COMPLETE MUSIC SYSTEM

You're in command. Listen to your favorite FM stereo stations or enjoy your favorite music on the twin built-in stereo cassette and 8 track tape decks. You can also keep up on the latest news with the powerful AM radio.

Dual high fidelity speakers mounted in the acoustically designed wood cabinet are precisely aimed at 180 degrees to provide terrific stereo separation. Listening to the music center is like sitting 10th row center at a symphony concert.

Powerful twin amplifiers have plenty of power to drive extension speakers in other rooms or offices. (Convenient jacks are provided on the rear panel). To really appreciate the power and quality of the sound of this micro-stereo, set it

in front of your home stereo and compare. The results may amaze you.

DIGITAL AM/FM STEREO TUNING

No more guessing. If you want to listen to radio station FM 103.4 or AM 1070, simply dial in the number on the large LED digital display.

With the powerful radio receivers and accurate digital tuning, you'll be able to locate and tune in radio stations other

radios can't even find.
The old fashioned "slide rule" radio dial has been replaced by a sophisticated solid state device called a frequency counter. Frequency counters were developed for test equipment and now can be used for exact radio tuning. They actually count and display the exact frequency of each radio station.

The frequency display also becomes an LED clock with the push of a button.



EXTRA OFFICE FEATURES
The music center is also a useful

business tool.

DICTATION-You are supplied with 2 microphones to dictate letters or leave memos on standard audio cassettes.

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TRY THE STEREO MUSIC CENTER RISK FREE

Try the music center in your own home or office for 30 days. Enjoy the beautiful FM stereo, play your favorite cassettes or 8 track cartridges and keep up with the news on AM. Record cassettes from the radios, 8 track, microphones or from the telephone pickup.

If you aren't 100% satisfied for any reason, simply return the music center in its original box within 30 days for a full refund. It comes complete with a limited 90 day manufacturer's warranty.

To order your stereo music center simply send your check for only \$159 plus \$7 for postage and handling to DAK. Credit card buyers call our toll free number. (CA res. add 6% sales tax)

You'll be able to enjoy stereo music from cassettes, 8 track, FM or AM radio with this new 13 inch wide microelectronic marvel.



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PM installs a superantenna

An antenna with a rotator on a telescoping tower gives you outstanding ham radio and CB action or fantastic television reception. We show how to erect one at your house.

by Neil Shapiro, WB2KQI

one cool winter evening, we sat down in front of our ham radio to put a new antenna system to the

The first station we talked with that night was 3D6BS; Ed in Swaziland, a broadcast engineer with Trans World Radio. He talked about his work, which involves traveling among the missionary network's five transmitters in Guam, Monte Carlo, Bonair, Sri Lanka and Swaziland.

Then we met ZS1JO, Frank in Cape Town, South Africa, who is a



Rotator is attached to the plate on top of the tower. Note that the control cable is connected before the tower is raised.

Sea Scout Leader and was participating in the Scouts' jamboree on the air. His radio station was in the abandoned hulk of a wrecked ship the Scouts had made into a clubhouse. South of the Cape, he described sitting with the Indian Ocean on his left, and the Atlantic on his right.

I was pleased to find that my antenna system was doing well. It was bringing in stations that a lesser antenna would not even have heard, let alone been able to reach.

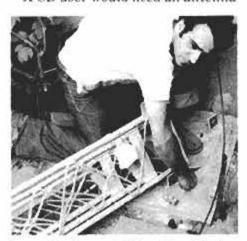
And, with a bit of help from some friends, the new tower had not been that difficult to erect.

The first steps

Hygain Electronics supplied us with its 50-foot HG-50 MT2 tower and a TH5-DX beam antenna. Alliance Manufacturing supplied its HD-73 "heavy-duty" rotator.

This is a dream combination for ham radio use. The TH5-DX is a beam antenna, which means it can be turned by a rotator to point at the station with which you are talking. Once aimed, it concentrates (beams) your talk power and also improves reception.

A CB user would need an antenna



Connecting two out of three bolts will allow the tower to hinge on its base. Four to six people can easily push the tower up.

designed for the CB frequencies instead of the TH5-DX. Someone interested in TV reception would use a TV antenna and a less expensive rotator.

We had never put up such a system

Supported by both a concrete base and house bracket, the antenna installation has already withstood windstorms of up to 50 mph.



before, so we were pleased that Hygain had supplied detailed instruction manuals for tower and antenna installation.

We started on the tower's concrete base. The manual calls for a base about two feet square by eighteen inches deep. But we decided to make ours three feet square by three feet deep instead.

We dug the hole, and then used wooden forms to keep the 400 pounds of concrete square as it cured. Right after pouring, we positioned three long anchor bolts (supplied), to hold the tower's removable base plate on the block.

The concrete would take a few days to set well enough to be trusted with the 200-pound tower. While it

(Please turn to page 82)

INFLATION TURNS SEAMLESS SPRAY INTO AMAZING PART-TIME MONEYMAKER

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Like Joe Kimpel, a former welder, who was making \$1,000 a month. His first 5 weeks with Pace paid him \$2,799.69.

Bob Kronner, 55-year old former steel salesman, made one call, got his first Seamless Spray order, and made \$1,429.43.

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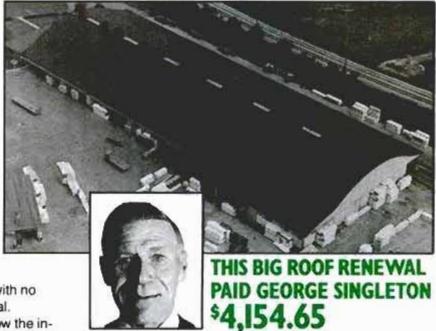
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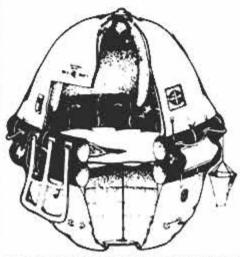
ALL OUTDOORS

Rescue raft award

How do you design a small, inflatable craft so strong and stable that it can keep crew members alive when their big, rugged, rigid ship breaks up in stormy seas? James Givens of Tiverton, R.I., has come up with an answer that recently won him the annual Boating Safety Award of the New England Marine Trade Assn. Newell Garden of Raytheon Co. and Samuel Snow of Medway Marine, when presenting the award, estimated the Givens Buoy Life Raft has already saved more than 150 lives.

Last year's Caribbean Hurricane Allen caught a 48-foot, 30-ton ketch, crewed by four experienced charter-yacht professionals, with seas over 30 feet and winds to 170 knots. The craft was blown completely out of the water above the tops of waves. Two crewmen, washed off the deck but secured to the boat by safety lines, reported they saw daylight under the full length of the airborne hull.

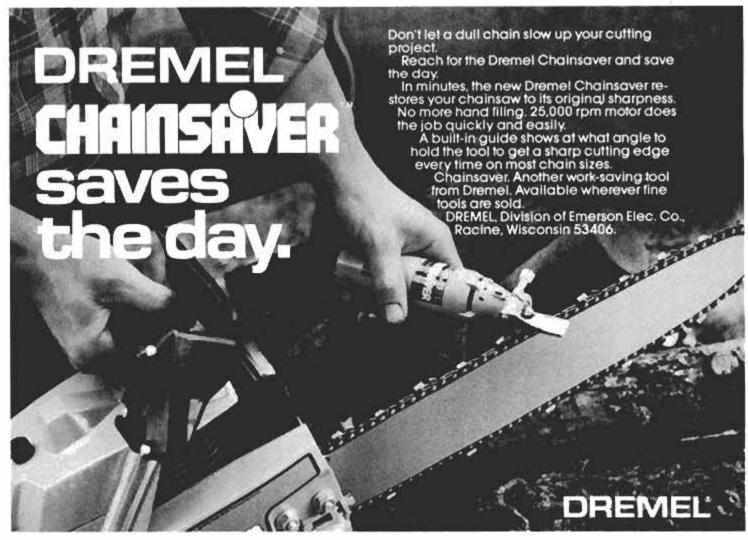
After four knockdowns of over 90° with the masts underwater, the yacht began to founder and the crew launched their Givens Buoy raft. It



To keep the new Givens Buoy raft stable, two underwater ballast systems are used.

inflated upside down, but quickly righted itself, and the crew got aboard as their ketch went down. Then, for 44 hours, the men inside the covered raft rode out the hurricane. Breaking seas sometimes buried them under six to eight feet of water and rolled them up to 80°, but the inflatable never capsized. "A conventional life raft would have flipped over and been blown away like a Frisbee, and we would have been dead," one crewman commented afterward. When the four were finally rescued by a Norwegian supertanker, they learned the ship's wind gauges had logged gusts to 190 knots.

The water ballast of some rafts can be pushed along by the seas and cause the raft to somersault, Givens explained to PM, so he developed a patented two-part system that maintains an extremely low center of gravity—even when survivors are dumped to one side of their compartment by cresting waves. The rafts have also skidded successfully across coral reefs to get shipwrecked sailors ashore. Larger offshore racing and pleasure craft, as well as



commercial and fishing vessels, are now carrying his Coast Guardapproved Givens Buoy raft, Jim Givens told us.

Lifesaving fabric

It's 1100 percent more dangerous to hike, jog, bicycle or walk along a highway at night than in the daytime, estimates the National Safety Council. If so, a new 3M product should lower the chances of being hit by a car in the dark by nearly that much. It's called Scotchlite Reflective Finish by 3M, the maker. When applied to nylon fabric by Arthur Kahn, it becomes Early Warning, and when Wamsutta Fabrics uses it with a blend of polyester and cotton, it's called Flashback.

In daylight, the treated jogging suits, running shoes, armbands, headbands, book bags and back-packs look like any other. But viewed at night in a car's direct headlights, the reflective material bounces the beams back to the driver to make the item glow. Microscopic reflective beads aim the bounceback light, and the fabric itself can be any attractive color.

For youngsters heading for school early or coming home after dusk, a scheduled for the Pacific Coast.

reflective pack or book bag may be a lifesaver. The Renegade backpack, of Arthur Kahn Early Warning waterproof heavy-pack nylon, can carry books. It's \$30 at sporting goods stores or by mail from Piccadilly International, 11 Belmont Circle, Trenton, N.J. 08618. Frostline, at Frostline Circle, Denver, Colo. 80241, also has reflective do-it-yourself book-bag kits. Bill Rodgers Sportswear. Catalina. Etonics. G.U.T.S., Head, Laguna and others make running items. Garments and gear of the material seem like an easy way to add a major aid to nighttime safety.

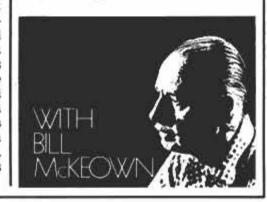
Where coastal wildlife is

Men! Women! Learn at home in spare time with no previous experience.

The government's Department of the Interior has given its latest report the imposing name of Atlantic Coast Ecological Inventory, and has announced it is "an important new planning tool for governments and industries that contemplate major developments in the coastal zone." It's all of that, but it is also a series of excellent tip-sheet maps that can show sportsmen where fish and waterfowl are likely to hang out. Later this year, a similar report is

The maps locate the various endangered species, migratory waterfowl and commercially important fish populations, so that factories and housing developments can be built elsewhere.

There are 31 maps covering the shoreline from Maine to Florida. Each folds up to 4×8-inch pocket size. They're \$2 each from the U.S. Geological Survey Branch of Distribution, at 1200 South Eads St., Arlington, Va. 22202, or Box 25286, Federal Center, Denver, Colo. 80225. A detailed written report on the study is called Atlantic Coast Ecological Inventory—User's Guide and Information Base, and is \$5.50 from the U.S. Government Printing Office, Washington, D.C. 20402.





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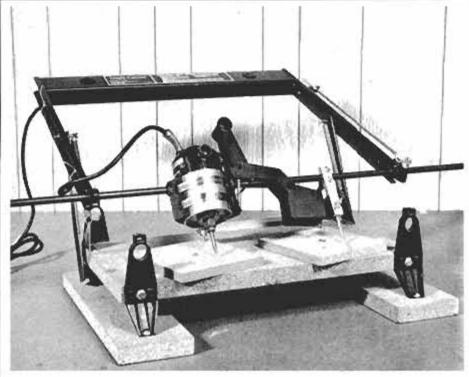
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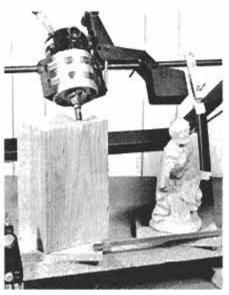
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PM LOOKS AT

A NEW CARVING DUPLICATOR



The basic unit comes without the router. You can adapt yours or use their model.



Set up and ready to go. Note turntables are "synchronized" with a tie bar. A ½-in. bit is used for roughing block.

ast year PM looked at the 3D Dupli-Carver. This tool is a smaller, less expensive version of that one. Its carving capacity is somewhat less than its cousin, the professional model (it has a capacity of 10-in. diameter × 14 in. tall, compared to 14 × 22 in. for the professional version), but its performance is equally exciting.

Because more do-it-yourselfers are likely to be interested in this version, we tried it out. Here's how it works: You set up the original piece to be duplicated on the righthand turntable and a block of kilndried wood on the left-hand one. A tie-bar connects the two turntables so they rotate in unison. Any router (up to 31/2-in. body diameter) is attached to the universal floating shaft. A stylus of a size matching the router bit is attached to the same shaft. You turn on the power and run the tip of the stylus over the contours of the originalthe router bit automatically duplicates the same movements on the



Stylus is adjusted so it projects slightly more than the bit for roughing; this leaves enough stock for fine detailing.



A fine stylus and bit are teamed to carve minute details. Router bit follows every contour "traced" by the stylus.



The figure on the left is a completed carving in cherry wood. The original figure on the right is a ceramic piece.



Samples of completed work in cherry, an ideal wood for such duplicate carvings.

SPECIFICATIONS—DUPLI-CARVER

T-100 Dupti-Carver, \$149.; T-110a spindle carver, \$44.95; T-110a speed control, \$39.95; 7600 Black & Decker router, \$39.95; 2V474 work lamp, \$29.95.

If purchased separately, the items listed above cost \$303.80. If ordered as a package, the five are \$289. Either way, shipment is via UPS, freight collect.

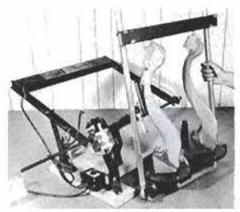
Manufacturer: Laskowski Enterprises Inc., Dept. PM 281, 4004 West 10th St., Indianapolis, Ind. 46222. block of wood. This remarkable instrument makes you an instant "master carver."

The basic unit comes with three stylus sizes (1/12, 1/4 and 1/2 in.), two router bits (1/12 and 1/4 in.) and two turntables. The router isn't included, but you can use your own if its body diameter is 31/2 in. or less.

An accessory speed control is also offered and it's well worth the extra cost. With it, the router can be operated at slower speeds to preserve bit temper and sharpness. It also lessens screeching router noise.

Instructions for Dupli-Carver are easy to follow. Read them before use. Practice with scrap to master setting-up and use techniques.

The tool is engineered to assure success. In the first stage, for exam-



Typical setup for carving with the spindle accessory. Note the speed control here.



Basic set of styluses and cutters. Both ends of second stylus are used to trace.

ple, you start by following the original carving with a stylus that is twice the diameter of the router bit being used. Thus, when carving with a 1/2-in. router bit, you use a 1/2-in. stylus. Also, when you set up the stylus, adjust it to just touch the table. At the same time, you leave a 1/2-in. gap between the bit bottom and the table. Thus, you are assured of leaving material (i.e., you are undercarving) in the rough stage. This is important because you want excess wood to do the fine-detail carving.

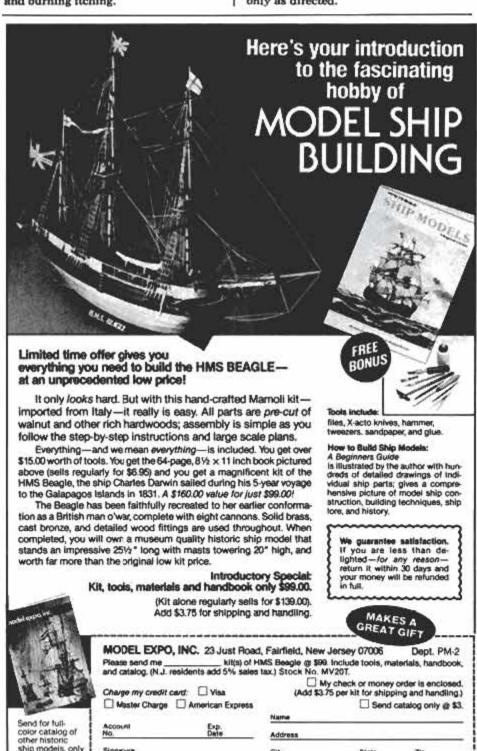
If you plan to do serious duplicating carving it might pay to order the complete setup at once.—Rosario Capotosto and Harry Wicks

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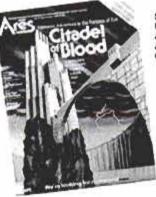
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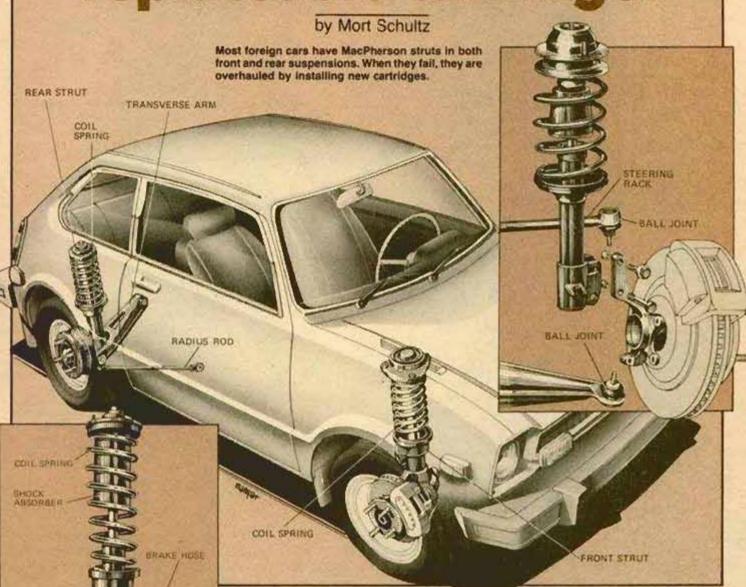
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acPherson units which can be overhauled may be repaired in one of two ways. The easiest way is to remove the piston rod and cylinder assembly from the shock absorber housing. Replace these parts with a preassembled, fluid-filled cartridge that you drop into the

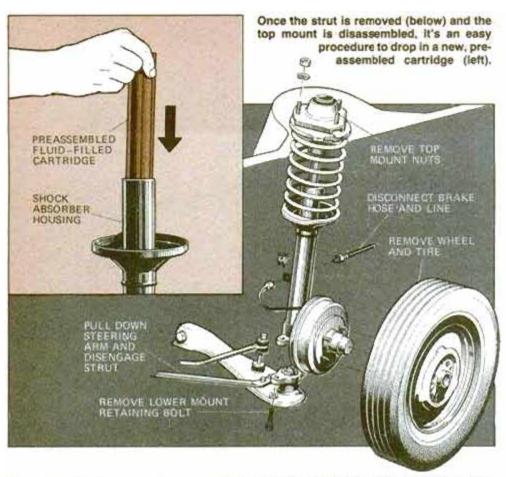
housing. Cartridges are manufactured by many leading shock absorber companies.

The other, more complex method

of overhauling a shock may not be worth the trouble. You must disassemble the shock absorber, drain fluid from the cylinder, replenish the unit with fresh fluid, inspect the parts and reassemble the unit.

The problem, for the Saturday mechanic, is inspecting parts: You must measure the cylinder and piston-rod assembly for wear and runout. This requires expensive, precisely calibrated measuring tools, including a micrometer, dial gauge and runout turntable. This article, therefore, describes overhaul of MacPherson shocks using preassembled, fluid-filled cartridges.

Overhauling is similar from one



TOP NUT

SUSPENSION
SUPPORT
(ALSO CALLED
INSULATOR)

DUST SEAL

SPRING SEAT

SPRING BUMPER

COIL SPRING

After strut is removed, disassemble the top mount. Make sketch to ease reassembly.

car to another. I've selected the MacPherson struts used in most Toyotas as an example of how to overhaul. Use this procedure as a guide to overhauling units in your car.

First you must remove the unit from the car. Here, the procedure differs from one car to another. I'll explain how to remove a MacPherson strut from a Toyota, and then I'll demonstrate how to overhaul one.

Advice on removing MacPherson struts from other car models follows the discussion of overhaul procedures.

Removing Toyota struts

To remove a MacPherson unit from a Toyota, proceed as follows.

 Raise and support the car on jack stands or ramps after loosening wheel

Use a punch and hammer to remove the upper cap of the MacPherson strut. Do this carefully and try to avoid bending in the lips of the housing. If you have banged in the housing lips, straighten them out again, using the punch. If the lips are not properly straightened out, it will be almost

impossible to engage the wrench to remove

the ring nut.

nuts. Don't work under a car that is supported only by a jack. Remove the wheel and tire.

 Clean dirt from the brake-hose and brake-line connection, and disconnect the hose and line. Insert clean plugs (golf tees are suitable) into the open ends of the brake hose and brake line to prevent fluid leakage.

If the car has electronic brake-pad wear indicators, disconnect the wires

from the brake caliper.

4. Remove the three top nuts holding the MacPherson assembly to the fender housing from inside the engine compartment. Then from under the car, remove the two lower-mount retaining bolts that hold the strut to the steering arm.

5. Pull down the steering arm to disengage the MacPherson assembly from the arm. Grasp the MacPherson housing and swing the housing to one side. Pull the unit free from the suspension arm.

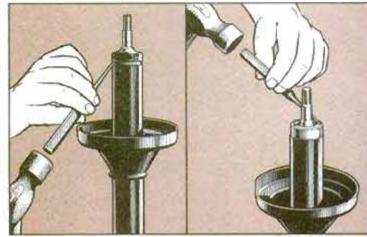
Overhauling MacPherson units

Note: The following discussion, although specifically applicable to Toyotas, can also be used as a repair guide to other MacPherson shock absorbers which can be overhauled.

Mount the assembly vertically in a vise. You may have to fabricate a jig (use the illustration on page 37 as a guide). Grasp the jig by the vise, and secure the bottom of the Mac-Pherson housing to the jig with nuts and bolts.

Using a spring compressor, compress the spring. Then pry the dust cover off the top mount. Loosen the top nut by grasping the spring seat with a spanner wrench, vise grips or some other suitable tool, and then turn off the nut. Now, take off the suspension support, dust seal, spring seat and spring bumper. Slide off the coil spring (still held by the compressor).

Check out the shock-absorber housing to see if fluid is leaking. Then test shock absorber action to





is damaged, replace it.

2. Using a bar-type wrench, loosen and remove the ring nut. If you don't have this kind of wrench, hold a brass punch against a notch in the ring nut and tap the punch with a hammer until the ring nut loosens. If the ring nut is damaged, get a new one.

3. Remove and discard the gasket. Use a new gasket when reassembling the unit.

4. Lift up the piston and remove it

with the piston-rod guide.

5. Remove the cylinder from the shock-absorber housing and insert the new, preassembled, fluid-filled MacPherson cartridge. Reassemble the unit in the reverse order of the procedure just described.

Toyota strut reinstallation

To reinstall the unit in a Toyota, guide the three studs of the top mount through the three holes in the fender housing. Place the lower end of the shock-absorber housing over the collars on the steering arm. Hand-tighten the two lower-mount retaining bolts holding the unit to the steering arm.

DIAMETER /

12.5 MM (0.5 IN.)

BOLTS HOLD

STRUT TO HG

top nut, the coll spring must be compressed

seat (right) while re-

nut. On Toyota models, the maker recom-

new nut when reassembling the strut. To mount the strut on a

vise, use jig. Dimensions below are for

STRUT

17 MM

(0.68 IN.)

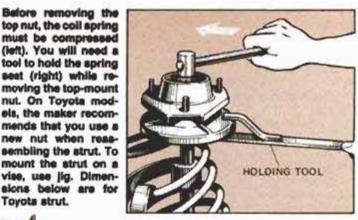
80 MM (3.2 IN.)

Toyota strut.

Install and tighten the top-mount retaining nuts to 15-22 foot-pounds (ft.-lb.) (about 1/2 turn with a conventional wrench after nuts are fingertight). Tighten the two lower-mount retaining bolts to 59-66 ft.-lb. (11/4 to 11/2 turns by normal wrench).

PISTON CYLINDER SHOCK HOUSING

In order to remove the ring nut from the top of the strut, use a bartype wrench. If you do not have this type of wrench, then you can knock the nut loose from the unit by using a punch and a hammer. After the nut has been removed from the top of the strut, pull out both the piston and the cylinder.



Reattach the brake hose and brake line, and the brake-pad wearindicator multiwire connector. Have front-wheel alignment checked.

How Datsuns are done

All Datsun models, except the pickup truck, have MacPherson strut assemblies up front. Datsun Zcars (240Z, 260Z, 280Z and 280ZX) have them in the rear, as well.

To remove MacPherson assemblies for overhauling with preassembled, fluid-filled, replacement cartridges, proceed as follows.

1. Raise and support the car's end. Remove the wheel and tire.

2. Remove the brake callper.

3. Take out the lower-mount retaining bolt that holds the MacPherson shock-absorber housing to the steering knuckle arm. Separate the shock from the steering knuckle arm by pushing the transverse link down with a pry bar. Place a stand under the strut for support as you detach the strut from above.

4. Remove the three top-mount retaining nuts from the engine compartment. Then take the MacPherson unit to a workbench for over-

hauling.

5. To reinstall the assembly, reverse the procedure just described. Tighten top and bottom retaining fasteners by hand. Then, tighten top-mount retaining nuts to 18-25 ft.-lb. (approximately 1/2 turn with a conventional wrench). Tighten the lower mount retaining bolt to 53-72 ft.-lb. (11/4 to 11/2 turns with a conventional wrench).

Don't forget to have front-end alignment checked.

Overseas-made Chrysler cars

All of these models have MacPherson units that can be overhauled in the same way. However, MacPherson assemblies of Dodge Colt and Plymouth Champ hatchbacks should be treated in the same way as GM X-body models, Ford Escort and Fiesta, and Mercury Lynx (see last month's Saturday Mechanic). The following steps show you how to remove and install MacPherson

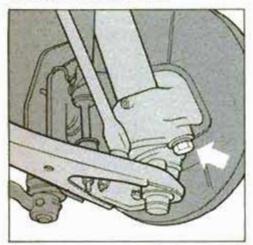
units in the Dodge Challenger, Sapporo and Colt coupe, sedan and station wagon, and Plymouth Arrow.

Raise and support the car's front.
 Remove the wheel and tire.

Remove the brake caliper, disc and dust cover.

 Disconnect the stabilizer and strut bar from the lower arm. Remove the lower arm. This frees the lower end of the MacPherson unit.

 From inside the engine compartment, remove the top-mount bolts holding the unit. Remove unit from the car and overhaul it.



On Datsun cars, remove the lower-mount retaining bolt in order to release the strut.

Note: To disassemble the top mount, remove the dust cap from over the top-mount securing nut. Before reinstalling this cap, pack the inside of the insulator, which contains a bearing, with wheel-bearing grease.

Reverse this procedure to reinstall the unit, then follow these

guidelines.

■ Hand-tighten top-mount bolts. Then tighten them to 7-11 ft.-lb. (about ¼ turn with a conventional wrench).

■ Hand-tighten the lower end of the MacPherson unit to the steering knuckle. Then tighten it to 29-36 ft.-lb. (¾ to 1 turn).

■ Have front-wheel alignment checked.

Honda's front, rear struts

MacPherson strut shock absorbers are used in the front and rear suspensions of all Hondas except the station wagon. To remove front-suspension units, proceed as follows.

1. Raise and support the car's front. Remove the wheel and tire.

Undo the brake-hose clamp attached to the shock-absorber housing and release the brake hose.

Remove the brake-caliper assembly. Fashion a wire hook and hang the caliper from the car body.

4. Undo the bolt attaching the Mac-Pherson shock to the steering knuckle. Tap the steering knuckle with a hammer to separate it from the shock.

5. From inside the engine compartment, pry off the rubber cap covering the MacPherson top-mount retaining nut. Remove this nut. You can now take the MacPherson unit from the car and overhaul it.

Note: The MacPherson top mount contains a roller bearing. During overhaul, handle it carefully. If it's damaged, replace it. Before reinstalling the bearing, lubricate it with wheel-bearing grease.

To reinstall the overhauled Mac-Pherson unit, reverse the order of the disassembly procedure above, and secure lower- and top-mount retaining fasteners finger-tight. Then, tighten and top-mount retaining nut to 33 ft.-lb. (one-half to threequarters turn with a conventional wrench). Tighten the lower mounting bolt to 47 ft.-lb. (three quarters to one turn with a wrench). Have front-wheel alignment checked.

To remove rear-suspension Mac-Pherson shock absorbers from a Honda, follow this procedure.

Raise and support the car's rear.
 Remove the wheel and tire.

Undo the brake-hose clip attached to the shock-absorber housing, so you can shift the brake hose out of the way.

Disconnect the parking-brake cable from the brake drum.

 Loosen the inboard bolt of the lower control arm and the radius-arm forward bolt. Remove the bolt attaching the bottom of the shock to the hub carrier.

5. Working inside the trunk, remove the top-mount retaining nuts. You can now remove the shock absorber, but you may have to twist the hub carrier to gain clearance.

In reinstalling the overhauled unit, reverse the order of the above procedure, and hand tighten all fasteners. Then, using a conventional wrench, tighten them to the following torque valves.

■ Shock absorber to hub-carrier bolt—36 ft.-lb. (one-half to three quarters turn).

■ Radius-arm forward bolt—61 ft.lb. (1 turn).

Lower control-arm inboard bolt— 40 ft.-lb. (three quarters to one turn).

1971-78 Mercury Capri

To take MacPherson strut units from the front suspension for overhaul, follow these steps.

Raise and support the car's front.
 Remove the wheel and tire.

 Disconnect the brake hose at the brake caliper if the car has disc brakes, or at the brake backing plate if the car has drum brakes. Stick a plug (golf tee) in the end of the hose.

 Place a jack under the control arm and lift up to reduce coil-spring tension, easing removal of the Mac-Pherson unit.

4. Pull out the cotter pin from the nut holding the end of the connecting rod to the steering arm. Then remove the nut and separate the connecting rod and steering arm. Lower the jack.

 Pull out the cotter pin from the nut holding the control arm to the lower end of the shock. Then remove the nut and separate the control arm and shock.

If you are working on a model that has disc brakes, remove the brake caliper.

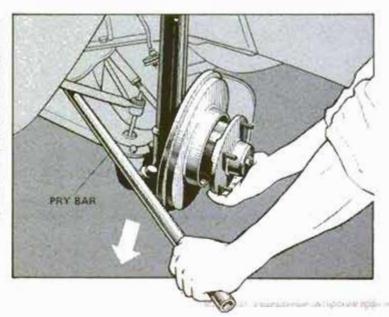
 Working inside the engine compartment, remove the three bolts that attach the top of the MacPherson shock to the fender housing. You can now remove the shock.

To put the unit back into the car, reverse the order of the above steps, and observe the following.

Bleed brakes before installing the wheel and tire.

Install a new cotter pin on the nut holding the control arm to the lower end of the shock.

To separate the Mac-Pherson strut from the steering knuckle, you may find it necessary to exert some force. The best way to accomplish this is to use a long pry bar. Wedge one end of the pry bar between the lower Aarm of the strut and the body of the car. Then, press down upon the lower Aarm using the shaft of the pry bar.



38



Camp Light

Programs

R/C Gear

ro-Series Audio 4-band Shortwave Address Components Radio City . Heathkit products are displayed, sold and serviced at Heathkit Electronic Centers* nationwide. Consult your telephone directory white pages for location. *Units of Veritechnology Electronics Corporation. Some retail prices may CL-727 Zip be slightly higher



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Home refrigeration has come a long way since the days of the ice box and the block of ice. But most of us resign ourselves to doing without the same convenience once we leave our homes. Or, we revert back to the cooler and ice routine of days gone by, simply because there's never been any dependable and inexpensive alternative. But now, for the price of a good cooler and one or two seasons of buying ice, (or about 10 family restaurant meals), all the marvels of home refrigeration are available electronically. And the sloppy

ice cooler with its soggy and spoiled food can become a stone-age memory for you. An amazing space-age miracle...the thermoelectric solid state module...makes this portable refrigeration revolution possible.

AEROSPACE MODULES



These miniaturized thermoelectric modules replace all the bulky complex piping coils, compressors and motors in conventional portable refrigerators.

Utilized by NASA scientists, as the only refrigeration system for rockets and satellites, thermo-electric cooling has been in use for almost a quarter century. These expensive modules were selected by NASA for some basic reasons...they're small (about the size of your watch)...they're light weight (they weigh less than a package of cigarettes)... they're totally reliable (these modules are completely solid state and have no moving parts)...they require little power (they use the same power as one of your car's taillights)...they're completely insensitive to

tilting, bumping, vibration, (which causes failures to conventional compressors, motors and piping)...they're powerful (these modules have the same cooling power as a 10 lb. block of ice)...and they never wear out or break down. And for portable refrigeration where you require 12 volt DC. power, thermoelectric modules are the most efficient. These amazing heat pumps have not only gone to the moon, but have provided the breakthrough for Koolatron's truly reliable, lightweight portable refrigerators.

THOUSANDS IN USE

Koolatron Industries Limited now has tens of thousands of these electronic fridges in use worldwide using these same powerful solid state modules. The reliability, performance and convenience of electronic refrigeration has now been dramatically tested and proven in all kinds of temperatures, conditions and environments from Australia to Alaska. Built to take it, these electronic modules are encased in tough, plastic insulated chests that are designed to be rugged and troublefree. Non-rusting hinges and latches prevent corrosion in salt water environments. And with only one moving part (a small 12 volt fan) Koolatron portables seldom see a service depot. Koolatron's combination of space-age heat pumps and quality engineering have now led to a whole family of electronic portable refrigerators and food warmers that eliminate costly ice and provide "home refrigeration" convenience at sane and sensible prices

MODEL PIO- THE PERFECT 3139* \$99.00 & FOOD WARMER *1981 prices



Holds approx. 17, 12 oz. pop cans-refrigerates in air temps, up to 95°F. Also keeps hot foods hot (150°F) at the flick of a switch. Tough, blue Polypro plastic case. Ext. 16"L x 11"H x 11-1/2" W. Int. 11-1/2"L x B"H x 8"W with 10 litre capacity (0.4 cu. ft.) weighs 10 lbs. empty. Operates from supplied 12 volt power cord in vehicles or with optional 12VDC/110VAC power adaptor

Koolatron's P10 not only makes a great car tridge but at a flick of a switch lets you bring home your favourite fast foods "piping hot". Comes with a 9 ft. power cord that just plugs into your cigarette lighter. Amazingly easy to operate...one switch selects hot or cold. A second switch allows you to refrigerate normally or select maximum cold. With your engine off, you can operate several hours and still start your engine to recharge your battery. "A low battery" indicator warns you when it's time to recharge. With the power off, your P10 keeps everything hot or cold for many hours in its well insulated case.

As a travel fridge the P10 keeps your favourite foods and beverages fresh and cold wherever you go. If you're a salesman, your food samples will arrive perfectly hot or cold every time. If you carry insulin, medical samples, dietetic foods, your P10 will never leave your side. Great for private planes.

Photographers will find it invaluable for keeping expensive films from going bad. And mothers...now you can refrigerate baby's formula in your car then heat it with the flick of a switch. Powerboaters, just plug it into your boat's cigarette lighter, and keep a day's food and drink ice cold without running into shore for ice. You campers, hunters and fishermen will find endless uses for transporting provisions and bait...then take home your catches and game without spoiling. Terrific for golf

And with our optional 110 volt adaptor you'll find endless uses wherever house current is available ... At your cottage ... as a bar fridge...in your motel room for a midnight snack and drink or as a small office fridge. Use as an auxiliary home Iridge when you're having a party. And it's a natural at drive-in movies, auto races and at sporting events

\$179.* \$139.00 (in Canada \$180.* \$149.00) MODEL P34-THE STANDARD (IN



Holds over 40 lbs. of food and beverages or 48 pop cans. Refrigerates in air temperatures up to 95°F. Rugged ABS case in sand beige colour with dark brown non-corroding latches and handle. Large 34 litre capacity (1.2 cu. ft.) weighs 17 lbs. empty. Ext. 21"L x 16"H x 16"W. Int. 16"L x 12"H 11-1/2"W. Operates on 12 volts DC with supplied power cord or with optional 12VDC/110VAC ower adaptor.

The P34 is our standard recreational size portable retrigerator. This new, improved model has a non-adjustable solid state thermostat which keeps your food at normal refrigeration temperature even in 95°F weather. It holds more than three times as much as the P10.

Imagine dry, dependable refrigeration with the size to match your travelling and camping needs. Fits into any boat, van or camper or back seat of your car. Plugs into your cigarette lighter receptacle and refrigerates over 40 lbs. of food (no space wasted by ice), yet it draws no more power than the P10. With our optional 110 volt sdaptor, you'll find endless uses as a bar fridge, cottage fridge, office fridge. Your P34 has all the advantages of the P10 without the heating cycle or low battery indicator but with all the capacity needed for serious boaters, campers, hunters, fishermen and travellers.

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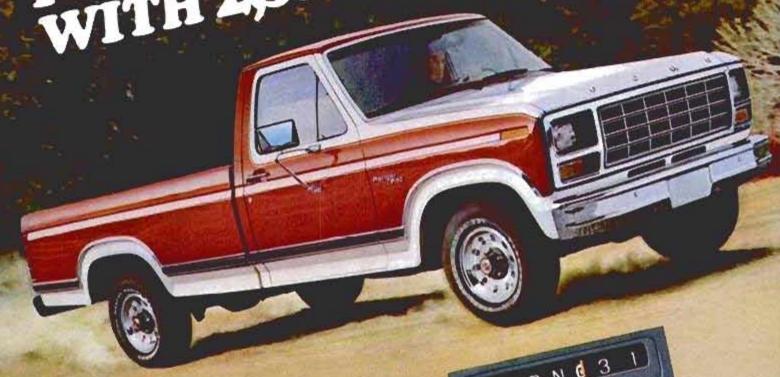
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FORD DIVISION Jord







Double-cabin convenience

The pleasures of privacy for two couples or a large family are provided with a separate stern cabin in Wellcraft's new 288 Monaco Suncruiser. The Sarasota, Fla., builder has provided two V-berths forward, a main cabin with head and convertible dinette, plus the special aft cabin with head, all in a 28-foot, 8-inch V-hull with 10-foot, 8-inch beam and power to 510 hp.

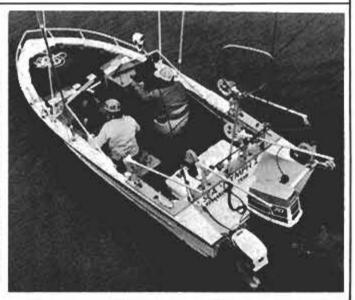
Messy servicing simplified

For the necessary chore of checking lower-unit gearcase grease, OMC Parts and Accessories has a handy \$3.60 Lube Pump that fits its one-gallon containers of Hi-Vis and Premium Blend Gearcase Lubricant; at Evinrude and Johnson dealers.



New salmonchaser

A deep-V of lightweight aluminum, this new prototype Salmon Boat from Sea Nymph, Syracuse, Ind., uses its 17-foot Striper Boat design, fitted out with the accessories for open-water Great Lakes fishing, Rated for up to 100 hp, the test hull has a 70-hp Evinrude and trolling 15. Long- and shortarm downriggers get coho lures deep.





New cance with a molded-in memory

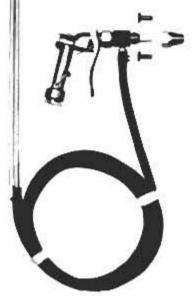
Newest in the long-time line of wood, canvas and fiberglass Old Town canoes from Old Town, Me., the 16-foot, 77-pound Penobscot has a hull of Oltonar/Royalex that can remember its original shape and return to it after a bang-up. The \$755 craft can carry 860 pounds, and has slight rocker-bottom for added white-water responsiveness.



Under/over water light

Designed to light the way for divers, but rugged enough for boatmen, new BL-1000 Bottom Light by Princeton Tectonics, Hightstown, N.J., has been pressure-tested down to 300 feet. The \$16 Lexan case has four C cells, works five hours. (Please turn to page 48)

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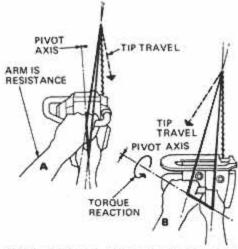
Poulan's new chain saw reduces kickbacks



oulan's new chain saw is designed to reduce the chance of kickback-and reduce its force when it does happen.

Beaird-Poulan, a major manufacturer of chain saws, has made three changes in its homeowner line:

- New low-kick chain with lowprofile cutters and depth gauges is less likely to snag on branches and force the saw back on user.
- Saw handles are positioned so that the operator's left arm offers maximum resistance to kickback.
- The shape of the bar's nose offers fewer opportunities for kickback to occur because the area on the nose most likely to cause kickback has been reduced.

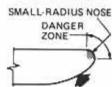


Hand position A (above, left) offers more arm resistance to kickback than position B.

STANDARD BAR

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New, low-kickback contour works by reducing the tip area, the cause of kickback.

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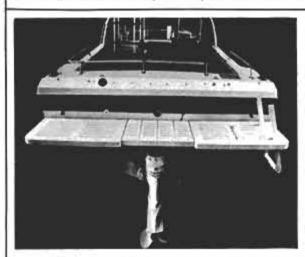
PM LOG SPLITTER

NEW NOW BOATING (Continued from page 45)



Multiseat hovercraft for low-level flying

Speeds up to 50 mph are claimed for the British Jetstream 4-Seater, an amphibious hovercraft from Jetstream USA, 518 Biscayne Blvd., Miami, Fla. Three models—the 4-Seater, a 2-Seater and the Jetstream Racing Hovercraft with one seat, twin thrust fans and reported speeds to 60 mph—are available. Built-in foam buoyancy will keep all models affoat at rest; with lift, the vehicles rise 9 inches.



Safety steps that fit astern

Swimming, diving and reboarding after skiing become much easier with a transom platform. Models from Tempress, 701 South Orchard, Seattle, Wash., extend aft 20 inches and come in left and right 32-inch sections to combine with various-width center level shapes to clear a tilted lower unit. Right-hand section has a retractable ladder; the left, motor-mount fittings.

Pedal boats for low-energy, large-muscle cruising



A pedal boat built for four is the latest from Ayr-Way Industries, Kendallville, Ind., makers of two-seat models for waterside resorts. Pedals pumped by two passengers operate a direct-drive paddle wheel, steering is by tiller, and the twin foam-filled pontoons of the catamaran design are reported to make the craft almost impossible to capsize. Options include a vinyl fold-down canopy.

(Please turn to page 90)



New wireless micro-computer security system installs in minutes and guards doors and windows— even in outbuildings.

Burglars seek easy targets. Few have the daring or the knowledge to challenge the new Perim-A-Tron Home Security System. No other burglar alarm under \$2,000 can give you more protection...or match it for features that will give you and your family safety and peace of mind. For starters, it is wireless, installs in minutes, and is portable should you ever move.

THE BRAIN VS. THE BURGLAR

Perim-A-Tron's' central console, or "BRAIN", employs a microprocessor, making it the most advanced security system available for consumer use. With Perim-A-Tron' on duty, small sensors monitor doors and windows ready to signal the "Brain" from as far as 250 feet, in the event of a break-in attempt. The "Brain" processes each signal instantaneously and sounds not only a self-contained 85db internal alarm, but also a second 95db remote siren to augment the inside alarm or for placement outside to alert neighbors and police.

The Perim-A-Tron is so easy to live with that pets can come and go through partly-open windows or sliding glass doors without triggering it, yet so vigilant that an intruder will set it off before he can enter.

The Perim-A-Tron' Home Security System is not like "hard-wired" commercial systems that require expensive installation, nor is it a one-room "intrusion detector" that warns you only AFTER a prowler has entered your home.

THOUSANDS OF SECURITY OPTIONS

Perim-A-Tron's" micro-computer lets you choose from thousands of three digit disarm codes. Only you know your code. But if your son's friend receives a "demonstration", you can easily change the code again. and again. You need no specially coded key which can be lost, misplaced, or stolen. The system even has two separate channels, each with its own distinct alarm sound. This feature allows you to zone your system. For example: Channel 1—house, Channel 2—garage, or Channel 1—doors, Channel 2—windows.

HOW IT WORKS

Operating the system is simplicity itself. When leaving, a light on the console tells you that you've armed the system properly, and have from 5 to 45 seconds to leave the house. This variable delay feature, not found on some expensive commercial systems, is selective so that it can apply only to frequently used doors, All other openings would be set for instant alarm. Upon returning home, you have ample time to turn the system off, thereby avoiding a false alarm.

If a break-in attempt occurs while you're away, an alarm memory light on the console tells you so. What's more, after sounding for 10 minutes and scaring away the intruder, Perim-A-Tron's" 24 button keyboard gives you protection a \$2,000 commercially installed system can't beat. Includes powerful remote horn.

the system shuts off automatically and resets itself.

A CONSTANT GUARDIAN

Leave Perim-A-Tron™ in Test Mode during the day and it will signal when anyone leaves or enters. This thoughtful signal will not operate the remote horn but gives a 2½ second warning on the internal speaker only.

If power fails (or is cut-off), the console has a battery back-up. And each battery powered transmitter/sensor will signal at the console if the bettery runs low

the console if the battery runs low.

The Perim-A-Tron* system is highly resistant to false alarms because it is not sensitive to motion or sound. Pets can roam at will, curtains can blow in a breeze, you or your children can visit the kitchen for a midnight snack— all without setting off an alarm.

COMING HOME SAFELY

What if you interrupt a burglary in progress? Perim-A-Tron* protects you again. Carry a transmitter in pocket, purse or briefcase (It's about the size of a cigarette pack). With simple modification, it will set off the alarms, inside and cut, at the press of a button.

COMPARE IT

Hard-wired "commercial" burglar alarms can cost \$2,000 PLUS a monthly fee (and you still never own it). Motion and sound detectors cost up to \$200 per unit and cover only limited areas. Your home may require two or three of these units and, in most cases, no alarm will sound until AFTER a prowler is inside for 30 seconds or more. Perim-A-Tron" combines pre-entry protection with micro-electronic circuitry to provide the most protection at the lowest cost.

U.L. APPROVED

The Perim-A-Tron Home Security System is listed by Underwriters Laboratories as a burglary protection device, a rating which goes beyond electrical safety. To earn this listing our alarm was thoroughly tested for critical burglary protection functions such as transmitter range, sound volume, battery back-up, keyboard component life, battery failure warning, and test function. This tough-to-get U.L. listing resulted from the exacting standards engineered into the Perim-A-Tron.

YOU BE THE JUDGE

We urge you to order just the basic Perim-A-Tron" system (pictured above) for a 30-day trial period. Use it to protect your family while you sleep and to protect your home while you're away. Then if you're not convinced that the Perim-A-Tron" is the most advanced, efficient security system available today, return it undamaged for a complete, no-quibble refund—including return postage. You are protected by a 90 day manufacturer's warranty as well as Shelburner's 25 year reputation for satisfied

HERE'S HOW TO ORDER

To order simply send your check for \$199.95 plus \$4.50 for shipping and handling to the address below. Credit card holders can speed delivery of their system by using our toll-free number listed below. We will then promptly ship your Perim-A-Tron™ unit complete with easy-to-understand instructions and decals warning that the premises are protected. Additional transmitters are available for \$29.95 each, but one is not required for every door and window. Instead, magnetic contacts can be purchased and easily connected to the transmitter, allowing you to cover additional openings for as little as \$5 each. The instruction booklet is quite useful in helping you determine the correct combinations to protect your home or office at the lowest possible cost.

Give yourself some peace of mind—order a Perim-A-Tron™ today at no obligation.

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Two simple darkroom projects

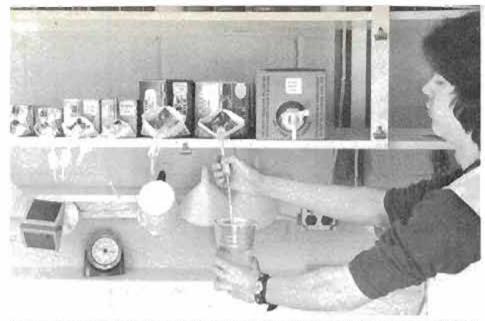
Collapsible bottles keep photo chemicals indefinitely.

t's economical to mix photo chemicals in large batches, but air in the containers can cause oxidation. Collapsible "bottles" made from freezer bags and milk cartons dispense chemicals, but keep out air.

Make sure the bag is long enough for the carton. Place the bag seam diagonally across carton bottom; pour in some chemical to seat the bag; pull it up to center it and remove wrinkles. Add the remainder of the chemical and then insert an outlet tube.

Make the outlet by cutting a ½inch plastic pipe coupling in half. Insert it into a length of heater hose
cut flush. Coat an inch of an 8-inch
piece of ¼-inch vinyl tube with epoxy or silicone seal; insert it into the
coupling.

Gather the bag evenly around the outlet. Screw on a 1/2-inch circular clamp with a protective strip of milk carton underneath. Screw on another in the opposite direction. With a tubing shutoff on the outlet, evacu-



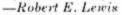
Homemade darkroom dispensers are convenient and keep air from oxidizing chemicals.



Parts: milk carton, vinyl tubing, freezer bags, heater hose, pipe coupler, clamps.

ate the air. Fasten the outlet to the carton with wire or twine; reshut half of the carton top.

Refill through the outlet and the bag can be reused indefinitely. Or, remove the outlet, refill, cut away damaged bag (if any) and reclamp.





Insert tubing into half-coupler assembly.



Tighten clamps in the opposite directions.

Dry mounting with a print dryer

The widespread use of resin-coated paper has relegated many print dryers to the closet, but they may still have some usefulness left. An old dryer can substitute for a dry mounting press.

Preheat the dryer and check the temperature with an oven ther-



Sandwich of mounting board, tissue and print is held snugly to the dryer by canvas.

mometer. It should be set just above the level recommended for the mounting tissue, because the heat must travel through the mounting board to the tissue.

Make sure all mounting surfaces are clean; align board, tissue and print. With the back of the mounting board on the dryer's metal surface, hold the sandwich securely while



When heat is maximum and even, seat print by rolling back and forth and side to side.

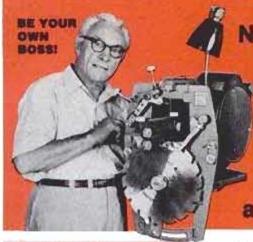
pulling the canvas stretcher over it. Feel the canvas until the heat is even and at a maximum. Seat the print with a rubber roller.

When board is removed, it will be cupped like the dryer surface. While sandwich is still hot, place it under a thick, flat board with weights on it. Remove print when cool.

-Fred and Dora Burris



Finished print matches dryer's curve. Flatten by placing under thick board, weights.



Now you can cash in on the huge demand for SHARPENING SAWS and TOOLS.

Make \$800 an hour...

or more. Work part time, full time, right at home. No layoffs. No strikes. Provides a steady source of year round income.

Read What These Foley Shop Owners Say:

Shop will gross \$40,000 likes being independent

I worked in various industrial jobs for years, and always wondered if I could make money for someone else, why I couldn't do it for myself. So after losing my regular job, I opened my Foley sharpening shop in the basement of my home, I only had a minimum of cash to start with, but Foley financed the balance. My shop will gross over \$40,000 this year, and I like the feeling of running my own shop without answering to someone else."

William Wescott Willoughby, Ohio 44094



Husband and wife have a going spare time shop

"I'm a construction foreman.

and my wife is a nurse's aide. Our Foley shop fits in nicely with our regular jobs, and we earn extra money. Our sons help out too, so ours is a real family business.

"I'm still too young to retire, but when I do I'll have a very good business built up. Foley equipment helps us to do good work and brings customers back with more jobs on a regular basis ... we have a lot of repeat husiness the year around." Victor Kosloski

Sturgis, Michigan 49091



Glad he chose Foley for his saw shop

"I worked as a carpenter all my

life, but when a back injury forced me to quit I decided to go into sharpening full time. I'm very proud of my shop and glad my choice was Foley equipment... it is superb. I made over \$48,000 last year. and this year it will go more than \$50,000,"

Victor Johnson Lincoln, Nebraska 68507

This can be one of the most important decisions you ever make

Going into business for yourself can be the most exciting and rewarding decision you're likely to make in your lifetime.

Owning your own business brings you a sense of independence. You're the boss, setting your own work hours. Your own effort builds the business for yourself and your family. You can achieve great satisfaction and profits, if you choose and manage your business wisely. That's why so many men, just like you, are cashing in on the big profits to be made in this fast-growing service field.

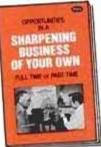
The sharpening business allows you to get started with only a minimum investment, requiring little space and effort for a successful operation. It lets you build and expand as fast, or as slowly as you like. You pocket most of the money you take in because there are exceptionally high profits with no investment in merchandise.

If you need only \$200 or \$400 extra income each month, a sharpening business is ideal for spare time. The additional dollars can be SPENT for more of the good things of life. Or they can be SAVED in a rainy-day fund that the family can bank on.

More sharpening businesses are needed every year

As original equipment continues to climb in cost, owners are becoming more concerned that the equipment be maintained so that it performs like new. This means more companies, contractors, carpenters and home owners are having their old saw blades and tools resharpened many times, where in the past, they would have replaced them with new blades or tools. This is where you can step in with the much needed service of sharpening saws and practically any kind of

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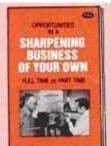
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Blanket statements

My car, a 1967 "Blankety-blankblank," has to have premium leaded gas. Without it, the "blankety-blankblank" V8 engine experiences loud pinging, fouled sparkplugs and after-running and just runs terribly.

Since a lot of oil companies have stopped making premium leaded gas, I have to find an alternative. Someone told me that mixing a half tank of unleaded gas with a half tank of regular leaded gas, which is still available, produces a mixture that's an octane higher than the two alone. But I've also heard that using unleaded gas in an engine designed for leaded gas will damage valves. Is there any truth to either of these rumors?—H.H. Mayton, Dayton, Ohio.

Your letter is one of several I've received lately that deals with problems created by the demise of premium leaded gasoline. I blankety-blanked out your car's name and engine, because I want other readers with the same problem to realize that the possible solutions I'm about to give apply to all makes and engines. Possible solutions come from Chrysler Corp.

Says Chrysler: "With the diminishing supply of premium leaded gasoline, many requests have been received from owners on what they can do to modify their engines so regular or unleaded gasoline can be used."

Here's what to try, in the order you should try it:

- Retard specified ignition timing 2°, but no more. If you exceed 2°, you run a chance of overheating the engine, burning valves and reducing fuel economy and engine performance.
- Blend regular leaded gasoline and premium unleaded gasoline in a 50:50 mixture to attain a slightly higher octane level than leaded regular will give by itself. As long as you mix some leaded fuel with unleaded gas, you don't have to worry about valve problems. Exhaust-valve seats of older cars requiring leaded gas are not hardened and

may wear if there isn't lead in the fuel. That's why you should not use unleaded gas alone.

- Use a thicker head gasket to reduce the compression ratio and, thus, the requirements for premium leaded fuel. When a new gasket has been installed, the engine may run acceptably on regular leaded fuel, without the need to blend it with premium unleaded.
- Use a piston with a shorter piston compression height. Piston compression height is the distance from the outer line of the pin hole to the top of the piston. A shorter height reduces the compression ratio and, with it, the need for high-octane fuel. If a piston with a shorter compression height isn't made for your engine (ask your dealer), machining .030 inch from piston heads will result in the same benefit.

Zinging it to pinging

Last September, in Car Clinic, I told how Tom Rosenkranz of Milwaukee solved a pinging problem in his 1978 Pontiac Bonneville (301-cu.-in. engine) by replacing a defective thermostatic air-cleaner (TAC) sensor. Two readers found other reasons for pinging. Here's what they say:

I had all the symptoms men-

tioned by Mr. Rosenkranz and was about to buy a new TAC sensor for my 1979 Buick Regal (301-cu.-in. engine) when I found that the flap valve in the air-cleaner snorkel wasn't working. I checked this valve after a drive of 20 miles. It should have been fully opened. It was completely closed. After working the flap free and lubricating pivots, the engine hasn't so much as bleeped. If you hadn't written about Mr. Rosenkranz's experience, I wouldn't have found this inexpensive solution to a bothersome problem. Thanks, Car Clinic.-Gerald Foon, Germantown, Tenn.

■ I'd like to add a word to the tip in the September Car Clinic concerning the TAC sensor. My 1979 Chevrolet Monte Carlo engine, a 231-cu.in. V6, started pinging at 20,000 miles. Two trips to dealers cost me \$100. After 10,000 miles, I found the cause—a ruptured diaphragm in the exhaust-gas recirculation (EGR) valve. I found it by moving the valve by hand with the engine running at fast idle. As I did, the ping stopped. I've replaced the EGR valve and haven't heard a ping since.—Charles S. Ratliff, Austin. Tex.

Idle chatter

The steering idler arm of my 1980 Oldsmobile Cutlass LS sedan has considerable up-and-down movement, I found this out when I was under the car checking for something else. My dealer says looseness is normal, because GM has been using spring-loaded idler arms since 1974. According to the dealer, this design is supposed to absorb shock better. The idler arm of my old 1971 Cutlass was replaced at 70,000 miles with a rigid, not a spring-loaded, part. The idler arm of my neighbor's 1977 Cutlass is rigid, too. Is my dealer giving me

(Please turn to page 54)

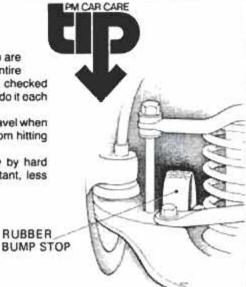
Bump and grind

The rubber bump stops on your car's suspension are probably the most ignored component of the entire vehicle. Yet, they are important and should be checked every time you got a chance. Our suggestion is to do it each time you change your oil.

The bump stops are there to limit suspension travel when the suspension bottoms out. They keep metal from hitting metal.

Look for rubber that has been chewed away by hard impacts or compressed and scalloped by constant, less harsh rubbing.

The presence of either of these conditions means that the shocks have gone bad or the springs have lost their tension. After you remedy the condition, don't forget to replace the bump stops with new ones.





The Director." It points the way to lower heating bills.

Kero-Sun® never stops improving the kerosene heater.

Our latest technological breakthrough: The Director.™ Not only is it portable, like all our heaters, but it swivels 60° to beam heat where you want it.

Like all our Kero-Sun Portable Heaters, The Director also lets you set your central heating system low and heat only the room you're in to cut your fuel bills. The Director has a stunning contemporary design. High output (rated at 11,700 BTU's per hour) —enough to keep a 24' × 18' living room cozy and warm. With up to 32 hours of burning time for just a few cents worth of kerosene an hour. And no smoke or odor during operation.

There are now 7 U.L.-listed Kero-Sun models to choose from.

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The good news in home heating.

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CAR CLINIC

(Continued from page 52)

straight talk or double talk?—Jim O'Neal, Columbia, S.C.

Answer your own question based on these facts, Jim:

GM uses two different idler arms. One is threaded and not spring-loaded. The other is a rubber bushing design and not spring-loaded.

■ An idler arm is supposed to have some vertical movement, but not "considerable" movement. According to GM specs, the idler arm in your car should have a vertical movement of ¼ inch under a 25-pound load. To me, this is perceptible up-and-down movement—not considerable. If you need help, call your local GM zone office listed in the owner's manual.

Rundown on diesel fuel

At the 1980 Fuels and Lubricants Conference of the Society of Automotive Engineers (SAE), M.J. Mc-Millan of General Motors Research Laboratories said, "In our opinion, satisfactory fuels are not available for our diesel engines."

One of the problems mentioned by McMillan is the tendency of diesel fuel to form wax and moisture that turns to ice in cold weather, plugging up filters. One filter is inside the fuel tank, and one is on the engine.

To combat problems, GM developed two pieces of equipment the company has adapted to diesel engines now being manufactured. One is an in-line fuel heater that heats fuel before it passes into the engine filter. The heater cuts down waxing and icing that can plug the filter. The second is a bypass in the fuel tank that's been made part of the pickup filter of the fuel sending unit. The bypass diverts water.

McMillan claims that the two pieces of new equipment have permitted satisfactory operation of GM diesel engines in a temperature of minus 18° F. This, he says, is an 18° improvement over diesel cars without this equipment.

Presently, the in-line fuel heater is not available for cars built before Dec. 8, 1980. Models manufactured after this date have the heater.

The GM diesel fuel electronic system I reported on in the January Car Clinic doesn't possess the bypass (the electronic system senses the presence of excessive moisture in the tank). However, you can replace the pickup filter of the elec-

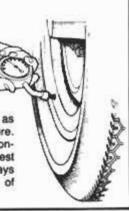
Inflation that's good for you

General Motors has good advice regarding the inflation pressure for Pmetric radial tires, now be-

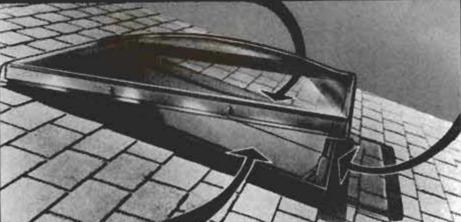
ing installed on many of its models. The advice is valid for any car equipped with P-metrics, whether the tires are original equipment or replacements.

"Some models (with P-metric tires) will specify pressures up to 35 p.s.i.," GM says. "Note that this is a cold inflation pressure. If the tires are checked when they are hot from driving, their pressure should be set at 4 p.s.i. above the recommended cold pressure. Not maintaining the proper pressure decreases fuel economy and causes tires to wear out faster."

Some cars equipped with P-metrics may have tire information decals that give two recommended pressuresone for maximum load and one as an optional pressure. GM says: "For the longest tire life and best fuel economy, always adjust to the higher of the two numbers.







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tronic system with a pickup filter that incorporates the bypass. An alternative is to replace the entire fuel sending unit with the sending unit made for 1981 models.

The SAE discussion about diesel fuel brought to mind questions Car Clinic readers have asked me about diesel-fuel blends and do-it-yourself blending for GM diesel engines. Here are some points regarding these questions:

■ According to present GM thinking, you should use No. 2 diesel fuel if the average daily temperature is above 20° F., and No. 1 diesel fuel if the average daily temperature is below 20° F. If No. 1 diesel fuel isn't available, use a blend of No. 1 and No. 2, which is considered a winterized blend. The only way to determine what is going into your fuel tank is by asking the fuel dealer.

■ Under no circumstances, says GM, should you blend home heating oil with diesel fuel in an attempt to improve cold-weather starting. It will plug up fuel-system orifices and cause poor performance.

■ This year, GM says, don't blend gasoline with diesel fuel in an attempt to improve cold-weather starting. Last year, GM said that adding gasoline in a ratio of 75 percent diesel fuel to 25 percent gasoline was okay. What changed the company position? Probably the fact that blending gasoline and diesel fuel is not safe.

Shiftless

The manual transmission of my 1980 Chevrolet Citation is hard to get into first gear—so much so that I frequently have to start the car moving in second gear. The dealer has inspected the shifting mechanism and has found it within specification.—Donald C. Dunn, Blackwood, N. J.

You're one of many GM X-body car owners experiencing shifting difficulty. Service bulletin 80-I-62 calls for inspecting the shifting forks and replacing them if they are worn. Service bulletin 80-I-37 calls for replacing the input shaft bearing to provide a loose, rather than a press fit, which causes the bearing to bind. This leads to hard shifting.

GOT A PROBLEM WITH YOUR CAR?

Just ask Mort about it. Send your question to the Car Clinic, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019. While letters cannot be answered individually, problems that are of general interest will be published in the column.

SERVICE TIPS

■ Generally, 1976 to 1981 Chrysler cars and trucks with power steering have been getting kind of messy under the hood. Power-steering fluid has been leaking from the pump reservoir cap because of splashing.

Now, however, there is a new cap available that stops the mess. It has a baffle that keeps splashing fluid inside the reservoir, where it belongs. The new cap, which you can buy from a Chrysler dealer, goes under part No. 4219036.

If only a slight dampness forms on the pump housing, you don't need the new cap. Slight dampness is a normal condition, so save your money.

■ If you own a 1974 Ford or Mercury equipped with a 400-cu.-in. engine and airconditioning, do not work under the hood with the engine running. About 253,500 of these cars have been recalled to check the flexible fan, which may fly apart and cause injury. If you are a car's first owner, you will be notified if your vehicle is involved.

If you did not purchase the car new, contact a dealer or Ford Motor Co., and give the vehicle identification number, to determine if your car is involved.

■ Don't fret—GM has announced that black carbon (soot) in the air crossover of low-mileage cars with diesel engines is normal, and won't cause any problems. Exhaust gases enter the air crossover, depositing soot, because of the way the EGR works.





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DETROIT LISTENING POST

GM for '82

Ford and Chrysler fired their biggest new-model salvos last fall—now attention shifts to GM's heavy-caliber ammunition being readied for introduction in the next several months. This includes the much-discussed J-car front-wheel-drive subcompacts, downsized A-car intermediates, F-car sporty coupes and smaller, more fuel-efficient light trucks.

As you probably know, the first wave of J-cars will replace Monza and Sunbird in May. Called Cavalier and J-2000, respectively, the Chevy and Pontiac Js will come in two-door, four-door, three-door hatch and fivedoor wagon variations. Selected Cadillac dealers will get an expensive, extra-luxury, four-door version called Cimarron. Buick and Olds dealers must wait until fall for their own Js. All are powered by a new 1.8liter (Chevy-built), four-cylinder engine. They feature unique conical, variable-rate coil springs as part of Pontiac-designed rear suspensions.

The '82 intermediate fwd A-cars (due this fall) basically are stretched X-cars with more room, added luxury and extra features in two-door and four-door sedan variations. Tentative names are Chevy Commodore and Pontiac A-6000 (replacing Malibu and LeMans), but Olds and Buick will probably keep their successful Cutlass and Century nameplates. The base engine will be Pontiac's 2.5-liter Four, while both gasoline and (Olds-built) diesel V6s will be optional. The current rear-drive A-car wagons will be retained in GM's lineup for the time being.

Performance-car lovers will be pleased by the redesigned '82 Chevy Camaro and Pontiac Firebird Fcars, which will retain their reardrive configuration. Spy photos show this handsome pair to be as sleek and sexy as ever, in downsized, lighter, more fuel-efficient form. Both feature soft, body-color bumpers with fixed, quad, rectangular headlamps on the Camaro and popup single lamps on the Firebird. The 2.5-liter Four will be standard, but V6s and even small V8s (both fuelinjected and turbocharged) will remain optional, along with (at last!) a new five-speed manual transmission. MacPherson struts will carry the front suspension, while coil springs on a solid axle will support the rear.

Finally, Chevrolet and GMC Divs. plan to introduce American-built minipickups for '82—a bit larger than the Japanese type, but considerably smaller and more fuel-thirsty than current U.S. models.

Ford shopping abroad

Afraid of future diesel emissions standards and hoping to achieve diesel-type fuel economy with stratified-charge, programmed-combustion "PROCO" gasoline engines, Ford Motor Co. has lagged in dieselengine development. But PROCO is no longer considered a viable alternative, and American buyers seem enamored of GM oil-burners and certain foreign cars. So Ford has taken its giant shopping bag abroad to buy state-of-the-art diesel technology.

First stop was to respected German carmaker BMW, which will supply high-tech, six-cylinder turbodiesels for '84-model Lincoln and Mark luxury cars. Then it was off to Japan to strike a deal with Toyo Kogyo (TK is Ford's Japanese partner and maker of Mazda cars and trucks) for small, four-cylinder diesels that may find their way into Escort/Lynx (E/L) and other fwd subcompacts by late '82. Starting this fall, TK, which already manufactures the E/L fourspeed manual transaxles, will also supply closer ratio E/L five-speed boxes.

Ford mini due in '84-'85

In response to rival GM's plans to put three-cylinder minicompacts on the U.S. market by the '84 model year, Ford is planning its own minicommuter car. It will be introduced at approximately the same time as the GM mini. Word is that the fwd Ford two-seat mini will be powered by an imported, three-cylinder engine displacing about 0.9 liters.

More Chrysler small cars

Chrysler, meanwhile, is preparing future variations of its two major fwd platforms: the L-car (Omni/ Horizon) and the all-new K-car. The former is scheduled for a major face lift for the '83 model year and possible replacement by a smaller Mitsubishi Champ/Colt-like design by middecade. Chrysler partner Mitsubishi has been asked to supply its fourcylinder engines beginning in late 1984. K-car spinoffs planned for '82 introduction include at least one sport model, a minipickup and (a

year earlier than expected) a line of larger, fancier versions to replace the current mid-size LeBaron and Diplomat.

Five-speed transmissions

One of my pet peeves, as a confirmed self-shifter, is that, to my taste, there isn't a decent manual transmission available in an Americanbuilt car. Among the hod-rod set, "three on the tree" gave way to "four on the floor" years ago. But Detroit was looking the other way when the imports started including really versatile five-speeds in virtually all of their cars a few years ago.

Ford designed a new four-speed manual for its Escort/Lynx (built by Toyo Kogyo of Japan, produces marvelous five-speeds for its own Mazda cars). But it's obviously designed for economy alonenot for fun and smoothness of operation. Ford's new Mustang/Capri "five-speed" is actually a four-speed with an overdrive gear inconveniently placed far right and back. requiring an awkward U-shaped shift from fourth. And there's no available five-speed for Chrysler's new Reliant/Aries or GM's X-cars. However, Chrysler says one is coming, and GM may purchase some from Isuzu for its upcoming J-cars.

Key Detroit gathering

Auto engineers from all over the world will meet in Detroit the week of Feb. 23 to trade ideas on the industry's technical problems and possible solutions. The occasion is the annual Society of Automotive Engineers (SAE) International Congress and Exposition. The 1981 theme is: The '80s—Decisive Decade for Global Automotive Technology. SAE says this year's Congress should be one of the largest ever held.





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APPLIANCE CLINIC

QUESTIONS ANSWERED

Meddlesome metal

I have a Maytag dryer model No. KDE406, serial No. 171117. Three or four times a year, metal objects get past the seal and short out the elements. What is the problem and what can I do!—T.E. Stockner, Winston-Salem, N.C.

Your problem could be the result of either foreign objects in the drum or a loose or missing drum seal. The drum seal is a felt strip that adheres to the circumference of the drum. It keeps the heat from escaping and protects the elements from foreign objects.

To check the felt seal, open the dryer door and bend back the rubber flap. The seal should be visible. Check various places around the flap. If the felt seal is missing in spots or totally gone, it must be replaced.

The replacement procedure is time-consuming and complex. It should be done by an authorized service technician.

A final tip: Always examine all clothes for loose change, hairpins, jewelry and the like before placing them in the dryer.

Exhaust fan doesn't

Our Nutone model No. 3093 stove hood with fan doesn't pull as well as it once did. The motor was examined by an electrical repair shop and it checked out okay. What is my problem?—Donald J. Smith, Alexandria, La.

If your motor and fan have been bench-checked, it's a pretty safe guess that the problem is in the ductwork.

Start by checking that the springloaded flap in the roof or wall cap is working. Turn on the fan and inspect it visually. Regardless of the speed of the fan, the flap must open so that air can pass through. It is common for such flaps to become "frozen" due to rust, corrosion, or a stuck spring.

In some cases, a sticking flap can be simply cleaned and lubricated; in others, it must be replaced with a compatible part from the fan's manufacturer.

If the flap is okay, remove the fan from its housing, and using a lamp with a strong beam, inspect the inside of the duct. Repeat the inspection from the other end of the duct by removing the wall or roof cap.

If there is excessive grease build-

up, remove it, using a safe cleaning solvent. Tie rags around a long pole, such as a broomstick, and work all matter loose. Under no circumstances should excessive grease buildup be permitted to remain in the ductwork. If it cannot be removed easily, replace the clogged sections.

Occasionally, ducts may be clogged by nesting insects such as bees, wasps and hornets. If your inspection reveals this problem, call in a professional to have them removed.

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Whether fan is ducted through roof or wall, clean out the ductwork regularly.

SPRING-OPERATED LOUVER

Finally, there is a remote possibility caused by the energy-conscious tightening up of homes these days. An exhaust fan must have make-up air. This means that air must be fed to and drawn through the fan constantly. Make-up air is usually supplied by ill-fitting windows and spaces around doors. If your kitchen is tightly sealed, the fan's efficiency will be greatly diminished. In this case, remove at least a ½-in. strip from the bottom edge of each interior door, or leave a door open during fan operation.

ice man cometh

I have a 6-year-old Ward's refrigerator-freezer model No. UPO 1753. Last summer, the freezer blower motor stopped running. I found ice in the bottom of the impeller housing. The heaters checked okay. Now, the blower has stopped again, Once more, I've found ice in the bottom of the housing, causing the impeller to drag. What is causing this ice buildup? —Justin G. Hengen, Omaha, Neb. Frost-free refrigerators such as yours usually have a timer motor located underneath the refrigerator that activates the heaters. Looked at head on, the setting should be at a 350° angle for the "off" position and at a 10° angle for the "on" position. Perhaps your points are worn or pitted in the motor (likely), or there's a loose connection or frayed wire (less likely).

There is a thermostat inside, under the freezer floor, near the heaters. This is a temperature-sensing type, and is not adjustable. If it is defective, it should be replaced. (Refer to the convenient wiring schematic most manufacturers glue inside the frame.)

A tricky trouble spot in many of these units is the internal drain from the upper freezer compartment. If food or packaging scraps partially block this, melt-water cannot drain out during a melt cycle. This water will refreeze, and gradually ice will build up. Check your drain hole carefully.

No frost on her punkin'

I have a 5-year-old frost-free Westinghouse, Model RT 145R. Recently, food began to defrost in the freezer, and the refrigerator began to get warmer. The serviceman said to let the unit defrost completely and it would be okay. I did this and it seemed to work. But he said I should also put in another heater. Why did this happen? Should I put in another heater?—Mariane Deptula, Bensalem, Pa.

Since the unit is 5 years old and apparently has operated well previously, we see no reason to put in another heater. Again, we think you can take a cue from Mr. Hengen's problem above: Check the internal drain for food particles or other material that may be blocking it. A good maintenance tip to get the most out of your cooling coils is to vacuum them clean. This is a most important and frequently neglected operating hint. The job can be messy and tedious, but attention to it will pay off.

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 discussed in this column.

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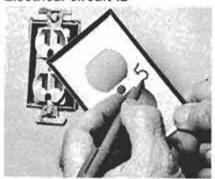
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-Walter E. Burton

HINTS FROM READERS

Electrical-circuit ID



To identify electrical circuits in your home, number the inside of each outlet cover plate with a felttip marker to correspond with its circuit number on the control box. circuit breaker or fuse cabinet.

—Leslie J. Nutting

Holder for auto parts

A sardine can with two magnets glued to one side is a handy smallparts holder for under-the-hood car work. Attach can to the engine and drop in nuts, washers and other small items to keep them in sight.

-Lane Olinahouse

Cleaning paint off hands

You can clean your hands more quickly after you've completed painting jobs around the house if you rub your hands with a small amount of cooking oil before washing them off with soap and water.-Robert Slade

Protective labels



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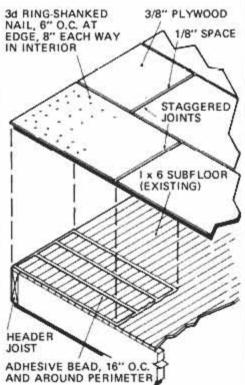
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HOMEOWNERS' CLINIC OLIESTIONS ANSWERED

Screeching floor

My redwood 1×6-in, floor (not tongue-and-groove) started screeching about four years after it was installed. It's covered with a heavy pad and wall-to-wall carpeting. The boards are fastened with 8d common nails to 2×12s, 8 in. on center. How can I stop this screeching? Will powdered resin or graphite help me out?—Emmet R. Winapey, Eatontown, N.J.

Emmet, an occasional whisper or small talk I could live with, but screeching—no way. Your carpet and pad are really over a subfloor of



Install %-in. plywood over an existing subfloor to stop bothersome floor creaks.

one-bys without underlayment. This is a builder's shortcut. If he had used %-in. plywood with that joist spacing, he would have done a better job. To uncover the source of the screeching, check the following two possibilities:

- Determine whether the nails are tight. If they're loose, walking on them will sound just like removing nails from hardwood with a claw hammer.
- The boards may be rubbing against each other. It took four years for your boards to shrink just enough to allow movement, whether through rubbing against themselves, or through individual action on the loose nails.

Make certain that your nails are galvanized and not cement-coated. The latter coating has been known to disappear over a period of time, leaving the nail in a larger hole. You'll have to renail the floor if it is attached with cement nails or nails that are loose.

If the nails aren't loose, the only certain way that I know to stop the noise is to install an underlayment of 3/4-in. plywood over your flooring. as shown in the sketch. The adhesive costs about \$5 per tube; it should meet APA (American Plywood Assn.) Spec AFC-01. Goodrich PL400 and 3M Scotch Grip Wood Adhesive 5230 are two such adhesives. Place a bead around the perimeter of each piece and at 16 in. on center lengthwise. Nail with 3d ringed-shank nails at 6 in. on the edges and 8 in. each way on the interior of the panel. The APA recommends 1/4-in. spacing between panels at the edges and ends to allow for any swelling due to humidity changes.

Sparking electrical outlets

Every wall switch in my new home produces an internal spark when the switch is turned on. Sparks also result when I unplug appliances. What's my problem?—R.G. Kelley, Aurora, Colo.

I checked your plight with both an electrical engineer and the engineering department of Leviton, a large manufacturer of wiring devices. Both agree that you have a problem that should not go unattended. Since your house is new, try contacting the builder. If you cannot get satisfaction there, Leviton suggests sending one or two of the switches back to the manufacturer (not Leviton, by the way). If checking for loose terminals isn't your cup of tea, by all means, consult a licensed electrician.

Gasping for air

I would like to solve a problem before next summer arrives. Last summer, on hot days, the temperature inside my house reached 95° or even 100° F.

Do you have a home maintenance or repair problem? Send it to Homeowners' Clinic. Popular Mechanics. 224 West 57th St., New York, N.Y. 10019. Letters cannot be answered individually, but problems of wide interest will be discussed in this column. For more home repair and maintenance help, get PM's Home Care Guide, \$4.95 postpaid. Send order(s) to PM, Dept. HCG, Box 1014, New York, N.Y. 10019.

It took a considerably long time to cool down each night. My attic is fairly well insulated with cellulose. Could it be that I don't have proper attic ventilation? If not, how would I ventilate it? Should I close the vents in the winter?—Clayton Thompson, South Omaha, Neb.

A "fairly well" insulated ceiling may not be enough. A minimum of 6 in. is required nowadays. Ventilation is also important. Prolonged exposure of insulation to heat of over 100° F. allows the insulation to hold some of the superheated air, which, in time, can warm the ceiling below. By the time the cooler evening air can take effect, the sun is up and another day has begun.

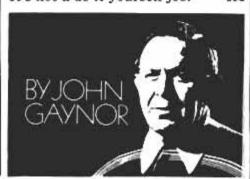
Soffit and gable-end vents, along with power-driven roof fans, are all methods that can be used to help cool your attic. The fans are usually set to activate themselves at 115° F. and shut off at 95° F. If you have soffit vents, check to make certain that they're not clogged with insulation. A "through" flow of air is best.

A minimum requirement for ventilation is 1/150 of the ceiling area. For example, a 20×30-ft. ceiling area of 600 sq. ft. × 1/150 = 4 sq. ft. of ventilation required for adequate performance.

Do not close the vents in the winter. However, if you have water pipes in the attic, insulate them well against freezing.

More on roofing products

In "Reroofing Products" (Homeowners' Clinic, page 52, July '80), we mentioned a membrane roofing product, called Plyroof, in answer to a leaky-roof problem. The manufacturer of Plyroof products is Plymouth Rubber Co. Inc., 104 Revere St., Canton, Mass. 02021. The makers sell and warrant the system to approved applicators, or to those willing to pay for the services of a technical person from the company. It's not a do-it-yourself job.



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Only you know how good your tools have to be. When it comes to woodworking machinery, they should be better than you are—even if you're already an accomplished craftsman. Therefore, you owe it to yourself to learn more about our Swiss-made line of INCA stationary power tools which we sell throughout these 50 states.

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If fact, every one of our INCA saws, jointers, planers and shapers are built to quality standards which are becoming increasingly hard to find in this country. That's because they're made with the same pride of workmanship as the Swiss put into their watches.

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Another beginner—a lawyer from the midwest, sold a mail order item to fishermen. Specialty Salesman magazine reveals, "he made \$70,000 in the first three months!"

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Like the Vermont dealer who ran one ad in Sports Afield magazine. His ad pulled 22,000 orders over A HALF MILLION DOLLARS IN CASH!

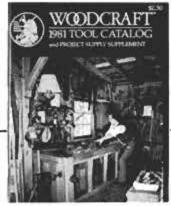
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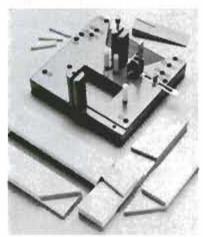
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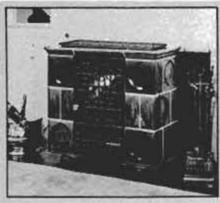
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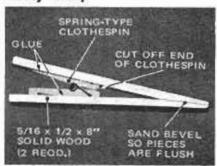


Holder for spray extender



Use part of a drinking straw as a holder for a spray extender to keep it with the spray can. Flatten or staple one end of the straw closed and tape it to the side of the can .- Dan Leverty

Utility clamp



Make a useful clamp from a spring-type clothespin glued to two wood scraps.



Use clamp as a pickup tool or to hold parts together when building models.

Make this clamping and pickup tool from a spring-type clothespin and wood extenders. Use a pin that tapers at the nose. Cut off the nose for more taper; assemble with glue.-R.R. Busch

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THE PM GARAGE CAPSULE REPORTS ON NEW AUTO PRODUCT

Rear-view mirror kit

The glue that holds rear-view mirrors to the windshield is pretty strong stuff, but for some reason the mirrors come unglued all too often. If you want a permanent solution that lets you attach and use the mirror immediately, consider this special repair kit.

It has an oversize replacement bracket, so there's more adhesion surface on the windshield. You place the bracket up against the windshield and draw a circle where it will go. Then apply a film promoter, which improves holding power to the glass of the adhesive on the back of the bracket. After applying the promoter, peel off the plastic back-



New adhesive kit enables you to attach rear-view mirror to windshield instantly.

ing from the bracket to expose the adhesive.

Just press it into place on the marked circle, attach the mirror to it, and you're ready to go. The mirror will hold in place immediately.

Price is \$4.95 from Thexton Manufacturing Co., 7685 Parklawn Ave., Minneapolis, Minn. 55435.—Paul Weissler

Cars and stripes forever

Pinstriping is an art I've long admired, but just now mastered. I'd seen ads for the Beugler Striper for



Professional-looking results are possible with Beugler's pinstriping roller kit.

25 years. When I finally watched it demonstrated, I was so taken by the striper's ease of use, its versatility, and its quality of construction that I had to buy one.

The deluxe striping set comes with a chrome-plated paint reservoir, three striping wheels of different widths, three guides and complete instructions.

Striping with the Beugler takes about 20 minutes of practice. I used a water-based latex paint to practice laying a straight, smooth stripe on a piece of glass. For actual striping, it's best to use a good lettering enamel.

Send for Beugler's catalog/order form from Beugler Stripers Inc., Box 29068, Los Angeles, Calif. 90029.—M.L.

Charging-system tester

We've seen charging-system testers before, but nothing as easy to use as this one.

It simply plugs into your cigaret lighter and allows you to test for battery cranking load, alternator output and regulator condition.

A three-position switch on the tester allows you to switch from one



Check battery voltage and alternator output from dash with charging system tester.

function to another. It is available for \$39.95 from Milton Industries Inc., 4500 West Cortland St., Chicago, Ill. 60639.—T.A.

Emergency fan belt

What happens if a fan belt lets go in the middle of nowhere and you're not carrying a spare?

If you had been fortunate enough to have this neat gadget called the Rescue Ring, you'd cinch it up in place of the belt and be on your way.

The belt is made to be used with | Weissler



Emergency fan belt you cut to fit snaps together with unique locking system.

cars with 3-liter engines or smaller, so you won't be able to use it on a big V8. The only tool that accompanies the Ring is a safety blade for cutting it to the appropriate length.

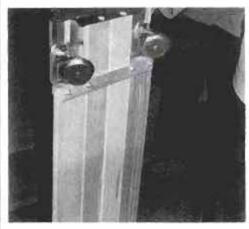
It costs \$5.98 from Base Products Co., 9099 Westheimer, Suite 107, Houston, Tex. 77063.—T.A.

High-class creeper

Would you consider spending \$35 for a creeper?

Sure, you can get one for \$10 to \$20, but this one probably is the best anywhere.

It is made with %-inch solid hardwood boards (no plywood) and is available in a 42-inch length for over-six-footers, along with the standard 36-inch length. A steel frame at the corners allows recessing of the steel casters, so the creep-



Heavy-duty creeper has very low ground clearance and uses high-grade hardware.

er really hugs the floor.

Called the Geiger creeper, it was introduced more than 40 years ago, but has been out of production for about five years. Cal-Van Tools, 1500 Walter Ave., Fremont, Ohio 43420, bought the rights to it and put it back on the market, selling it through auto parts stores.—Paul Weissler

Cheer up, things could get worse.

The cost of fuel, for instance. It may double in the next ten years.*

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Owens-Corning Fiberglas® insulation in your attic. Pink Owens-Corning

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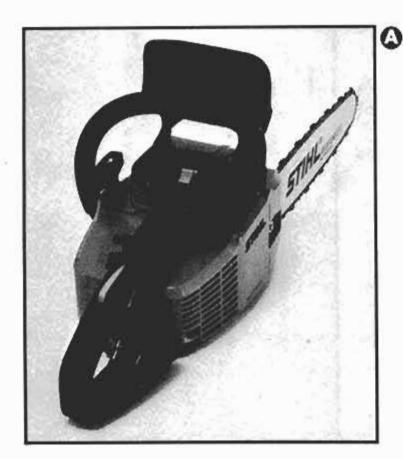
Insulate your attic, walls exposed to heat and cold, and floors over unheated garages and crawl spaces. The way things are, it could be more expensive not to.

Savings vary. Find out why in the sellers fact sheet on R-values. Higher R-values mean

greater insulating power.

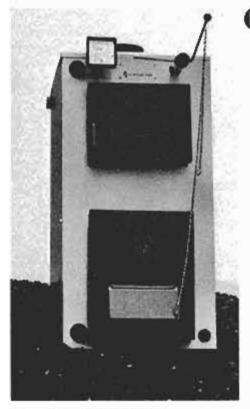


NEW NOW for home and shop









A Although the compact 101AV Stihl chain saw weighs less than 10 pounds, it packs the power of 2.3-cu.-in. displacement. The saw is said to be the quietest gasoline-powered model available in the world, with an adjusted decibel level of 98 at 8500 rpm (normal level is 115 dB). This low noise level is accomplished by a fancooled internal muffling system and a diaphragm valve between the carburetor and crankcase. It's made by Stihl Inc., 536 Viking Dr., Virginia Eeach, Va. 23452, and costs about \$185., depending on area.

C This two-handle, Victorian-style bath fitting is designed to give the elegance of vitreous china at an affordable price. The faucet spout, escutcheon and level handles are vitreous china with polished chrome trim. The faucet carries the maker's free cartridge-replacement warranty for 1000 months, if leaks or drips develop. Its price is \$110. Other Victorian bath fittings are also available from Bradley Corp., Menomonee Falls, Wis. 53051.

B The Model 795 shoe polisher features a 30-in.-high, chrome-plated handle with a built-in starter button, so you don't have to stoop to turn on the machine. It has two polishing bonnets which are made of wool and polyester blend. A 6-ft.-long coil cord stays neatly in place when it's not extended to full length. The polisher has a 115-volt a.c. motor.

It's available for \$85. The manufacturer is Dremel, a division of Emerson Electric Co., 4915 21st St., Box 518, Racine, Wis. 53406.

D Use the TARM 202 coal-burning boiler either as a central heating system or in conjunction with an existing oil- or gas-fired system. Maximum output on coal alone is 80,000 B.T.U. per hour. The firebox holds enough coal for over 14 hours of burning at full output, or 24 hours at lower output. A horizontal water-tube heat exchanger is designed for fast warm-up. The boiler, which costs \$1100, is manufactured by Tekton Corp., Conway, Mass. 01341.



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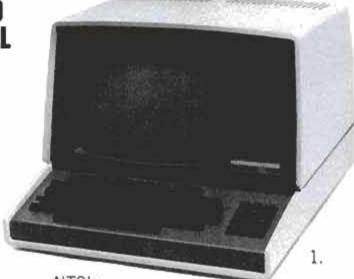
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for you to learn BASIC high level language programming and assembly language programming.

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The NTS/Rockwell AIM 65 Microcomputer (#2) is included in our Microprocessor Technology Course. It's a single board unit featuring an on-board 20 column alphanumeric printer with 20 character display. This 6502-based unit also has 4K RAM memory, expandable, 8K monitor ROM and 8K advanced BASIC interpreter on ROM.

And in NTS's Master Course in Electronics and Industrial Technology, you'll work with the NTS/KIM-1 Microcomputer (#3). This unit features a 6 digit LED display with an on-board 24 key hexadecimal calculator-type keyboard. It's a 6502-based microcomputer with 1K of RAM memory, expandable.

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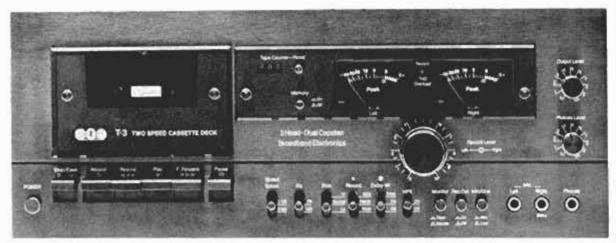
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Cassette decks: New ways to sound good

These two new cassette decks offer surprising versatility. B.I.C.'s deck uses two speeds to challenge metal tape; Teac's can record and mix two separate sources into one harmony.

by Art Zuckerman





You can record on the right track while listening to the left with a Teac Model 124 Syncaset cassette deck (top). Other features include blending of monophonic microphone recording with stereo line source. A two-speed deck such as B.I.C.'s T-3 (left) helps you get the most out of tapes. This model features three heads along with dual capstans to control the two available speeds.

pramatic improvements in sound quality and in freedom from noise have helped make cassette tape recorders the odds-on favorites in home music systems over the past decade. But for years the cassette format has been limited to a single speed, 19 inches per second (i.p.s.).

Stereo units were also limited to recording either stereophonically on a pair of adjacent tracks, or monophonically across the width of the same pair of tracks. These tracks could not be used separately.

The purpose of these restrictions was to satisfy the requirement of Philips of the Netherlands (patent holder on the cassette format) that all recorders made under its license be compatible with one another. Every cassette machine was supposed to be able to play a tape made on any other cassette recorder. A stereo tape even had to be able to function on a mono machine.

Fast-speed innovation

Then along came B.I.C., a company noted for its turntables and

speaker systems, with a new idea. It entered the home tape-recording field with a cassette machine that operates at 33 i.p.s. as well as 19

Apparently, B.I.C. feels the 19 i.p.s. option takes care of the compatibility problem. The value of the higher speed is precisely the same as it is in an open-reel tape deck. It extends frequency response, or accurately reproduced tonal range. At this speed, it becomes possible, with a conventional ferric-oxide tape, to get performance that normally requires more expensive chrome tape or one of the new, much costlier metal tapes—not to mention a deck that can play metal tapes.

The saving can be an illusion, though, because the higher operating speed cuts recording time in half.

More important is what doubling the tape speed does for dynamic range, the spread between the softest and loudest sounds you can record without distorting them. This is particularly important in recording a live musical performance with microphones. The dynamic range of a rock or pop combo, or even a chamber-music group, stretches far beyond the capabilities of a conventional cassette recorder. But the higher the tape speed, the broader the dynamic range that can be captured.

There is still another advantage to an extra tape speed. It can provide you with a key to making creative productions—special effects for theatrical work or whatever—that normally are reserved for openreel machines. For example, you can make an electric mixer sound like an outboard engine by recording it at 33 i.p.s. and playing it back at 19 i.p.s.

B.I.C. now has a complete line of dual-speed cassette decks, including three-head, dual-capstan models such as the T-3 and a model that uses metal tapes. Other manufacturers liked the idea enough to adopt it, notably Fisher. Nakamichi, which had created a cassette deck

(Please turn to page 80)



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Just a push on the "simulsync" button (right) and you record on one track while monitoring the other. First the left track is recorded while in stereo mode: then rewind the tape for simul-sync recording. This time through the tape, the left meter is off and the left-channel head remains in play mode, so that you can hear the left channel and synchronize it with what you're recording on the right channel.





We tested the B.I.C. T-3 in our own lab and, using some very advanced equipment, proved to ourselves the manufacturer's claim that its two-speed capability increases dynamic range. The deck (left) recorded on chrome tape, at its second speed, with resuits that equaled or surpassed metal-tape recording on other machines. When metal tape was combined with its high speed, results were among the best we have heard.

that provided 3% i.p.s. for studio recording, went the other way in its consumer line and now offers a deck with a second tape speed of 15/14 i.p.s. for home use. And Superscope has added the 15/16 i.p.s. speed to some of its battery-powered portable record-

So now you can have your choice of higher recording quality or lower tape cost and still enjoy the convenience of cassettes.

Sound on sound

Another advantage of open-reel decks has been synchronous recording. This is the ability to record one track alone and then play it back while recording a second track, then perhaps, if desired, a third and a fourth.

In the days when the open-reel format was king, this was possible on most inexpensive recorders that had dual-purpose record/playback heads. That was because the heads for the left and right tracks were parallel to each other. Such twohead, open-reel machines are a rarity today.

Synchronous recording can't be done on conventional, three-head machines because the record heads come before the playback heads. If you record one track on such a machine to match a recording being played back on another track and then try to play them back together. the result is that they will be out of

But today's four-track, open-reel

STEREO RECORDING CASSETTE OR PLAYBACK TAPE RIGHT CHANNEL LEFT CHANNEL SIMUL-SYNC RECORDING RIGHT CHANNEL LEFT CHANNEL (ALREADY RECORDED ONE TRACK) RIGHT CHANNEL LEFT CHANNEL LAYBACK AMPLIFIER RECORD TO THE RIGHT CHANNEL RECORD WHILE AMPLIFIER MONITORING CHANNEL

The usual method of stereo recording is to record both tracks at once. A simul-sync system lets you first record the left track. You then monitor the left while making a recording of the right track.

recorders are built for synchronous recording. A switch on such machines converts record heads to the playback function. This provides the needed sync with the record heads used to lay down the new, add-on, tracks. The result is that tracks recorded separately can blend into perfect harmony.

Until recently, this kind of recording was found only in the field of special educational applications. A case in point is the Sony line of Learning Lab Cassette-Corders. These are designed so that the two adjacent tracks can be recorded independently of one another and then played back together. That way, a teacher can record a passage on one track for the student to listen to and then repeat on the other track. This technique is used in foreign-language instruction and to improve English diction.

But the cassette format offered nothing approaching this kind of recording for home use until Teac brought out its Model 125 Syncaset deck. With this machine, the two stereo tracks can be recorded separate-

Actually, the left track is recorded with the deck set in the stereo mode. Then the tape is rewound and the the selferment productive reliable simul-sync button is pushed in. With the deck set for RECORD this time, the left recording meter stays off, and the left-channel head remains in PLAY mode. All you have to do, then, is listen to the left track with headphones while recording on the right track, and you wind up with a duet with yourself.

The Syncaset does a couple of other tricks. One is a cross-feed arrangement. It literally feeds a small part of the left channel into the right channel, and vice versa, while recording. This permits you to set up your microphones to get the best possible coverage of the performers without worrying about excessive separation of the two channels. Pressing the CROSS-FEED button assures a more natural balance in the final recording.



This deck from Fisher (CR4016) provides two-speed and full-frequency recording.

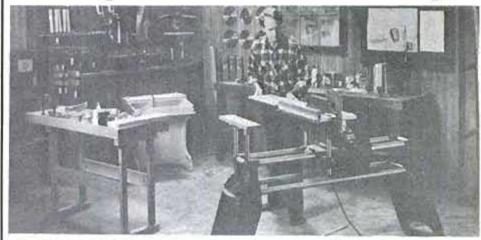


This battery-powered Sony ER-96 allows independent track recording on cassettes.

Although the Syncaset lacks conventional mic/line mixing facilities, a special feature permits you to blend in one microphone with material being recorded in stereo from a phonograph record, tape or other line source. The microphone is plugged into the left-channel input, and the input buttons are set for LINE.

A MIC BLEND knob is then turned while the deck is in RECORD mode to balance the microphone with the line inputs. The microphone feeds into both channels in equal strength if the two recording-level controls are set at dead center. Boosting the left channel or dropping the right channel will make the mic input move to the left. A right-channel boost or left-channel cut moves the mic signal to the right.

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and other beautiful wood projects.

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PM INSTALLS A SUPERANTENNA

(Continued from page 28)

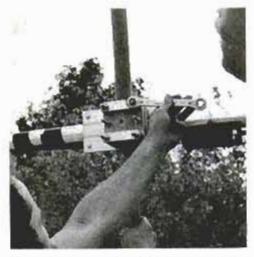
was curing, we started to build the antenna.

The TH5-DX antenna was packed in a slim, six-foot, rectangular box. Inside the box was a mountain of aluminum tubes, swaged at their ends to fit together like partially telescoping rods. The fit-together tubes would be held in place by clamps that could be tightened over an outer pipe's swaged portion to hold the inner pipe firmly in place.

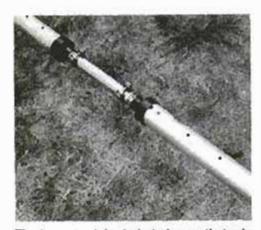
First we assembled the 18-foot-



House bracket is lag-bolted to rafters in the roof and located close to the tower.



Mast clamp must be tight to prevent the antenna from moving in the rotator clamp.



The traps contain drain holes so that rain will run out. Keep them pointed downward.



Two helpers positioned antenna mast, but three men would have made the job easier.

long boom. It went together so quickly that we wondered how we would pass the time until the concrete set. I need not have worried.

Every subassembly following the boom requires critical measurements of distance. These must be accurate to within a half inch. An antenna is more than just an assembly of tubes—it is a sophisticated electronic design.

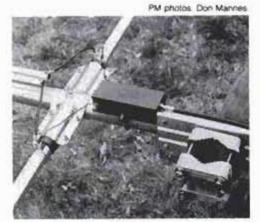
The front and back elements (director and reflector) are the longest and most critical parts of the antenna. Each has four "traps," which are cylindrically encased coils of wire that tune the elements to the different ham frequencies. My measuring tape got as much of a workout as my wrench.

In the course of two days, the tubes finally became an antenna. With the boom supported on two picnic benches, the tips of the elements reached from our porch deck to our property fence. The only way to walk across the yard was to jump over each element in turn. But I knew that once it was 50 feet in the air, it would be less of an obstacle.

The tower party

By now, three days after beginning the project, the concrete was ready. We assembled the rotator and mounted it on top of the tower. (The Alliance rotator's mounting plate perfectly matched the Hygain tower.) We connected the rotor cable to the rotator and we attached the feedline to the antenna while everything was still on the ground.

Recruiting six or eight helpers from my pool of curious and willing neighbors proved to be no problem. Two other hams also dropped by.



Beta Match, where coax feedline attaches, must be carefully positioned by builder.

The manual suggested that we should first attach the tower to the concrete base and base plate with two out of three bolts. The missing bolt allows the tower to hinge on the base. Then, with the loosely hinged tower supported off the ground on a sawhorse, we were supposed to attach the beam to the rotator on top of the tower. Finally, everyone would push the entire assemblage to a vertical position and drop in the last bolt.

But it was not that easy because of power lines that were in the way. We had to raise the tower without the antenna attached. Then the people on the ground passed the antenna up to the two volunteers on the low roof. In retrospect, it would have been safer to have more helpers on the roof.

The tower and beam were up—but still lowered to a rooftop level. Now the tower had to be bracketed to the house. Unfortunately, the Hygain bracket did not line up with the

(Please turn to page 84)

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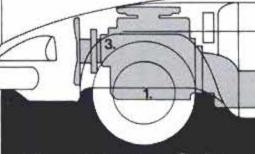
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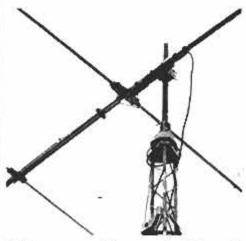
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Rush free facts that tell how I can train at home in spare time to be an electrician.

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PM INSTALLS A SUPERANTENNA

(Continued from page 82)



Cables go around tower so that there will be slack to allow for antenna rotation.

rafters on my house. So I went to a radio parts store (quickly) and bought a Rohn Universal Tower Bracket. We lag-bolted the bracket into the rafters to help support the tower against the house.

We cranked the tower up to its full 50-foot extension-the huge antenna suddenly seemed small to all of us on the ground. Cranking was easy, thanks to an ingeniously designed winch that can also be reversed without having to unlock the gears manually.



Control box indoors rotates the antenna so that it points in the direction of signal.

I went into the ham shack and attached the other ends of the cables that had been routed from the tower through the attic to my second-floor ham "shack." I moved the bar on the rotator's control box to point the antenna East. The sounds of cheering and beer can flip-tops popping told me that the antenna was rotating successfully.

Loud and clear

The night we spent meeting African ham operators was typical of the system's superlative operation. In less than three months, we talked with hams in France, Yugoslavia, Greece, Russia, Italy-almost a hundred different countries.

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NASA TESTED IT

According to NASA documents, "The device has been tested at Marshall Center on over 40 types of motors, with power savings ranging up to 60%, depending on the loading. The motors tested were both single-phase and three-phase, ranging from ½ H.P. to 5 H.P. Most motors will show up to 40-50% savings when running lightly loaded or unloaded, and some will show 5-to-7% savings at rated load."

NASA's Technical Support Package showed that "The Power Factor Controller applies to induction type electric motors—the most commonly used type in all major home appliances and the most commonly used in industry." Such as those in refrigerators, freezers, washing machines, dishwashers, trash compactors table saws, drill presses, electric typewriters, gas dryers (without electric ignitors), fans, grinders, food processing machines, lathes and various types of pumps (e.g., heat, sump, swimming pool).

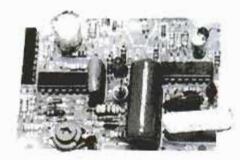
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Popular Electronics explained it this way: "AC induction motors characteris-

tically run at a nearly constant speed that's fixed by power-line frequency and independent of load and supply voltage. When heavily loaded, the motor draws line current that is nearly in phase with the applied voltage....Under light load conditions, the motor develops less torque by allowing more lag between the voltage and the current. This reduces the power factor while leaving the current essentially the same in magnitude." (The wasted power is given off as heat.)

"To minimize this waste, Nola's device monitors the motor's power factor, and when it detects light load conditions, it reduces the supply voltage....The current, now more nearly in phase with the voltage, therefore does as much useful work as before, but it and the voltage are smaller, resulting in a net savings of electric power."

Besides saving power, the Watt Saver also allows motors to run cooler—which lengthens their life—and quieter.



Inside the Watt Saver: electronic components work automatically, microsecond by microsecond, to make sure an electric motor receives no more voltage than what's needed to handle the load at any given instant...to save you money!

IT'S SIMPLE TO USE

The Watt Saver—made in the U.S. under license from NASA—is housed in a sturdy metal case just 5¼"W x 3"H x 2"D) with an electrical outlet and a 2-foot cord. Simply plug the cord of your appliance into the Watt Saver, then plug the Watt Saver's cord into any electrical outlet. You can move the Watt Saver to various locations as needed or, better yet, get two or more.

(For air conditioners, order the wired-in model and if you are electrically inclined no electrician is necessary to connect it.)

Whenever the appliance is used, the Watt Saver goes to work instantly. There are no buttons to push, no gauges to watch. The Watt Saver works automat-

ically, to reduce the amount of electric power used and (therefore) to reduce your electric bills—without reducing the efficiency of your appliances!

LOW COST-AND A TAX CREDIT

Although we're the only company in the world offering the Watt Saver, the cost is modest—only \$39.95 for the 110V, 15-amp model that handles motors up to and including 1 H.P. Want two? They're just \$37.95 each. Or splurge and get three at \$34.95 each. Specify plug-in or wired-in models.

We also offer a 220V, 15-amp model for motors up to and including 2½ H.P. The price is \$49.95 for one; \$47.95 each for two or more. Specify plug-in or wired-in. No matter which model you order or how many units you order, the postage/handling charge is just \$2.50 per order.

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Try the Watt Saver for as long as 60 days. If not completely satisfied, return it (insured) for a full refund.

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NEW NOW BOATING

(Continued from page 48)



Bilge switch can lean

Designed to tilt up to 35° from level, the AFS 2000 Attwood Automatic Float switch can mount deep in the angled bilge of a deep-V hull and operate any size bilge pump as needed. The \$22 waterproofed unit has a closed-cell polyurethane-foam float that won't waterlog. No leveling pads or internal flexing wires are required for the sturdy unit.

Emergency flash floats



For the new boat-equipment requirements for emergency signals, the \$110 Signa-Flash electronic flashing beacon from Signa Flash Florida. Sarasota, will flash an SOS for 36 hours automatically.



Portable flasher power

Permanent-mount flashing depth and fish finders can now be swapped from boat to boat with the new power pack for gimbal-mount units from Lowrance, Tulsa, Okla.

Opening the former of the labor

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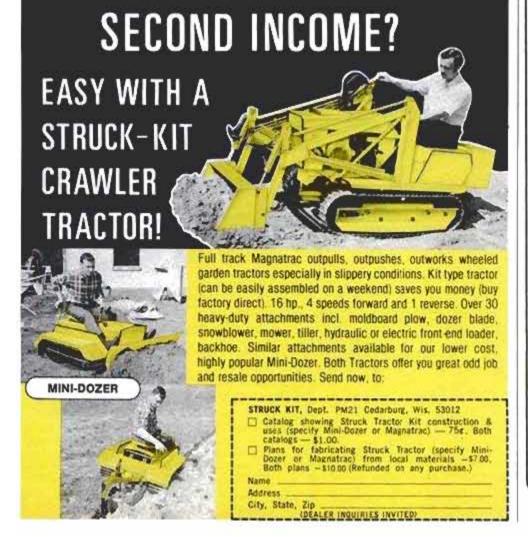
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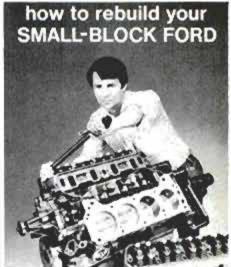
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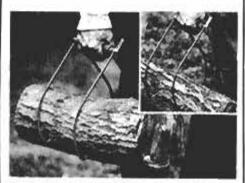
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Firewood carrying hook

Anyone who has lugged firewood from cutting site to truck, or from truck to woodpile, knows that loading up is often awkward and time-consuming. The log carrier shown here makes the process much easier, since it can snatch logs off the ground quickly. To get maximum



Drop Woodhook over a log to engage hooks (inset) and lift for easy carrying.

benefit from this device, you should order two—one for each hand—to balance the weight. Woodhooks, as they are called, cost \$7.95 each postpaid.

You can get them from Budget Sales, 154 East Center St., Shelley, Idaho 83274.—Joseph R. Provey

New staple remover

This new tool, called Sta-Pul, makes quick work of removing staples, no matter how stubborn they are. Slide one point of the tool under a staple, turn your wrist so the tool's working end is parallel with the stapled surface and lift out the crimped staple with ease.

The Sta-Pul comes in handy on reupholstering and rescreening jobs



Simply slide a Sta-Pul point under a staple, turn your wrist and remove the staple.

and when opening cartons. You can order it by sending \$14.95 to Holmes Marketing, Dept. PMM, Box 1254, Lubbock, Tex. 79408.

-Rosario Capotosto

Buying guide on home heating

An eight-page buying guide on home heating, The Money-Saving Guide to Buying a New Boiler, is available free.

You can get it from any Weil-McLain heating contractor or by writing to: Weil-McLain, Energy Efficiency Institute, Blaine St., Michigan City, Ind. 46360.—H.W.

Calling Sears miter saws

If you purchased a Sears motorized miter saw between July 1978 and June 1980, you may have a tool that is subject to safety problems under certain conditions.

The trouble arises when the saw is used with a carbide-tipped blade. These blades are thicker than conventional blades and the thickness makes it difficult to secure the blade properly. The possible result: The blade may come off the saw, causing injury to the user.

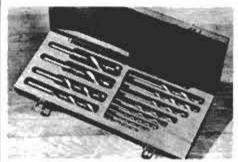
If you own a Craftsman miter saw, check the model number located on the motor end. Models No. 315.23730 and 315.23731 are the tools in question.

If you own either one, don't use it with a carbide-tipped blade. Contact your local Sears store or call the toll-free number, 800-845-4781, to make arrangements for a correction kit.

-H.W.

Brad-point drill set

Here is an excellent set of precision drill bits for workshoppers who won't settle for anything but a craftsmanlike look. The MH-20 set contains 12 high-carbon, tool-steel bits from 1/8 to 1 in. in diameter. They're packed in a handsome ma-



turn your wrist and remove the staple. The 12 bits range from 1/2- to 1-in. dia.



Brad point on the new bit prevents drift.

hogany box, which protects cutting edges during storage. The bits are designed with a brad point, which eliminates any chance of bit drift as the tool enters the workpiece. Extended spurs score a perfect circle every time.

It's priced at \$78 postpaid from Morris Tool Co., Dept. PM 281, Highway 11-E, Box 249, Morristown, Tenn. 37814.—H.W.

Circle scriber

You can scribe circles accurately from 4-in. diameter to as large as a tape measure will allow with this circle scriber. It consists of two plastic parts: the main body, which is attached over the rule's locking button, and the pencil holder that fits over the blade tip.

Although the maker claims the scriber fits most tapes, it seems ideally suited to the Stanley Powerlock case with %-in.-wide blade. To use it, simply insert a pencil or ball-point pen in the holder, pull tape to desired measurement and scribe



Attach body with self-tapping screws in prebored holes (inset). Scribing is easy.

clockwise, while pressing down on the pivot. It's \$7.48 postpaid from Circle R Corp., 17815 Valley Vista Blvd., Encino, Calif. 91316.

-Rosario Capotosto

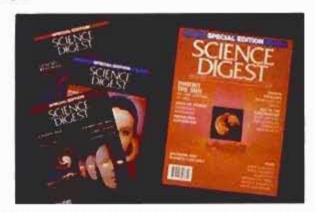
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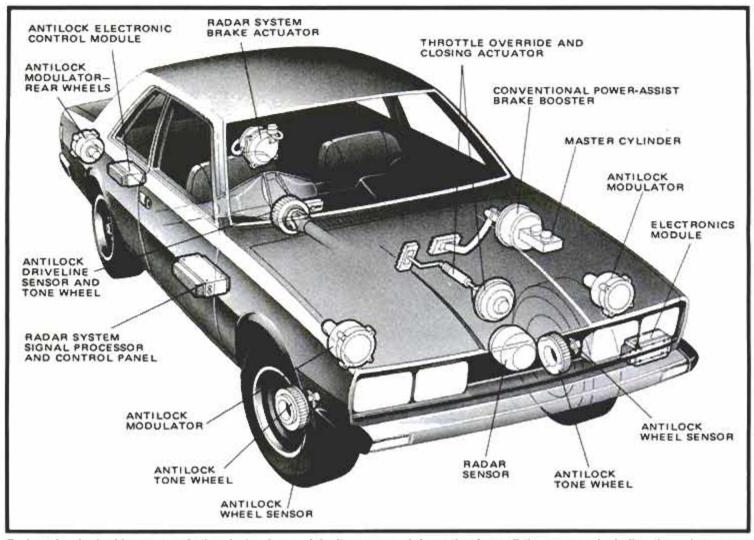
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SCIENCE DIGEST



Brains of radar braking system is the electronics module. It processes information from all the sensors, including the radar sensor.

How we'll avoid close encounters: Automatic radar braking

by Mort Schultz

The 1977 Ford Granada sped down the highway toward the barricade.

"Hit it," I was ordered. "Don't maneuver. Keep your foot on the accelerator; don't use the brakes."

Hit it? This guy had to be kidding. But orders were orders, so I kept the speedometer at 65 as I passed the 500-feet-from-target mark—400... 300...250. A light on the control panel began flashing and a beeping sound from inside the glove box warned of an imminent collision.

"Keep going," my instructor ordered.

Two hundred feet from target— 175 . . . 125 . . . 100. And at that moment, the strangest thing I've experienced in 35 years of driving occurred: The control of the vehicle was taken away from me.

The engine suddenly decelerated to idle, and the brakes applied themselves, forcing my chest and stomach against the belt restraints. The car stopped a few feet from the barricade.

In reality, the "highway" was a half-mile test track at Fort Myer in Washington, D.C. The barricade was a 3½-foot-high wooden stand that would have been shattered if struck by the Granada. But if the obstacle had been a car or a concrete barrier, this collision-avoidance radar braking system would have saved my life.

"This system will activate itself and stop a car when the driver fails to do the job," Dr. Yung-Kuang Wu of the National Highway Traffic Safety Administration (NHTSA) explained. Dr. Wu was my instructor in radar braking, which was made for NHTSA by Bendix Corp.

What Dr. Wu means is that radar brakes can prevent accidents in cases where drivers don't apply the brakes soon enough. "Failure-toapply-the-brakes-in-time" accidents usually occur in fog, or when drivers are sleepy, inattentive, intoxicated or ill.

It can save lives

In 1979, there were 16,552 singlecar accidents, resulting in 18,231 vehicle-occupant and pedestrian deaths. Dr. Keith Brewer, chief of the NHTSA automotive systems branch, estimates that 6000 to 7000 of these fatalities (33 to 38 percent) might have been prevented if the cars had been equipped with radar braking systems and four-wheel, antilocking brakes.

His estimate coincides with that of the Institute for Research in Public Safety at Indiana University at Bloomington. The Institute studied 215 accidents on a case-by-case basis. Researchers concluded that with a full-time radar braking system, coupled with four-wheel, antilocking brakes, 39 of the accidents (18 percent) could definitely have

(Please turn to page 99)

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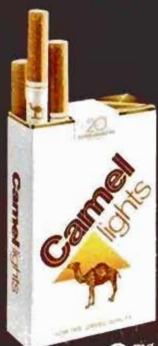


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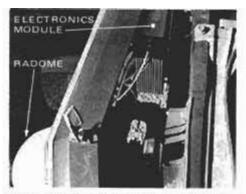
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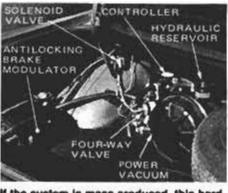
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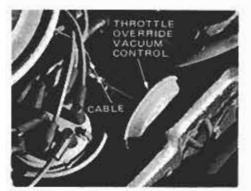
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The radome (radar dome) is mounted externally on the car in this prototype model.



if the system is mass-produced, this hardware will not take up room in the trunk.



Throttle override control automatically decelerates the engine to idling speed.



Speed sensor is an optical device which "reads" the segmented disc on driveshaft.

AUTOMATIC RADAR BRAKING

(Continued from page 96)

been avoided. Furthermore, up to 90 of the 215 accidents (41.9 percent) might have been prevented.

The NHTSA study of radar braking began in 1972 and it will continue. Despite the existence of a seemingly workable system, there are problems. For instance, the system is sensitive to heavy rain. It perceives raindrops as targets and triggers the brakes. Furthermore, NHTSA wants to study other types of radar braking units that exist or are under development.

Cost is also a factor that prevents the NHTSA from recommending a government standard which would require cars to have radar brakes. Dr. Wu estimates that a radar braking system, coupled to a four-wheel, antilocking system, would add about \$1000 to the cost of a car.

Antilock brakes are the key

Automotive Information Council feels that as computer control costs decline, systems like radar braking may become cost-effective.

Four-wheel antilocking and radar braking are two separate systems which may be operated independently. However, to attain the most effective braking system possible, NHTSA has combined the two in its vehicles-the Granada and a 1977 Plymouth Fury.

The Indiana University study

confirms the wisdom of doing this. Of the 215 accidents that were investigated, only one would definitely have been prevented by the radar braking system without a fourwheel, antilocking system. In other cases, radar would have applied the brakes in time, but cars probably would have skidded as brakes locked, resulting in accidents any-

Four-wheel antilocking prevents brake lockup that can cause skidding when panic braking occurs.

The Bendix experimental radar braking system consists of five assemblies: radar sensor, electronics module, signal processor, brake actuator and control panel.

The radar sensor beams sound signals to detect the presence of an obstacle or pedestrian in the car's path. Signals bounce off the target and back to an electronic module that computes range-to-target and closing-rate data. The signal processor receives these data and generates a signal to trigger the brake actuator, a mechanical device that causes engine deceleration and braking.

The Doppler effect

The radar sensor is located in the center of the grille. It's a dual-signal, continuous-wave Doppler-effect transmitter. It operates at 36 gigahertz with a peak power of 25 milliwatts. The transmitter is a Gunneffect diode oscillator mounted on the back of an 8-inch-diameter, parabolic-reflector antenna behind a dielectric-filled, fiberglass-epoxy radome. This radome provides the car with an aircraft-type snout.

Signals bounced back from a target echo to the radar and are transmitted to a Schottky diode. There. Doppler-effect data are discerned from other signals and transferred to the electronics module.

The Doppler effect establishes distance and closing rate between the car and a target by the frequency shift of a signal. As the car and target converge, the returned signal frequency increases. As a signal reaches a preset peak frequency, it triggers a response from the braking actuator.

The Doppler effect is named for its discoverer, Christian Doppler, who was a 19th century Austrian mathematician and physicist.

In the electronics module, Doppler signals are decoded and processed to produce range-to-target and closing-rate information. Data are then sent to a signal processor.

The signal processor (microprocessor, really) is a computer that



Control panel next to driver can activate the entire system or selected functions.

converts range and closing-rate information to a digital format. At 250 feet from the target, the signal processor activates a warning light and beeper. At 100 feet, the signal processor triggers the brake actuator if the driver has neither braked nor taken evasive action.

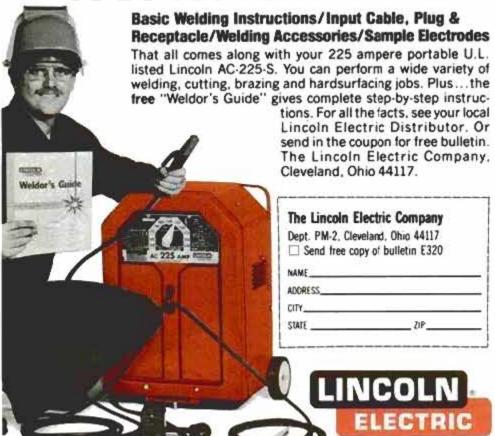
The brake actuator consists of a Bendix Power-Vac (similar to the power brake assembly in your car), a controller and a four-way valve to send hydraulic-fluid pressure to each of the four wheels and the hydraulic-fluid reservoir. The actuator augments regular braking components mounted in the engine compartment. They are totally independent. The actuator operates only when regular braking equipment isn't activated when it's supposed to

When the signal processor activates the brake actuator, it applies sudden hydraulic pressure to the

(Please turn to page 100)



ERYTHING YOU NEED D DO YOUR OWN WELDING



AUTOMATIC RADAR BRAKING

(Continued from page 99)

brakes, and vacuum to a throttle override mechanism on the carburetor. Immediately, the throttle closes, acceleration stops, and maximum braking force is applied to the vehicle.

At this point, the four-wheel, antilocking system does its "stop-go" act if brake lockup begins. Sensors on front wheels and at the junction of the driveshaft and differential measure the wheel speed. Sensors are connected to an analog computer that detects wheel locking by comparing wheel speeds and computing the slip factor. If locking occurs, the computer issues a command to brake modulators to alternately release and apply the brakes, thus preventing brake lockup and subsequent skidding.

Steering limit control

The radar-brake control panel allows the driver to turn the system on and off. The driver can operate the system fully automatically or semiautomatically. On semiautomatic, brake actuation is deactivated, but the beeper and flashing light remain in operation.

The control panel also allows the driver to deactivate the system's steering inhibit limit control. This device overrides the radar braking system when the steering wheel is turned 15° to either side. This averts brake application when false signals are given.

For example, when the car is negotiating a highway ramp with the radar sensor facing a barrier, the barrier would give a false signal. activating the braking system, if it weren't for the 15° steering-wheel limit. On a ramp, a driver turns the steering wheel a minimum of 15°.

The radar braking system also has a brake-pedal override that operates when the driver steps on the brake pedal. The radar system does not automatically reactivate itself after the driver releases the brake pedal. The driver has to flip a switch on the control panel to accomplish this. This override is useful in bumper-to-bumper traffic, where brakes are in constant use.

As enthusiastic as people at NHTSA are about radar braking, they don't have any false illusions. It will be a decade, at least, before bugs can be worked out and the cost of the system approaches a suitable level for public acceptance. Sooner or later, though, cars will be equipped with radar brakes, because the system has demonstrated that it can save lives.

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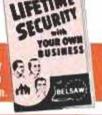
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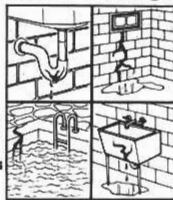
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Roomy two-layer bag



Make a stiff cardboard shelf; then a small bag holds an entire 35-mm outfit. Under shelf, three compartments formed by vertical, cardboard legs hold bulbs and flash gun.-R. Hertzberg

See around corners

Placement of lights or proximity to the subject often interfere with visibility of camera settings. You can use a mechanic's inspection mirror to see your way out of this kind of tight, photographic problem.—Parry C. Yob



Frames for free

Many people have a mountain of empty tape cassette holders around—but if you're a photographer, don't discard them.

The boxes make great frames stand them up or drill a hole to hang on wall.

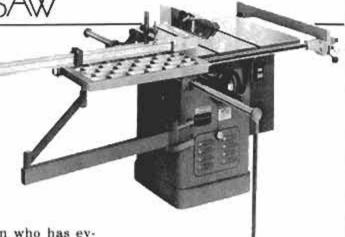
-John Koncewicz



A LOOKS AT

TABLE ATTACH

The sliding table attachment, which converts any Rockwell Unisaw into a sliding table saw, is ideal for handling panels large 10 heavy stock. The articulating arm gives full support and causes no drag during sawing.



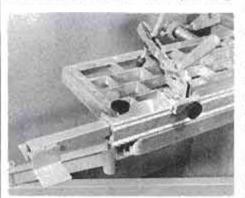
or the craftsman who has everything, including one of Rockwell's well-built 10-in. Unisaws, a new, versatile sliding table attachment is now offered. Marketed mainly to professional woodworking and maintenance shops, the attachment is a product we thought PM craftsmen would want to know about, too.

The sliding table makes ripping and crosscutting large sheets of plywood or paneling a lot easier, since the supporting surfaces glide with the workpiece and don't add friction. The operator is allowed to concentrate on the cut; pushing

the wood through the blade is almost effortless.

Features include a hold-down clamp, which keeps the workpiece from creeping or jumping; an adjustable stop, which can be positioned anywhere on the fence to measure automatically for repetitive cuts; and cast-in miter increments, which simplify rotating the fence to the correct position when cutting a desired angle.

With very little modification of the original saw unit, the attachment can be installed quickly (one man, two hours to assemble and complete adjustments). The owner's manual includes 42 step-bystep illustrations.—C.E. Banister



Accessories to table attachment include clamp which tracks on fence and extension to support lengths over 8 ft.

SPECIFICATIONS—SLIDING TABLE

Model: No. 34-485 (fits 10-in: tilting arbor Unisaw). Table: Lightweight, die-cast aluminum, 14 × 27 in. Fence: 45 in. long.

Guide bar for sliding table: Ground steel Shipping weight: 125 lbs. Price \$527.50.

Accessories: Quick-clamp attachment (No. 34-488), fence extension (No. 34-489).

Manufacturer: Rockwell International, Power Tool Div., 400 North Lexington Ave., Pittsburgh, Pa. 15208.



Sliding table moves with the cut to allow smooth action and ensure a precise cut with no chance of the work binding.



Long fence on sliding table rotates for cutting angles up to 45°. The fence can be positioned on front or rear of table.



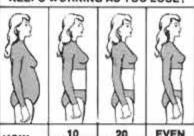
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Output

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THE FIVE MORGAN DOLLAR INVESTMENT COLLECTION.



Numismatic Collectors Guild has acquired a limited supply of fine Morgan Solid Silver Dollars, considered by experts to be the peak of the engravers art. These Solid Silver Dollars, 412.5 grains of 900% Fine Silver, are the most sought after coins ever minted in the United States. Some Morgan Silver Dollars sell for as much as \$20,000 and a prime mint condition Morgan Silver Dollar recently sold for \$42,500 The cain has become so popular that collectors and investors have been hoarding them for years. As a result, there are no longer any Margan Silver Datlars in circulation. Silver Datlar coins, in general, have increased over 1,000% (that's right, over 10 times) in value in preceding years

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DRIVING THE MAZDA RX-7

(Continued from page 13)

power that's been achieved with the new emissions system. A "reactive" exhaust manifold reduces carbon monoxide (CO) and unburned hydrocarbons (HC) immediately as exhaust gases leave the cylinders, but a three-way catalyst and a second "backup" oxidizing catalyst take care of remaining emissions, with no loss of efficiency.

There is an air pump to supply extra oxygen to the catalyst, the exhaust manifold or the carburetor as needed, but no exhaust-gas recirculation (EGR) is necessary, since



Standard equipment includes a tachometer, oil-pressure gauge and voltmeter.

the rotary engine is inherently low in nitrogen oxides (NOx) emissions.

The bottom line is squeaky-clean exhaust, along with better performance and much-improved fuel economy, compared to the previous thermal-reactor system.

Inside, the instrument panel is nicely redesigned, and a tachometer, oil-pressure gauge and voltmeter have been added as standard equipment. Also added are two storage boxes behind the seats.

A new luxury version, the GSL, takes its place at the top of the RX-7 line, complete with standard fourwheel disc brakes, limited-slip differential, aluminum wheels and power windows. RX-7 prices run from the bottom-line S model at about \$8600 to \$10,500 for the GSL with standard five-speed transmission; automatic is optional.

Toyo Kogyo emphasizes that it currently manufactures three types of engines-gasoline, rotary and diesel-and it intends to improve each one for passenger-car use. In fact, a diesel 626 is a likely candidate for '82 introduction in the United States. The 1981 U.S. Mazda line's CAFE (Corporate Average Fuel Economy) rating stands at slightly over 31 mpg, a good margin beyond the 22 mpg required by law, and the company plans to better that by 20 to 25 percent in the next four years. Look out, competition!

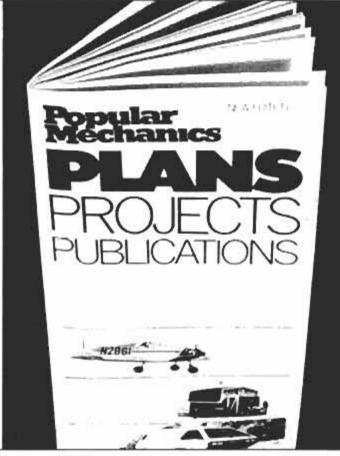
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Quick-change shooting

Slip off the grip of Crosman's 1377 or 1322 air pistols, plus a number of older models, slide on the new Crosman 1399 shoulder-stock accessory, secure it with the two grip screws. and the handgun becomes an air rifle. The 16inch stock (\$12) is high-impact plastic.





Power panning for gold

From a \$500 backpack model to this \$3200 twin-engine surface-gold dredge for vacuuming up "color," Treasure Emporium, 6507 Lankershim Blvd., North Hollywood, Calif. 91606, has many prospecting aids. Model here gives divers air.

Snow-and-sod mobile



Arctic Cat's Kitty snowmobile for youngsters can also be used in the spring. The builder, Arctic Enterprises, has a kit that adds wheels to the front skis. Replacement of carburetor silencer with air filter is only other modification needed.



Midriff tackle tote to wear

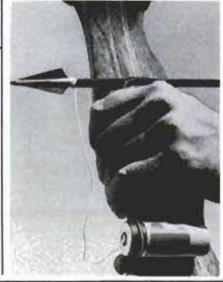
Called a Fishin' Partner by Berkley, this neat little plastic tackle box can be worn on a belt around the waist or slung over a shoulder. Hinged down, the 5×12×1¼-inch unit becomes a shelf that opens as a lure and leader storage box and provides work space and rod rest. It's under \$20 from the Spirit Lake, lowa, company, and is at sporting goods shops.



Lock-blade mini-hunter



An outgrowth of the Buck Folding Hunter of 1963, the new Classic Model III, from Buck Knives, El Cajon, Calif., is smaller and lighter, with a 4½-inch length, 4-inch blade and patterned handles. It has a leather sheath and costs \$47.



Spotting string

Saunders Archery, Columbus. Neb., calls it a Turkey Tracker, and it draws a 100-yard, brightorange string pointer through the underbrush. Tied to the head of an arrow, the string is pulled out of a capsule mounted on the bow or stabilizer. The Tracker is \$10, with refills \$4 for two, and pulls free to make sighting easy.

TALKING TIME

Now a breakthrough in Speech Technology gives Time A Voice.

Rapidly emerging electronic progress in solid state speech synthesis brings micro computer generated speech to

timekeeping.
In the fall of 1978, Texas Instruments engineers developed "Speak and Spell"TM, an electronic spelling aid with speech generated entirely by a tiny elec-tronic micro computer chip. In 1979, talking language translators were introduc-

Today, most semi conductor houses around the world have major research efforts in solid state speech synthesis. In the next few years many new speech products will reach the marketplace. Now there is Talking Time. One of the first to be introduced, it may be the most useful and unique.

No Recorder—No Pull String Like R2D2 in Star Wars, Talking Time seems to spring to life when speech synthesis and quartz timekeeping technologies come together. There are no recorders or talking doll pull strings in Talking Time, only solid state elec-tronics. Electronics that are on the leading edge of both technologies. The forerunner of things to come. Here's how it works.

> Micro Computer Brain to Slight Japanese Accent

Humans produce speech in much the same way that Talking Time does. Our brain sends nerve impulses to our jaw and chest, for our mouth to move and our lungs to push air across our voice box. Talking Times' single microsingle processor chip sends electrical impulses digitized into speech patterns to an audio loud speaker. The loud speaker vibrates and out comes a clear voice that says "Attention please, it's now six o'five, please hurry"—with a slight Japanese accent. Talking Time is made by Sharp Electronics, a leading electronics company in Japan. So finely processed is the speech synthesis that you will swear it seems to speak with a slight Japanese accent. Texas Instruments Speech products are said to have a Texas drawl, Perhaps it's our imagination. You can decide for yourself.

10:58:00

Single Microprocessor Chip generates signals that both speak with slight Japanese accent, and time with quartz accuracy.

No Heart Failure with this Alarm An effective alarm with a snooze feature that reminds you any minute of a 24 hour day. First a chime to get your attention, then, "It's now six o'clock," followed by a rousing melody over Talking Time's loud speaker. After a 5 minute

snooze, Talking Time warns you, "Attention please, it's now six o'five, please hurry." It warns you again after 10 minutes, loud enough to wake even a sound sleeper, but pleasant enough not to give you heart failure.

Desk Top Reminder

Talking Time is ideal as a personal reminder. A perfect gift for that busy executive who is engrossed in work and forgets the time. In the Time Announcement Mode you're reminded automatical-ly, every 30 minutes by, "It's now two-thirty p.m." If you want more reminders, choose the Elapsed Time Mode. Select 1 5 or 30 minute intervals. Talking Time will announce each interval with "Five minutes elapsed, then "ten minutes elapsed," etc. No more missed meetings or appointments-Talking Time is Here!

Jogging Companion
Talking Time is small enough to be a
handheld or pocket jogging companion.
In the Stopwatch Mode, it's a stopwatch with one second precision automatic as well as manual operation. In manual it announces the elapsed time at the push of a button for 10 full hours. When in automatic, it announces the elapsed time automatically every 10 seconds. During your entire run, Talking Time keeps you informed. You never have to break stride to lock at your watch. Comes with a hand strap so it's easy to

Interval Timer to Space Work or Fun

Talking Time is great for a periodic check against how much time has elapsed on a given task. Speed up or slow down as necessary. Production supervisors, doctors, and engineers, anyone with critical time measured functions to perform, find it useful. Pilots can use it to call out elapsed time every 10 seconds while they shoot approaches. Talking Time has both performance and func-tions unheard of even one year ago. The voice adds usefulness, which we think you'll agree, can only be described as Revolutionary.

> Superb Chronometer That Can Keep Its Mouth Shut

Talking Time is a great chronometer in its own right. Its famous quartz accuracy is unsurpassed by chronometers costing \$200 or more, but with half the functions. It has a large easy-to-read liquid crystal display (LCD) with 8 digits. A welcome relief for anyone who has poor eyesight. With Talking Time you hear as well as see the time. If you want silence, however, just tell it to keep its mouth shut. It won't let out a peep. You can still use it for its unsurpassed timekeeping accuracy.



Talking Time is easy to set in all modes, since it talks to you as you go along. You can keep track of what you're setting and how to do it. It may not be

fooiproof, but it's close.

Talking Time is worth its price as a superb clock alone. Its uses seem endless. It may add a whole new dimension to time. But don't take our word for it. Find out for yourself!

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To prove to you that Talking Time is
everything we say, we offer it for 30 days
at no risk, if during 30 days from receipt. you are unhappy with Talking Time for any reason, return it for a prompt refund of your purchase price. What have you got to lose?

One Full Year Warranty

Talking Time is all solid state. It should give you years of trouble free operation if, in the unlikely event, anything should go wrong, it is warranted for one full year by Sharp Electronics. Talking Time comes complete with 2 AA batteries and handstrap. Under normal use, batteries should last for one year or longer.

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Just fill in the order form and send it along with check or money order to our address. For even faster service credit card customers can call our Toll Free number listed below. Order yours today!

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PORTS&MOTORSPORT



In a couple of months a new import will roll off the docks to join the others that are besieging Detroit (see PM's imports guide, page 114). But, like some other classy cars on that list, this one really doesn't have any competition from Motor City. The Rolls-Royce Silver Spirit is in a class by itself. The all-new, aerodynamically smoother Spirit replaces the Silver Shadow, a motor car that has seen 15 years of continuous production. Fifteen years in the world of cars is bloody old: The gentlemen at Rolls had to pull the plug on the old Shadow. At the same time, they laid to rest the Silver Wraith which is replaced by the Silver Spur, and the Bentley T2 which is replaced by the Mulsanne (this name, of course, is taken from the famous straight that's on the road circuit used for the 24 Hours of LeMans). When it arrives here, the Silver Spirit will cost slightly more than \$100,000 and be the lowest priced Rolls you can buy. The Spirit has a more contemporary design with a lot more glass area, lower profile, better handling with its new rear suspension and rounder, smoother prow-a less

stately front end. as some potential Rolls customers will undoubtedly mutter. The Spirit still falls into 5000-pound the weight class and, with its 6.7-liter V8, gets 10 mpg city and 18 mpg highway, so Uncle Sam will continue to collect a gas-guzzler tax from Rolls. Doors remain large enough to let you Spirit of Ecstasy, not slide into the car wont to impale pewith aplomb, and destrians, vanishes the interior is with just a touch. nonpareil. Rolls'

manner of doing up a regal living compartment boggles the mind; those butter-smooth, luscious leather seats boggle the behind. Rolls will be building only 3000 in '81. Of those, we'll get 1000.

Getting off the road

What is a BMW doing in the dirt, you may ask. It's simple, according to BMW's observations: That's where riders want to go. So, even though you may gasp at the idea of a mud-caked and pummeled piece of fine machinery from the Bayarian Motor

Works, the famous manufacturer. whose motors range over land and sea, now has an off-road bike.

The R80GS is a dual-purpose, 800cc addition to BMW's motorcycle lineup for 1981. With the agile 80, the long-time admirer of BMW road tourers can now have his street bike and the capability to blaze a trail when he wants. The 80 is a scant 368 pounds, lightest of BMW's Twins. and features a monolever rear-axle swing arm. The monolever, together with BMW's traditional shaft drive. makes the rear-wheel mounting and removal a simple operation. A fixedcaliper disc brake system is used in front, and the familiar flat-twin engine layout identifies the bike as a BMW. So does the price: \$4800.

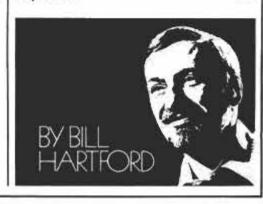
A Porsche to ride

You can drive a Porsche, pedal one or wear one on your wrist, so why not ride one-a motorcycle. This bike, based on a Yamaha 500, is Porsche's exercise in safety and fuel economy for a bike of the future. "Model" is world champ Barry Sheene.



Back on the high banks

It's Speed Weeks time again, which means the high-banked turns of the famous Daytona International Speedway will soon be buzzing with stockers looking for the big win: the Daytona 500. It's the first bammin' and frammin' date on the National Association for Stock Car Racing (NASCAR) calendar, and it's February 15th.







Uptype against alsystation



Suzuki figures the most important thing that'll ever go on family-sized bikes is just that. Familia. That's why DS Playbikes are made as dependable and hassle-free as possible. So you can count on them to get your gang there. And back again.

All three (DS-80, 100, 125) use a gutsy Power Reed® engine. This tough 2 stroke needs about as much attention as a cactus. Thanks to a PEI ignition (no points to adjust) and a "CCI" oil injection system (no pre-mixing of gas and oil).

These low-cost machines also come with rugged long-travel.

and full off-mad lighting.





This 2740-mile cruise was a record trip for unsupported hovercraft. While not without incident, it proved that the versatile machines can really take it.

by Richard Dunlop

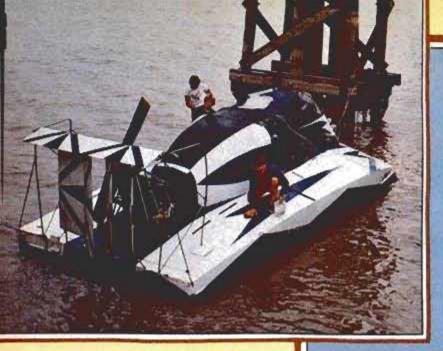
Downstream ahead, the Mississippi's broad expanse boiled over a concrete dam that reached from bank to bank, except close to the Illinois shore where the gates of Lock 22 yawned open. A sizable backup of barge tows, launches and houseboats was assembled, all waiting their turn at the locks.

Bob Windt was at the controls of the 26-foot-long UH-26S hovercraft, which he had designed and built, as it bore down on the dam. He had decided not to wait in line, not to lock through like a normal watercraft. Instead, he intended to hover right over the dam, almost as if he were riding over a large snag in the river. The 37-year-old Windt eyed the river, judging the cascading

The UH-26S fewerents. Bob Windt at the letter reaches New Orleans, having come from Cordova, its

LEGIT

A Vain Skirts beats the mighty Mississippi





Windt's craft could be moored afloat (left) for quick supply stops or minor repairs. Above, Mike Kiester (left) tries makeshift clutch-puller, as Dean Pollee helps.

waters with calm precision as his 21/4-ton craft, riding on its cushion of air, wafted toward the dam.

Windt gave the engine full power to provide maximum lift. The UH-26S rose higher and surged forward. The bow hung for an anxious moment over the edge and dropped. The hovercraft slid down the watery face of the dam. When its bow hit the standing wave at the bottom, it dipped, but instantly popped up. Resilient, protected by its air cushion, the hovercraft leveled off.

Windt and his crew, 17-year-olds Dean Pollee and Terry Chapman, whooped in triumph.

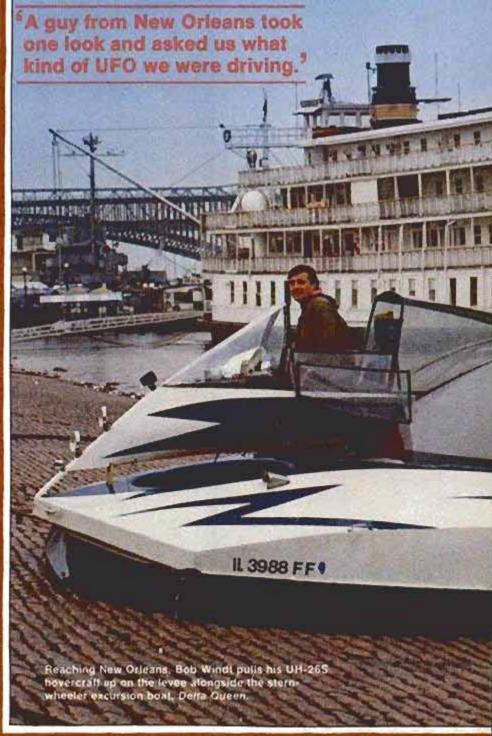
It was mid-July and the big hovercraft was on a 2740-mile journey from Cordova, Ill., Bob Windt's home port, down the Father of Waters to New Orleans and back. All along the river, people in boats and on the levees were watching the craft as it zoomed along, sometimes at upward of 50 mph, throwing up a fine spray. It sped over roller dams, wing dams, sandbars and snags that would have cracked a boat wide open.

"What kind of UFO is it?" a New Orleanian later asked, as he saw the craft glide up onto the shore close to the Algiers ferry dock in New Orleans. He was relieved to see stocky Bob Windt, the two grinning boys and red-headed Mike Kiester, who had joined the expedition in St. Louis-all obviously Earthlings-emerge from craft.

Trying for a world record

Windt had set out to prove the reliability and range of hovercraft. If the UH-26S could make the trip successfully, it would set a world's record for the longest unsupported

(Please turn to page 167)







based sport coupes and GM's all-new J-cars are poised and ready to join a renewed spring offensive in just a







l import invasion

few short months down the road. But the import makers aren't about to take Detroit's latest counterattack lying down. Several new models, as well as many existing ones bolstered by significant improvements, strengthen this year's foreign auto collection. Whatever ground is lost will not go without a fight.

New entries in the supercompetitive, small-car arena include Toyota's highly fuel-efficient Starlet. Honda's handsome four-door Civic sedan, Mazda's front-drive GLC and Isuzu's I-Mark series, which features optional diesel power.

Significantly, these important new econocars are all from Japan. The mid-range ranks for '81 feature an impressive arsenal of cars. These include: Toyota's redesigned Cressida, Datsun's new 810 (which is also from Japan), a couple of new variaon the Audi 4000 from Germany, a turbocharged Volvo and a new notchback Saab 900 sedan from Sweden, Renault's admirable 18i and Peugeot's turbodiesel 505 from France and a turbocharged Fiat Brava from Italy. Fiat is also preparing a turbo Spider sports car. while Alfa Romeo is getting ready to introduce a new V6 version of its good-looking GT sport coupe. England's Jaguar Rover Triumph is adding fuel injection to its TR-7 and TR-8 sports cars nationwide, and Ireland's DeLorean is gearing up its rear-engine, gull-wing sportster for introduction this spring.

Finally, in the champagne-soaked luxury battleground, Mercedes of Germany has already placed its wonderful new "S-class" sedans on sale, and Rolls-Royce of England is currently preparing a stunning pair of ultraluxury sedans for their U.S.

Before you begin making reconnaissance patrols into showrooms and engaging in hand-to-hand combat with tough imported-car deal-

ers, here's a spotter's guide to the invading forces.



Audi 4000 is available with an automatic or manual gearbox, has five-cylinder engine.



Peugeot's crisply styled 505 can be had with either a gasoline or diesel engine.

Audi's 5000 turbo is firm's new flagship; it

offers luxury and super performance.



Toyota Celica's Supra package includes air dam, spoiler and modified suspension.



Toyota's newly restyled Land Cruiser is better appointed than its predecessor.



You can hardly discuss automobiles or the car business, in general, these days without the subject of Japanese imports figuring prominently. From humble beginnings not too many years ago, Japan's auto industry has grown to assume a dominant position in the U.S. import market. This year, five new models have been added to the top four importers' lineups, and a new competitor, Isuzu, has entered the fray.



Toyota's all-new Starlet wins mileage honors with a 64-mpg highway rating.

The Subaru GL, as well as the rest of the line, has been upgraded for the new year.



Datsun's sharply styled, zippy 200SX was success in '80 and will do better in '81.





Number-one importer Toyota is introducing a truly amazing little car called Starlet, which wins the gas-engine mileage sweepstakes with a startling 39/54 EPA city/highway rating.

It's conventional (rear drive) and as simple as plain-pocket jeans. It's not much to look at and not overly spacious inside, but there's enough seat-adjustment range in front to fit even long-legged Americans.

Starlet's handling is surprisingly agile in the turns, and the little 1.3-liter, four-cylinder engine supplies plenty of zip through its five-speed manual transmission. There's only one three-door hatchback body style, one fairly stark interior, no automatic transmission and few options, but it's a good value at a base price of about \$4700.

At the other end of its price and size scale, Toyota is also unveiling new six-cylinder Cressida four-door sedans and wagons. These entries will offer luxury-style quiet, comfort and equipment levels—at a cost of \$10.000 and up. A five-door hatchback joins the popular front-drive Tercel lineup for '81, and many important improvements have been made to Toyota's Corolla, Corona, Celica and Supra series, as well.

Datsun, too, has redesigned its six-cylinder luxury car, the 810. It's now available as a base-trim four-door sedan or wagon with five-speed transmission (about \$7600). It also comes in the ultraplush Maxima versions with automatic transmission and a long list of standard equipment. Datsun's 210, fwd 310, 510, 200SX and 280ZX series have all received evolutionary styling, trim and equipment improvements.

New from Honda this year is a handsome four-door notchback sedan version of the ever-popular fwd Civic, a comfortable and well-equipped gas-saver priced at about \$5,800. This and the other Civic models have an optional three-speed automatic for '81 in addition to the four-speed and five-speed manual transmissions. There is also a new limited-edition SE model of the four-door Accord. It features a leather interior, power windows and much more for a price tag of about \$8000.

Mazda is coming on strong this year with its all-new GLC subcompact in three-door and five-door hatchback and four-door sedan variations. With its surprisingly comfortable and roomy interior; slick, state-of-the-art styling; peppy 1.5-liter engine; 35/45 mpg EPA economy; extra-nimble handling and a \$4800 base price, this one promises to be a certain winner. Mazda's 626 (Please turn to page 151)

What	Detroit	is up a	gainst in	'81
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\$4299 5189 4988 5596 4399 4800 4908 NA
5189 4888 5596 4399 4800 NA 4788
4828 4398
\$8990 12,105 5989 8400 6749 NA 6495 11,660 7388 6269 8830 7975

Bulck: LeSabre (\$7715), Regal (7555); Chevrotet: Impaie Caprice (7129), Morte Cario (7299), Chryster: Neport (7805), Cordoba (7199); Dodge: St. Regis (7874), Mirada (7700); Ford: LTD (7527), Thunderbird (7551); Mercury: Marquis (7811), XR-7 (7799); Oldemobile: Detta 88 (7429), Cutlass Supreme (7484); Plymouth: Gran Fury (7387); Pontlec: Catalina/Bonneville (7367), Cirand Prix (7424).

(No imports offer the combination of features and pric that would make them competitive with these Detro models.)

	SPO	RTGT	
Chevrolet Camaro Chevrolet Convette Dodge Omni 024 Ford Exp Ford Mustang Marcury LN-7 Mercury Capri Plymouth Horizon TC-3 Pontiac Firebird	\$6780 15,248 6149 NA 6171 NA 6685 6149 6901	Alfa Romeo Spider Alfa Romeo GT-V6 Audf 5000 Turbo Datsun 200SX Datsun 280ZX Dodge Challenger Fist Spider 2000 Honda Prekude Lancia Beta Lancia Zagato Mazda RX-7 Plymouth Sapporo Porsche 924-924 Turbo Porsche 911 Seab 900 Turbo Triumph TR-7 Triumph TR-8 Toyota Celicai Supra VW Rabbit conventible VW Scirocop Volve GLTTrurbo	\$14,895 NA 17,650 6989 10,699 7331 9052 10,006 7395 11,880 8600 7249 16,770-21,500 28,365 13,365 11,150 6299 9900 6495

LUXURY SPORT

NO COMPETITION

(No Detroit models are built that would be considered competition for these imports.)

BMW 633 CS. \$33.645"; DeLoreen, 25,000; Ferrari; 306GTB, 49,812; GTS. 55,272; Jaguar XJ-S, 30,000; Lotue: Esprit, 35,600"; Este, 37,900"; Ectat, 36,650"; Mercedes: 380SL, 38,993; 380SLC, 46,638; Poreche 268, 38,850

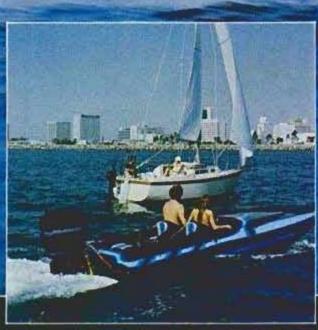
Buick Riviera 12,147 BM	V 525+ V 733i uar X.16 cedes 240D (manual) cedes 240D (manual) cedes 300D cedes 300TD cedes 300SD cedes 280E cedes 280E	\$20,650 29,670 25,000 19,312 20,556 28,231 31,373 34,185 26,846 20,314
Buick Riviera 12,147 BM	V 733i dar XLB pades 240D (menual) pades 240A (automatic) pades 300D pades 300CD pades 300TD pades 300SD pades 200SD	29,670 25,000 19,312 20,556 25,640 29,231 31,373 34,185 26,846
Rol Rol Rol Rov Voi	Jedes 380/SEL Jeot 604 -Royce Silver Shadow -Royce Corniche -Royce Camargue er 3500 0 GLE 0 coupe	44,298 NA 85,300 100,000 146,180 152,000 15,000 19,550

AMC Eagle	\$7578	Subaru hatchback	\$4290
AMC Eagle SX/4	5995	Subaru four-door	5449
AMC Kammback	5995	Subaru wagon	5690
Note * Indicates 1980 price. NA = Figures not available. All prices are as of November 1980.			

New boats for economy and action

Performance now means more water miles per gallon, rugged construction and less maintenance.

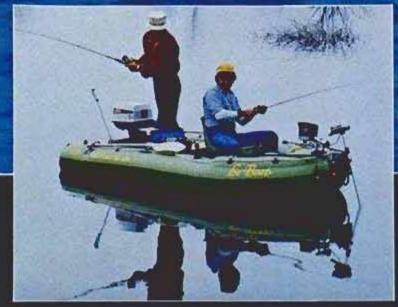
by Bill McKeown BOATING EDITOR



Ranger Cm 380

A twin-hulled, fiberglass, tunnel runabout with a picklefork bow, the 600-pound Eliminator Daytona 19 from Anaheim, Calif., has done 72 mph with a 200-hp Mercury outboard.

An 11-foot, 88-pound inflatable that can come out of a closet or car trunk to become a bass boat, the Sevylor XK-330 Le Boat can bow-mount an electric and clamp a 7-hp astern.



learning the answer to more fuel savings and more performance. The secret more boat.

The new models are not necessarily longer. But many are larger—yet lighter—

with higher sides (freeboard), added compact features and accessories. Feam-core construction and new synthetics like Kevlar are making possible stronger hulls that weigh less and require less power to push.

Speed has become ess important when

a slightly slower pace can save gasoline and dollars. Backing off on the throttle, once planing attitude is reached, has been found to save as much as 50 percent in fuel, while cutting only a few miles an hour from top speed. Small motors are not ai-



Hammond V-2150 Challenger MK II has clocked 60 mph with a 260-hp MerCruiser, and has an outboard version rated for 250 hp.



For the ninth year, "Mr. Bass" Ray Scott chose a Ranger bass boat, this time the new 17-foot R-335V, as the BASS Classic boat.



At helm of his new Ranger Chief 380, from Wood Boats, Flippin, Ark., designerbuilder Forrest Wood tests this deep-V 19-footer, enlarged for deep-water fishing.



Offshore features in a 25-footer are provided by Grady-White Sailfish outboard, and Kingfish sterndrive or inboard gas or diesel models. Both have walkways outside the cabin.

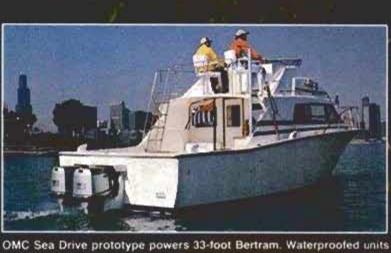
Over 70 companies make sailboards; Surf-Sailing Canada, 9 Davies Ave., Toronto, includes this North American championship tandem board among its five latest models.

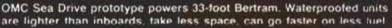
ways the answer plenty of models are available, but a large mill at cruise setting may burn less gas than a smaller engine running full bore for the same speed

Craft that can be car-topped or trailed behind a compact car are getting new attention. Designs that will handle rough or offshore water safely, and without excessive pounding, are gaining popularity, Multipurpose rigs suitable for both fishing and water skiing are the choice of many families. Here are some of the latest trends.

Bass boats

A type of hull that has seen tremendous growth, this versatile, two-pedestal-seat 16-footer is now stretching out to 20 feet and more, adding a veed hull when it's intended for rougher water and less stand-







An Avon S4.6 15-foot inflatable, from Inland Marine, Wilkes-Barre, Pa., "The Alternative" is fitted with fishing seats, Teleflex steering and mid-console control center.

Cruisers Rally 160 runabout, from Mirro Marine, Oconto, Wis., comes with a ski-tow pylon and stern boarding steps in a new Jim Wynne deep-V-design hull.

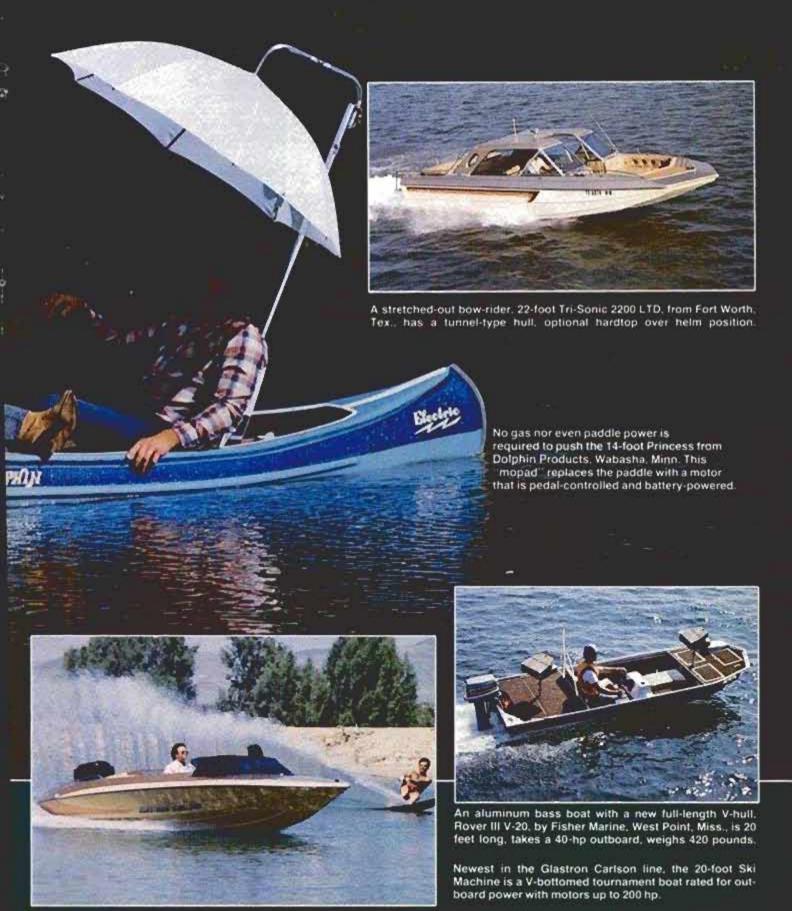


up casting It's getting lighter through the use of aluminum or new fiber compounds. Current outboard and sterndrive motors are providing all the gas and electric power required for more economical running.

Inflatables

Boatmen are learning that a good blowup costs just as much as a more conventional rigid hull, but that the fold-ups are often much easier to stow and move around, and are inherently stable. This spring several will be offered with fish-boat fittings—swivel seats, center control console with newly designed remote steering controls, downriggers and an electric trolling motor forward. These new, rugged craft can be powered, sailed or rowed, and

Please turn to page 153:



Now: Energy by the bucket

Fish watts from flowing water by using miniature hydroelectric equipment.

by John Ingersoll

Va., gets his hot water from a cold mountain stream.

Langhorne enjoys a hot, leisurely shower every morning without worrying about his energy bills. He also runs lights and a few appliances and even heats up millstone tables (opposite page) to help heat his house—all with a 6.5-kilowatt hydroelectric plant he built himself. The little homemade turbine, which can spin out more than 130 kilowatt-hours per day when the stream is high, meets about 80 percent of his electrical needs.

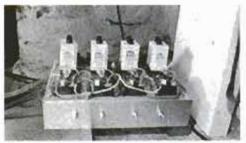
Langhorne is not alone. Backyard hydropower is gaining enough popularity to worry a few private and public utility officials. They view it as an erosion of their monopoly, rather than as a solution to foreign oil dependence.

But it's happening—from the fir forests of the Olympic Peninsula in Washington state to the hills of Georgia. Tiny generating plants are springing up, and they're being encouraged by the Department of Energy (DOE) and new protection from the Federal Energy Regulatory





Langhorne cut steel end plates (above), then fitted curved blades to complete the turbine (top), heart of small hydro plant.

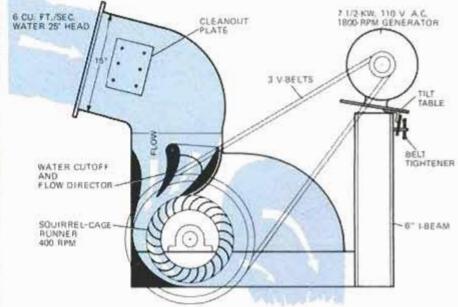


Four voltage-sensitive relays kick on in sequence to add load to Langhorne's system when power supply exceeds demand.



Mountain stream is diverted to enter supply pipe, lined with polyethylene. Screen keeps out leaves, sticks and debris.





In Harry Langhorne's homemade system, a belt drive transfers turbine energy to a 7.5-kilowatt generator mounted on a tilting table. Water flows to the turbine through 100 feet of pipe running from a concrete box that collects diverted water.

from back-yard powerplants

Commission (FERC). DOE estimates that there are hundreds of such installations supplying millions of kilowatts. And increasing numbers of homeowners are drawing up plans right now.

The fundamentals are simple. Moving water contains energy, converted to electricity through a water-spun turbine (basically a sophisticated water wheel), which turns a generator, "Water power is the most efficient, most dependable source of energy known to man," says Ron Corso of FERC. Moreover. it is environmentally clean.

A DOE/Army Corps of Engineers report recently predicted that redevelopment of existing dam sites, development of new sites and backyard powerplants could raise the contribution of hydro to 160,000 megawatts, saving 727,000 barrels of oil daily. At that level, hydro power-from tiny 500-watt generators to mammoth 500-megawatt plants—

would deliver five percent of the country's power, or about 24 percent of total electric-power needs. Hydro now meets 15 percent of national electrical demand.

With so much in hydro's favor, why isn't it sweeping the nation? One pragmatic reason is its cost. The National Center for Appropriate Technology in Butte, Mont., estimates that labor and materials for a system to generate house power would cost between \$800 and \$1500





Langhorne attached 450-watt heating element to bottom of a stone coffee table (above and top), which helps heat house.

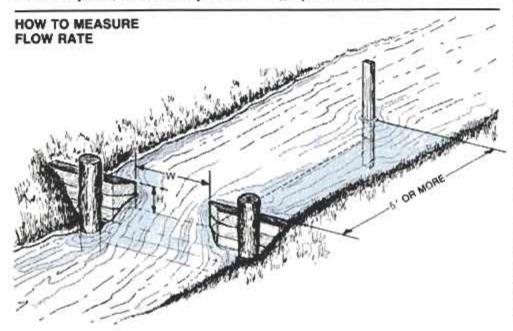


Another heating element powered by hydro warms chair seat. Hydro supplies 80 percent of the electricity used in house.

per kilowatt of generating capacity. Estimates of peak demands for a household vary between 1 kilowatt (for a cabin with just a few lights) to more than 12 kilowatts. The DOE estimates average demand at any given time—including nights—at 1 to 1.5 kilowatts. Still, buying hydro equipment to meet peak demands could easily cost \$10,000 installed, and some people have spent up to \$40,000 for 12-kilowatt equipment. By comparison, Langhorne paid less than \$2100 for materials in 1975 to build his plant, which is capable of

producing about 6.5 kilowatts when water is gushing. (His turbine is connected to a 7.5-kilowatt Onan generator, but water seldom flows fast enough to bring the Onan up to rated capacity.)

Why are there such extremes? For decades, companies here and in Europe have made huge turbines and generators to supply the big utilities. Small power users were bypassed or given scaled-down versions of the monster systems. These units were expensive and rated for high performance.



s back-yard hydro practical for you? It depends in part on flow rate (see accompanying article).

In small streams, you can measure flow by diverting the stream into a drum of known volume and timing how long it takes to fill up. In larger streams, however, that can be difficult. And that's where the weir method of measuring flow comes in.

Begin by building a temporary dam with an opening large enough to let through all water in the stream without the water spilling over the top of the dam. The width of the dam opening (W) should be at least three times the opening height (H). Sink a stake into the stream at least five feet up from the dam. Run a piece of cord from the lip of the dam to the stake. Use a mason's line level on this line (water won't hurt it) to make sure the bottom of the dam lip is level with the point where the cord attaches to the stick.

Now carefully measure the distance in inches along the stake from the cord attachment to the water surface. Move to the weir table (which we have abbreviated below) and determine what rating equals the measurement. Multiply the rating by the width of the dam opening in inches. The result will be the cubic-feet-per-minute (c.f.m.) flow for the stream. It's important during measurements that leakage does not occur in the dam; caulk any leaky seams with clay-filled mud.

Depth on stake (in inches)	C.F.M. per inch of notch width	Depth on stake (in inches)	C.F.M. per inch of notch width
1	0.40	13	18.87
2	1.14	14	21.09
3	2.09	15	23.38
4	3.22	16	25.76
5	4.50	17	28.20
6	5.90	18	30.70
7	7.44	19	33.29
8	9.10	20	35.94
9	10.86	21	38.65
10	12.71	22	41.43
11	14.67	23	44.28
12	16.73	24	47.18

Hardware shrinks, prices drop

But today, new companies are introducing product lines specifically designed for small plants. These entries are cheaper than older systems, and competition could drive the prices even lower.

That's the good news. The bad news is that no accepted standards for microhydro equipment (from .5 to 5000 kilowatts) exist at present. According to engineer George Grimes of DOE, that means "buyer beware." At the end of this article, we list manufacturers and additional sources of information. It's an incomplete list and it isn't meant as an endorsement of the companies. But each company has been in the marketplace long enough to survive faulty-product claims. And several are well known in other fields.

Drastically reducing or eliminating electric bills is one spur for the enthusiastic new wave of microhydro developers. The second spur is making money.

Sell your power

John and Susan Craft own and direct the Liliwaup Falls Research Station in Washington. Flowing water on their property generates 160 kilowatts with existing equipment. But the potential power in their stream, they estimate, is 1200 kilowatts.

When this is tapped, the Crafts intend to draw what they need for the research center and sell the remainder to local residents. This income will be plowed back into research—essentially of a biological nature.

Last summer, the Crafts were visited by a local utility representative who had gotten wind of their plans. At first, he was pleasant and patient in trying to dissuade them. When that proved futile, he implied that the power company could stop them legally.

Whether a utility could take such action was debatable last summer. Now it isn't. On Oct. 29, 1980, the Commissioner of FERC offered official protection to anyone producing hydroelectric power up to 5000 kilowatts.

Ron Corso of FERC says, "Once the individual's application is submitted and approved (which takes about 120 days), the property is exempted from licensing, which means no one—private or public utility, state or city—can condemn or take away their site or prevent them from developing hydropower.

"Second, this individual may sell power at whatever rate he wishes.

"Third, privately developed power can be sold to a utility, and the utility must buy it, but at rates established by the state commission."

This new rule frees the Crafts to develop their stream. It also gives people with much smaller operations a chance to make money.

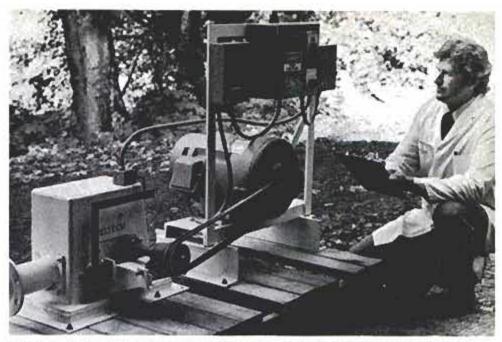
Running the meter backward

For example, a house with a 10-kilowatt demand may be served by a plant generating 15 kilowatts. Five kilowatts is available immediately for sale back to the grid. As demand in the house drops, the homeowner can sell more of his power. A standard meter, running backward, keeps track of electricity sent to the grid in kilowatt-hours. At the end of each month, the owner may receive a check, instead of mailing one.

Sound enticing? It is. Sound easy? It isn't. While the technology for large hydro systems was perfected decades ago, the engineering of microhydro is an emerging art. The most fundamental and critical problem associated with sending power back to a utility grid is generating 60-cycle current with a wave form that precisely matches that of the grid with consistency and no transient voltage.

Another potential problem: Private power can zap lineman working to restore a public-power outage.

FERC and DOE have laid the groundwork for small private-power sales. But the details that are going



Complete 7.5-kilowatt hydro powerplant is from Energy Independence Research Corp., Bellingham, Wash. Its circuitry maintains a continuous output under changing loads.

to protect owners and utilities have yet to be hammered out. Before leaping into a power operation for profit, seek the best advice you can get from manufacturers, utilities and, if necessary, a good consulting hydroelectric engineer.

Here are some common questions and answers to serve as a guideline for your further research.

■ How much water is required? More than a trickling spring, but probably a lot less than you expect. Alan Van Hook of Nooksack, Wash., draws 6 kilowatts from a small, but steady spring. His powerplant works because the spring is 350 feet above his turbine. In hydro terminology, the system operates on a 350-foot "head."

Head, or the vertical drop from water source to turbine, and flow, the quantity of water moving past a given point in gallons or cubic feet per minute, are the two conditions of moving water that determine power potential.

To generate house power, a high head and low flow will serve as well as a low head and high flow.

A rough rule of thumb equates high head with smaller, less costly equipment; low head with larger, more expensive turbines.

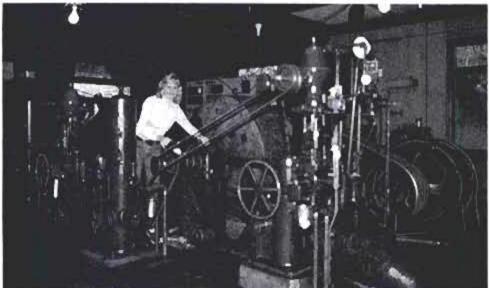
Because the slope from water source to turbine is almost always gradual, you can use simple surveyor's measurements to calculate head. You don't need to rent a transit, though you can. You can manage with a tripod, spirit level, tape rule and a tall pole or stick marked, at least, in one-foot increments.

Stand the tripod close to the water at the top of the slope. Place the spirit level on the tripod platform. Measure the height of the level above the water.

You'll need a partner to hold the pole. Move him down the slope to a point at which the upright pole is just within sight across the top of the spirit level. Aim the level as you would sight a rifle.

Make certain the level bubble is centered; have your partner record the span between the ground and

(Please turn to page 158)



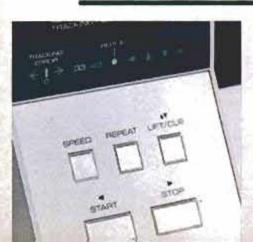


Hydro equipment (above) provides 160 kilowatts to the owners, Susan and John Craft. However, the potential from the stream, which is diverted through a pipe (left), is higher. The Crafts plan to sell excess wattage to others.



THAT PLAY IT STRAIGHT

These straight-line turntables move the needle across your records in the same manner the record grooves were originally cut on the masters. This accuracy results in high playback quality.



by Fred Petras

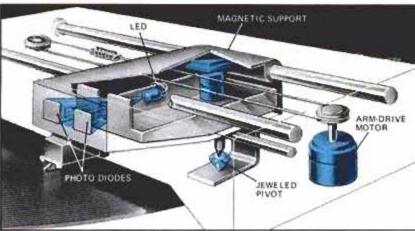
Shortly after celebrating the phonograph's 100th anniversary, the audio industry is rediscovering Thomas Edison's approach to the phonographic art. Edison believed that the radial-drive, straight-line, tangential tracking method was the best way to move a pickup and its

Easy-on-the-fingers controls set functions of the LT 5V, including lifting tone arm.

"needle" to extract all the nuances of sound in the record groove. After all, that's the method used to engrave the sound in the record groove in the first place.

The audio industry is taking a new look at Edison's tangential tracking method—relative to today's state-of-the-art records that impose stiff demands on the equipment meant to play them.





Revox Model B795 sells for \$599. Stylus is carried not by a tone arm, but by a "trolley" arrangement. The system, called Linatrack, is one of the most novel. It's explained at right.

Revox's Linatrack system moves the stylus across the record much as an industrial crane moves along its tracks. Photodiodes watch upcoming grooves and keep stylus angle properly adjusted.

In some forms, a tangential tracking system dispenses with tonearms; in others, it utilizes an abbreviated tone arm. But in all systems, the stylus moves in a straight line across the record surface, as opposed to moving in an arc, as on a pivoted tone arm. This arc skews the position at the outside grooves of a record, causing improper groove tracking and distortion that's greatest at the inside grooves of the record. While this distortion, even in high-quality, well-engineered turntables, may not be noticeable to many buffs, it is there.

Following is a rundown on how seven manufacturers achieve proper tracking. We describe nine current turntables with unusual tonearm drive mechanisms.

In Yamaha's Model PX-2 (\$900), the tone arm is driven across the record by a precision-engineered, high-torque coreless motor coupled to the tone-arm carriage via a gear system and noise-damping belt. The motor is encased in neoprene and supported on a butyl base to minimize transmission of mechanical noise. The belt further dampens mechanical noise to transmit only smooth power to the tone-arm carriage. All these design details contribute to the PX-2's fine 80-decibel signal-to-noise ratio. Tone-arm position is controlled by a highly sensitive, dual-CDS opto-electronic tracking sensor.

Mitsubishi Model LT 5V vertical (\$450) is a "stand-up" radial-drive turntable. A high-precision servomotor drives the tone arm assembly via a specially wound stainless-steel wire. Wire tension is kept constant by spring loading, and servomo.

The most unusual feature of Alwa LP-3000 is that the tone arm is powered by two separate motors—one drives the arm across the record and other lifts and cues it. Photodiodes are also in the Yamaha PX-2 table (below) and they

continually adjust to correct angle.



atsun pulled one heckuva coup back in November 1969 by offering the world a marvelous, inexpensive sports car—the now near-classic 240Z. Price: \$3526 p.o.e. Customers flocked to Datsun showrooms, and demand outstripped supply well into 1973.

For '74, the 2.4-liter, soho Six was expanded to 2.6, and the car became known as the 260Z. A 2+2 also arrived that year. Displacement rose again in 1975 for the 280Z. Because of inflation, though, and the strength of the Japanese yen, the 280Z cost \$9408 by 1978.

Finally for 1979, Datsun redesigned



Although styling looks similar to earlier Z's, the 280ZX sports a totally new body.

and reengineered the Z-car's body, suspension, brakes, interior and image. Result: the present 280ZX. The ZX shares no sheet metal and very few mechanical components with previous models. Only



the 280's fuel-injected engine and optional transmissions remain.

Nor does Datsun deem the 280ZX a sports car. It's now called a luxury tourer. That's not to say it lacks handling or responsiveness, but most owners—and even the factory—agree that the ZX is a boulevard cruiser, rather than a backroad bomber.

Our survey of 280ZX buyers shows that at least 16.5 percent had owned Z-cars before.

Comparisons between old and new were inevitable. Representative comments, gleaned from our questionnaires, include the following:

A Louisiana physician told us, "I'd had very good experience with my previous Zs. All three handled well. The standardBridgestone radials on this ZX, though, tend to skid on wet roads."

An Alabama bookkeeper: "The new car rides great, but handling isn't as good as with the older models."

A California marketing director: "I had a 260Z and loved it. Quality seems very good on the ZX, but I wish they'd go back to sports-car engineering. The new suspension isn't as tight as it could be."

And a California student: "I liked the 280Z I owned previously. This ZX rides much smoother than my 280Z, and it's roomier and more comfortable. While I feel workmanship is still good, I think Zs have gone down a little in quality."

Not many owners, though, agreed with that last comment on quality. Nearly 98 percent rated the ZX's workmanship good to excellent, while back in 1973, when we did a similar survey of 240Z owners, only 80.7 percent gave workmanship a good-to-excellent rating.

ZX owners compared their cars not only with previous Zs, but with the competition, as well. A Texas theater projectionist commented, "I had been intent on buying a Corvette, but I discovered the ZX was by far a better value."

Another Texan, a schoolteacher, echoed: "The choice was between the Mazda RX-7, Porsche 924 and Corvette. The ZX's 2+2 feature put it ahead of the RX-7 and Vette, and price placed it ahead of Porsche."

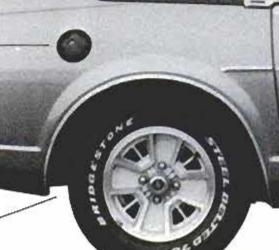
It's less agile than the

old Z, but owners love the ZX's economy and comfort

Panels lift easily off T-top, store in hatch.

Fuel tank holds 5 gallons more than previous model's, and it occupies a safer position.

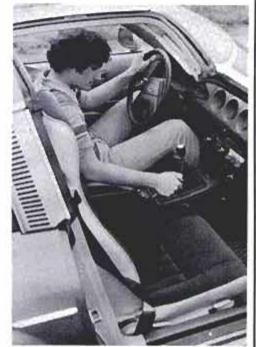
> 280ZX's rear discs come from front of Datsun 210, suspension from the Datsun 810.



PM photos: John W. Lamm

And a California sales rep confided, "I recently drove my friend's Mercedes 450SL for two weeks. My 280ZX is much more comfortable to ride in. I drove both cars on 1000-mile trips and find the Datsun much more comfortable."

Comfort, in fact, received an extremely high rating; 98.7 percent of our respon-



Seat tilt, rake and lumbar adjustments earn the 280ZX great praise for comfort.

dents gave front-seat comfort a good-toexcellent score.

Owners with the 2+2 feature graded rear-seat comfort fair to poor, but this came as no surprise to anyone. The rear buckets are strictly for kids. "The multiposition front seats with lumbar support can be adjusted to suit any driver and passenger," mentioned a Delaware engineer. "As for the rear 'seats,' they're for occasional or emergency use only."

Not surprisingly, styling was the Datsun 280ZX's best-liked feature. Styling caused 58.8 percent of the people in our survey to choose the ZX initially, and it remained the car's most appreciated attribute with 75.2 percent. "It's a sleek, classy, sporty fun car for a single lady to be seen in," quoth a California draftswoman.

A Florida CPA: "Appearance sold me. I've had Z fever ever since the first one came out."

"Looks, resale value, reputation and the T-top sold me," stated a Texas manufacturer.

Given the opportunity, owners eagerly listed the many other things they like about their 280ZXs. A cross section of comments follows.

A Texas student: "It's luxurlous, yet racy. I love the interior design, particularly the warning display that monitors fluid levels, lamps and so on. I appreciate all

(Please turn to page 156)

Datsun 280ZX particulars

What's left of previous Z-cars? The ZX's engine and transmissions—that's about all. Everything else—body, suspension, brakes, interior—was reengineered for the ZX's introduction in 1979. Virtually no body or chassis items can be interchanged with earlier Datsun models.

This radical transformation takes the ZX out of the sports-car category and makes it a true GT—a luxury tourer. The ZX comes in two body configurations: two-seater and 2+2. Wheelbases are 91.3 and 99.2 inches, respectively.

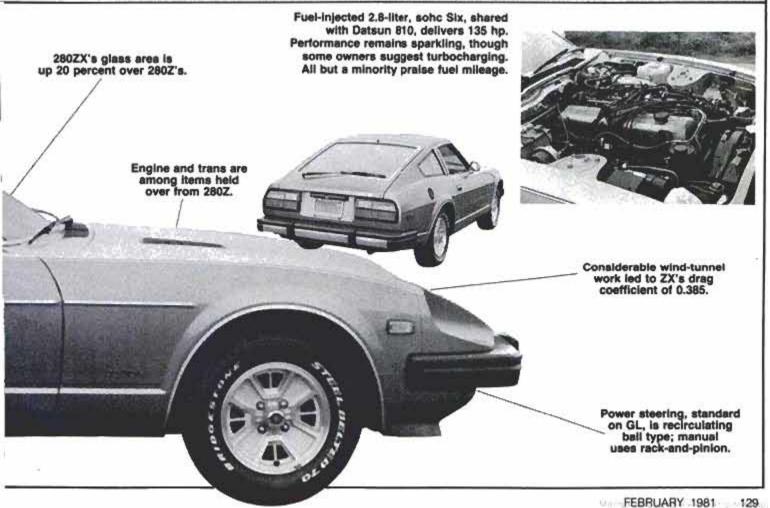
Engine remains the long-lived, 2753-cc, electronic-fuel-injected, sohc Six, shared with the Datsun 810. A five-speed overdrive manual transmission is standard, with a three-speed automatic optional.

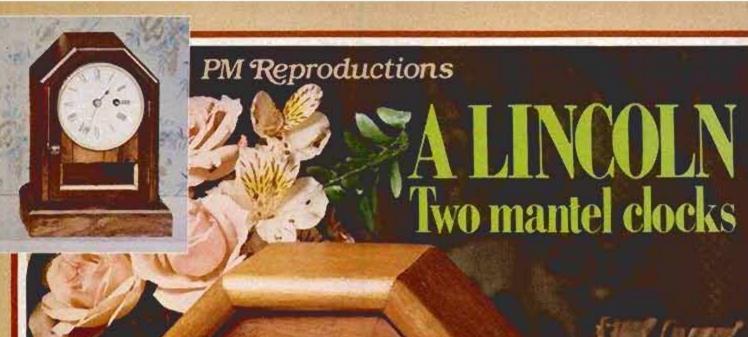
The ZX has four-wheel disc brakes, the rear solid rotors being the same as the 10.6-inch fronts on the Datsun 210.

Once again, the suspension is four-wheel independent, most ZX underpinnings coming from the 810.

The 280ZX harbors a very impressive array of standard equipment, including AM/FM stereo, reclining bucket seats with adjustable lumbar support, rear defroster, quartz clock, console and locking fuel filler. The Grand Luxury package adds such items as power steering, power windows, airconditioning, alloy wheels, rear wiper, electric outside mirrors and an electronic monitoring system. All ZXs have a dual fuel gauge that tells you how much gas remains in the last quarter of the 21-gallon tank.

A NATIONWIDE SURVEY BASED ON 1,605,764 OWNER-DRIVEN MILES







Shown above is PM's reproduction of the mahogany clock that was in the Butler family home, where Lincoln stayed while starting his Springfield law practice. The original clock (photo at top) is now in the Lincoln home.

LEGACY you can build

by David A. Warren

We've gone back into history to bring you two clocks that Abraham Lincoln must have checked time by during his early days as an aspiring young lawyer, and later as a U.S. statesman. The mahogany clock (left) was in the Butler home where Lincoln stayed when opening his law practice in Springfield. Today, it is in the sitting room of the Lincoln Home National Historic Site in Springfield, Ill.

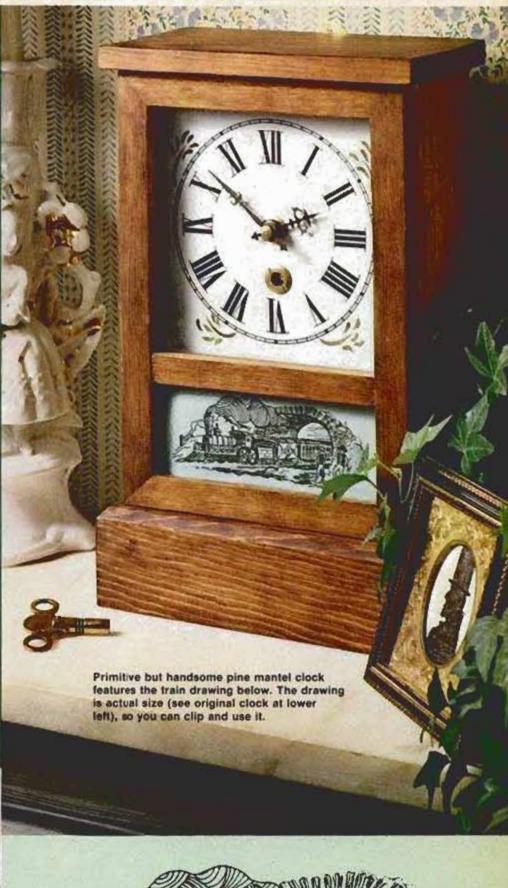
The back of the illustration in the pine clock (right) bears an inscription by Lincoln's son Tad. To help you make your reproduction a faithful one, we've reproduced both this inscription and the decorative drawing. Complete plans for duplicating both clocks are on the

following pages.

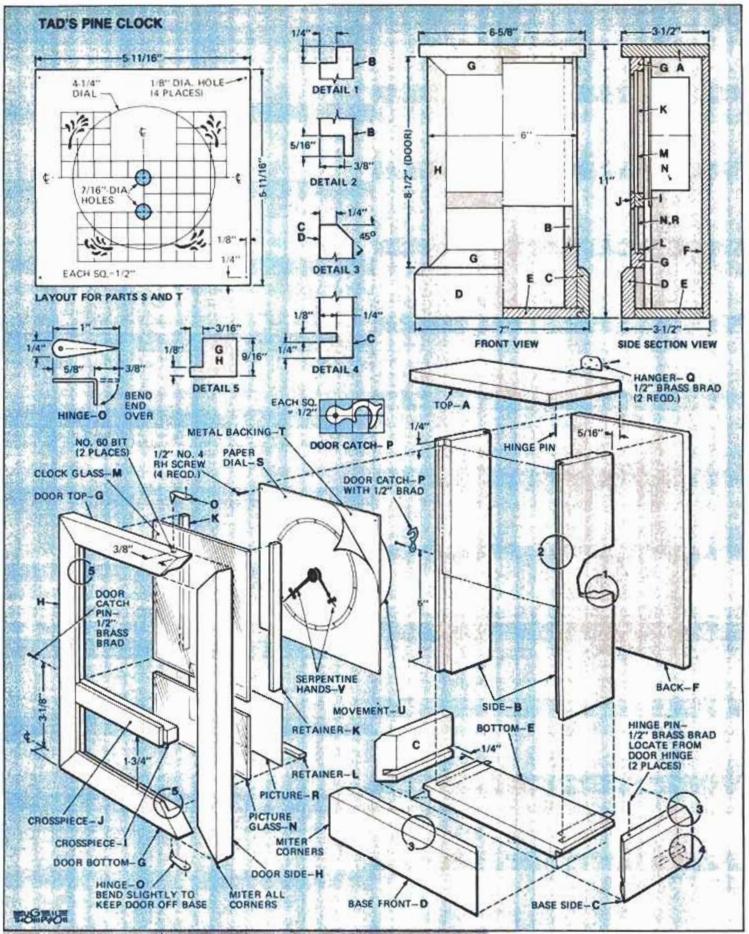
There are minor differences between the original clocks (in the smaller photos) and the PM reproductions: The originals have 30hour movements, while ours are eight-day clocks. The original

PM photos: Reproduction clocks, George Ratkai; original clocks, black-and-white photos, Matt Doherty Cabinetmaker: David Joseph Warren





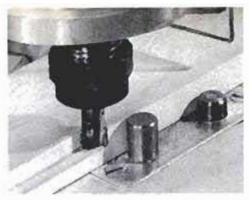




Inscription (below), by Lincoln's son Tad, can be clipped out and pasted behind the door.

1859 Mahm hinealn Jad aspaningfield Als

movements are screwed to the backs of the cases. In the reproductions, we've mounted the movements on a sheet-metal faceplate. The winding arbors on the reproductions are at 6 o'clock, whereas on the originals they are at 3:00 and 11:00.



Edge rabbets for sides, bottom and door frame can be cut with a table saw, router or,



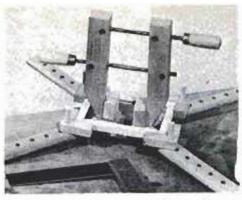
Pin hinges for door are reproduced from thin, polished brass. See text and drawing on facing page for installation details.

For both clocks, we selected an Urgo eight-day, spring-wound, pendulum movement available from the source given in the materials lists. Modern hands come with the mechanism, but for more authenticity you'll probably want the older styles

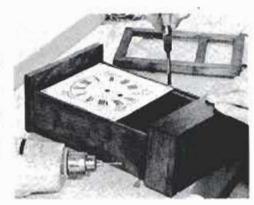
MA	TERM	ALS LIST-TAD'S PINE CLOCK
Key	Amt.	Size and description (use)
A	1	1/2 × 31/2 × 65/8' pine (top)
B	2	12 × 25a × 101a' pine (xide)
C	2	1/2 × 2 × 31/2" pine (base side)
COMFG	1	1/2 × 2 × 7' pine (base front)
E	1	38 x 234 x 61/2" pine (bottom)
F		1/4 x 51/2 x 101/2" pine (back)
G	2 2 1	%he = 11/he × 6" pine (door top/bottom)
	2	% x 11/16 × 1018" pine (door side)
1	1	7/16 = 1/2 < 5" pine (crosspiece)
HIJK	1 2	1/8 × 5/8 × 45/8" pine (crosspiece)
K	2	1/6 × 1/4 × 415/16" (glass retainer)
L	1	te × ¼ × 415/16" (glass retainer)
M	1	4716 × 4716" single-strength glass (for clock)
N	1	15/16 × 45/16" single-strength glass (for picture)
0	2	1/4 × 1" 20-gauge brass (hinge)
P	3	1×2" 20-gauge brass (door catch)
Q	-1	5s x 3/4" 20-gauge brass (hanger)
R	1	2×5' (picture, clip from magazine)
S	;	41/4-dia, dial with %8" Roman numerals (paper clock dial; see note below)
T	,	511/16 × 511/16" 20-gauge sheet metal (metal backing for clock dial)
U	.1	Urgo 6-day pendulum clock movement (se note below)
V	2	13/s" and 21/s" serpentine clock hands (see

Misc. 1/2" No. 4 th brass screws (4); 1/2" brass brads, epoxy cement; 3d finishing neils, stain, French polish (80% orange shellac and 20% boiled linseed oil).

Note: The B-day Urgo clock movement (Model 567982) is about \$30 from Marshall-Swartchild & Co., 2040 North Milwaukee Ave., Chicago, III. 60647; hands and paper dial face can also be ordered from this company or obtained locally. There is no brass bezel on this clock style. Also, on the original, there is no brass grommet in the winding-arbor hole, but one can be added if you wish to protect the face from being scratched by the key.



Glue and clamp mitered door-frame pieces. When joints are dry, bore pilot holes in corners to reinforce them with 3d nails.



Paper clock face is glued to metal backing plate, and plate is fastened into rabbets in the case with small screws at corners.

we've specified. These hands, plus the appropriate paper dial faces, are available from the same source. You merely glue the paper dial to the metal backing plate.

There are, however, many other types of clock movements that you might wish to consider, such as quartz, electric or battery models. For your convenience, we've listed additional sources for clock movements and parts in the box at right.

Building the pine clock

Tad's pine clock has a fairly straightforward rectangular cabinet. Rip the base stock in one piece and cut the bevel before dividing it into the three parts. Then cut the grooves in the two sidepieces. Next, rip the sides for the case and cut the rabbets, using a table saw, router or

Glue and nail the bottom and base pieces so the assembly is square. Clamp if needed. Sand the exposed edges of the remaining pieces with 100-grit paper. Glue and clamp the sides to the base, making sure the sides are square. Cut and attach the back, then the top.

Rip stock for the door and make the rabbet to hold the glass. Sand the inside edges with 100-grit paper. Glue up the door; when it's dry, cut the crosspieces and glue them in place. Sand the upper and lower door edges at a 2° or 3° inward angle

CLOCK SOURCES

Clock building is an absorbing leisure activity that's easy to get hooked on. The National Assn. of Watch and Clock Collectors Inc., Box 33, 514 Poplar St., Columbia, Pa. 17512, provides hobbyists with a bimonthly bulletin, lending library and other benefits. Membership fee is \$20 per year.

The Antique Nook Inc., 6226 Waterloo Rd., Atwater, Ohio 44201 (clock parts).

C & R Clock Shop, 11906 Q Drive North, Battle Creek, Mich. 49017 (bezel for PM reproduction and antique movements)

Caldwell Industries, Box 591, Luling, Tex. 78468 (Arrow Electric Ball Clock kit).

Campbell Tools Co., 1424 Barday Rd., Springfield, Ohio 45505 (clock parts).

Clock Crafts, 1215 Springfield Pike, Cincinnati, Ohio 45246 (clock parts).

Craft Products, 2200 Dean St., St. Charles, III. 60174 (kits and parts)

Constantine, 2050 Eastchester Rd., Bronx, N.Y. 10461 (kits, parts and fine hardwoods).

Craftsman Wood Service, 1735 West Cortland Ct., Addison, III. 60101 (kits, parts and fine hardwoods)

Crown Clock Co., 756 Nicholas Ave., Drawer G. Fairhope, Ala. 36532 (kits and parts).

Devote's Antiques, 57 Canton Rd., Akron, Ohio 44312 (clock parts).

Emperor Clock Co., Industrial Park, Fairhope, Ala. 36532 (clock kits).

Empire Clock Co Inc., 1295 Rice St., St. Paul, Minn. 55117 (clock parts).

Heinz Jauch Clock Co., Box 1150, 200 West Fremont St., Burgaw, N.C. 28425 (clock parts).

S. La Rose Inc., 234 Commerce Pl., Greensboro, N.C. 27420 (kits and parts).

Marshall-Swartchild Co., 2040 North Milwaukee Ave., Chicago, III. 60647 (clock parts). Mason & Sullivan Co., 39 Blossom Ave., Oster-

ville, Mass. 02655 (kits and parts). Merritt's Antiques. Rte. 2, Douglassville, Pa.

19518 (clock parts). Modern Technical Tool & Supply Co., 211 Neva-

da St., Hicksville, N.Y. 11801 (clock parts) Southwest Clock Supply Inc., 2442 Walnut Ridge St., Dallas, Tex. 75229 (clock parts).

E & J Swigart Co., 34 East Sixth St., Cincinnati, Ohio 45202 (clock parts).

Swisscraft, 224 West Eighth St., Holland, Mich.

49423 (clock parts). The Tiny Clock Shop. 1354 Old Northern Blvd.,

Roslyn, N.Y. 11576 (clock parts). Turncraft Clock Imports, 611 Winnetka Ave. N., Golden Valley, Minn. 55427 (clock parts).

Versage Antiques, Cuddebackville, N.Y. 32729 (clock parts).

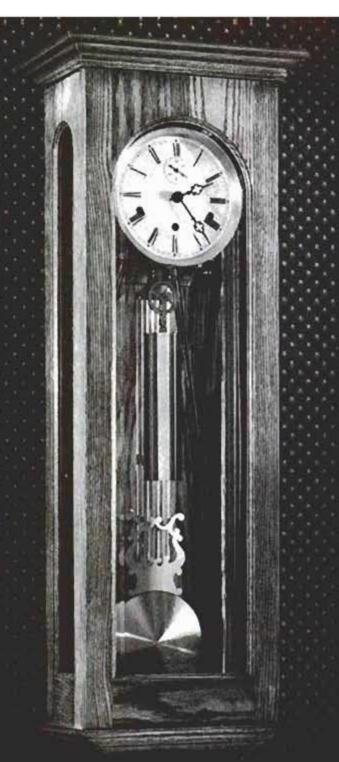
Westwood Clocks 'N Kits, 3210 Airport Way, Long Beach, Calif. 90806 (kits and parts).

(bevel) so the door will close smooth-

Sand all parts, breaking the corners, dust and wipe with a tack cloth. We applied a dark walnut stain to the wood. When the stain is thoroughly dry, rub on several coats of French polish (20 percent boiled linseed oil and 80 percent orange shellac), using 4/0 steel wool. Next, buff with carnauba wax.

You can make pin hinges from 20ga. brass to mount the door. Cut two hinges as shown in the drawing. Bore a hole for a small brass nail. File the hinges smooth and bend to shape. Use a No. 60 bit to bore hingemounting holes in the door. Bend the lower hinge upward slightly, so

(Please turn to page 171)



Vienna regulator clock

his classic antique European design is 36% in. high and combines the rich elegance of an oak and glass case with a gleaming brass movement. The kit comes with precut solid-oak parts, all hardware and a choice of two clockworks. With a basic regulator (striker) movement, the kit is \$349; with Westminster chimes, it's \$399. I chose the chimes for their beautiful sound and added visual effect through the glass. Either kit is also available in cherry, instead of oak, for about \$30 more.

The three panes of beveled glass for the front and sides are optional and list for about \$70 extra. While you can use cheaper float glass, supplied locally, the beveled gives an expensive crystal look that's worth the money. I strongly recommend that you don't

(Please turn to page 166)

More heirloom clocks from kits

For a timesaving alternative to building a clock from scratch, try assembling one of the many kits available. These clocks come in virtually any style you could want. Or you can adapt a kit to your own design. To give you an idea of what to expect, five PM staffers and freelancers of varying workshop skills report on assembling the clocks shown.

Crystal mantel clock

his French-style clock with brass-bell strike movement and beveled glass on all four sides became popular in the late 19th century. After putting the clock together, I can say it's a gem of a kit. It comes with precut wood parts of either cherry (\$131.50) or walnut (\$146.50) and includes the beveled glass, clock parts and hardware. You supply the fnish, tools and glue.

The instructions are clearly

written and the accompanying art was a big help. The kit maker, Mason and Sullivan Co., also provides a diagram of screw sizes and bit sizes for boring both pilot and clearance holes.

The introduction to the assembly instructions offers sound advice to beginning woodworkers, so that anyone who follows the instructions should be satisfied. For exam-

(Please furn to page 168)





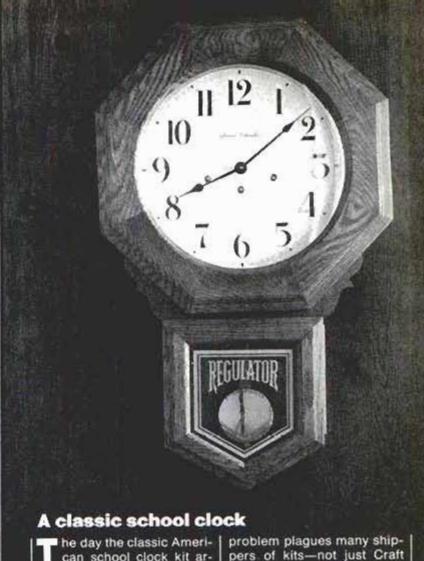
Oak regulator clock

The regulator clock from Emperor is a good-looking piece when it's done, but it did cause some frustration during assembly. The term "regulator," incidentally, was first applied to weight-driven clock mechanisms up until about 1890, when it then came to include spring-driven movements, as well. The word is frequently found printed on the face glass of some classic clock designs. In general, it has come to mean any fine, precision clockworks.

One problem I encountered was with the door frame, which has doweled corners. The frame comes with one corner already glued and the other three not. It took a lot of doing to separate the unglued corners to insert glue without damaging the preglued corner. Another annoyance was that one of the strips in the right side panel proved difficult to finish. The panel is made up of several glued strips, and the final top coat on one of these strips would not dry. I don't know what caused the problem, but it meant I had to wash off the top coat with solvent, then recoat the strip.

Otherwise, construction went fairly smoothfy, except for one change in the instructions that I feel is necessary. This is to cut the recesses for the door hinges before assembling the case, rather than afterward, as the

(Please lurn to page 175)



he day the classic American school clock kit arrived from Craft Products Co. (its Amherst model, which sells for \$129.50), I was immediately impressed with the look and fit of the precut oak parts. But one major wooden part was missing—immediately forwarded upon request—as were some small brass screws for attaching the dial face, which I have not been able to find in local stores. This missing-parts

problem plagues many shippers of kits—not just Craft Products—so check your kit carefully, whatever the make.

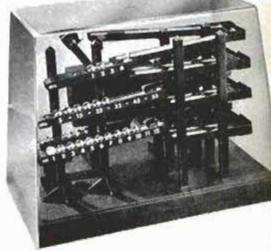
Thanks to the accuracy of the precut parts, assembly of the clock's wooden frame is simple, and can even be accomplished without clamps, by using any convenient weight to hold the frame assembly together until the glue sets. (Oak shouldn't be finish-sanded with abrasive finer than 150 grit if you want

(Please turn to page 166)

Electric ball clock

ou can have a ball anytime with this clock. Balls traveling through a maze of plastic tracks and holes denote the time by their positions on hour and minute scales along three teeler-totter racks. A 1-rpm motor feeds the 3/1-in. steel balls with electric-clock accuracy.

The kit includes all (Pease turn to page 166)





HANGUPS THAT MAKE

Functional, handsome and fun to make, all provide quick access to

by Harry Wicks HOME AND SHOP EDITOR

owadays the decorating preference seems to be to put functional items on a wall—in full view—so they will be handy when needed. The concept works if the items are displayed with a flair that makes them visually pleasing.

We asked architect Lester Walker to come up with projects that would solve seven everyday storage problems with eye-pleasing good taste. His solution to the problems are the projects shown on these pages.

All the hangups are easier to build than their looks might suggest. Created of pine and using simple construction methods such as butt joints, the clever designs are enhanced by Walker's expert color selections. Using just modest tools, you should be able to build at least one in a single weekend work session.

If possible, use clear pine throughout because knots seem to have a way of being in inconvenient areas on small projects such as these. Since each project uses just a minimal amount of material, it pays to invest in the clear stock and avoid aggravation.

Make all cuts with a hollow-ground planer blade to minimize edge splintering. The projects are contemporary in design; the edges will be just slightly broken with sandpaper and not rounded over with a router and rounding-over bit.

After you have cut the parts for your project, test-







Life EASIER

some everyday house 'tools'.

assemble them without glue to check for fit and square. When satisfied, disassemble and sand all parts smooth. Then assemble, using glue and fasteners as shown in the drawings.

On these projects, all finishing should take place after the project is assembled.

Deli container rack

Lay out and cut all parts as shown in the drawing. Use the miter cut on the bottom of the sides to determine the bevel cut of the front and rear edges of the bottom shelf. Locate the holes for the dowels in the shelf and side pieces and bore them approximately in deep. Cut dowels to length and test-assemble

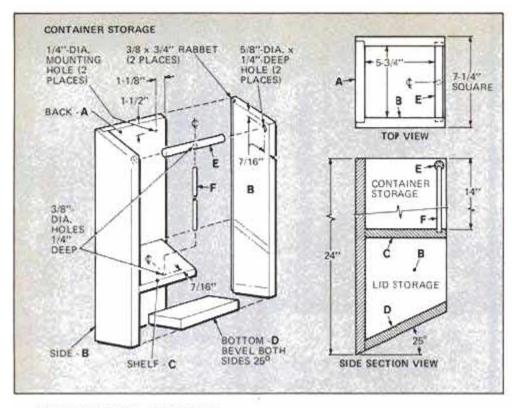


Designs by architect Lester Walker confirm the notion that "less is more." All projects shown are built of '2-in, pine using simple construction throughout.

- Vertical rack holds a healthy supply of deli containers and lids.
- 2 Eight spice bottles hang from dowels which are inserted in the pine back.
- 3 Five-piece kitchen-tool set also hangs from dowels glued into pine backboard.

- 4 Three-board flowerpot shelf cutouts simply rest on window's meeting rail.
- 5 For safety this knife rack keeps blades close to wall.
- 6 This hangup lets you park a large roll of paper towels on a convenient kitchen or bath wall; hand towels are displayed below.
- 7 Clever clipboard sports a pencil keeper, convenient note pad and a place to park the phone when someone's at the door.

Designs by Leister Walker, construction by the author RM photos by marry Martman, styling by Gabe Herris-

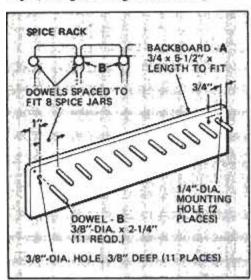


MATERIALS LIST-CONTAINER

Key	No.	Size and description (use)
A	1	3/4 × 61/2 × 24" (back)
В	2	34 × 71/4 × 24" (sides)
C	1	% x 5% x 61/2" (shelf)
D	1	3/4 × 53/4 × 8" approx., trim to fit (bottom)
E	1	%s"-dia. × 61/4" (dowel)
F	1	36"-dia. × 137/6" (dowel)
	2	3/16 × 3" toggle bolt

the rack without glue. When you're satisfied with the fit, disassemble and sand all parts smooth. Using white glue (sparingly) and 11/2-in. finishing nails, reassemble the box in this fashion:

- Attach the back to one side (in the rabbet).
- Add the middle and bottom shelves.
- Insert the longer dowel into the hole bored at the center of the shorter one, then install this T-configuration as a unit into the partial assembly. (Use glue only on dowels.)



MATERIALS LIST—SPICE RACK

Size and description (use)

% × 51/2" × length to fit, (back board) % -dia. × 21/4" dowel his × 3" toggle bolt

Finally, apply glue where required and fasten the second side.

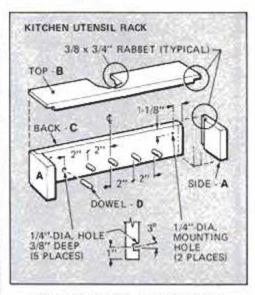
Using your combination square, check the box for square and set it aside to dry overnight.

Applying the finish

Next day, wipe the box with a tack rag, and completely protect the dowels with masking tape. Prime-paint the entire box with a pigmented shellac such as Bin, or use flat white spray paint as it comes from the

Allow the prime coat to dry completely before spraying with the color of your choice.

We used a burnt orange spray paint on the deli-container rack shown on page 136.



MATERIALS LIST-UTENSIL RACK

Size and description (use) No. 34 × 31/8 × 31/2 (side) % × 31/2 × 131/2" (top) % × 31/8 × 12% (back) CD 1/4"-dia. x 13/4" dowel The × 3" toggle bolts

When the color has dried completely, peel off the masking tape and spray-paint the entire box-dowels and all-with clear varnish.

Hanging the rack

Since the deli-container rack, like all other projects in this roundup, is relatively lightweight, toggle bolts will supply ample holding power.

Holding the box in place and level on the wall, mark a line on the wall along the top edge (out of view).

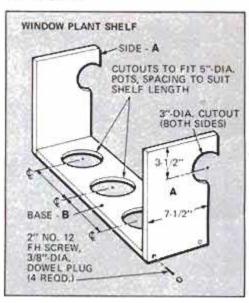
Using an awl, mark the locations for the screw-mounting holes on the wall. Remove the box and with a drill bore holes to suit the toggle bolts that you are using.

Remove the toggle wings from the bolts and insert the latter through the holes in the case. Reattach the wings. Lift the box into position and insert all of the toggle bolts into their respective holes. (You will probably need a helper at this stage.) When all wings are in the wall, turn the boltheads fully home. using a screwdriver.

If you are lucky, one or more of the hanging holes may line up over a wall stud. If so, simply bore a pilot hole through the wall and into the stud to receive the screw. In most cases, a 21/2-in. No. 10 screw will suffice. For good grip here, I prefer using panhead sheet-metal screws. rather than roundhead wood screws.

Spice rack

This, obviously, is the easiest project of all to create. Though its construction is simple, when the spice bottles are in place, it becomes a surprisingly attractive and functional piece.

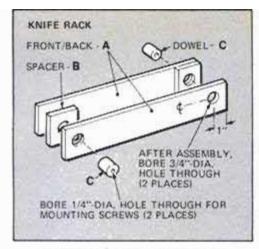


MATERIALS LIST-PLANT SHELF

Size and description (use) 3/4 × 81/2 × 12" (side) 2

34 × 71/2" × length to suit; see text (shelf) 2" No. 12 fh screw

34" dowel paug



MATERIALS LIST—KNIFE RACK

Size and description (use) 1/4 × 21/4 × 12" lattice (front/back) 1/4 × 2 × 21/4" lattice (spacer) 3/4"-dia x 3/4" down! ₹ns × 3" toggle bolt

Start by selecting the type and number of spice bottles that you want to display. Arrange them so you can verify dimensions for the dowel-hole locations. If necessary, adjust the spacing-and length of the board-to suit. At this time, also check dowel length to see if your bottles need more or less dowel.

Bore the dowel holes through. Change bits and bore the pair of holes for hanging. Sand the pieces smooth, dust and tack off.

This piece is easier to finish before assembly. Before spray-painting, insert short lengths of scrap dowel into the holes to protect the surfaces to be glued.

Prime and paint the board. When it's dry, pull out the waste dowels, Apply a small amount of glue to dowels (D) and insert them into the holes. Allow to dry overnight. Finish by spraying the entire piece with satin-finish varnish.

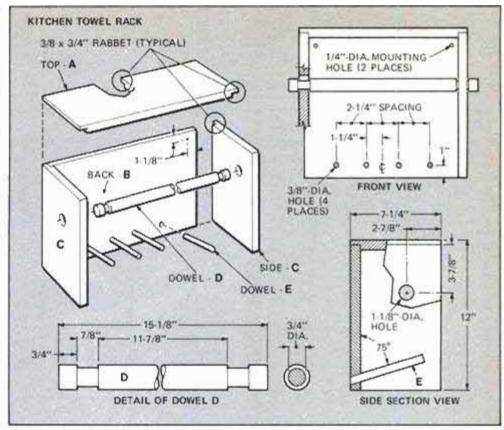
Kitchen utensil rack

Cut the four boards to size, as shown in the drawing. Next, set up your saw to cut the 3/8 × 3/4-in. edge rabbets in the sides and top pieces. Temporarily assemble the pieces and mark where the sidepieces rest on the back (on the inside).

Draw a light pencil line across the front of C (1 in. from the bottom edge) to serve as an aid for locating the dowel holes. To lay out the dowel locations, make a mark at the board's center (& on drawing) and space the dowels 2 in. apart, right and left.

The dowels on the prototype rack were located to suit the equipment to be displayed. To be safe, lay out the actual tools that you plan to hang on the board to check dowel locations. Relocate dowel holes, if necessary.

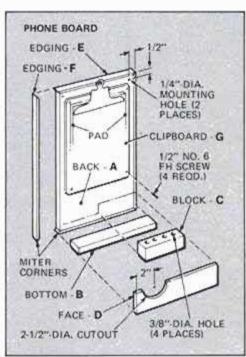
If you have a steady hand, you can



bore the angled blind holes to receive the dowels with your portable drill. Otherwise, tilt your drillpress table 3° and clamp a jig to keep the workpiece from sliding while you bore the row of holes.

Before assembling, sand all pieces smooth.

This project is also easier to paint



. R	MATE	RIALS LIST—PHONE BOARD
Key	No.	Size and description (use)
A	1	34 × 71/2 × 151/2" plywood (back)
В	1	3/4 × 11/6 × 8" (bottom)
C	1	11/8 × 11/8 × 4" (block)
D	1	1/4 × 17/8 × 8" lattice (face)
E	2	1/4 × 3/4 × 8" lattice (edging, top/bottom)
F	2	1/4 × 3/4 × 16" lattice (edging, side)
G	1	1/6 × 61/2 × 11" (standard clipboard)
	1	5 × 8° memo pad
		Last him of the name.

The × 3" toggle bott

MATERIALS LIST-TOWEL RACK

Size and description (use) % × 71/4 × 131/2" (top) % × 11% × 123/4" (back) 34 × 71/4 × 1156" (side) 1"-dia. × 151/8" dos %"-dia. × 6" downl

before assembly. First, test-assemble the box with partially driven nails to make certain you are satisfied with the fit, then disassemble it to apply the finish. Protect all surfaces that will make glue contact by covering them with masking tape.

The dowels can be glued into their holes. Next, board C is wiped with a tack rag and varnished. The board shown received two coats of varnish. with a light sanding between coats.

The sides and top are primepainted and then sprayed with two coats of a chocolate-brown spray paint.

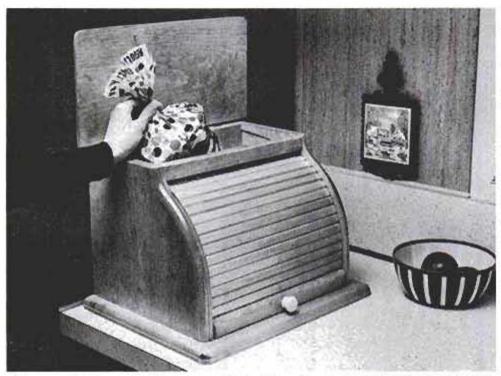
When the paint is dry, strip off the masking tape and assemble the rack, using white glue (sparingly) and 11/2-in, finishing nails. If you assemble in this manner, you will have a mar-free finish: Drive the nails through the back piece into the rabbets in the sides and top. Using wood pads under clamp jaws for protection, clamp the sides into the rabbets at the ends of the top piece. There is no need for nails at these joints, as long as the joint is adequately clamped after gluing.

Window plant shelf

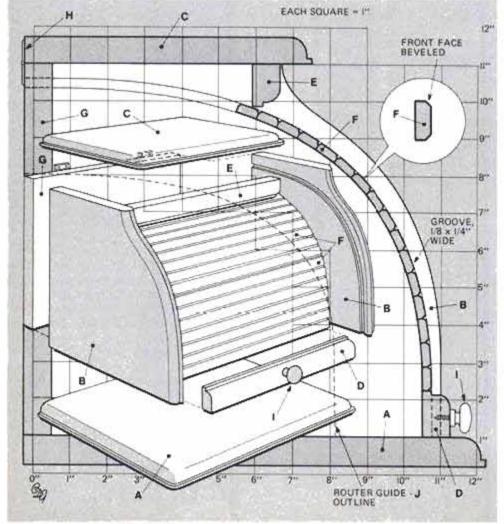
Start by checking the window size where you plan to use this shelf. As

(Please turn to page 174)

Horkshop: Aquick projects



Things aren't always what they seem. The tambour door is a fake, but the lid is hinged.



Roll-top breadbox

his project is a perfect example of something not being what it appears to be. Although the breadbox has the roll-top look, its tambour door is a sham; the loaves are lifted in and out via a hinged top. The box holds two loaves of bread.

To build the box, start by cutting the sides (B) and bottom (A) from a length of 1×12. Since the actual dimension of a 1×12 is 4 × 114 in., glue on a 11/4-in.-wide strip to get the right width for a 121/2-in. bottom.

Use a band, jig or sabre saw to cut the contoured sides; then make the groove with a router equipped with a 1/4-in.-dia. straight bit (guided by a template).

Create a template in 1/4 in. plywood, using your router and straight cutter to determine dimensions. Tack template to scrap wood; test for accuracy before cutting box sides.

Tack-nail the template to the workpiece as indicated in the drawing and set the bit to cut to 1/4-in. depth.

Next, cut top (C), bottom and top rails (D.E) and back (G). Then cut the % × 131/4-in. slats from 1/4-in.thick (lattice) stock. Sand or plane a slight bevel on the front edges of all the slats. After sanding all parts smooth, assemble them as follows.

- 1. Glue and nail the bottom to the sides.
- 2. Tack-nail the back temporarily (it must be removed to insert the slats).
- 3. Slide in the slats without using glue and replace the back. Nail it into place.
- 4. Set all nailheads and fill the depressions with wood filler.
- 5. Install the top of the box with a pair of butt hinges.
 - Locate and bore the hole for the (Please turn to page 175)

MATERIALS LIST-BREADBOX

Size and description (use) 3/4 × 121/2 × 161/2" hardwood (bottom) 3/4 × 10 × 101/2" hardwood (side) 3/4 × 73/4 × 16" hardwood (top) 3/4 × 11/4 × 13" hardwood (bottom rail) 34 × 11/4 × 13' hardwood (top rail) 1/4 × 5/6 × 13 1/4" lattice stock (slat) 3/4 × 10 × 13" hardwood (back) 11/2 × 11/4" buft hinge 34"-dia. wood knob (knob) 1/4" plywood (router guide) is and screws required, McCloskey's Tungseal light-

for home and fun

Shakey-Jakey—Test for steady hands

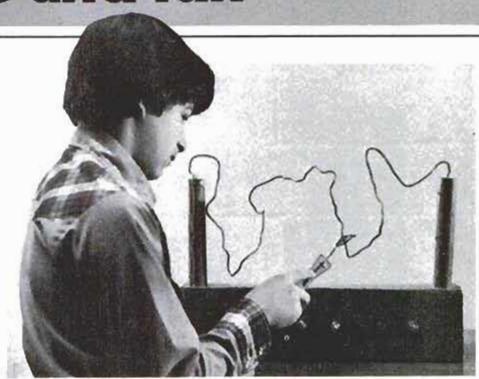
The challenge of Shakey-Jakey is to keep a steady hand while passing the wire loop along a curved, electrified wire. If the loop touches the wire at any point, a light goes on and a buzzer sounds—they remain "on" until the reset button is pushed. The challenge can be increased by adjusting the size of the loop and/or increasing the curve of the wire field.

Cut the parts out as shown in the drawing at right, below. Nail all panels together, except the back, with 1-in. brads.

Next, cut the dowel to suit, and bore 1-in.-dia. holes in the top panel

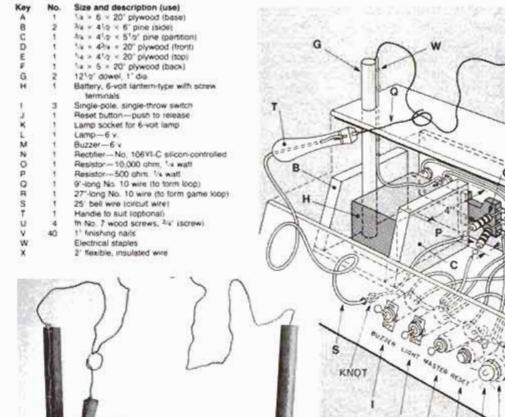
(Please turn to page 175)

If the handheld loop touches the wire, a lamp and buzzer will let you know. Kids are fascinated by this game.



Game tests youngster's hand for steadiness. Alter length and curve of wire for challenge.

MATERIALS LIST-SHAKEY-JAKEY



BEND CURVES

R AS DESIRED

G

Sparky candlestick

fun way to recycle a worn-out sparkplug is to turn it into a novelty candlestick. It makes a unique gift for (or from) an auto buff. Its wood base can be cut or turned to suit any shape or size that you desire.

In the top of the base, bore a hole into which the threaded end of the plug will fit snugly. In a 3/4-in.-long rod of 1/16-in. aluminum or other metal, drill a 1/16-in. axial hole to accommodate a small birthday-cake candle.

Enlarge approximately 1/2 in. of this hole to fit over the plug cap. Under the candle socket, place an (Please turn to page 175)

MATERIALS LIST-CANDLESTICK

MAILINES LIST STREET			
Key	No.	Size and description (use)	
		13/4"-dia. x 11/2"-high hardwood (base)	
В	1	Sparkplug	
C	1	76'-dia. aluminum disc (hole to suit sparkplug)	
D	1	7/16" aluminum or other metal rod, 3/4" lon	

(candle socket)

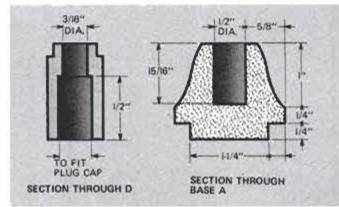
Yis' candle



Pop-ert candlestick is a guaranteed conversation piece for all auto buffs.



Except for candle, all parts are from author's scrap box.





You can test a D-cell's charge by noting how brightly the flashlight lamp lights.



To form the lamp socket, wind copper wire around threads of a lamp base as shown.

Battery tester

little wire, some tin-can metal and a flashlight lamp combine to make the simple tester illustrated. I use mine to compare flashlight batteries and similar battery cells for power.

The cell to be tested is inserted, either end down, into the appropriately sized cylinder, and the end of the flexible wire is touched to its top terminal (top photo, left). A good cell lights the lamp with considerable brilliance (brightness depends upon the characteristics of lamp used). An exhausted cell will not light the lamp. With a little practice, you'll be able to spot tiring batteries by noting the brilliance of the lamp.

To make the cylinders, wrap three layers of heavy paper around a battery cell of each size that you plan to

C

D

E

G

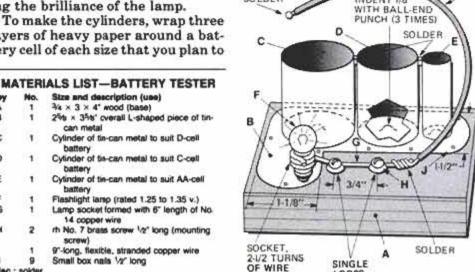
use in the tester. Then, bend 11/2-in.wide strips of bright tin-can metal over the paper wrapping. Trim the metal, leaving a small overlap, and solder the seam. The paper provides clearance between the metal tube and the (unwrapped) cell. Solder the cylinders to an L-shaped piece of metal.

Use small box nails to fasten the metal piece to a wooden base. Before soldering the cylinders in place, temporarily position them on the inverted L-shaped plate and mark the center for each. Next, rest the plate on soft pine and use a ball-end

LOOPS

(Please turn to page 175)

INDENT I/8"



GLOBULE OF

SOLDER

crylic sheet has taken the place of glass in many places around the home. Yet, while most people know how to keep glass looking good, few know the proper care for acrylic sheet which, despite its advantages, is more susceptible to scratching. CY/RO Industries, an acrylic-sheet manufacturer, offers the following suggestions for maintaining and restoring sheet plastic.

When acrylic sheet becomes dirty, wash it with mild soap or detergent and plenty of water. Use a soft, clean cloth or a soft mop for larger areas. Do not use any pressure; let the soap do the work. Then dry with a clean, damp chamois. Rubbing a dirty sheet of acrylic with a dry cloth will scratch its surface. Grease and oil can be removed with hexane or naphtha. Do not use other cleaning agents, solvents or sharp tools to remove spots.

Fine scratches can be removed by hand polishing. Several companies manufacture special cleaners and polishes for plastics. If you cannot obtain these locally, good-quality auto cleaner will suffice. Apply it to a soft flannel pad and rub back and forth, or with a circular motion. When the scratches have disappeared, remove all residue and apply a quality auto wax.

Power buffing

To remove scratches that are too deep for hand polishing, use a polishing wheel in a bench grinder or electric drill. On a grinder, use a 6- to 12-in.-dia. by 11/2- to 2-in.-thick wheel, or whatever size your grinder will accept. Smaller wheels, chucked into a drill, are best for large workpieces that are too difficult to handle on a stationary buffing wheel.

The first step in buffing is to use a bleached muslin wheel with a medium-coarse or fine compound, depending on the depth of the scratches. Keep the piece in motion at all times. Too much pressure can soften and burn any spot on which you lin-

Do not start near the top of the piece as the wheel may catch the edge and tear the piece from your hands. Start approximately onethird of the way down, and keep moving back and forth until you have reached the bottom edge. Then turn the piece upside down and repeat the operation. For final finishing, use a Domet flannel wheel with a little tallow to lubricate the

Removing deep scratches

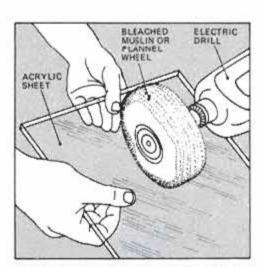
surface of the wheel.

A scratched acrylic surface should not be sanded unless the imperfec-

How to keep sheet plastic scratch-free and shiny





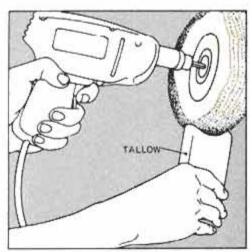


Polish sanded area with medium-coarse compound on bleached muslin wheel, then use fine compound on flannel wheel.

tions are too deep to be removed by polishing alone. If the scratches are deep or cover a large area, a portable pad sander should be used. Use wet-or-dry sandpaper for best results and apply water to its surface with a sponge. Don't apply pressure; let the sander do the work.

If the scratched area is small, sanding can be done by hand. Wrap a piece of wet-or-dry sandpaper around a block and sand an area that is slightly larger than the scratched area. This is to avoid the formation of a sharply defined "low spot," which would cause optical distortion.

Whether you sand by hand or use a machine, start with the finest grit sandpaper that will remove the im-



While polishing, use a small amount of tallow to lubricate the surface of the polishing wheel and to prevent heat buildup.

perfections. If you start with too coarse a paper, it may cause additional scratches that are deeper than the original ones. Unless the scratches are very deep, 240-grit or 320-grit paper is coarse enough to start the sanding process.

As you change from coarse to medium to fine paper, keep in mind that you are continuously replacing a small number of deep scratches with a larger number of shallow scratches. It is essential that you remove all deep scratches before you change to the next finer grit.

After rinsing, use a 400-grit, then a 500-grit paper; use plenty of water to sponge off the sandpaper frequently. Once a satin-smooth finish is obtained, you can polish.

TECH FRONT LINES

Raise the (solar) roof and lower your utility bills

Prices are still going through the roof, but the roof is looking more attractive all the time as a direct source of electricity for your home.

As houses on these pages attest, it's possible today—with a healthy bankroll—to pack your south-facing roof with off-the-shelf photovoltaic (PV) cells that convert sunlight directly into energy. These cells could provide enough power to handle perhaps 75 percent of household requirements. In fact, one of the houses

shown on the opposite page is expected to produce more electricity than its owners need. This will allow them to sell power back to the utility.

Much of the current work on photovoltaics is happening on the drawing boards and in the test labs of large companies. General Electric, for instance, is evaluating an experimental solar-cell "shingle" (illustrated below). It combines a solar cell with a protective roof cover. Will it be sold commercially? A spokesman says GE can't predict the shingle's future until testing is completed some time next year. Westinghouse and other companies are committed to reducing the price of solar cells, within the next five or six years, to 70 cents a peak watt. A peak watt currently costs from \$7 to \$22.

Westinghouse is also at work on a complete design for a 1700square-foot PV-powered house to meet conditions for the northeastern United States Passivesolar components—south-facing windows, natural ventilation and extensive insulation—will complement the photovoltaic system in meeting heating and cooling needs. The Westinghouse goal is to eliminate the technical bugs from photovoltaic housing systems by the time solar cells become cost-effective.

But the first crop of actual PVpowered houses is already growing, and yielding data that should be immensely useful to designers of future photovoltaic homes—yours, perhaps.

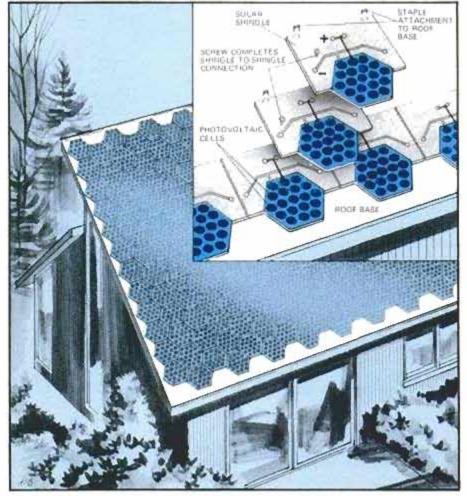
ENERGY

Right now, there are at least eight photovoltaic houses in the United States. And a spokesman for Lincoln Labs, an affiliate of the Massachusetts Institute of Technology in Lexington, Mass., says that by the end of the year. nearly 100 solar-cell houses will be up and operating. PM investigated two existing houses. One, in Cape Canaveral, Fla., is a project of the Florida Solar Energy Center (FSEC), a part of the state university system. The other, in Phoenix, Ariz., was built by John F. Long Homes Inc. Both houses were constructed with partial backing from the U.S. Department of Energy. Both are wood-frame constructions, with three bedrooms, two bathrooms, a living room-dining room combination, a kitchen and a garage. They are both uninhabited, at least for now. They're full-sized what mid-1980s models of houses can be if the PV movement gets off the ground.

Backup: local utility

Solar cells on the Florida house occupy 640 square feet of the 918-square-foot asphalt-shingle roof. Each of the 168 modules is rated at 30 watts, which translates to a potential for about 8000 kilowatt-hours annually. That's just shy of the 9000 kilowatt-hours that the Edison Electric Institute estimates U.S. homes consume each year. The local utility will fill in when needed.

The cost for the system is a daunting \$55,000. But builders of the Florida house say that if the price drops as expected during the first half of the decade, a comparable rooftop powerplant



GE shingles connect electrically to provide power while protecting roof.

TECH FRONT LINES

would cost between \$10,000 and \$18,000 (in 1980 dollars) in 1986. That investment, when stretched over cell life (20 years now and expected to increase), would provide power at rates comparable to utility charges, according to Arthur H. Litka, project engineer for FSEC.

Litka tells us that so far, the system has been working "right up to predictions." And one day last November, when high cumulus clouds reflected sun and heightened its effective intensity, the modules exceeded their rated output by 25 percent.

Phoenix builder John F. Long built his experimental house at even greater expense—his system cost some \$70,000. But for the extra financial outlay, the Long house is capable of achieving total energy independence from the power utilities.

The 120 photovoltaic cell modules on Long's south-facing roof are laminated into rectangular metal panels, Each module is rated at 60 watts.

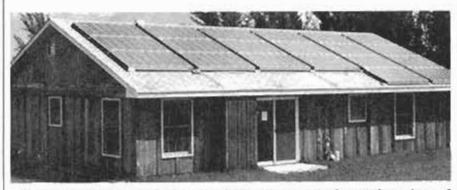
Long expects the sun to provide him with about 12,000 kilo-



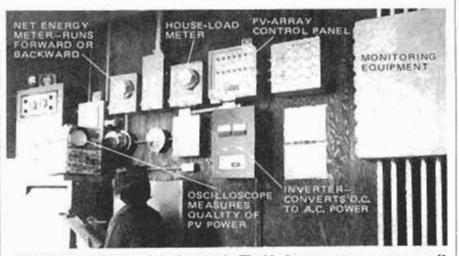
Long house: excess power for sale.

watt-hours annually, which would permit the sale of unused power to a utility. By law, utilities are required to pay for electricity returned to power grids.

The owners and builders are monitoring the performance of these and other PV systems with the burning curiosity of a homeowner ripping open a utility bill. The common hope is that the houses will prove so practical, that someday the utility will routinely send checks, not bills.



Florida house: three bedrooms, two baths, thousands of watis from the roof.



Monitoring and control equipment in Florida house covers a garage wall. Preliminary report: Cells sometimes produce power beyond rated output.

Coal's bed partner

It appears to be an unlikely fuel. The gray pebbles are hard—like driveway gravel. Nothing happens when you apply a match to them. But this fine-crushed oil shale is rich in energy, plentiful in this country, and—new research suggests—a serendipitous bed partner for coal.

The bed in this case is a fluidized bed: a kind of high-powered furnace in which fuel is dropped down on upward-thrusting jets of air. This creates a roiling, combustible mixture which is noted for producing high heat in a small area. The particular bed, in some promising new research is a small model at the Alliance Research Center of the Babcock and Wilcox Co. in Alliance, Ohio. There, researchers under the direction of John B. Doyle set out to see if shale can be burned like coal

The incentive behind this research is shale's abundance. Conservatively, shale in this country could yield hundreds of billions of gallons of oil. For comparison, the United States currently imports about 2.5 billion barrels of oil per year. The problem is freeing the oil from shale's molecular structure. Raw shale is not a sponge; simply crushing it does not squeeze out liquid oil. Shale must be heated to 800° F. before it begins to release kerogen, a grayish-black substance which can be converted to oil.

Alliance researchers were seeking a shortcut in this complicated and expensive process. In their first experiment, they created a hot coal fire in the fluidized bed, then gradually added pebbles of raw shale while reducing the coal supply. Temperatures dropped, but the carefully tended fire continued to roar when shale was burning alone.

That finding raises some hope that shale energy might be released economically through mere combustion. One application: Shale could be burned on the surface, generating steam which would be piped deep underground. There, it would heat up buried shale. Steam would unlock shale's kerogen. Another pipe would carry the kerogen to the surface for processing.

But in the course of the test

CH FRONT LINES

burning, researchers made another discovery. And here is the serendipity: As it burned, limestone in the shale reacted with sulfur dioxide, the major air pollutant produced by burning coal. The reaction yielded a solid powder, which was easily recovered. In other words, shale cleaned up the coal while releasing energy.

'Water Mizer'

A part-time inventor from Kalamazoo, Mich., has developed a system designed to stretch water supplies and ease droughts.

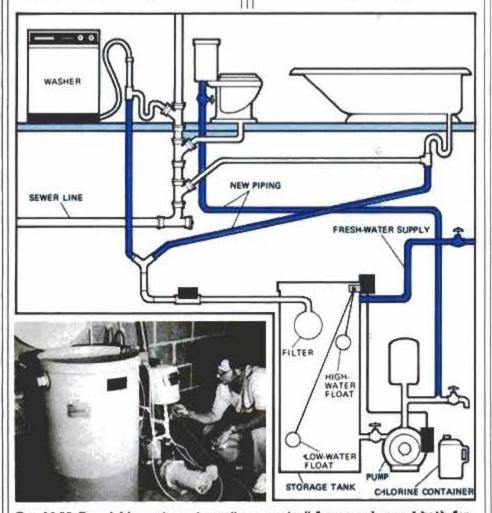
The "Water Mizer," developed by Gerald McCormick (who offers plans for do-it-yourself installation), channels waste water from your washing machine, bathtub and shower to a 55-gallon holding tank. From there, the filtered and chlorinated "gray water" goes to toilets for flushing and to some faucets where it's drawn for washing floors, house siding and walkways. The system, McCormick says, cuts his water usage by 50,000 gallons per year.

A similar system, in an energyefficient house built by the National Aeronautics and Space Administration (NASA), in Langley, Va., reduced water usage by about 33 percent.

Interest in "gray-water" re-search comes amid warnings that continued water shortages could lead to a dramatically lower standard of living. Charles I. McGinnis, head of the water policy task force of the National Society of Professional Engineers. thinks the federal government will eventually be forced to regulate water use.

Plans for McCormick's device are \$14.95 plus \$1.50 for postage and handling from McCormick Enterprises, 109th Avenue, R.R. 7. Allegan, Mich. 49010. McCormick says costs run about \$350.

He has a stock of major components for sale if homeowners have difficulty finding them.



Gerald McCormick's system stores "gray water" from washer and bath for use in toilet. Float prevents overflow. Warning: Before installing any waterreuse system, be sure to check with your local building inspector.

INVENTIONS

Diver transporter



Small pressure tank moves victim.

Divers injured under offshore oil rigs can be transferred safely to treatment centers ashore in small chambers patented by Andre Galerne. The chambers, which are filled with breathing gas under high pressure, are easily carried by helicopter to decompression facilities. (Patent 4,227,524.)

Thief marker

A Seattle man has invented a way to chemically label money, goods, and people who handle them in the course of a robbery. As explained in Donald T. Grahn's patent (No. 4,226,194), a chemical reagent can be sprayed on articles by a concealed switch. Twenty minutes after a thief handles the goods, a blue-purple stain forms on his hands. The chemical remains invisible on goods, but can be "developed" for identification.

Thumb twiddler

The problem, as Horace A. Knowles, a government speechwriter in Washington, D.C. sees it, is that thumb-twiddlers are a frustrated lot. A lack of coordination often leads to "the inadvertent bumping of thumbs against one another during the twiddling motions." Not to worry. Mr. Knowles has been awarded patent No. 4,227,342 on a two-holed device which assures that thumbs will remain separated during twiddling (and also makes it hard to tell whether politicians are voting thumbs up or down).

TECH FRONT LINES

PRODUCTS

Radar intrusion alarm

The Seeker 1 is a lightweight burglar alarm that detects movement with a small radar sensor.

The sensor can be mounted behind a picture or in a bookcase or vase. It picks up movement anywhere within a teardrop-shaped area extending for about 40 feet. When tripped, the device sounds an electronic siren. It can also be wired to activate a tape recorder or telephone dialer. Adjustable sensitivity prevents false alarms, and its maker tells us that the device is not set off by movement on other floors.

It costs \$299.95 from Seeker, 490 Middlefield Rd., Mountain View, Calif. 94042.





Robotic reel lures fish, then hauls them in

Fishermen punch in desired fishing depth, jigging cycle and jigging space. Then the new ME-1000 robotic reel from Miya Epoch (1635 Crenshaw Blvd., Torrance, Calif. 90501) does just about everything but filet the fish.

The battery-operated motor releases or pulls in line, following punched-in instructions. When a fish takes the hook, the reel winds it in, automatically changing speeds according to load. If the load becomes excessively heavy, the reel automatically stops winding and sounds an alarm. Reeling also stops when the fish reaches a preset spot near the transom.

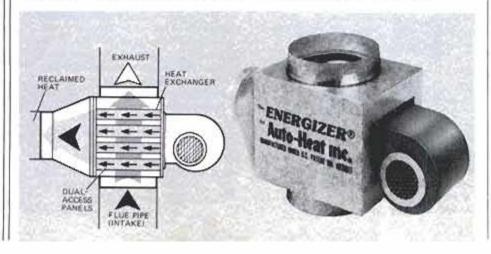
Drag on the reel can be adjusted up to 210 pounds. The \$1495 device also comes with a spool-revolution counter, a digital display indicating how much line is out, and backlash control. The spool holds up to 1300 yards of 80pound Dacron line.

Heat-recovery system attaches to flue

The UL-approved Energizer captures some of the heat that normally goes up the chimney, returning it to basement or heating ducts.

Hot exhaust gases pass around the outside of heat-exchanger tubes that contain cool air blown through the tubes by a fan. Without contamination, basement air is warmed and discharged into a room or duct. Energizers are available for flue-gas temperatures up to 1200° F.. and blower capacities range from 465 to 1869 cubic feet per minute. The 50-pound device does not reduce the flue-venting area of the chimney.

A spokesman for the manufacturer (Auto-Heat Inc., 2327 Florence Ave., Cincinnati, Ohio 45206) says the Energizer costs about \$475 installed. The company claims owners will save enough in a year to pay for the device.





High-heat sensor

The Thor Sentry senses unusually high temperatures near wood or coal stoves, fireplaces or furnaces, and sounds an alarm before walls or floors can ignite.

The heart of the fire alarm is a tiny heat-sensitive thermistor, which is made of rare metals. The thermistor responds to temperature changes within seconds. The Sentry sounds at 130° F. The suggested retail price is \$33.25. It's made by Thor Metal Works Ltd., Box 378, Eastwood Station, Syracuse, N.Y. 13206.

TECH FRONT LINES

AUTOMOTIVE

Running on wind, sun

Can wind or sun help run a car? The determined inventors shown with their cars at right have proved that both can.

Julius A. Tamosiunas of Framingham, Mass., a 62-year-old tool and die maker, runs his 1973 Renault station wagon on a combination of gasoline and electricity generated by wind power.

Dr. Wallace Moore, 77-year-old retired Long Beach State (Calif.) administrator, operates his Honda Civic wagon on gasoline and electricity from nine solar panels of 396 silicon photovoltaic cells.

According to George Hartley, chairman of the Electric Vehicle Council, the concept of harnessing wind or sun for automotive power isn't brand-new. But converting the idea to operating autos is "unique."

Both men chose to keep their conventional internal combustion engines because, for now, all-electric cars are inconvenient to operate over medium or long hauls. Running on electric power part of the time stretches gas mileage to roughly 60 mpg for the sun car, and between 80 and 100 mpg for the wind car.

Tamosiunas's auto carries an air turbine just behind the wind-shield and a wind propeller further back on the car roof. Both generate more than 30 amps. at 55 mph to recharge a 12-volt, 360-amp., deep-cycle battery in the car. The battery provides



Tamosiunas recharges battery, using roof-mounted air turbine and propeller.



Panels on Moore's car contain 396 photovoltaic cells feeding six batteries.

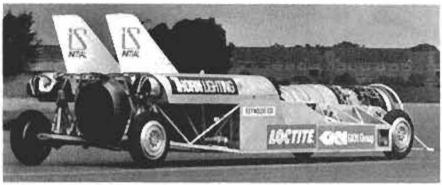
power for the transmission. And an 8-hp engine attached to the right rear wheel provides added power for hills. Tamosiunas starts out on gas, and once he reaches 55 mph, he switches to electric power for about 10 miles; then back to gas for a recharge.

Solar cells on Dr. Moore's car produce up to 100 watts, collected in six, 6-volt, lead-acid batteries located behind the wagon's rear seat. This power drives twin GE 3.5-hp electric motors for driving torque. The car's electricpower range is about 80 miles for eight hours of solar charging.

Tamosiunas's adaptation of his Renault cost approximately \$2000 for materials. Dr. Moore spent roughly \$11,000 for his Honda and its modifications.

Cow magnets for cars?

For several years, farmers in Montana have been forcing cows to swallow small magnets. The magnets retain bits of metal cows swallow while grazing. Veterinary equipment stores, however, are having a hard time stocking cow magnets. The reason: Motorists are attaching the magnets to the metal fuel lines of their cars, and say they get an extra five miles per gallon. Scientists and engineers in the Environmental Protection Agency (EPA) argue the whole idea is a lot of bull. Drivers attracted to cow magnets are driving more conservatively because they want their cow magnets to work, the EPA says. There is no physical reason why magnets should improve mileage. The only people making hay out of all this are the magnet makers.



Race driver Richard Noble hopes to push this British jet car, Thrust 2, up over Gary Gabelich's 662.407-mph record. (Stan Barrett did 739.66 in a

rocket car; that run wasn't sanctioned by the Federation Internationale de l'Automobile.) Noble's try is expected to come later this fall.

FECH FRONT LINES

ELECTRONICS

Remote-control stereo

Maybe we're all getting lazy. It certainly seems that way when you look at the latest design trend in stereo. No more getting out of your chair or off your couch to play records, change radio stations, volume level, or to shuttle your tape back and forth in search of the music you want. Now you can do it all by remote control.

For a while, ultrasonic commands replaced the cord. But ultrasound can get confused by Doppler effects when you move the control box. That's why most of the latest control devices employ infrared beams. They aren't bothered by Doppler-unless you happen to be moving near the speed of light.

At last count, remote-control audio components were available from Sony, Dual, Akai, Aiwa, SAE. BSR. Technics. Kenwood and Fisher, with others rushing into the act.

A handheld command transmitter usually sends out a coded sequence of light pulses through an infrared light-emitting diode. Across the room, the receiver decodes these pulse patternsusually by a digital (computer) process-and then generates the control voltages which activate various circuits to make the sound components carry out the commands.

A typical remote-control module is Technics' SH-R808. You can control all major audio functions from your listening position. These include: program source selection (FM, AM, phono or tape); radio-station selection (any of eight FM or eight AM stations); turntable start, stop, and tone arm up/down cuing; tape deck control (play, stop, rewind, fast-forward, record and pause); volume adjustment; and on-off power-switching.

Several turntables by Optonica, BSR and Fisher offer even more expanded remote-control options. They let you pick out



Prototype Variable Speech recorder speeds up tape without losing clarity.

any particular track you want to play on a record. A tiny, lightsensitive device on the tone arm registers light reflections from the surface of the record. The gismo can distinguish and count the different tracks on the record. Thus, you can command it to count up to three and play the third track, or the fifth, or whichever you like.

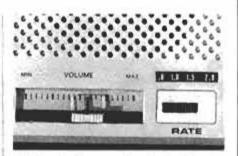
By far the fanciest of all remote-control systems has been developed by Toshiba, and it may hit the market soon. You can talk to this phonograph, but it has a limited vocabulary. The Toshiba rig registers only 15 words-in any language you choose-but that's enough to cover all the normal stereo-control functions. Like a well-trained dog, the machine responds only to its master's voice.

None of this comes cheap. Components steerable from afar usually run at least \$300 more than equivalent sound gear without such automation.

Double-time tapes

So you've recorded a long speech-a two-hour tape-and now you've taken it home to study. How long will it take to hear it through? With new timesaving units, just an hour-and you won't miss a word.

A Variable Speech-equipped recorder can double-speed a tape, and not sound like Donald Duck throwing an animated tantrum.



Slide switch controls playback rate.

The recorder uses a microcomputer-like circuit to compress the spoken word. Simply put, the recorder can blank out tiny segments of sound. The sound lost this way doesn't make the tape any harder to understand. It just makes it play faster.

The Variable Speech Co. (VSC) of San Francisco pioneered these efforts a few years ago. But equipment was still a mite expensive. Now VSC has developed a tiny circuit board that can be added to almost all tape mechanisms at a cost of about \$30 to the manufacturer.

It can even speed up video tape and, of course, does so without any audio distortion. JVC already has a unit (HR-6700U) that uses the VSC technology.

More recorders and VTRs with variable speed, and no intelligence loss, will soon be appearing. Already, VSC has sold its boards to some major recorder manufacturers.

With this technology. double-time means double the information.



Editor: Gurney Williams III

Contributors Tony Assenza, Boyd Harnell, John Ingersoll, Stacy V. Jones, Barbara Rousseau, Mort Schultz, Neil Shaptro

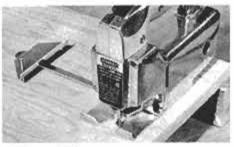
WORKSHOP MINICOURSE

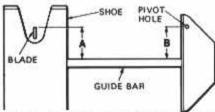
MORE ABOUT THE SABRE SAW

The pair of tasks shown on this page are jobs that make owning a sabre saw a must. Making cutouts is a frequent need in the shop, as well as in household carpentry. Once you've mastered good sabre-saw technique, you will make better cutouts faster than you've ever done before.

To cut a perfect circle, you should know about a couple of professional tricks:

- Though your first inclination may be to insert a fine-tooth wood-cutting blade, don't. The blade to use for a circle cut is a rough-cutting wood blade with a heavy tooth set. The reason is that this blade will cut sufficient clearance for making the turn accurately. Cut outside the line so you'll have stock to sand smooth.
- Second, cut with the maximum saw strokes per inch. To do it, use a fast saw speed and a slow feed. ■

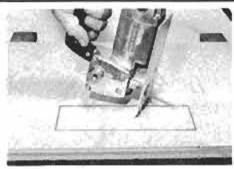




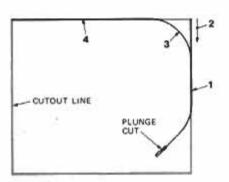
The rip guide that comes with this saw features a drilled hole so that the guide can be used to make circles. The pivot point (nall) must be lined up with the front edge of the blade, as shown in the inset drawing above (for example, A must equal B).



Stop the saw periodically when cutting circle so workpiece can be shifted on its support (a pair of 2×3s here). Saw blade should cut only the work, not the supports.



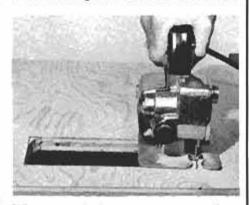
To make a plunge cut, tip saw onto front edge of shoe, as shown, then start motor.



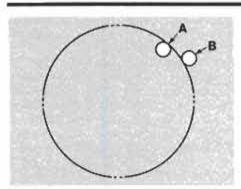
When blade is fully into work, with saw shoe flat on the work, cut toward one of the cutout lines (1) and then cut straight into the corner. With blade moving, back the saw up (2) and turn the corner (3). Step 4 simply repeats step 1 and so on.



Slowly-and with tool held securely-lower the moving blade into the waste area.



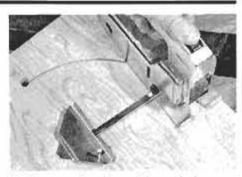
When cutout is dropped, reverse saw direction 180° and cut out triangular-shaped corner pieces. Note that workpiece straddles either 2×3s or sawhorses for blade clearance and maximum support.



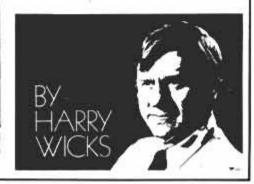
If cutout opening must be perfect, bore entry hole A. For a neat disc, such as one cut here, start with entry hole B.



Perfect circle needs nall hole at center filled and sanded and its edges smoothed; then it's set for finishing or painting.



For best results when cutting a circle, use a rough blade with a heavy set (the tooth set assures blade-turning clearance). Push the saw with a slow feed rate and, if your saw has variable speed, set it to the fastest cutting speed to obtain maximum strokes per inch as you make the cut.





DeLorean mid-engine sports car will cost \$25,000 when it goes on sale next month.

'81 IMPORT INVASION

(Continued from page 117)

coupe and sedan and rotary-engine RX-7 sports car (see Firsthand Report, page 12) are nicely restyled and upgraded for '81, as well.

Mitsubishi, which markets its cars through Chrysler-Plymouth and Dodge dealers in the United States, is carrying over its fine little fwd Champ and Colt intact, while giving a subtle redesign to its already excellent Sapporo and Challenger sport coupes.

Subaru, pioneer of the 4wd car, is improving its line with extended availability of the more powerful 1.8-liter engine and a new dualrange transmission for the 4wds. Subaru is also adding a more luxurious GL version of its 4wd hatchback model.

Finally, from Japan, Izusu is now entering the U.S. market on its own. Izusu is best known, in this country, for supplying Buick's Japanese Opel a few years back, as well as Chevy's LUV mini-pickup.

First to be marketed here is a series of subcompact I-Mark two-door and four-door sedans powered by a 1.8-liter, four-cylinder gas engine or optional (and very economical at 41/63 EPA city/highway mpg) 1.8-liter diesel. I-Mark prices start at about \$5200.

Germany

The biggest news from Germany this year is Mercedes' wonderful (and very expensive) new S-class sedan, which is available as the turbodiesel 300SD (\$34,000) or the long-wheelbase, gas-V8-powered 380SEL. The smaller Mercedes sedans, coupes and wagon are unchanged, but the classy sports car and sport coupe have become the 380SL and 380SLC with substitution of the new, more fuel-efficient, 3.8-liter V8 engine for the former 4.5-liter.

VW of America has slightly larger gas and diesel engines and other improvements for its German-built Scirocco, Dasher and Rabbit convertible (as well as the U.S.-manufactured Rabbit and pickup) for '81.

From the Porsche+Audi division comes a slick three-door hatchback Audi 4000, plus a sporty new five-cylinder, five-speed-transmission version called 5+5. There's also a power boost for the Porsche 924 Turbo and a new high-performance suspension and trim package for the flagship 928 sports car.

The Audis start at around \$8700, and the base Porsche 924 goes for nearly twice that amount.

BMW is adding a five-speed manual transmission as standard equipment for its topline 733i sedan and 633CSi coupe, but it's retaining the four-cylinder 320i and mid-range 528i with little change.

Italy

From Italy comes a new, improved V6 version of Alfa Romeo's GT coupe called GT-V6. It's priced at around \$16,000.

Fiat now has electronic fuel injection across the board in its Brava and Strada sedans, Spider and X1/9 sports cars and Lancia Beta and Zagato models—and watch for new turbocharged Brava and Spider versions in the next month or two.

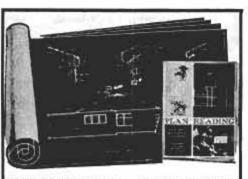
The beautiful and exotic Ferrari 308GTBi, 308GTSi and GT-4i (which are also imported by Fiat) are receiving special new Michelin TRX tires and wheels and other improvements for '81.

Great Britain

A brand-new sports car from northern Ireland is slated to make its debut in the next few months. Called the DeLorean (after its ex-GM executive creator), it will feature a rear-mounted V6 engine, unique stainless-steel body and gullwing doors. It will sell for approximately \$25,000.

England's Rolls-Royce doesn't introduce new models very often, but when it does, you can bet they're very special. In this case, the new Silver Spirit and Silver Spur are

(Please turn to page 152)



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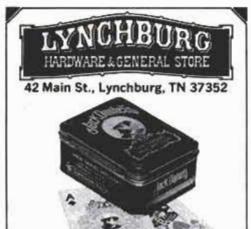
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Old-time Riverboat Playing Cards

Both of these decks are prettier than a painting, and so is the antique tin card case. Each card is a bit larger and thicker than normal—like those used on riverboats in the 1890's. There's a black and a green deck—both with an antique gold "distillery design." The face cards are reproduced from 100-year-old artwork. So it's a real unusual set of cards for the serious player. Twin deck in antique case: \$8.50. Postage included.

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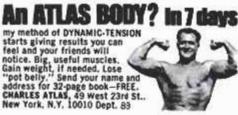


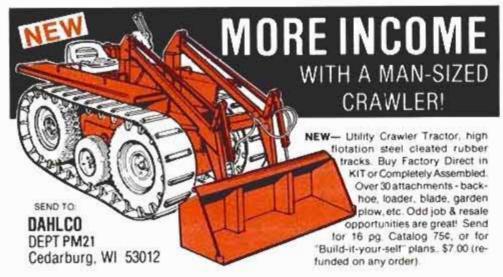




PRODUCTS Westlake Village, CA 91362







'81 IMPORT INVASION

(Continued from page 151)

about to replace the stately Silver Shadow and Silver Wraith this April (see *Imports & Motorsports*, page 28).

With fuel-injected V8 engines and redesigned rear suspensions, in addition to updated styling and engineering throughout, these new models will take their place at the bottom of the Rolls-Royce lineup for \$100,000 and up.

Lotus Esprit, Elite and Eclat sports cars will remain unchanged for '81.

Jaguar Rover Triumph is standing pat, with only minor improvements. These include more standard equipment for its Jaguar XJ6 sedan, color-coordinated tops for its TR-7 and TR-8 sports cars and fuel injection across the board.

France

From Peugeot of France comes a new turbodiesel engine for the 505 sedan, but rival Renault is stealing the '81 limelight with the introduction of its excellent 18i sedan and wagon. The 18i's are attractive, comfortable and very fuel-efficient (their EPA ratings are 26/37). They're available through both Renault and American Motors dealers, with prices starting at about \$7400.

Sweden

Sweden's Saab is introducing a redesigned and lightened 2.0-liter, four-cylinder engine for its 900 series. It's dropping the older-model 99 sedan from its U.S. lineup, replacing the five-door hatchback body style with a new four-door notchback sedan. Also, a new mid-range S model is supplanting both the sporty EMS and luxury GLE, leaving the wonderful 900 Turbo, for \$14,000 (three-door hatchback and sedan), alone at the top of the Saab line.

Volvo of Sweden is joining the turbo-charged ranks for '81 with an exciting new GLT Turbo two-door (about \$13,000), featuring special suspension and trim, full instrumentation, power door locks and windows, airconditioning, Pirelli P6 tires on light alloy wheels and much more.

Interestingly, the GLT Turbo is also available as a four-door wagon, and a special Silver Anniversary wagon version will mark Volvo's 25th year in America. All Volvos benefit from a crisply modern new "panoramic" instrument panel and the addition of electric overdrive as standard equipment with the four-speed manual transmission.

Other lands of the Control of the Co

NEW BOATS

(Continued from page 121)

are a long step ahead of pool-toy rubber rafts.

Canoes

Like larger craft, these traditional paddle boats come in wood, fiberglass, aluminum and plastic. Designs include a number of cruise, cargo, racing and white-water kayak and pirogue models, with tran-



A cance that can convert into a rowboat or power boat, the new Coleman Scanoe is 15 feet, 8 inches, weighs 92 pounds, is \$400.



Grumman's new 4.6 Striper is light, centerconsole, aluminum 15-footer for fishing that can tow skiers, take motors to 40 hp.



Mounting twin MerCruisers, the Excalibur 32-footer from Sarasota, Fla., is available in light Kevlar or in fiberglass.



Cruisers' 22V Baron 222 combines runabout performance with cuddy cabin and gas or diesel sterndrive in a deep-V hull.

som sterns making it easier to clamp on a gas or electric outboard.

Cruisers

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1980 Index

type reduction gear. This system holds the tone-arm assembly firmly in position. The tone-arm assembly rides on a mirror-finished, high-precision rod of nonmagnetic stainless steel.

The 8%-inch tone arm hangs down vertically, statically balanced in all three directions for stable and accurate tracking of the grooves. It's even able to follow warped discsand handle vibrations-with less tendency to skip out of the groove.

A spring-loaded clamp anchors the disc to the vertical platter. It hinges out of the way for convenience. Vertical operation offers a major benefit: virtually dustproof operation for "cleaner" sound.

The LT 5V accepts both movingcoil and moving-magnet cartridges mounted in "universal" headshells.

Mitsubishi Model LT 30 (\$690) is a lay-down table with an 81/4-inch tone arm. It uses two sensitive, optical sensors to maintain perfect tracking. Any departure from the tangent position detected by the sensors activates a servomotor that immediately moves the tone-arm base the correct amount to restore exact tangential tracking.

Revox Models B790 (\$899) and B795 (\$599) appeal to two budget levels.

Both models feature Linatrack straight-line tracking. With Linatrack, the 11/2-inch servo-controlled tone arm moves across the record on a carriage mounted on guide rails, traveling much like the trolley on an industrial crane. Variations in groove spacing can't surprise the tone arm. A photosensor scans the light from two LEDs, and it reports tracking contour to a computer.

Built-in minicomputer

The computer generates the appropriate signals required by the servomotor, which alters the speed of the tone-arm carriage accordingly. Result: The tracking position of the pickup system is optimized.

Technics Model SL-10 (\$600), with a moving-coil cartridge (and required head amp), is unusually compact for a turntable: Its top measures a mere 121/2 inches square. The tone arm is 41/2 inches long. Instead of conventional ball bearings or rollers, the arm uses a slide bearing with a very low friction coefficient to avoid undesirable vibrations, allow silent, smooth operation and provide precise tone-arm transport. Gimbal suspension and dynamic balance allow the SL-10 to function standing up, angled at 45°, or in any other position, without loss of proper tracking.

The SL-10 is unique. It's a twopiece system joined in the middle. The top half has the linear-tracking tone arm, the drive system, and a microcomputer electronic control block. The lower half has an integral direct-drive turntable and motor with their driving and quartzphase-locked control circuit.

To use the SL-10, place a record on the platter, close the lid and press the start button. The SL-10 uses an opto-electronic detection system to determine stylus contact points, and the beginning and end of play.

Bang & Olufsen's Beogram 4004, (\$850) with installed moving-magnet cartridge, uses a 6%-inch low-mass tone arm. The tone-arm assembly is electronically controlled and driven by its own d.c. motor which moves the entire system toward the center of the record with constant accuracy. Ultralow-friction bearings reduce horizontal and vertical friction to a minimum. Riding tandem with the tone arm is a detector arm that includes an optical scanner to sense the presence or absence of a record.

A 71/2-inch tone arm is used in Aiwa Model LP-3000 (\$1000). The arm is transported by a precisionmachined, single-support, rackscrew drive mechanism turned by its own coreless motor. It's said to minimize torque fluctuations and vibrations to the arm. Also, to assure stable lifting and lowering of the arm mechanism, Aiwa eliminated the traditional hydraulic damping mechanism and gave the arm an independent coreless motor, instead.

Preselection feature offered

You can preselect up to 15 musical passages in any order, including multiple plays of the same passage. The selected program can be set to play up to 24 times or until halted manually.

Phase Linear Model 8000 (\$750) has a direct-induction linear motor that moves in a straight line. The motor is essentially a permanent magnet, moved by an electromagnet. The 8000's tone-arm base is a permanently magnetized armature that glides along guide bars above the coil. When the current flows through the coil, the tone arm travels along a straight path. Current fluctuations instantly alter the tone arm's movement.

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the 'options' that come as standard equipment—also the thoughtful touches, like extra compartments here and there."

A Colorado mortgage officer affirmed, "If you wonder why the Japanese are beginning to dominate the auto market, owning a 280ZX will give you the reason. Every detail reads quality, from the glove-box hinges to the lumbar adjustment in the seats. I traded a 1978 Cadillac for this car and have owned Mercedes and BMWs, but this Datsun is the first car that's come up to my own high quality standards. The 280ZX is every bit as good, if not better, than my \$30,000 BMW."

An lowa safety engineer: "It's an excellent blend of sports/luxury car. It doesn't handle as well as a true sports car, but still runs circles around most automobiles. It's powerful, yet fuel-efficient, It's also dependable and tough. I've slammed sideways into curbs in icy driving with no damage. Absolutely nothing has gone wrong with this car in 4200 miles."

Only 43 percent of our interviewees reported mechanical troubles with their 280ZXs—not a high figure—and no single malady dominated. Problems were spread fairly equally among fuel injection, the manual shift mechanism, the aircon-

ditioner, engine oil consumption before break-in, electrical flaws and squeaky four-wheel disc brakes.

A New Mexico electrical engineer mused, "The shift pattern makes it hard to get into fifth gear, and there's no lockout



Two-seat 280ZX boasts 25.7 cu. ft. of cargo volume, while the 2+2 has 13.9 cu. ft.

for reverse. The shifter, though, loosens up as I put more mileage on the car. The dealer told me this would happen," Owners ranked dealer service well above average, with 67.7 percent scoring it good to excellent.

When we asked for suggested changes that might improve the 280ZX, 13.2 percent in our survey said, "No changes—leave the car as is." Others, though, did make recommendations, including these:

"I'd like to see the engine turbocharged," proposed a California CPA, and a Texas bank examiner added, "I understand Datsun will add a turbocharger soon. [One is on the way—Ed.] No other changes are needed."

"Upholstery quality should be as good as the rest of the car. Considering the car's price, seats should actually be done in leather!"—Texas housewife. [Leather upholstery is available optionally.]

Overall, though, complaints were very subdued, especially compared with praise, which tended to be loud and enthusiastic. Satisfaction extended even to fuel mileage—unusual these days. While 6.2 percent of our respondents would have liked better mpg, most owners expressed satisfaction (or better) in



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that department. "Where else will you find a car with such excellent styling and performance getting this sort of gas mileage? I'm averaging 20 in town and 27 on the highway," exulted a Florida financial consultant.

It turns out that the 1980 280ZX's mpg figures are even slightly better than those we recorded in 1973 for the 240Z. The current car beats its forebear by 0.1 mpg around town and by 2.5 mpg on the open road. That's with the five-speed manual gearbox.

Economy, though, extends beyond fuel mileage-a point mentioned by several 280ZX owners in our survey. An Alabama food processor wasn't alone in calling his ZX an "investment." He told us, "I bought

26.5% 6.2 5.7 5.7 4.7 4.7

13.2% 5.9 5.9 4.9 4.9

72.5% 25.3 0.9 0.9 0.4

a Z in 1977, owned it for 20 months, had no problems with it, but then wrecked it. I was paid more by the insurance company than I paid for the car when I bought it. With resale value like that, I'd have been crazy not to buy another Z!"

Like 93.2 percent of his fellow 280ZX owners, he'd go the Z route again next time, too.

SUMMARY OF 1980 DATSUN 280ZX OWNERS REPORTS*

Total miles driven	1,605,764	Economy
Average miles per gallon Five-speed manual trans	SITUSSION	Comfort
In town		Carrier dans
Long trips	26.8	Specific distikes: No complaints
Three-speed automatic in lown		Lower-than-expected mpg .
Long trips		Not enough power
congress.	20.0	Noises and rattles
Transmission choices:		Poor radio
Five-speed manual	83.1%	Poor dealer service
Three-speed automatic.	16.9	
Body-etyle choices:		What changes would you like
Two-passenger coupe		No changes
hatchback	73.2%	More horsepower
2-plus-2 coupe/hatchbac	ck, 26.8	Better seat materials
Why did you choose the	280ZX7	Setter stereo
Styling.	58.8%	Turbocharger option
Ecocomy	27.3	(3) th
Performance	19.5	F MAD CAROCCO SERVICE STORES
Owned Z-cars before	16.5	Workmanship opinion:
Handling	10.8	Excellent
Specific likes:		Good
Styling.	76.00	Fair
Handing	38.9	Poor

Comfort opinion (front seats): Excellent. Very good . Good Fair. Poor	59.2% 33.0 6.4 1.3 0.0
Comfort opinion (rear seats): Excellent Very good Good Fail Poor	3.4% 5.2 12.1 34.5 44.8
Had any mechanical trouble? No	57.0% 43.0
What type of trouble? Fuel injection. Shifter. Auronddioner Engine burns bil Electrical system Brakes.	7.1
Dealer repairs satisfactory? Yes. No	64.7% 35.3

Dealer service opinion:	
Excellent	29.1%
Good	38.6
Average	
Fair	7.3
Poor	7.3
	1000
Number of vehicles owned:	
280ZX only	
Two cars	42.6
Three cars	14.8
Four or more cars	10.4
Makes of other cars owned:	
Chevrolet	23.9%
Oldsmobile	
Ford	4 44 46
Datsun	12.9
Cadillac	8.4
Caunac	0,4
Age distribution of owners:	
15-29 years	28.8%
30-49 years.	59.3
50-plus	11.9
Would you buy another Datsur	280ZX?
Yes.	93.2%
No	6.8
144	0.0

*Percentages might not equal 100% due to rounding or insufficient data









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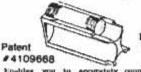
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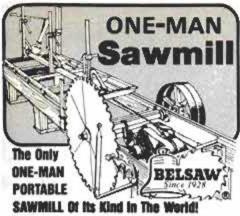
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ENERGY BY THE BUCKET

(Continued from page 125)

the level on the pole intersected by your line of sight.

Move down below the pole position and set up the tripod so its top is even with the bottom of the pole. Have your partner move down the slope and repeat the process. Continue until your partner reaches the turbine site, then sight the last meagurement

To compute the head, add up all the sighted elevations and subtract the height of your tripod.

Measure your flow

You can measure flow in a small stream or spring by diverting the entire flow into a container of a known size. For example, suppose the water fills a 55-gallon drum in 32 seconds. That translates to 1.72 gal-103.13lons/second or gallons/ minute, or 13.79 cubic feet/minute.

Flow in a larger body of moving water is measured by the method shown in the drawing on page 124.

To determine the potential power in a moving stream, insert head and flow into this formula: $P=(Q\times h)/709$. where P = theoretical power in kilowatts; Q = flow in cubic feet per minute; h = head in feet.

For example, suppose the head turned out to be 20 feet, and the flow was 8 cubic feet/minute. Theoretical power would be 8 times 20 divided by 709-0.23 kilowatts or 230 watts. At that figure, your stream wouldn't represent enough potential to justify investing in costly equipment.

Measurement should always be taken in the dry season, when the water is running at its lowest. If the potential meets requirements at that time, it will always suffice.

■ There's no water on your property. How do you gain access to water? If possible, buy land nearby on which there is running water. Or tap a public source. Bob and Lauri Jepperson own land in Washington state. Water courses down a mountain rill seven months of the year. and they draw enough power with their system during that period. But during dry summer months, their water and power run out (they're a quarter-mile from the nearest public power lines).

So Bob applied to various state agencies for the right to draw water from a state-owned lake that is spring-fed. Twenty months and miles of red tape later, he's building a pipeline to the lake. The moral: You won't get permission overnight, but persistence can win out.

What kind of turbine is best? Harry Langhorne built a cross-flow or Banki turbine, and it's served him well. Most small power developers choose some form of a Pelton wheel. which looks like a collection of tiny cups on the edge of a metal wheel.

Choosing the best turbine for your site is a decision you ought to make with the manufacturer, given your particular set of head, flow and demand facts.

- How do you direct water from source to turbine? By pipe, or open sluice or penstock. Most home power developers choose polyvinyl-chloride pipe, which is noncorrosive, relatively inexpensive and easy to install. However, some users report cold-weather cracking and breaks in the joints, according to Bill Kitching, manager of Small Hydroelectric Systems. Longer lasting, but more expensive materials include clay culvert pipe banded with concrete at the joints, and wood pipe. One producer of wood pipe is listed at the end of this article.
- Is it easy to switch from home hydro to public power? Yes. A transfer switch at your service entrance allows you to use hydro power up to maximum, and public-utility power for the balance.
- Are there regulations that govern a home hydro system? For a system under 5 kilowatts, perhaps not. But check before you invest in equipment. In many states, especially in the West, laws on water rights are strict. You may need to obtain a water-use permit.

And in some areas, tapping water for energy, even on your own property, is checked by an environmental agency (such as a fish and game commission).

If you intend to build a plant that will generate more than 5000 kilowatts, you must secure a license from FERC, and almost surely from state agencies, as well.

Two sources for additional information are: Volunteers in Technical Assistance (VITA), 3706 Rhode Island Ave., Mount Rainier, Md. 20822 and U.S. Department of Energy, Idaho Operations Office, Hydropower Program, 550 Second St., Idaho Falls, Idaho 83401.

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Brown Boveri Corp., 1460 Livingston Ave., North Brunswick, N.J. 08902.

Carryon Industries, 5342 Mosquito Lake Rd., Deming, Wash. 98244 (send \$1 for data flyer).

Energy Independence Research Corp., 4191 Meridian, Bellingham, Wash. 98225 (electronic controls).

Independent Power Developers, Box 1467, Noxon, Mont. 59853

James Leffel & Co., 426 East St., Springfield, Ohio 45501. Leroy-Somer Co., 16 Passaic Ave., Fairfield, N.J. 07006. F.E. Myers Co., 400 Orange St., Ashland, Ohio 44805 National Tank & Pipe Co., 10037 Southeast Mather Rd., Box 7, Clackemas, Ore. 97015 (wood pipe).

Small Hydroelectric Systems, 15220 State Rts. 530, Arlington, Wash, 98223

POPULAR MECHANICS 158

Checkmate in style: Two good-looking playing boards you can make

To an avid chess player, there are two kinds of boards that matter. One must be ever handy for a quick game or for solving the Sunday paper's chess problem. The chessboard table (right) fits the bill.

The second is a unit small enough to take along on trips, but not so small that you have to squint at

the pieces.

The chessboard table is ingenious in that it simulates the look of inlaid veneer, and requires very little work. First, cut the board stock (plywood of your choice) to overall size. This should be a perfect square with a side dimension equal to eight times the side of a playing square, plus seven times the width of the saw kerf. Assuming you are going to make a fairly common-size board with squares of 21/s in. and a kerf width of $\frac{1}{8}$ in., then the formula would be $8\times2\frac{1}{8}$ in. plus $7\times\frac{1}{8}$ in., which comes out to 17% in. Of course, the formula is flexible. You can fashion larger or smaller squares to suit the dimensions of your favorite chess pieces.

Follow the procedure in the diagram (below, right) until all grooves are made. Work with a smooth-cutting blade and make the grooves about ¼ in. deep. A hollow-ground blade or a fine-tooth crosscut blade may be used. Avoid working with a combination or a rip blade with a

heavy set.

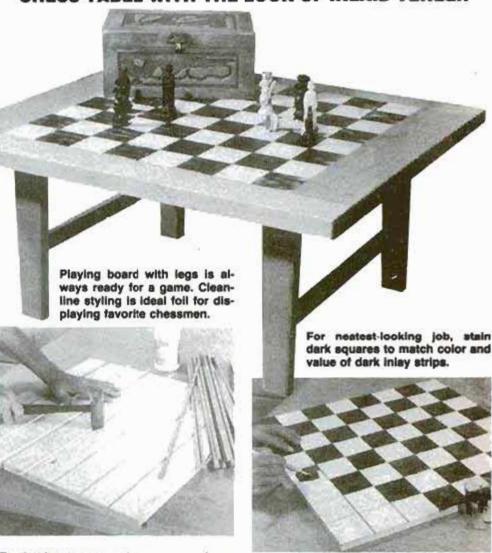
Cut the inlay strips from contrasting wood. Make them a bit wider than the depth of the grooves and a little thicker than necessary, leaving enough so that you can sand them down to fit.

Sand the strips

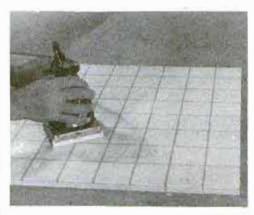
An effective sanding technique is to pass the oversize strips between a fence and drum sander mounted on a drill press. Move the strip through the sander assembly in one continuous pass, taking light cuts. Be sure to work against the direction of rotation of the drum for optimal results.

Next, apply a small bead of glue in a groove and tap in the long inlay strip. These strips may be cut a bit

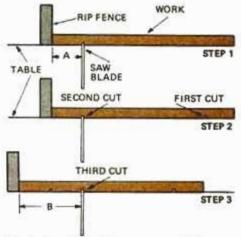
CHESS TABLE WITH THE LOOK OF INLAID VENEER



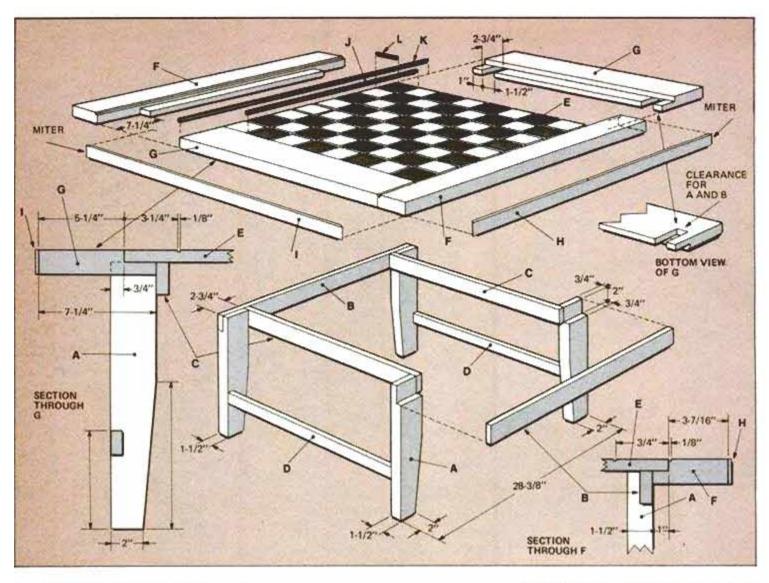
To simulate veneer, cut grooves as shown in drawing (below, right). Apply glue to grooves; tap in contrasting wood strips.



After inlaying strips in perpendicular grooves, sand them flush to playing surface. Use pad sander to svold gouging.



For fast cutting of grooves, set fence to width A and make first cut. Then rotate board for second cut. Reset fence to B (twice A plus kerf) for the third cut.



longer than necessary, just to supply a safety factor. After all long strips are placed, sand them flush to the surface of the plywood. Follow with the short segments (L), setting them in place.

Another method is to cut all grooves in one direction first, install the strips, and then cut the grooves in the opposite direction. Install the full-length strips and sand the board smooth.

Once the board is smooth, stain the dark squares. This job isn't difficult if the stain matches the tone of the inlay strips. Other methods for staining include making a template from stiff cardboard that you can use like a stencil, or working with masking tape. Remember that the player's end of the board must have a dark square at the left in the first row.

Alternate method

Cut all the grooves first, then stain the dark squares before inlaying the strips. If you choose this method, inlay one set of strips, then resaw the kerfs that run at right angles to them, cutting through the strips already in place. Then set in the second set of strips. After the stain is dry, coat the squares with

MATERIALS LIST-CHESSBOARD

- 0	HALL E	MIALO LIGI - CHEGODOAND	
Key	No.	Size and description (use)	
A	4	11/2 × 27/4 × 161/4" hardwood (legs)	
В	2	3/4 × 2 × 267/6" hardwood (rails)	
C	2	3/4 × 2 × 233/6" hardwood (rails)	
CD	2	3/4 × 11/2 × 217/6' hardwood (stretchers)	
E	1	34 × 267/s × 267/s" plywood (chessboard)	
F	2	11/2 × 47/16 × 371/6" hardwood	
G	2	11/2 × 71/4 × 267/6" hardwood	
H	2	1/4 x 11/2 x 377/6' hardwood	
1	2	1/4 × 11/2 × 361/4" hardwood	
3	7	1/a × 1/a × 267/a" hardwood (dividers)	
K	2	1/6 × 1/6 × 379/6 hardwood (divider strips)	
L	56	1/e x 1/e x 31/4" hardwood (divider strips)"	
Misc.:	White	glue, 6d and 10d linishing nails, 1" brads.	

Misc.: White glue, 6d and 10d finishing nails, 1" brads.
"Note: For an easier way to install divider strips, see text, this page.

shellac, so that the final sanding will not remove the stain.

Table construction

When assembling the board, glue on the endpieces (G) first, then fit the sidepieces (F). Cut the kerfs for the two inlay strips (K) after the board and the frame pieces have been glued together.

Construct the understructure as a separate assembly, starting by shaping the legs (A). Attach the side rails (C) with glue and nails hammered into the legs and through the outside of the side rails. Add the stretchers (D) by clamping them in place with glue, reinforcing with finishing nails through the legs. Or

drill through the entire assembly, and insert a dowel that you can sand flush after the glue has dried.

Attach the understructure to the tabletop by setting it into place, then nailing or using screws through the side rails (B) and into the side frame pieces (F). The edging strips (I and H) may be attached with glue only.

Finishing the project

After all parts are sanded smooth, apply a coat of sealer to all parts—including the underside of the top. Make up your own sealer by mixing 3-lb.-cut shellac with denatured alcohol in a one-to-one ratio. Stir the mixture—do not shake it; that will introduce air bubbles. Apply sealer with a quality bristle brush. One coat is enough. For a final finish, apply several coats of satin-finish varnish, sanding lightly between coats.

Don't allow any dust to settle on the still-wet varnish. Wipe with a tack rag after light sandings. Finally, sand lightly and apply a coat of paste wax—after the varnish has dried for several weeks.

You're now ready to christen your new board with a brilliant win.—R. Jay Jr.

FULL-SIZE PORTABLE BOARD AND CASE

On the second board, the inlay is real. Black lines between the squares are optional. If you wish to keep the veneering as simple as possible, omit the lines and increase the size of the squares by 1/4 in. If desired, obtain black-dyed 1/4-in. veneer strips or cut them from sheet veneer with a cutting gauge; stain them with a black felt-tipped marker.

To prepare the veneers for the squares, support each sheet, in turn, on a piece of wood, then plane edges straight. Cut strips to width with a sharp cutting gauge, and assemble the alternate light

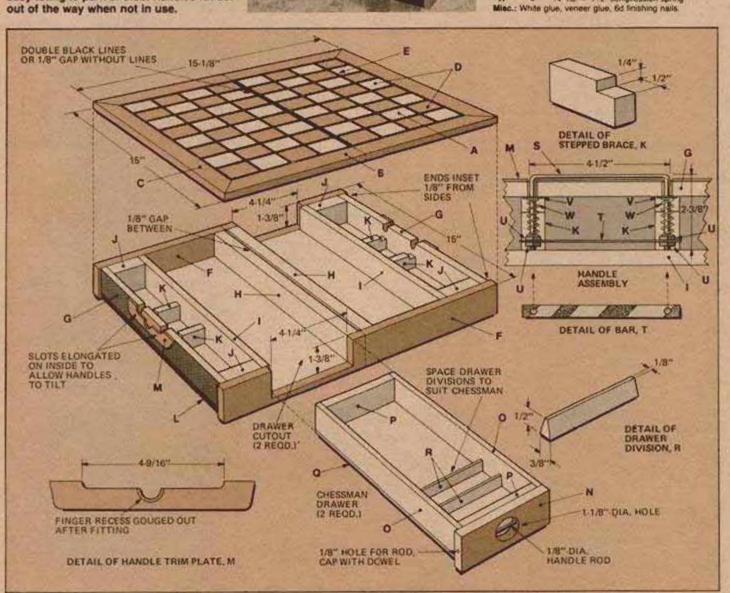
and dark strips (with or without black lines), using transparent tape. Cover these strips with self-adhesive plastic film to strengthen them

MATERIALS LIST-TRAVEL BOARD

- uy	PAO.	Size and bescription (css)
A	3.1	frie × 13 × 131s' plywood (top)
B	2	3e x 1 x 151e hardwood (edging)
0	2	39 × 1 × 19" hardwood (edging)
0	64	the = 112 × 112 veneer if used with E or
		1/16 × 1/18 × 1/18' veneer without E
		(squares)
E	88	fine in Ve" black veneer (optional divider.
	read.	strips)
8	2	16 × 111/16 × 151/4" hardwood (case sides)
G	2	1/2 × 1/38 × 14" hardwood (case ends)
H	2	34 × 138 × 14" pine
1	222244122	12 × 136 × 14" pine
J.	4	34 × 136 × 156" pine
K	4	12 × 19/4 × 164° pine
L		316 = 14 × 1476' plywood (bottom)
M	2	Prin x 5th x 610" overall plywood
N	2.	1/2 x 11/16" x 43/16" hardwood (drawer
		fronts)
0	4	1/4 × Pre × 13P4" pine (drawer sides)
P	4 4 2	Na x Na x 3Na pine
0	2	16 × 37s × 13% plywood (drawer
		bottoms
A	18	Re x 1/2 x 3Re pine (drawer dividers)
8	1	'4'-dia. × 20' brass, aluminum or stainless-
		steel rod (handles)
T	2	The - The × 5" steel (tie bar)
3>3	8	Va" nuts
٧		Vi washers
W	- 14	12" i.d. v. 110" componentation spring

Handsome traveling chessboard has two built-in, felt-lined drawers for convenient storage of your favorite playing pieces.

Case folds in half at invisible hinges for easy toting to park or club. Handles retract out of the way when not in use.



for the next cutting operation and to prevent glue penetration when applying veneer.

Cut strips to width with a sharp cutting knife and a steel straightedge. Check for square as you go. Mark width at each end with a cutting gauge and align straightedge with the marks before cutting. Reverse each alternate strip end to end, then tape together as before. Leave a 1/8-in. gap (or include a twin black line) where the board will be cut in half.

After spreading the veneer glue, clamp veneer to the plywood top (A). When dry, trim edges, then miter ends of the solid edge pieces to fit. Glue and clamp in place. Next, make the drawers (except for the fronts which are fitted later), then assemble the case around them. Fit and glue spacer pieces into drawers to suit the chessmen. Cover with felt, using rubber cement. Cut remaining case members to size. A bench disc sander is ideal for trimming ends square. Glue and nail pieces to one another and to the base.

Thread the handle rods (S), then bend in the vise before drilling tie bars (T) to suit. The slightly larger handle holes in the front (G) are drilled at the same centers as the tie bars. These holes are later cut into slots. Use compression springs for the handles and check that handles, when fully extended, can tilt enough for the tie bars (T) to engage the stepped guides (K).

Making the drawer fronts

Make cutouts for drawer fronts, then glue and clamp the sides in place. Cut finger recesses with a gauge after gluing on trim pieces (M). Cut drawer fronts to fit. Bore the drawer-pull holes and tap in the rods. Glue and clamp the fronts to drawers while both are set in the

Place the top in position with the double black line (or gap) aligned with the space between center dividers (H). Mark around the overlap of the top. Plane away overlap, then refit in place with handles in the retracted position. When the handles operate smoothly, glue and clamp the top in place. Cut the board in half with a fine-toothed saw.

After truing the cut edges, mark positions for the invisible (Soss) hinges. Pare away the waste to receive the body of the hinge and cut recesses for the flanges with a chisel and gouge.

Smooth down exposed surfaces with fine-grit paper, and finish as desired. Cut leather or stretch black vinyl to fit, and secure with rubber cement.—Kenneth Wells

APPLYING THE VENEER AND BUILDING THE CASE



Before cutting squares from veneer, sandwich sheet between straightedge wood blocks and plane edges straight.



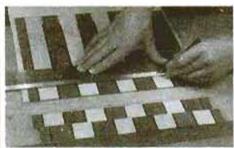
Cut strips with sharp cutting gauge. We chose 1½-in. widths for the prototype, but this can be changed to suit pieces.



Alternate light strips, dark strips and black divider strips (optional), then preassemble pieces with transparent tape.



Next, cover assembly of strips with sheet of self-adhering transparent plastic film to strengthen the veneer for next cut.



Cut strips of alternating squares with steel straightedge and sharp knife. Make sure patterns are square before cutting.



Reverse every other strip for a checkered pattern and glue onto plywood. Clamp between two %-in. plywood pads.



Cut solid edge pieces, mitering corners, and glue them to board. Use four bar clamps, two topside, two underneath.



Use bar clamps to glue up box and interior frame. C-clamps, with protective scrap blocks, hold the trim pieces in place.



When perpendicular to case side, handle is engaged by step in piece K (see plans on page 161). Tilt it outward to retract.



Use a fine-toothed saw to cut the nearly completed case in half. Then finish with oil or varnish and install the hinges.

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MORE HEIRLOOM CLOCKS FROM KITS

VIENNA REGULATOR CLOCK

(Continued from page 134)

pass it up. Also optional is a finishing kit that includes a web clamp. The clamp is very handy, I found, for holding glued parts in place during assembly.

The sides of the case are let into blind mortises in the top and bottom, and fit very well. The door is easy to put on with invisible hinges that slip into predrilled holes. The back is nailed on, and here it's very important. I discovered, to drive the nails close to the edge of the panel to keep their points from projecting into the cabinet interior.

Don't hurry the finish

As in any fine wood project, finishing is the key to success—don't rush it. Be sure to check each panel for cross-grain sanding marks that may be left from the factory. They're hard to spot on unfinished wood, but will show up during staining. Sand them out by rubbing in the direction of the grain.

I used two coats of stain, with lots of rubbing with fine steel wool, then applied a tung-oil finish (part of the finishing kit). After buffing and waxing, it looks terrific.

Installing the glass is a snap. The panes fit into rabbeted edges inside the case and are held snug by rubber retaining strips you just press into place. In general, I felt the instructions were quite clear, though the diagrams for installing the clock mechanism might have been a bit more detailed. Sill, the works went in with no real difficulty, and the chimes have a wonderfully clean, crisp tone.

The clock, in my opinion, is an impressive, authentic-looking piece and, at a saving of about 50 percent over an equivalent ready-made clock, is well worth your time and effort.

The kits are sold by Westwood Clocks 'N Kits, 3210 Airport Way, Dept. 104-F, Long Beach, Calif. 90806. A catalog costs \$1.—Don Mannes, Technical Art Director

CLASSIC SCHOOL CLOCK

(Continued from page 135)

the rugged, grainy look that the original, old schoolhouse clocks had.)

There is nothing highly complicated in the installation of the chime bars and clock movement either, but I found that the template for locating the screw holes for the chime-bar assembly leaves the bars angled too close to clear the chime-hammer arms. And, once you've located the movement, using the same template, you have to remove it completely to readjust the chimes.

Instead, I would suggest moving the chime-bar assembly's left screw hole (facing the clock from the front) about 1/2 in. counterclockwise (from the template position) on a radius from the right screw hole. This should leave room for the chime bars to clear both the clock case and the hammer arms.

I used a mahogany stain and Minwax Antique Oil finish to give my clock a hand-rubbed look. It not only looks good, but the Westminster chimes ring out with a surprisingly big sound. The kit can be ordered from Craft Products, 2200 Dean St., St. Charles, Ill. 60174. Or write for a catalog, available for \$1.50.—Robin Nelson, Executive Editor

ELECTRIC BALL CLOCK

(Continued from page 135)

parts and is easy to assemble, requiring only a screwdriver. No glue is used: The plastic parts simply snap together. The only difficulty I had was with one track I had neglected to fit into place properly. Balls on the lowermost track indicate hours; on the middle track, five-minute intervals; and on the top track, one-minute intervals.

The Arrow Electric Ball Clock is intended for anyone 12 years and up. It's priced at \$29.95, plus \$2.25 postage, from Caldwell Industries, Box 591, Luling, Tex. 78648. A larger version, with %-in. balls, is about \$60.—Walter E. Burton

CRYSTAL MANTEL CLOCK

(Continued from page 134)

ple, the instructions suggest that you identify all parts before beginning work. I was pleasantly surprised to find that most of them were already labeled in pencil.

Major parts of the kit are precut; I simply bored holes as needed. Even at that, most of the holes are already marked by an awl.

The only cutting needed was near the end of the project, when I cut wood strips to keep the glass in place. Throughout the project, extra brads and screws were provided.

Results should please you

In short, the kit contains all necessary instructions and materials so that anyone willing to take the time will be happy with the project.

Some woodworkers may prefer one of the other packages that are available for this same style of clock. The crystal mantel clock also comes with uncut lumber and all other parts; or you can simply purchase the plan and parts without the lumber.

The kits are from Mason and Sullivan, 39 Blossom Ave., Osterville, Mass. 02655. You can obtain a catalog for \$1.— Penelope Angell, Asst. Home and Shop Editor (no auxiliary vehicles) hovercraft journey. Windt is not only a premier pilot, but a leading hovercraft designer.

Ten years ago, Windt, an aeronautical engineer, moved to Cordova, a sleepy river town, where he settled on a slough off the Mississippi. The slough proved too shallow and full of snags for a boat. After he sheared a propeller pin once too often, Windt decided to build his first hovercraft, since it could come and go over the shallow waters with impunity.

When Chris Fitzgerald, an Australian hovercraft designer, moved to Terre Haute, Ind., five years ago and inspired the formation of the Hoverclub of America, Windt joined.

teered. He was happy to take them. since he knew that they were not just eager teen-agers, but could be counted on to help with difficult repairs and tricky operations. Dean had built two hovercraft to Windt's designs, and Terry had built three. Mike Kiester had built an 18-footer to a Windt design, so that all of them were familiar with the characteristics of the large UH-26S, which they soon were calling the "Monster."

Twenty-six feet long and 12 feet wide, the UH-26S on cushion has a 14-inch hard clearance. It is powered by a single 350-cu.-in. V8 Ford engine. A 42-inch axial fan, situated directly under the driver's cockpit, generates the air cushion, which is



The town turned out as Windt hit ramp at Cordova within an hour of his pretrip estimate.

He then met Mike Kiester, an oildrilling equipment manufacturer and hovercraft builder, at a Hoverclub meet. It was at one of these meets that he also first met the two youthful members of the Mississippi River expedition, Dean Pollee and Terry Chapman.

Hoverclub members tend to be family people, and experienced men take a genuine interest in instructing younger members and encouraging them to build and operate their own craft. Dean and Terry were clearly among the most promising of the junior members. Both were good students in high school. with a marked talent for mechanics and a youthful yen for adventure.

Riding the 'Monster'

When the two boys learned that Bob Windt was planning his trip down the Mississippi, they voluncontained within a 17-ounce neoprene skirt. A two-bladed wooden propeller provides the thrust. A 25gallon fuel tank gives the "Monster" only limited range, which varies with wind and surface conditions, so portable marine tanks are usually stowed aboard for a cruise.

Constructed entirely of wood and weighing 2500 pounds empty, the craft contains a cabin, enclosed with Plexiglas, that holds 11 people. Storage space is located under the bulkheads. Bunks, hung beneath the bulkheads, and benches can be used for sleeping, but on the trip a fourman tent was also carried along.

For optimum speed and easy handling, supplies and gear had to be limited to between 1500 and 1700 pounds. The night before the trip was to begin, Windt and the two boys worked late, weighing every item

(Please turn to page 168)

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and making sure that it was carefully stowed.

"Bob brought along a toolbag weighing only 20 pounds," marveled Terry after the trip was over. "I carry that much for a day's cruise on our little lake near home."

At 6:30 a.m. on Wednesday, July 11, Windt flew the UH-26S down a concrete ramp from its garage and onto the slough. It was up to Terry to keep the journal, which was to be submitted later as one of the requirements for their Guinness Book of World Records application. That first day everything went smoothly.

Up to a mile a minute

The crew took turns at the controls to get the feel of the craft. A hovercraft travels faster over land than over water because of spray drag and the action of waves on the skirt. A craft that can travel at 50 mph over water can make 55 mph over level land, and up to 60 mph over ice or snow.

"Sand or mud, the slimier the better, provides a fast surface," Bob Windt explains.

On the other hand, a hovercraft cannot travel well along roads, because most roads are crowned, and since the craft seeks the lowest level, it keeps sliding off the road. In operating a hovercraft, it's the direction of movement that is important, not the direction in which the craft is pointed. It is brought to a quick stop by making a 180° pirouette and firing a blast of air-in much the same way a spaceship is halted. The higher the speed, the greater radius it requires to make a turn, and if a wind picks up, it may increase the radius still further.

"We ended this first day of hovering by setting up camp on a sandbar," Terry noted in his journal. "It seemed like we were the only ones in the whole world, with the stars overhead and the water slowly flowing past the shore."

In the morning, the hovercraft adventurers gathered their gear, fired up the engine, and let the Monster glide down the beach into the river. Windt gave the craft full left rudder, opened the throttle, and they sped down the river. Windt and his crew visited Mark Twain's boyhood home at Hannibal, Mo., and then hovered 50 miles downstream for that exciting encounter with Lock 22. Only a few miles after they hovered over the dam, Windt discovered that their furious descent had ripped a small section of the skirt. He piloted the craft ashore on a sandbar, where the crew repaired the tear and camped for the night.

On Friday, July 13, the Monster hovered downriver to the mouth of the Illinois, then ascended that river for 12 miles to participate in a Hoverclub rally.

Two other hovercraft escorted the Monster following the rally, as it headed down the Mississippi on Sunday about noon. They went through Lock 26 after a wait of half an hour.

The Monster glided through the Chain-of-Rocks without incident, and at St. Louis scooted right up onto the shore to park at the foot of the Gateway Arch. There a crowd of St. Louisans gathered and questioned its occupants. Mike Kiester, who had come from Duncan, Okla., to rendezvous with Windt, came swinging down the levee and jumped aboard.

After a gas and provisions stop at a marina downriver, Windt hovered the UH-26S up onto a sandbar for the night's camp.

Monday, July 16, was the sixth day of the trip. At Cape Girardeau, Mo., where the last bluffs of the Mississippi frown down on the rolling river, the expedition halted so that the front engine-mount bolts, which had snapped, could be replaced with bolts of hardened steel. At Cairo, Ill., at the confluence of the Ohio and Mississippi, a river marker indicated that they were 280 miles from Memphis and 860 miles from New Orleans. The crew jumped in the warm river for a swim to celebrate.

A wave blows the skirt

All along the river, the craft crossed over wing dams that the Corps of Engineers has extended into the river to protect the banks from erosion. Then without warning, while negotiating a wing dam, Windt struck a large standing wave on the downriver side. With the impact, the air pressure blew out the tacks holding the rear of the skirt. The Monster lost pressure and settled down into the water. After "boating" the craft to shallow water, they repaired the damage.

The next day, a 20-mph wind blew down from the north. It picked up the craft's speed so that they reached Greenville, Miss., ahead of schedule. This town's harbor is situated some 15 miles up a dredged channel from the big river. Since they were running short on gasoline, Windt decided to backtrack up the channel, despite the strong north wind.

As the UH-26S ran against the wind, the combination of wind and propeller blast caused the elevator to rise and pull against the upper rudder mounts. One of the rudder connecting bars suddenly snapped off. But Windt was able to fix the rudder with a stick and some baling wire, and the Monster continued on.

With the wind again blasting from behind the next day, the Monster whizzed down the river to stop at Vicksburg, where the crew beached the craft beneath the highway bridge over the river and trooped ashore for a visit to the Civil War battlefield. Then Terry, who was piloting the craft below Vicksburg, hit a barge wake too fast and broke loose some Styrofoam flotation. Not being certain what damage lay beneath the craft, he jumped into the river, and Windt flew the craft over him so that he could inspect the bottom. The damage wasn't serious, and by lunchtime they were dining on catfish in Natchez.

A long, wet night

That evening, they stopped early when the skies filled with angry black clouds. The boys decided to sleep in the Monster, but the men set up the tent on the shore. They had anchored it with extra guy lines, but when the storm hit, it blew down the tent, and Bob and Mike had to make a wet run for the craft.

Thursday, July 19, the sleepy crew made it downstream to Baton Rouge, La., although all were worried about a low oil-pressure indication on the gauge. South of White Castle, La., they stopped on a sandbar to change the oil and filter, which took care of the problem. While there, they saw their first ocean ship, which came up the river toward them, huge and forbidding, as it drew near. To the hovercrafters' surprise, it left a smaller wake than did the barges. The winds were now whipping the vast river into large waves. As the hovercraft topped one giant, it plunged down into the next wave so that the left air "splitter plate" was ripped away. The craft could still fly, but with minimal lift. Windt worked it up onto a muddy shore, where the crew worked late, sawing a new splitter from a 1/4-inch-thick bed board with a hacksaw blade clamped in Visegrip pliers for a handle. Windt fiberglassed the board into place. Exhausted, they slept.

In the morning, Windt discovered that some of the tacks had torn loose from the skirt again, and he needed to get under the craft. The Monster weighed much too much for the four of them to lift, so they tied the stern to a tree and powered it up on the cushion; that way they could shove

(Please turn to page 170)

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A V8 IN SKIRTS

(Continued from page 168)

logs under it as jacks. This gave Windt room in which to work. Its repairs completed, the Monster headed downstream to New Orleans, where about 10 a.m. it hovered up onto shore next to the antique sternwheeler Natchez.

Originally, the hovercrafters had planned to land at New Orleans and then immediately set out upstream on the return leg of their journey. Instead they found themselves having doughnuts and coffee at the Cafe du Monde close by the river bank, then enjoying a river tour on the Natchez, and that night dining on Creole cuisine at a fine restaurant and taking an eye-popping stroll along gaudy Bourbon Street.

Cookie sheet to the rescue

The high humidity had kept the fiberglass on their homemade splitter from binding properly, and a new part was needed immediately.

"You just don't go into a store and ask for a splitter," observed Dean. "We went to a K-Mart, and Bob picked up a steel cookie sheet."

Back at the Monster, they put the cookie sheet in place, and it served as a splendid splitter all the way back home. Once again in New Orleans, as they had before in Memphis, newspaper reporters and TV crews descended upon the Monster, and New Orleanians came down to the levee to see the strange boat that had "walked" up on shore.

On Day 12, Sunday, July 22, with a wind blowing from the south, the adventurers started back toward home. Within a couple of hours, they were riding five-foot waves, and rain threatened. When the Salisbury clutch unit (taken from a snowmobile) began to fail, they had no choice but to run up onto a sandbar again for repairs. The clutch unit allows the Ford V8 engine to power both the propeller and lift fan.

Windt had patented a system using such a clutch which gives full lift at low forward speeds, and it had worked well until now. There was nothing to do but pull the unit with a jury-rigged hub puller employing a plate, a threaded rod, a welded bolt and shock cords. A small piece in the unit had cracked. They got to it and fixed it.

The race to reach Natchez

Gusty tail winds plagued the craft as it hovered upriver. Sparkplugs were fouling, increasing fuel consumption from a normal six gallons per hour to about eight. Five miles below Natchez, the craft was running critically short of fuel. Studying the map, they could see that the Mississippi makes a huge loop there. If they could hover across a neck of land, they might cut off miles and reach Natchez before the gas ran out. They headed for the shoreline.

"Off we went, dodging trees and bushes as we traversed the swampy terrain," recalls Kiester. "After a mile or so, we passed some people swimming and waved to them." Only 300 yards beyond that, the engine sputtered and died. Scrounging enough fuel from their emergency outboard motor, they were able to hover back to where the swimmers were, and negotiated a couple of gallons of gas. They bored on across the bottom land, dodging trees, and emerged on the river below Natchez.

Problems plague homeward trip

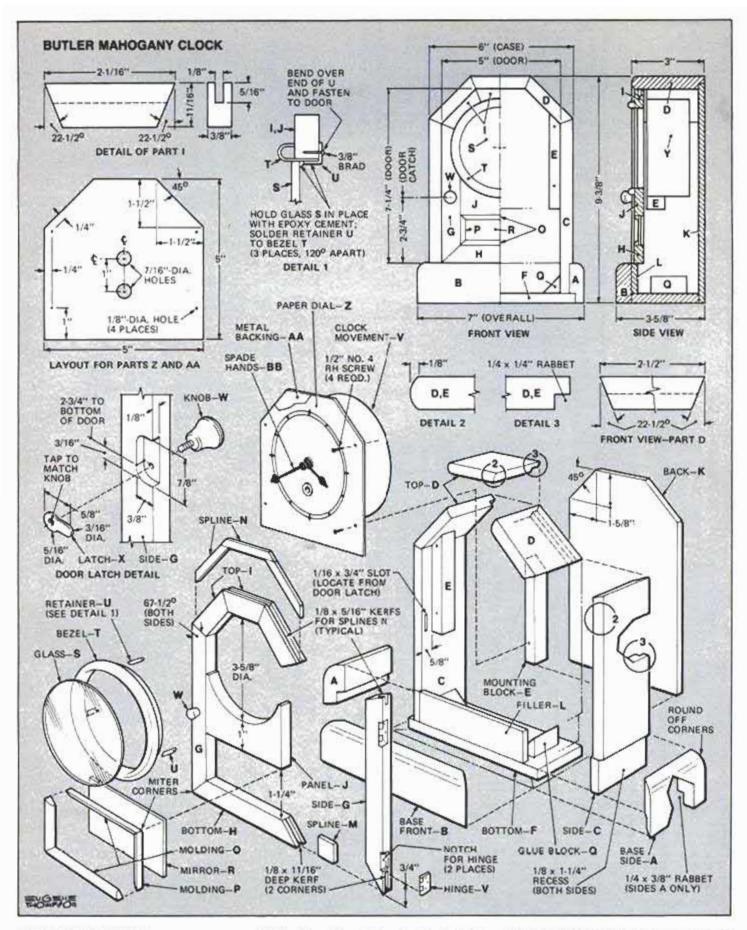
Rains bedeviled the Monster as it hovered upriver. The skirt was wearing, and every day the crew now had to spend two to three hours repairing it. The 17-ounce neoprenecoated nylon skirt had proved too thin for a hovercraft as big as the Monster. By Thursday, July 27, the craft was in St. Louis where Kiester was to catch a plane home. After he left for the airport, the others traveled extra late that night, looking for a sandbar on which to camp.

"It was a very eerie feeling being out on the river at night," Dean reported. "The Monster had two spotlights mounted, so we were able to pick out obstructions before we ran into them. We found that it's best to place lights as high as you can. Otherwise, the glare off the water and the fog make travel almost impossible."

But soon they were in familiar water. Windt took them through the final lock, and then a point of land came up to starboard, marking his home slough. He cut the power to just where it kept the craft on a hump of air, and swung up the slough.

Friends waiting in Cordova had decorated the trees along the slough with streamers and had lettered a big "Welcome Home" sign. It seemed like half the town had turned out. and there were cheers and shouts of triumph. The Monster had returned to its home port within an hour of Bob Windt's advance estimated arrival time.

The UH-26S had flown for 13 traveling days, used 450 gallons of gasoline and gone 2740 miles. It had set a world's record for a hovercraft trip without auxiliary support facilities, and had successfully demonstrated that a hovercraft can make a long and strenuous voyage.



A LINCOLN LEGACY

(Continued from page 133)

that the door doesn't rub on the base.

Carefully cut the paper face to fit the opening. Cut the sheet metal to fit the face. Bore holes for the hands, winding arbor and mounting screws in the metal. Apply the paper face to the metal with rubber cement.

Paint flowers at four corners of the dial with light green paint to create the decorative tole design shown on the original. File the paper away from the arbor holes with a round file. Mount the movement to the metal faceplate and screw the assembly into the case. Cut wood strips to hold glass. Attach glass (Please turn to page 173)

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HINTS FROM READERS

Table-saw cutoff aid



If you must make several small cuts on your table saw that are too short to permit using the rip fence and a cutoff stop, try this. Place a piece of masking tape on the table and mark the desired cut distance from the blade onto the tape. Move the rip fence out of the way, advance the stock to the desired mark and make the cut.

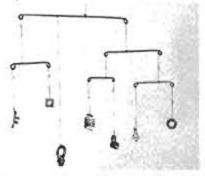
-John F. Dinges

Sandpaper identification

Before cutting a small piece of sandpaper from a larger sheet, transfer the grit number to the back so you can identify it when working with a variety of grits.

-Lane Olinghouse

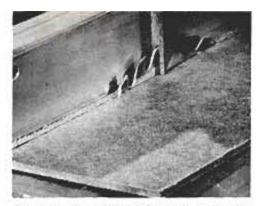
Shop mobile



You can make a shop mobile with extra springs, gears or other small hardware items. The crossarms are coat-hanger wire with small loops bent on the ends. Parts dangle from carpet thread. Balance points are found by trial.—Walter E. Burton

Cleaning plastic laminate

A piece of heavy wood dipped in lacquer thinner cleans contact cement off plastic laminate much more efficiently than a cotton cloth does.—Mark Wilson



Carefully cut grooves for splines in the door-frame pieces. To prevent the narrow wood from slipping through blade slot, run scrap of %-in. hardboard partway through saw to make temporary table surface.



To finish the mahogany clock, wood was immersed in a lye solution. When dry, it was polished, using 4/0 steel wool and a mixture of one part boiled linseed oil with four parts orange shellac.

A LINCOLN LEGACY

(Continued from page 171)

with epoxy resin, glue train art and cement wood strips.

Finally, shape the door catch of 20ga. brass and attach it with a %-in. brass brad. Nail another brad to the door to receive the catch. Marks on the original indicate that the clock was hung on the wall at one time. If you wish, snip a brass hanger to shape, bore holes as needed and fasten with brads to the case back.

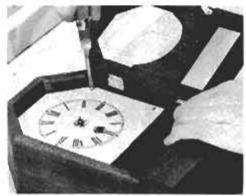
Building the Butler clock

Before you begin construction on the mahogany clock, study the drawing carefully. Start by ripping the stock for the sides and top. Round the front edges as shown in the drawing with a spokeshave or other shaping tool.

Cut the bottom to size. Then rip base stock and round its edge as shown before cutting individual lengths. Cut the rabbets and the miters for the front corners. Assemble the sides to the base with glue; when dry, glue and nail the base to the bottom. Bore pilot holes before driving any nails to prevent splitting the hardwood. Miter the three top pieces, and glue and nail them in place. To complete the case, cut the



After cutting and grooving the door-frame pieces, rout out recess for the door catch.



First, cut paper clock face to fit the case opening, then use paper cutout to transfer shape onto sheet metal. Cut and bore metal and glue paper to it. Movement mounts on back of metal with brass nuts.

backpiece, and glue and nail it in place.

To construct the door, rip stock and cut the pieces to size, carefully trimming the ends to the correct angles. Then cut grooves for the splines. Notch the door catch on the left sidepiece, and cut panel J (see art) to size.

Dry-assemble and test-fit the door before you glue all of the parts. After gluing, sand with 120-grit paper, beveling the edges to a slight inward angle so the door will close easily.

Next, glue a filler strip (L) on the inside of the front at the bottom, and glue in the mounting blocks (E). You can make the small quarter-round molding in front of the mirror by ripping a ½-in. dowel in half, then the halves into quarters. Paint the quarter-round with gilding.

We finished the case by dipping it and the door (not yet attached) in a solution of 1 tablespoon of lye to 1 gal. of water. Note: Use extreme caution when working with lye. Wear goggles, gloves and long sleeves.

The lye acts as a bleach, lightening the tone of the wood and helping to get rid of the purplish tinge that mahogany often has. When the wood reaches the desired shade, wash the case off with water and wipe it dry. When completely dry, apply French polish, a mixture of 20-percent boiled linseed oil and 80-percent orange shellac, rubbed in with 4/0 steel wool.

Fill in the nail holes with the appropriate shade of wax stick and buff with carnauba wax.

Cut a latch from 20-ga, brass and attach it to the knob with epoxy cement. Cut a slot in the case for the catch. Mark and cut the paper dial face to fit the opening, then use it as a pattern for cutting the sheet-metal backing. Bore holes in the metal for the hands, winding arbor and mounting screws. Apply the paper dial to the metal with rubber cement, and trim the paper away from the holes with a round file. Then fasten the clock movement to the metal faceplate with the grommets provided and screw the plate into the case.

Mortise hinges into the door and fasten the door in place. Cement the quarter-round molding to the mirror and the mirror into the door with epoxy.

Also apply small dabs of epoxy to hold the glass in the brass bezel. Install the bezel in the door, attach the hands and pendulum, and your clock is finished.

MATERIALS LIST-BUTLER CLOCK

Amt. Size and description (use)

n.ey	Acres.	acce and description (use)
A	2	56 x 156 x 356" mahogany (base side)
8	1	% × 1% × 7" mahogany (base front)
C	2	1/2 × 3 × 71/4" mahogany (side)
D	3	1/2 × 3 × 21/2" mahogany (top)
ε	2	1/2 × 3/4 × 4" (mounting block)
F	1	36 × 23/4 × 61/4" (bottom)
CDEFG	2 3 2 1 2	% × 11/ne × 5% mahogany (door side)
H	1	3a × 1/na × 5° mahogany (door bottom)
1	3	% × 11/16 × 21/16" mahogany (door top)
J	1	36 x 2 x 35s' mahogany (door panel)
×	1	1/4 × 51/2 × 91/4" (back)
L	1	1/4 × 11/4 × 5" (filler)
M	2	1/8 × 3/4 × 3/4" (spline)
N	2	1/a × 5/1a × 3" (spline, trim to fit)
0	2	35%" quarter-round molding for top-bottom
		(cut quarter rounds from 1/2"-dia. dowel
		× 6")
P	2	11/4" quarter-round molding for sides (cut
		from dowel as above)
Q	2	34 × 34 × 11/2" (glue block)
R	1	16 × 11/4 × 35/6" mirror
s	1	37/16"-dia. single-strength glass (for clock)
Ť	. 1	4"-dia, brass clock bezel (see note below)
U	3	1/4 × 54° 20-gauge brass (retainer)
V	2	1/2 × 3/4" brass butt hinge
w	1	¹/₂ × ¹/₂° brass knob
×	2 1 1 3 2 1 1 1	5/16 × 58" 20-gauge brass (door latch)
Y	1	Urgo B-day pendulum clock movement (see
		note below)

Milec.: ¹/4* No. 4 rh screws (4); 3d finishing nails: ³/4* brads; astra grommet for winding-arbor hote; gold gilding. Note: The brass bezel is available from C & R Clock Shop, 11906 Q Drive North, Battle Creek, Mich. 49017 (\$9 postpaid). C & R Clock Shop also stocks antique clock movements; write for information. The 8-day Urgo clock movement (Model 567982) is about \$30 from Marshall-Swartchild & Co., 2040 North Milwaukee Ave., Chicago, Ill. 60647; hands, paper dial face, circular glass and extra grommet can also be ordered from this company or obtained locally, Mahogany, if not available locally, can be purchased from mail-order suppliers, such as Craftsman Wood Service, 1735 West Cortland Cl., Addison, Ill. 60101 and Constantine, 2050 Eastchester Rd., Bronx, N.Y. 10461.

for clock dial)

31/2"-dia, paper dial face (see note belo-

5×5" 20-gauge sheet metal (metal backing

134" and 11/2" spade clock hands (see note



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7 HANGUPS

(Continued from page 139)

can be seen in the photograph on page 137, the unit hangs from the "%-moon" cutouts which simply rest on a double-hung window's meeting rail. The vertical sides bear against the window stiles beneath the meeting rail. So, measure from center to center of the stiles of your window, and use this dimension for the outside (overall length) dimension of your shelf.

Cut all three parts to size. Then, using nails in the waste area, tack both sides together. Cut both sides to shape at one time, using either band or sabre saw.

Refer to the actual pots to be displayed to lay out the holes in the shelf. Use a compass to scribe the circle diameters and cut the holes out using a sabre saw. Check all holes for fit with the pots before proceeding.

Assemble the shelf, using 8d (21/2in.) finishing nails and white glue.

When it's dry, mask the shelf (B), using tape and newspapers. Prime and paint the sides with the color of your choice (a burnt orange was used on the prototype). When the paint is dry, remove masking materials and apply two coats of varnish to all surfaces.

Knife rack

Before cutting out the four wood pieces, lay out the collection of knives that you intend to display. Adjust rack length if necessary.

Assemble the pieces using glue, and clamp the pieces overnight. Next day, when glue is dry, remove the clamps and secure the joints by driving several 1/4-in. brads through the back and spacer into the front. Do this at both ends. Make certain brads aren't driven where the dowel holes must be bored.

The walnut dowels are actually just for looks. Locate them and bore neat, round holes. Using glue sparingly, install the dowels. Allow the glue to dry completely before going on to the next step.

Sand all exposed surfaces smooth, dust and wipe with a tack cloth. Finish with two or three coats of spray varnish.

Using a center punch, carefully mark the centers of the dowels for drilling. Bore holes through the dowels to accommodate the hanging screws, or bolts. Install on the wall as described earlier.

Kitchen towel rack

This case is assembled by using the same construction as for other hanging cases.

First, cut the parts to size. Next, to bore the towel bar holes, clamp the sides together and bore both at one time. Lay out and bore the holes for the dowels and assemble the box.

Insert scrap pieces of dowel into the dowel holes to protect gluing surfaces from the paint. Sand the box smooth, prime and paint with the color of your choice. We used blue spray paint on the case shown.

Cut the towel bar to length and mark for the grooves upon which the bar rides the sides. To cut the grooves, use your miter gauge and table saw.

Raise the saw blade to cut to a depth of 1/4 in. and, slowly and carefully, rotate the dowel to make the cuts.

If you're unfamiliar with this technique, consult the manual that came with your saw.

You can use a conventional blade and make a series of overlapping cuts. Or you can install the dado head, set up to cut a 1/4-in.-wide groove. The first method takes longer, but you might feel more comfortable doing it.

Test the bar for fit; when you're satisfied, apply two coats of varnish

Glue the 1/4-in. dowels in place and set the unit aside to dry overnight. Next day, apply one or two coats of varnish. Sand the first coat lightly when dry, then dust with a tack cloth before applying the second.

Phone board

For this project, start by buying the clipboard and memo pad because the backup board (A) is sized to suit the clipboard.

Cut the three parts that make up the tray at bottom, and drill all the pencil holes in C. Sand these parts before fastening them to the backup board.

Miter-cut the edging and fasten it to the plywood board, using white glue (sparingly) and brads.

Locate the clipboard on A and bore pilot holes through for the screws. Countersink the holes in the clipboard and remove it from the phone board.

Dust all pieces and wipe with a tack cloth. Apply prime paint to all surfaces. (Note: If you use spray paint, plug the pencil holes first.) Paint the phone and clipboards in the colors of your choice. When the paint is dry, mount the clipboard, using flathead brass screws, or apply dabs of paint to the screwheads.

Install the board on the wall, using toggle bolts as described earli-

STATE

ZIP

SHAKEY-JAKEY

(Continued from page 141)

near the front. Insert the dowel posts into the base.

Wedge the partition approximately 4 in. from the sidewall, so that the battery fits snugly between it and the dowel. You will also need a 1/2-in. space at the rear of the partition to mount the silicon-controlled rectifi-

Bore the holes in the front panel and insert the lamp in its socket. Attach the reset button, the three single-pole switches (master power switch, buzzer switch, light switch) and the 2-ft. length of flexible wire.

The wooden handle is optional. If it is desired, bore a hole lengthwise through the handle's center and pass the wire through it. Make a wire loop, using 9 in. of No. 10 wire; solder it to the flexible wire.

Next, screw the buzzer onto the base panel; screw the silicon-controlled rectifier to the back of the partition. Curve a No. 10 wire between the two dowels as shown on page 141.

Using the bell wire, connect the buzzer, lamp, the three switches. 500-ohm resistor, 10,000-ohm resistor, silicon-controlled rectifier, battery and wire field. Solder all connections. Finally, install the back panel using wood screws.-Caryl K. Sills.

OAK REGULATOR CLOCK

(Continued from page 135)

instructions indicate. My reason for changing the sequence was to permit making the cuts on a table saw, instead of by hand with a chisel, It's also easierand safer for the clock-to handle a single piece of wood rather than the whole assembled case.

To finish the clock, I applied a stain mixture to get a warm, gold hue. I mixed two parts of Carver Tripp 9304 American Walnut stain with one part of Tripp's 9305 Provincial Maple. Next, to fill the oak's open pores, I rubbed in natural paste wood filler tinted with the above stain.

The finish is McCloskey Heirloom Eggshell, a varnish. The first coat was thinned 50 percent with turpentine. After a light sanding with 180-grit abrasive and dusting, I applied a final coat as the varnish comes from the can.

Despite the few petty annoyances described above, the clock is a quick and interesting project, and certainly a rewarding one when you view the finished piece. The kit sells for \$149.50 from Emperor Clock Co., Emperor Industrial Park, Fairhope, Ala. 36532. The clock is also available assembled and finished for \$199.50. Clock brochures are free.— Harry Wicks, Home and Shop Editor

BATTERY TESTER

(Continued from page 142)

punch to make indentations about 1/8-in. deep at each mark.

When the plate is righted, and the cylinders are soldered in position, the little domes will assure contact with the battery cell bottoms.

Use wire to make the lamp socket as shown in the photo. After making two-plus turns on the lamp base, leave enough wire at one end of the coil to form two loops, 3/4 in. apart for mounting screws. Position the coil on the base so that it extends 1/2 in. over the L-shaped plate, without touching it. Adjust it so that the tip of the lamp base rests against the plate when a lamp is screwed into it. Solder one end of a 9-in. flexible stranded copper wire to the lamp coil. At its other end, tin the wire and finish it with a drop of solder.

Miniature screw-base lamps of various voltage ratings can be used in this tester. Those rated at 1.25 to 1.35 volts will glow with maximum brilliance on a single, fresh D-cell; the intensity will be a bit less with a C or AA cell.-Walter E. Burton

ROLL-TOP BREADBOX

(Continued from page 140)

knob screw, but don't add the knob until the box has been finished.

Thoroughly dust and wipe all parts with a tack cloth. Apply the stain of your choice, following the manufacturer's directions on the can. When it's dry, seal the wood, using either shellac or varnish.

The breadbox shown was finished with McCloskey's Tungseal lightoak stain, followed by two coats of the same maker's All American Satin Finish varnish.—Ronald Gruver

Editor's note: Mr. Gruver's original box was sized to serve as a recipe-card file. We enlarged Mr. Gruver's plans in the PM shop to create the breadbox shown.

SPARKY CANDLESTICK

(Continued from page 142)

aluminum disc of about 1/4-in. diameter to catch wax drippings (this part is called a bobeche).

Finish the base appropriately; for example, you might use gold lacquer. Also apply lacquer to the metal body of the plug if it is rusty or otherwise unattractive. If you prefer, paint the plug and the base with high-gloss enamel to emphasize the Art Deco look of the piece.

Fasten all parts together, using epoxy glue.-Walter E. Burton

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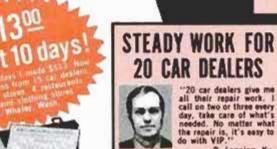
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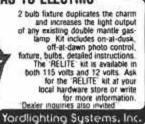
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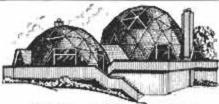
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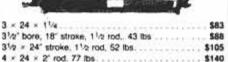
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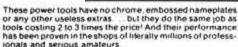


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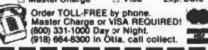
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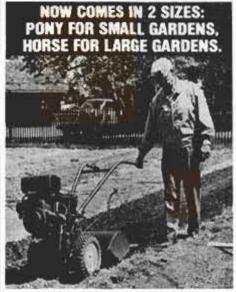
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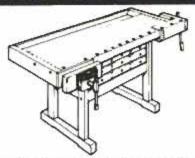
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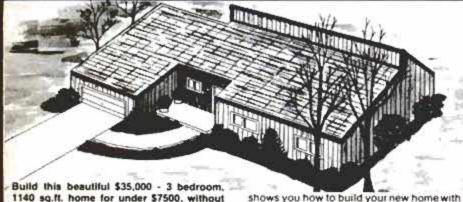
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