

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

16 mg "tar;" 1.1 mg nicotine av. per cigarette, FTC Report Mar: 81

If you haven't <u>added</u> an <u>extra</u> layer of Owens-Coming's pink Fiberglas* Insulation up in your attic in the last five years, you probably should*

Estimates are that fully half the houses in America are underinsulated for today's high fuel bills. Not to mention tomorrows!

Check other spots around your house, too. Under floors in unheated garages and crawl spaces. Walls exposed to cold or heat.

Then put the pink—with best-selling your house in America's insulation.

Savings vary Find seller's fact sheet on Higher R-values mean greater insulation power

out Why in the R-values







THE TOYOTA 4-WHEEL-DRIVE TRUCK. THE CLASS ACT IN RUGGED 4x4's.

The Toyota 4-Wheel-Drive Truck has "class" written all over it! Under it, too. In fact, this 4X4 is built right, everywhere you look.

Under the hood, a big 2.4 liter 4-

cylinder engine is standard equipment. With enough power to get you to the front of the class—and keep you there.

The Toyota
4-Wheel-Drive
Sport Truck has
lots of other classy
features too. Like
a 5-speed overdrive
transmission. A 2-

speed transfer case, for the right gear in any terrain. Free-wheeling locking front hubs. And a fully transistorized ignition system, so "class" starts on time!

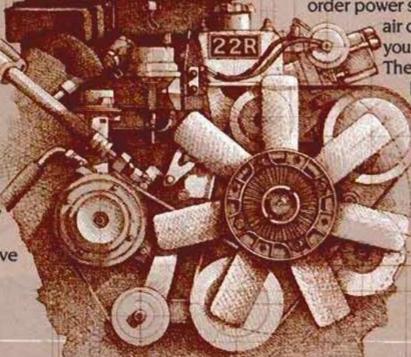
Whether you choose a Standard Bed or the Long Bed, you get a truck that'll carry 1,100 pounds of payload.

Inside, the Toyota 4-Wheel-Drive Sport Truck is a class act from door to door. With bucket seats. AM/FM/MPX stereo radio. Oil pressure and voltmeter gauges.

Even cut pile carpeting. And you can order power steering and

air conditioning if you want 'em. The Toyota 4-Wheel-

It has "class"
written all over
it. Because it
has "Toyota"
written across
the tailgate!





On the cover

Showlest homebuilts in the air these days are often scaled-down versions of World War II fighters. Very popular Mustang and the unusual Reggiane were built from plans. Other sports planes you build at home from kits are detailed in this issue, beginning on page 79. -PM photo by Howard Levy



JANUARY 1982

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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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LETTERSTO THE EDITOR

Looks good in PM, too

I was intrigued by your article Edwards Air Force Base: It Sure Looks Good From the Air (page 83, Oct. '81). I thought it had remarkable photography and showed indepth research. I congratulate you on your thoroughness. This is the kind of article that keeps me reading PM.

KEN HOUSER MOUNT VERNON, IOWA

Be kind to bike riders

Your article Oh, to Be a Traffic Copfor a Day! (page 96, Sept. '81) was delightful. Author Wade Hoyt correctly identified many dangerous and inconsiderate driving habits. I especially appreciated his chastisement of motorists who overtake and pass bike riders when it is unsafe to do so.

However, some of Hoyt's advice may lead motorists to expect cyclists to endanger their own safety. He says: "A short, friendly toot of the horn will get most bikers to move over onto the shoulder." Usually, though, the shoulder is in poor condition, with broken glass, loose stones, oil slicks and other hazards. A cyclist could risk a spill by going off the road.

Even though it may be frustrating to wait a few seconds for a safe moment to pass a bicycle, motorists should welcome the cyclist's presence on the road. Studies show that five to six times more people can use the road when they're on bicycles than when they're in cars. This means less congestion, noise and pollution for all road users.

JOHN SCHUBERT BICYCLING MAGAZINE EMMAUS, PA.

The long and short of it

In your article 5 Shop 'Tools' You Can Make for Yourself (page 51, May '81), you suggest lengthening a vise handle in order to get more leverage. Tools are designed to withstand certain maximum loads. Increasing the torque could strip the screw threads or damage the frame. If you need more squeeze, buy a larger vise.

MARK S. SIBILLE LAFAYETTE, LA.

It's true that some tools, such as wrenches, should not be overtaxed by adding extension handles. But in the case of a vise, handle length is often determined by such practical considerations as the size of the carton the tool comes in. Lengthening the handle—within reasonable limits—can increase torque without straining the jaws.

PM's versatile workbench

Enclosed is a picture (below) of my wife doing some stained-glass work on her new workbench that I built from your plans (A Master Craftsman's Workbench, page 112, Nov.



PM's master craftsman workbench, as built by reader Richard Shafer for Mrs. Shafer.

'80). The design is versatile and well thought out.

RICHARD H. SHAFER, M.D. ALEXANDRIA, IND.

We're glad to hear it. For others who may be interested, photocopies of the article, which also includes plans for a junior-size version for young craftsmen, are available for \$1.50 from Popular Mechanics, Box 1014, Radio City Station, New York, N.Y. 10101.

Well, yes and no

In your article Saturday Mechanic Looks at the '82 Chryslers (page 130, Oct. '81), you say the plastic rackand-pinion mechanism used in the rear-window lifter "does not need any lubrication."

It's true that the rack gear is made of flexible Delrin plastic, but I disagree with the statement that it doesn't need lubrication. A highpressure grease is applied between the Delrin rack and the T-shaped steel track it rides on. The grease is operational between -20° and 180° F., reduces friction and lowers the effects of moisture, particularly at cold temperatures.

DAVID H. PARKA
PRODUCT DEVELOPMENT ENGINEER
CHRYSLER CORP.
PONTIAC, MICH.

Good point. We were referring to the fact that the mechanism does not require owner servicing; lack of space prevented us from explaining that it does receive lubrication at the time of installation.

Do your own landscaping?

This is to voice strong objection to your article You Can Be Your Own Landscape Architect (page 92, Aug. '81)

To suggest to your readers that just by purchasing "a dollar's worth of paper," taking a few measurements and tracing a few drawings they would be competent and knowledgeable enough to perform the work of a trained, professional landscape architect is ludicrously misguiding.

Landscape architects are professionals who have studied landscape design, drafting, architecture, surveying, planning, construction, engineering, horticulture, botany, geology, hydrology, agronomy, meteorology and the natural, behavioral and social sciences.

As you can see, there is more to know about the placement of trees, for example, than to "avoid planting a tree under a telephone wire or in front of a window." To infer that landscape architecture can be easily performed without formal education and training is a serious misrepresentation.

EDWARD H. ABLE JR.
EXECUTIVE DIRECTOR
AMERICAN SOCIETY
OF LANDSCAPE ARCHITECTS
WASHINGTON, D.C.

We appreciate the criticism and agree that no single magazine article can pretend to offer a full course in landscaping. What we showed was a simple method of making a yard plan to aid the homeowner in plotting existing and future features. Such a plan can be a valuable tool for determining problems and needs—regardless of who does the actual work.

Moonlight Your Way to \$50 Grand a Year

If you knew about a job you could do in your spare time — work about 9 hours a week — and pocket an extra \$400, would you be interested?

If your answer is "Yes" — here's the "moonlight" opportunity you've been waiting for!

It's a business you start yourself, part time, with an investment of under \$2,000. Work evenings and weekends till you've built up to the point where you're making more part time than your regular job pays.

Then you'll be ready to make your big move to an independent business — and an annual income that can rapidly reach \$50,000 or more!

If you have trouble believing that's possible, we'd like to send you a record made by people who are earning that much right now — as independent chimney sweeps using the August West System.

Hear for yourself from John Moszulski, who made \$2600 in 18 days in one month — Mo Simonson, who says "We're making '2 Grand' a Week" — Dave Richison saying "...the fourth quarter I think I did \$24,000" — and Fran Watts, whose husband Isaac cleans 8 to 10 chimneys a day at \$45 a chimney during the busy season.

More Sweeps Needed — Now!

With an income potential like that, you may be thinking, this field must be full already — too late for newcomers like me.

Wrong.

Woodstove sales are booming. More and more people are firing up their home fireplaces. 25 million chimneys all across the country need cleaning, most of them every year. And there are only about 5,000 chimney sweeps out there to clean them!

A Dirty Chimney = Disaster!

Why should anyone pay \$45 to have a chimney swept?

In a word - safety!

You see, wood smoke contains potentially dangerous substances, creosote and soot, which it deposits on the inside of the chimney. The more wood you burn, the more creosote and soot build up in your chimney. And creosote is a highly flammable substance. Without regular cleaning, it's just a matter of time before a stray spark ignites it, and that dull, flaky coating on the inside of the flue turns into a raging inferno that sounds for all the world like a rocket ship taking off inside your fireplace.

As a professional chimney sweep, you'll be offering a fire prevention service — peace-of-mind insurance for the homeowner who wants to know his chimney — and his home — isn't going to go up in flames.

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A Real Bootstrap Business

Is it hard to become a chimney sweep? Not with The August West System.

We supply you with everything you need to make a success out of your new enterprise - from the finest in chimney sweeping equipment (our SootSweeper is the only power vac specifically designed for cleaning chimneys) to an instructional program that includes a complete self-teaching training program, telephone troubleshooting and free optional on-the-job training - to the kind of follow-up information that will make you not just a chimney sweep, but your community's resident expert on wood heat and chimney safety.

Want to know more?

I'd like to send you complete information on how you can become an independent chimney sweep using the August West System. Call me TOLL-FREE or mail the coupon below today...and start moonlighting your way to 50 GRAND A YEAR!

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SCIENCE WORLDWIDE

Playing by ear

When the Dallas Bandits edged the Albuquerque True Sights in the last inning of the World Series, the losers might well have complained that the baseball was "loaded." And loaded it

was—with electronic equipment that caused the standard-size soft-ball to beep. But neither side complained, because the players on both teams were blind and all of them depended upon the "beep ball" to help them hit and field in the Sixth Annual Beep Ball World Series for blind players.

The modified softball game is played nationwide on teams sponsored by the Telephone Pioneers of America, a telecommunications industry fraternal organi-

zation. Each team has five players who field and hit for six innings. There's no second base in beep ball.

The ball, invented in 1964 by a Bell System engineer, is assembled at Western Electric's Merrimack Valley Works in North Andover, Mass., by retired phone company employees. They assemble 1,700 softballs a year by drilling holes about 3 inches deep and 2 inches in diameter, then inserting tiny printed wiring boards and other equipment, including a rechargeable battery.

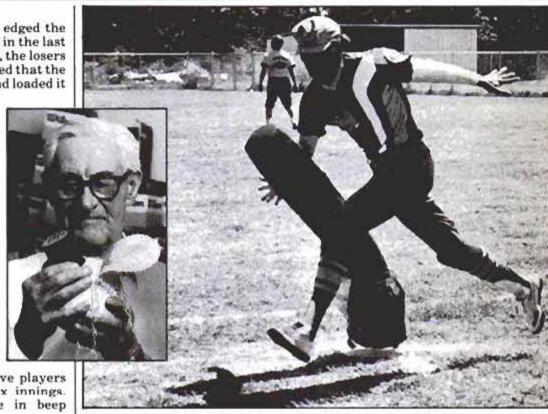
Then the ball cover is stitched back together and sent off to Pioneer chapters. Generally, the electronic guts outlive the softballs. The equipment can be removed and inserted into a new ball.

How durable are the electronics? Says Western Electric's Tippy O'Connell, "We've thrown the modules themselves against the wall and they kept right on beeping."

Milk it for all it's worth

Cornell University researchers are administering daily doses of synthetic growth hormone to dairy cows, following a series of successful experiments using natural growth hormone to stimulate milk production. The two-year project resulted in impressive increases in milk production.

The test animals—which normally produce 70 to 100 pounds of milk a day—yielded up to 15 percent more



Blind player tags beeping base as he heads toward home. In inset, George Burleon, retired Western Electric employee, Inserts a beeper into a softball. Result: a beep ball.

milk in early stages of their lactation and up to 40 percent above normal in the late stages.

A Cornell spokesman said there was no adverse reaction noted in any of the experiments, and proclaimed the injections safe for animals. He also noted that someone must find a process to mass-produce the hormone if the research is to result in regular use of the hormone at dairy farms.

Atom eaters are coming

It sounds like something out of an old sci-fi thriller, but it's on the verge of becoming a reality: a metalloving fungus that cleans up nuclear waste water.

Using a dried, pulverized form of the fungus rhizopus arrhizus, researchers of McGill University in Montreal have found that the biomass will absorb 20 percent of its own mass in heavy metals, such as uranium and thorium. This powder, placed in the discharge water of a nuclear powerplant, could filter out atomic waste, returning clean water to its source. The researchers can't say what to do with the waste-permeated fungus after the cleanup, but the nuclear discharge would be contained in a much smaller volume

than had ever been possible before.

And, says McGill biochemist R.J. Neufeld, the fungi may some day be used to leach uranium out of mineral deposits that couldn't otherwise be mined profitably.

Hot news from Stanford

Medieval alchemists couldn't do it. Industrial Revolutionist forgers were mystified. Even British physicist Michael Faraday failed to do it. But Oleg D. Sherby and Jeffrey Wadsworth—working at the Stanford University Dept. of Materials Science Engineering—have stumbled across the secret of making Damascus steel. The legendary metal, first encountered by Crusaders entering Damascus in the Middle Ages, was considered the best in the world for making swords.

Sherby and his co-worker were working on superplastic metal experiments when they came up with an odd-looking steel—it had a fine surface pattern they couldn't duplicate. Eventually, they uncovered the ancient secret: The surface pattern is formed by particles of iron carbide, produced when the metal is exposed to low temperatures. Previous workers applied too much heat in the forging process.

Everybody's making money selling microcomputers. Somebody's going to make money servicing them.

New NRI Home-Study Course Shows You How to Make Money Servicing, Repairing, and Programming Personal and Small Business Computers

Seems like every time you turn around, somebody comes along with a new computer for home or business use. And what's made it all possible is the amazing microprocessor, the tiny little chip that's a computer in itself.

Using this new technology, the industry is offering compact, affordable computers that handle things like payrolls, billing, inventory, and other jobs for businesses of every size...perform household functions including budgeting, environmental systems control, indexing recipes. And thousands of hobbyists are already owners, experimenting and developing their own programs.

Growing Demand for Computer Technicians

This is only one of the growth factors influencing the increasing opportunities for qualified computer technicians. The U.S. Department of Labor projects over 100% increase in job openings for the decade through 1985. Most of them new jobs created by the expanding world of the computer.

Learn at Home in Your Spare Time

NRI can train you for this exciting, rewarding field. Train you at home to service not only microcomputers, but word processors and data terminals, too. Train you at your convenience, with clearly written "bite-size" lessons that you do evenings or weekends, without going to classes or quitting your

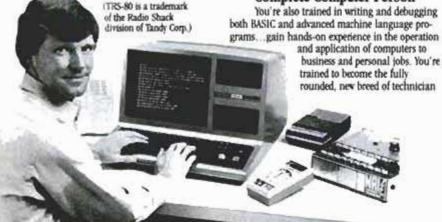
Your training is built around the latest model of the world's most popular computer. It's the amazing TRS-80™ Model III, with capabilities and features to perform a host of personal and business functions. No other small computer has so much software available for it, no other is used and relied on by so many people. And it's yours to keep for personal or business use.

You get plenty of practical experience. Using the NRI Discovery Lab® that also comes as part of your course, you build and study circuits ranging from the simplest to the most advanced. You analyze and troubleshoot using the professional Beckman LCD digital multimeter you keep to use later in your

work. Then you use the lab and meter to actually access the interior of your computer...build special circuits and write programs to control them. You "see" your computer at work and demonstrate its power.

> Become the Complete Computer Person

You're also trained in writing and debugging both BASIC and advanced machine language programs, ...gain hands-on experience in the operation and application of computers to



who can interface with the operational, programming, and service facets of today's computers. You're ready to take your place in the new electronic age.

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NRI has been giving ambitious people new electronic skills since 1914. Today's offerings also include TV/Audio/Video Systems servicing with training on our exclusive computer-programmable 25" diagonal color TV... Communications Electronics for servicing and installing microwave, broadcast, CB, radar, etc...and other state-of-the-

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This new 6.2 liter diesel is now available in GMC pickups, Suburbans and 4-wheel-



drive Jimmys to serve your work or pleasure needs. It not only brings you the benefit of the traditional diesel advantage in fuel cost, but, as you can see here, GMC's projections for the 6.2's estimated mileage are, in themselves, quite an economy story.

2-wheel-	drive Pickup	4-wheel-	drive Pickup	4-wheel-	drive Jimmy	2-wheel-di	rive Suburban	4-wheel-da	rive Suburban
EST. HWY.	EPA EST. MPG	EST. HWY,	EPA EST. MPG						
31	23	29	[22]	28	20	30	[20]	26	18

See the new diesel for full-size, light-duty GMC trucks at your GMC Truck dealer.

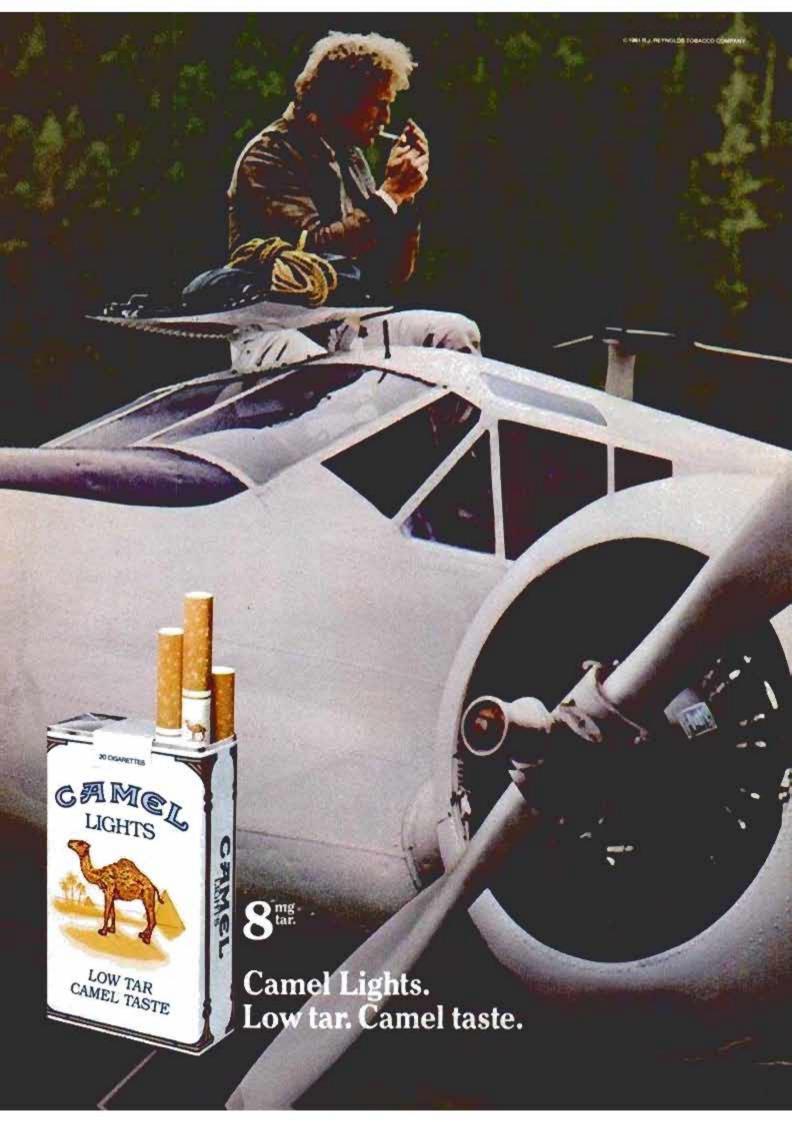
GMC projections of 1982 EPA Estimates. See your dealer for actual EPA estimates. Use estimated MPG for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower. Mileage will be lower towing or hauling a load. Estimates lower in California. Some GMC trucks are equipped with engines produced by other GM Divisions, subsidiaries, or affiliated companies worldwide. See your GMC Truck dealer for details.



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NOTES FROM THE EDITOR

The idea is still as fresh as it was on January 11, 1902, when a young Iowa newspaperman, Henry Haven Windsor, launched Popular Mechanics in Chicago. In the beginning, it was published every week and sold for a nickel.

In the ensuing 80 years, Popular Mechanics has become a household name, has gained an audience of 6,311,000 U.S. readers each month and has added Spanish and Italian language editions in Italy, Mexico, the Caribbean and South America.

Happy 80th birthday, PM!



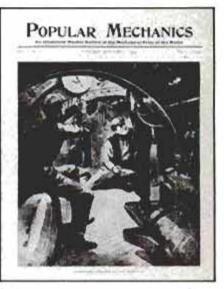
Genesio Silveira da Costa, Brazil's deputy consul, accepts rally prize check.

Speaking of rallies, we held another just the other day. It was in celebration of personal computers, which we've reported on now for some six or seven years—and are

doing so again this month on page 82.

How would you like to get your hands on a lineup from Amdek, Apple, Atari, Commodore, Magnavox, Mattel, Radio Shack, Sinclair, Texas Instruments and Zenith/Heath?

It was really great!



PM's first cover was illustration of interior of the British Navy's first sub.

It was a great day in New York when PM had the Great American Kit Car Rallye (page 98, Oct. '81). The day was made even greater for us when the rally winner announced he would donate the \$1,000 prize to aid Brazilian children in Memorial Sloan-Kettering Cancer Center here. William Schumer. president of Lafer Auto Sales, North Hollywood, Calif., won in a Lafer MP, imported from Brazil. As stand-ins for him, Publisher Dan Coleman and I recently had the pleasure of giving the prize to the Brazilian Consulate for final presentation to the hospital.



Are personal computers here to stay? Here's a hearty yes!

Get in on the PRO in SMALL ENGINE service and repair Start vour

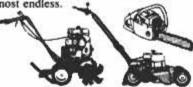
In just a short time, you can be ready to join one of the fastest growing industries in America...an industry where qualified men are making from \$10.00 to \$15.00 per hour...and that's just for labor. Parts, engines and accessories add even more to the profits.



Because the small engine industry has grown so quickly, an acute shortage of qualified Small Engine Professionals exists throughout the country. In fact, it's not unusual for a good small engine man to be three to four weeks behind in the summer and at least a week behind in the winter. When you see how many small engines are in use today, it's easy to understand why qualified men command such high prices - as much as \$17.50 for a simple tune-up that takes less than an hour!

46-million small engines are in service today!

That's right-there are over forty-six million 2-cycle and 4-cycle small engines in service across the U.S.A. That's the official count from the Engine Service Assn., and new engines are being built at a rate of one-million per month! With fully accredited and approved Belsaw training, you can scon have the skill and knowledge to make top money servicing these engines. Homeowners and businessmen will seek you out and pay you well to service and repair their lawnmowers, tillers, edgers, power rakes, garden tractors, chain saws, mini-bikes, go-carts, snowmobiles, generators, snowblowers, paint sprayers...the list is almost endless.



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ELECTRONICS MONITOR

Caves and stars

You might expect an astronaut's son to be a computer programmer-but how about a knight in armor? Rich Garriott, son of Skylab 1's Owen Garriott, has managed to combine a love for the past with an understanding of what-to many of us-still seems to be the future. He's guite representative of today's computer-happy

At 19, Rich is the author of one of the best and most popular programs available for personal computers. Called Ultima, it's a role-playing adventure game for the Apple II computer. And according to the label on the floppy disc's package, the program's author is named "Lord British."

The program is so popular that, just recently, a computer magazine ran a contest for people to guess the identity of Lord British. None of the entrants was able to unveil Rich's nom de plume.

Identity revealed

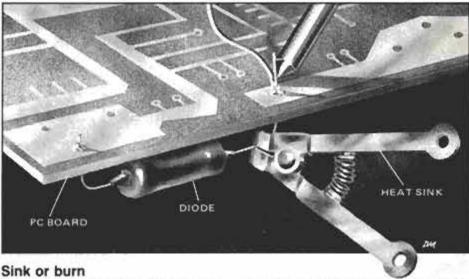
Lord British, or Rich Garriott, is also named Shamino within the Kingdom of Ansteorra in the Society for Creative Anachronisms (SCA). The SCA is a much-publicized, nationwide group of people who can only be described as fans of the past.

They dress up-the men in helmets, gauntlets, chain mail and bejeweled swords; their women in flowing gytes (gowns) and tall, steeple-shaped headdresses-and fight medieval-style tournaments and melees for the honor of the various realms.

In fact, they remain so true to the time period they simulate, that certain arts would be literally "dead" without them. In the manufacture of leather armor-for example-you might have a hard time finding a craftsman who can temper leather for just the right combination of flexibility and protection. But SCA armorers know the paraffin mixture required to boil the leather in-that and a hundred other hints that once helped fashion the beautiful-and functional-designs of the Middle Ages.

Tapping the ages

Bearing all this in mind, it should come as no surprise that Rich would create the first computer game to stretch from the Dark Ages to the Space Age. The game of Ultima begins, as many computer games do,



When you're soldering delicate components, such as diodes and transistors, your main problem is to avoid cooking these heat-sensitive parts. Almost every project builder, at one time or another, has had a project fail because of heat damage. We suggest you use a heat sink to avoid this problem. These clothespinshaped devices clamp onto the lead of the component between the heat-sensitive body and the soldering iron. The heat from the iron goes into the heat sink, not the component. You can buy them, in various sizes, at any electronics store or from Radio Shack, where they are stock items.

in a sort of medieval world where magic works.

But unlike the other games, Rich's is a vast tapestry. The computer display screen is a window which opens onto a fantastically large and detailed world. You see a map of the land and, as you move, the map scrolls in all four directions. There are over 30,000 trees, mountains and grassy knolls that visually simulate a world.

From the main map, you can move into graphic castles and towns-and go exploring in three-dimensional dungeons. The dungeons are shown from the inside, and you walk through them by issuing keyboard commands.

As the game's historical time span progresses, technology begins to develop. Soon, the stores start to carry items such as air cars, blasters and phasors mixed in with the older swords and maces.

To end the game, you must amass enough treasure to afford a spacecraft-and that takes you into an entirely new world.

More than just a game, Ultimaand its young designer-illustrate what is happening in the real world of computers and technology.

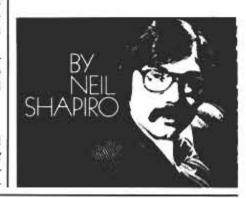
Our own technology

Computers are a new, viable and exciting field. An ever-increasing number of high schools, collegesand, now, homes-are offering computers to young people. And many of these young computerists are not only intelligent, but creative and romantic, as well.

We've read an awful lot about the dehumanizing influence of the computer-but that theory is being demolished. While the elder genera tion built the computer, it's thyounger generation who will discov er ways to use such machines for ar as well as science-and in ways w may not yet suspect.

If you have kids, make sure the: get to know computers. And if you'r young and seeking a life style, per haps computers can help you, too, tinvent your own career-one tha will be both comfortable and satisfy ing creatively.

By the way, if you have access t an Apple II, you can get Ultima from any computer store for \$39.95. It' published by California Pacific Computer Co.



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DETROIT LISTENING POST

Big GM cars history by '85

General Motors, though constantly revising its new-product plans due to changing market conditions and cash-flow problems, continues to plan for the final curtain to fall on its family-car lineup, as we know it, by mid-decade.

The current, big, C-body cars (Olds 98, Buick Electra, Cadillac deVille and Fleetwood) should remain unchanged through the 1984 model year, but then will be dropped entirely. Front-wheel-drive replacements, most bearing the same well-established names, will be considerably smaller and will spring from the just-introduced A-car platform, itself derived from the X-car.

Pontiac already has scuttled its related but slightly smaller and less expensive Bonneville B-car, Chevy will ditch its B-car Impala/Caprice after this year, and the immediate futures of the Olds and Buick Bs (88 and LeSabre) are uncertain. By 1985, the current B-cars will be gone and their names probably transferred to dressier A-cars.

This means that those who still want full-size, rear-drive GM family cruisers may soon have to pop for one of the luxury C-cars and by '85 will be out of luck entirely. The current Cs may also go the Mercedes route of diesel-only availability, unless GM reverses its policy of refusing to market any vehicle on which it has to pay the government's "gasguzzler" tax—which will likely apply to '83 and '84 gas-powered, rear-drive C-cars.

The good news is that those future front-drive C-cars will pack a lot of usable room into much more efficient bodies despite being only a few inches longer than the new "intermediate" A-cars. If the passive-restraint air-bag requirements don't materialize, they'll legally be able to package six passengers in about 107.5 inches of wheelbase, just a bit tighter than the much bigger current models. With gasoline four-cylinder engines, they will deliver near-30-mpg EPA city fuel economy, too.

Luxury coupe downsize

About six months before the big cars' dramatic changeover, in '84-1/2, GM's fwd, E-body luxury coupes (Toronado, Riviera, Eldorado) and K-body (Seville), and G-body (Monte Carlo, Grand Prix, Cutlass Supreme, Regal) coupes will be downsized to a



The regular production version of Probe III will probably look much like the prototype.

stretched front-drive J-car platform about 103.5 inches in wheelbase just slightly larger than the current Cavalier/J2000/Cimarron. The reardrive G-body (formerly A-body) sedans (Malibu, Bonneville Model G, Cutlass, Regal) will disappear.

What this boils down to is the virtual end of rear-wheel-drive at GM (except for sports cars: Corvette, Camaro, Firebird and the coming '84 mid-engine Pontiac P-car) and a confusing array of car lines on two basic platforms in a small spread of wheelbases. The X-car, GM's fwd pioneer, may be dropped to simplify things a bit, but there won't be much difference in exterior size between a low-line J-car and top-line C-car.

Sticking to these plans will take a lot of nerve in light of the currently stable price and availability of fuel, and the resulting revival in demand for traditional, family-size cars. Dealers—the ones who yelled the loudest when they couldn't get enough small cars or move bigger ones during the last panic—are already screaming about losing profitable big cars just when the market seems set for a comeback!

But GM doesn't want to repeat the same mistake that led to the debacle of '79, when trouble in Iran panicked buyers away from those same inefficient models and into a few million Japanese and European small cars. Complacency following recovery from the first fuel crisis ('73-'74) delayed world-class small-car development, and Detroit was caught with its product pants around its ankles when Iran hit the fan.

Making such decisions much easier, though, are the competition's similar plans. Chrysler already has dropped its full-size lines and will phase out the remaining rwd intermediates over the next couple of years, leaving its domestic lineup on just two fwd platforms. Ford will likely have rwd big cars through 1985, but will go to three fwd platforms by the '86 model year.

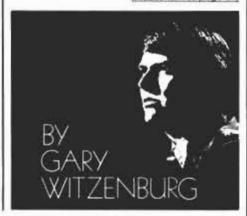
75-mpg Chevette?

What about the T-car (Chevette, T1000) you ask? It will stay around in rwd form as the GM price leader for two or three more years. However, it will probably be replaced by either a version of the fwd, S-car subcompact (available in Europe by late 1982) or a Japanese-built, fwd mini evolving from the Isuzu/Suzuki deal (see Detroit Listening Post, page 20, Dec. '81) by '85 or soon after.

It is this car, whatever future form it may take, on which the company is counting to combat the 75-mpg VW rumored for the '86 model year. GM engineers say that at least one three-cylinder prototype is already in the 70-mpg neighborhood, and that 75 or even 80 mpg are not out of reach.

Future Ford at Frankfurt

One attraction at this year's Frankfurt, West Germany, Auto Show was (Please turn to page 24)





"No other full-size pickup gives you so much for so little," says ex-Ford owner Walt Garrison.

Best mpg increase: 29 est. hwy. 21 EPA est. mpg.*

The new generation of Dodge Rams-toughest Dodge pickups ever-just got gas stingier than ever. New 1982 Ram

	Dodge Ram Miser	Ford FS-100	Chevy Spec Econ
Price	\$5,899†	\$7,0971	\$7.0941
Trim Material	Deluxe	Standard	Standard
Floor Covering	Carpet	Rubber	Rubber
Body Tape Stripes	Yes	No	No
Grille Insert	Chrome	Painted	Painted
Horns	Dual	Single	Single
Cigar Lighter	Yes	No	No
Day/Night Inside Mirror	Yes	Nα	No
Bright Wheel Covers	Yes	No	No
Axle Ratio	2.94	2.47	2.56
Fuel Tank (gal.)	20	16.5	16
Ammeter Gauge	Yes	No	No
Galvanized Steel (sq. ft.)	310	217	250

Miser gives Dodge the biggest mileage increase of all full-size pickups. Yet it still delivers Ram Tough performance, thanks to a *standard* drivetrain that teams a 4-speed overdrive manual transmission and hardworking 2.94 axle ratio with Dodge's famous Slant Six engine. No Ford or Chevy standard model matches that tough combination.

But Ram Miser is a lot more than just your basic brute force. From its chrome-bright grille to its easy operating tailgate, Ram Miser is loaded with handsome styling features—inside and out. At \$5,899! nobody else gives you so much for so little.

See your dealer about buying or leasing a new generation Dodge Ram today. You'll discover the pickup that made an ex-Ford owner out of Walt Garrison.



*Use EPA est. mpg number for comparison. Your mileage may vary depending on speed, distance and weather. Actual hwy mileage will probably be less. Calif. est. lower tBase sticker price excluding title, taxes and destination charges. Prices effective September 28, 1981

DETROIT LISTENING POST

(Continued from page 22)

a super-aerodynamic, four-door Ford bearing the "Probe" name that the company has used on other extra-slippery prototypes. The difference is that this one may be very close to production. Insiders say a new fwd car called "Sierra," very similar to the round-nosed, rearwinged Probe sedan, will replace Ford of Europe's Taunus and Cortina as early as next fall. We may see it here as the next-generation LTD/Mercury Marquis in a few years.

Ford owner's manuals upgraded

Other Ford news includes simplified owners' manuals for '82 and a lowoil-level warning light that may be available by '83.

"We've redesigned and rewritten our passenger-car and light-truck Owner Guides across the board," says Ford training and publications manager E. J. Riley. "They'll be easier to read and easier to understand. With the increasing complexity of today's vehicles, it is important that owners understand their manuals." Subject matter, contents and indices are revised for easier references,

there are more illustrations, foldout "operating guides" and forms to order more detailed technical publications for do-it-yourselfers.

Secondly, says Ford, with the growth of self-service gas stations, too many car owners are neglecting to check their oil often enough. As a result, engineers are developing an instrument panel "add-a-quart" idiot light that could help prevent expensive engine failures in the future. It won't be available until at least the '83 model year.

Sneak preview: '83 AMC

Based on recent extra-early information, I already feel good about AMC's '83 state-of-the-art fwd car. Jointly developed by partner Renault from the new European Renault Nine, the X-42 (code name) will debut next fall in four-door sedan and exclusive-to-the-U.S., two-door notchback coupe form. Product planners stress that it's 75-percent domestic in content, not a warmed-over version of the French car, and that they see no need for a hatchback.

From the beginning, they say, they knew it would have to have excellent fuel economy, quality and both weight and space efficiency just to compete on the same level as the competition-Chevy Chevette, Ford Escort, Plymouth Horizon, Toyota Corolla, Datsun 210 and 310, Honda Civic, VW Rabbit, and so on. As a result, it has an electronically fuel-injected, 1.4-liter, transverse four-cylinder engine that "should make it the most fuel-efficient, gaspowered car built in America. Everything but moving the factory to Tokyo has been done to insure outstanding quality," says AMC. It weighs about 100 pounds less than the Escort, but its 3-inch-longer wheelbase (97.2 inches) gives 1.7 inches more rear-seat legroom. It also has a whopping 8.2 inches more rear hip room for realistic five-passenger capacity.

Beyond that, say the planners, the X-42 needed some "uncommon advantages" to set it apart in that ultracompetitive market. These are in the areas of styling, ride and handling, comfort and convenience, Examples: attractive, quality-look appearance inside and out (the coupe, especially, is said to have a VW Jetta/ Audi 4000 sort of Germanic flavor) that makes it look more expensive than it is. AMC says it will be "midpack" competitive in price. That should mean around a \$7,000 base price. It will have unique pedestalmounted front seats, rather than track mounted, to provide extra foot room for rear-seat passengers.



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	Model 101-M Movement Complete with Tempus Fugit Dial, Westminster Chimes for Model 120-K	33	\$144.50		
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Ergo-EGR!

Two mechanics (one in a dealer-ship—the other, an independent) have told me the problem with my 1978 Pontiac (301-cu.-in. engine) is one of the most baffling they've experienced. I'm enclosing a list of services they've performed. As you can see, it's extensive. Still, the engine maintains a rough idle bordering on the absurd. The problem starts only after the car has been driven and brought to a halt. The mechanics said, "Ask Mort." Okay—I'm asking. What's ruining the performance of an otherwise fine automobile?—Matthew Arthur Long, Elmhurst, Ill.

Probably the exhaust-gas-recirculation (EGR) valve. A bunch of problem valves found their way into the field in 1978 and 1979 aboard the Pontiac-built, 301-cu.-in. V8 and Buick-built, 231-cu.-in. V6 engines. If a GM car has either of these two engines and it has developed a severe rough idle after deceleration, the EGR valve may be sticking in the open position. You can check valve performance by following these steps:

Drive the car until it's warmed up and then park it. Keep the engine running.

Put on a pair of gloves to avoid burning your fingers when you touch the valve.

■ Place your fingers under the EGR valve, into contact with the diaphragm. Have someone rapidly increase engine speed to around 2,000 rpm, and then take his foot off the accelerator pedal so the engine returns to idle. Repeat this sequence five times, pausing several seconds between accelerations. If engine idle gets rough during any one phase of the sequence, tap the top of the EGR valve with a mallet. Does the diaphragm drop and does idle become smooth? If these things happen, replace the valve. It is sticking.

■ If no up-and-down diaphragm movement is felt as the accelerationdeceleration sequence is done, remove the hose from the EGR valve nipple and place your finger over it (glove off) to see if there's vacuum. If vacuum is present, replace the EGR valve. If vacuum is not present, check the other end of the hose to see that it's connected. Then, examine the hose to make sure it isn't split.

If you can't get the engine to idle rough in this way, drive the car until rough idling occurs. Then, pull well off the road and perform the test.

Replacing the EGR valve is the only way to rid yourself of this problem, if the valve is to blame. Cleaning the valve and returning it to service is, at best, of temporary help.

Solid tip

Twice, the speedometer cable in my AMC 1980 Concord has broken. Has this problem been covered by an AMC service bulletin!—Lyman Schultz, Cranston, R.I.

There have been cases of the plastic tip on the end of the cable breaking, but not enough have been reported to warrant a bulletin. The plastic tip is fragile and prone to shattering where it fits into the speedometer lug. If this has happened, don't throw away the cable. It can be salvaged. Besides, a new cable with the same old plastic tip can fail again. To avoid a recurrence, buy a speedometer repair kit from an auto-parts and accessories store (the kit contains metal tips). Trim off

the plastic tip and select a tip from the repair kit that will fit in its place. Crimp the metal tip, which won't break, onto the end of the cable.

Suppose your speedometer cable is breaking somewhere along its length. Then, either the cable wasn't lubricated sufficiently when it was installed, or the outer sheath is too taut or not aligned properly. Cable failure caused by such conditions is usually preceded by a chatter.

Signed, sealed and delivered

I have a 1980 Buick Skylark with a four-cylinder engine. So far, the Buick dealer has replaced the rear main-bearing seal, transmission gasket and oilpan gaskets, but he has not stopped an oil leak. He now says there's a chronic problem and nothing further can be done to correct it. I can't believe there's no cure for an oil leak in a car with only 5,000 miles on it.—Ed Jannis, Elmira, N.Y.

Good for you, Ed. Don't believe it. Although oil leaking was a problem with the Pontiac-built 2.5-liter (151-cu.-in.) L4 engine, the trouble seems to have been resolved with the introduction of a new rear oilpan seal. The new seal is designated for use in 1981 models, but it's for 1980 engines, as well. The part number is 10021323.

Four separate seals have to be installed when the 2.5-liter engine oilpan is reassembled to the engine. There is this new rear seal, a front seal and two side seals. One slip-up when installing any of these will cause an oil leak, so be sure that the service manual is followed.

Cast in iron

My 1980 Dodge pickup truck with standard transmission broke one throw-out bearing several thousand miles after I bought the vehicle. It was replaced by the dealer at his expense. This week, the new bearing

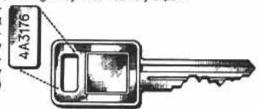
(Please turn to page 28)

PM CAR CARE

A key element

Many people don't consider the possibility of needing another set of car keys when they buy a new automobile. This mistake could come back to haunt them. I'm talking about noting ignition and trunk key numbers when you take delivery of a new car. These numbers are imprinted on tabs the dealer knocks out of the keys. The tabs should be turned over to you. However, a lot of people just throw them away without recording the numbers. A number helps a locksmith to match the correct key blank so he can make you a new key if the old one wears out or is lost. If you don't give him a number, the locksmith has to remove the lock cylinder. At this point, making a key becomes very expen-

sive—from \$30 to \$100 says the Automotive Information Council. So, if you don't have these important numbers, call the dealer from whom you bought the car. He may have recorded them. Note the numbers (usually, there are two—one for the ignition key and one for the key that fits all other locks) and keep this record with your car papers.





TOU SET THESE COMMET
TOU SET THESE COMMET
TOUR AND INSTRUCTIONS
TOURS AND INSTRUCTIONS
TOURS AND INSTRUCTIONS
TOURS TO RECEPT
TOURS TO RECEPT
TOURS TO RECEPT

ALL TOOLS, MATERIALS AND EQUIPMENT COME WITH YOUR COURSE HERE'S WHAT YOU RECEIVE

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- a Foloy's in-Dopth Training
- Fectory manuals from major manufacturers

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learn everything from simplest troubleshooting and tune-ups to complete overhaul on all 2-cycle and 4-cycle engines.

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CAR CLINIC

(Continued from page 26)

failed. Now I have to stand the cost. because the truck is out of warranty. I'm willing, but how can I be sure it won't happen again?-Tom McCarthy, Roanoke, Va.

Funny you should ask, because arriving with your letter was an advisory from Dodge saying that a "much sturdier" throw-out bearing has been issued. The one you've been using is made from stamped steel. The new one (part No. 2405077) is of cast iron.

Don't be in a hurry to fork over money, Tom. The problem was in the truck to start with. If your dealer doesn't agree to pay for the repair. have a factory representative from the zone office decide the matter, as long as he decides in your favor. If he doesn't, take the next step, which is to tell the representative you want the case put before the Customer Satisfaction Arbitration Board. The board (there's one serving every state) consists of a local consumer advocate, an independent technical representative certified by NIASE (National Institute for Automotive Service Excellence), a member of the general public, the Chrysler zone

manager, and a Chrysler-Plymouth or Dodge dealer. Contesting parties have to agree that the vote taken by the board is binding. The people representing Chrysler Corp. on the board do not vote.

The Chrysler Corp. Customer Satisfaction Arbitration Board for your area is located at Box 15033, Richmond. Va. 23227.

History lesson

I hear a distinct engine knock after the 460-cu.-in. V8 engine in my 1976 Ford Torino is warmed up and the car is moved from a standstill. I bought the car from a private party who has left the state, so I have no idea of its history. Can you tell me if there has been a problem with the engine and, if so, whether I can do anything about it?-Harry Walsh. Cambridge, Mass.

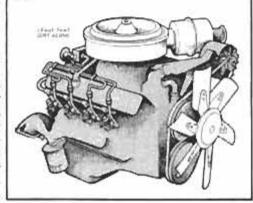
Some 1975-77 Ford and Mercury 460-cu.-in. V8 engines were fitted with oversize front main bearings that produced a cyclic thumping noise, because they came in contact with the block. New upper and lower main bearings that are smaller have been issued. They provide ample clearance. However, before tearing down the engine to install them, verify that the problem is related to the

Oh, that beautiful arime

If you ever get a hankering to clean the grime off your diesel engine, don't! If you don't want to take this advice. at least wait until the engine is stone cold-otherwise, the diesel fuel-injection pump may end up stone-cold dead. Cold water sprayed on a hot injection pump could alter the already minute clearances (some as narrow as 15 millionths of an inch) between parts inside the pump. If this happens, parts can seize and the pump will fail. All you'll get for being tidy is a \$300 bill for a new pump.

PM CAR CARE

As GM says: "The diesel engine does not need periodic cleaning, nor does GM recommend it be cleaned." In this case, dirty is bet-



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front bearings. No sense doing this job if it isn't. Check it out this way:

 Make sure ignition timing is set to specification and run the engine until it is warmed up.

Park the vehicle in a clear area with the engine idling, windows closed and accessories turned off.

 Place your foot firmly on the brake pedal and put the transmission into DRIVE. If your car or truck has a manual transmission, raise the car so rear wheels hang and place the transmission in low gear.

 Increase engine speed slowly to about 1,500 rpm and then let it return slowly to idle.

A rhythmic cyclic thump coming at regular intervals verifies that the front main bearing problem exists.

Two different sets of modified bearings have been issued to correct this problem. After the engine is dismantled, install upper main bearing D7AZ-6333P and lower main bearing D7AZ-633AB. They are .001-in. undersize. Hold the crankshaft against the block as you torque the bearing cap bolts. Then, test to see if clearance is adequate by inserting a Plastigage between the lower bearing and block. A clearance of .0004 to .0015 in. is suitable. If this clearance is not attained, remove these bear-

ings and install upper main bearing D7AZ-6333R and lower main bearing D7AZ-6333AC. They are .002-in. undersize.

Li'l Orphan Sunbeam

"Hi, Mort, I'm the technical editor for the Sunbeam Car Club of America. May I use your column to offer our services to not only Sunbeam owners, but also to owners of other cars in the Rootes Group—Hillman, Humber, Commer, Singer and Plymouth Cricket?"

Be my guest!

"We realize these cars have become orphans on the American scene, and people who own them may feel neglected. Our club can offer technical advice and parts information; since we are a nationwide group, we can often provide on-site assistance. We will gladly render any help we can to fellow owners of these cars, if they contact me. Thanks."—Marc James Small, 1205 Duncan Dr., Williamsburg, Va. 23185.

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

- Black smoke and lack of power in a GM 1981 diesel engine may result from a malfunctioning exhaust-pressure-regulator (EPR) valve. The valve, which closes at idle to increase EGR flow to the engine, is supposed to open when engine speed is increased. If it doesn't, you'll be driving under conditions that cause the problems of smoke and poke, so replace the EPR valve.
- Ford has extended the warranty on the electronic-ignition module of all 1977-80 models to 36 months or 36,000 miles, whichever occurs first. The ruling applies only to original owners. If the module fails and your dealer isn't aware of the change, have him call 800-241-3673 or the zone office for details.
- Are you getting lousy gas mileage (less than 17 mpg) while driving your 1981 Chrysler K-Car in urban and suburban areas? If it has a 2.6-liter engine, the carburetor primary nozzle may be dripping as the engine idles down at a stoplight or in traffic. Service bulletin 14-18-81 (7/27/81) tells your dealer how to fix the trouble.
- The new noncog, four-ply, alternator drive belt used on 1981 GM diesel engines is also the replacement belt for your 1980 GM diesel when your present cogged belt fails. Be sure to get the correct size. If your car has an alternator pulley with an outside diameter of 2.4 in., get part No. 22511772. If the outside diameter is 2.6 in., get belt No. 22511773.

APPLIANCE CLINIC OUESTIONS ANSWERED

Frosty freezer

I have a Sears Coldspot refrigerator model No. 106-6657621. The freezer ices up in three to four days. After I defrost it, the unit works well for about two hours. What is my problem and what do I have to replace?— Charles Gotard, Maspeth, N.Y.

Sounds as if your problem is in the defrost system of the refrigerator. One of three components could cause this problem: the defrost timer, defrost heater or evaporator thermostat (bimetal).

For a quick check to narrow down which components are at fault, find the defrost timer, located behind the front bottom grille. Remove the grille and look near the drain pan. You'll see a black metal box with a small knob or shaft protruding through the front. The shaft is part of the timer. Listen for the sound of the compressor running. Turn the timer shaft clockwise slowly. You will hear a clicking sound as the shaft rotates. When you hear a loud "snap," you've reached the begin-ning of the defrost cycle. Stop at this point and listen for the compressor to shut off. Wait 5 to 10 minutes; water should be entering the drain pan. If it does, the defrost heater and bimetal are working properly and the defrost timer is at fault. This could be due to a bad motor, shaft binding, chipped teeth on the gear or a bad electrical contact in the timer. The timer (part No. 530557) is

available at Sears for approximately \$14. Installation instructions are included.

If no water appears in the pan, we suggest calling a service technician to check the defrost heater and bimetal. Specific tools are required for this job.

Stubborn dryer

I have a Sears electric dryer, Model 110-76655100. When the selector knob is turned to high heat, the fuses blow. Also, the drum seems to be more difficult to turn by hand than it was when the dryer was new. I've lifted the top and front panels, removed the drum and cleaned everything thoroughly. I lubricated the drum-support rollers and idler pulley. According to the Sears service manual, the front-drum bearing is Teflon-impregnated felt. I'd like to try a little lithium white grease or some other high-temperature lubrication on the front bearing. I would be interested in any information on this subject .-Ralph Schowalter, Berkley, Mich.

By adding grease to the bearing, you increase the possibility of grease being drawn into the drum and staining the clothes. As far as the fuses blowing, we would look in the area of the fuse box. Perhaps a loose connection or bad contact in the box is causing the fuses to blow only at the high-heat position. We would have an electrician check the fuse box and wiring to the dryer.

Slow dishwasher

My neighbor and I both have General Electric Pot Scrubber dishwashers, Model GSD 461. Strangely enough, both of us have had the same trouble. After a few years, the machine begins to discharge the water ever so slowly until it becomes a hit-or-miss affair, finally stopping altogether. I've checked the discharge solenoid valve and it operates well. I've also cleaned out the discharge tube going to the sink wasteline elbow.

To check the discharge, I disconnected the discharge tube from the wasteline, filled the machine with a few gallons of water, put the timer on the discharge cycle, started the machine and watched the tube. When I held the tube at the same height as the pump, it pumped the water out, as it should. But as I began to raise the tube to the required height, the discharge stopped. Any assistance on this matter would be appreciated.—Michael Wojtusiak, Union, N.J.

Sounds as if the gate valve inside the pump housing has slipped on the metal gate-arm shaft. Apparently, the valve is not sealing the wash port in the housing properly. The gate valve is part of the pump. The valve comes with the complete pump assembly. You can order the assembly from General Electric.

Replacing the pump assembly is a fairly involved procedure. GE sells an excellent do-it-yourself repair manual which gives pictures and step-by-step instructions. (See Service Tip on this page.) The pump assembly is part No. WD-19X42; it costs about \$25,30

SERVICE TIP

General Electric has recently introduced a new do-it-yourself repair system for five of the GE and Hotpoint major appliances: range, refrigerator-freezer, dishwasher, clotheswasher and dryer.

The five appliance-repair manuals (see the photograph at right) comprise the Quick Fix System. These informative booklets are written specifically for do-it-yourselfers; they feature step-by-step photo sequences of all the most common repair procedures, GE has combined the repair manuals with 94 of the most widely used replacement parts in a handy display for hardware and houseware stores. Each manual costs \$6.95 and can be purchased at any Quick Fix System display or at GE replacement-parts centers.

You can order the manuals by mail from General Electric Co., Box 1000, New Concord, Ohio 43762. In addition to state sales tax, include a handling charge of \$2 total if you order one to five manuals. For orders of more than five manuals, send an additional \$2 per manual.



GE's five new appliance-repair manuals.

ENERGY-SAVING TIPS

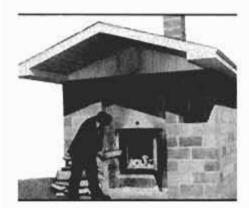
Here are five energy-saving ideas on microwave ovens from Whirlpool Corp.:

- Use utensils recommended for microwave ovens. The wrong utensils slow cooking.
- Turn off the oven just before the food is done. This uses the oven's residual heat to finish cooking.
- Use high power whenever possible.
- Reheat foods in the microwave oven, instead of a conventional oven. Use a range, rather than a microwave oven, to cook large quantities of food.
- Cover most foods (such as vegetables and casseroles) to speed up cooking.

If you have a question about any appliance, send it, along with the model and senal numbers, 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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THE HAHSA BASICS

A HAHSA (Heating and Heat Storage Apparatus) is a wood burner located outside your house in its own little 8'x 10' block structure — a self-contained heating system connected to your house by 4 pipes buried underground.

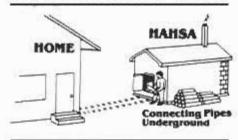


Feature articles in publications such as The Mother Earth News, The Christian Science Monitor, Popular Mechanics, and Handyman have praised a **HAHSA** as safe, simple, practical, clean — and ingenious. One secret of the **HAHSA**: it's insulated by more than 18 tons of sand.

It burns wood and paper, cardboard or scraps and stores heat until you need it, thanks to the 18 tons of sand.

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HAHSA IS 10 WAYS BETTER THAN A WOOD OR COAL STOVE



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- Clean. No smoke, dirt, ashes, termites or bugs inside your house.
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HOMEOWNERS' CLINIC

Painting block walls

Both Dane H. Corey, Troy, N.Y., and Raymond J. Fradette, Parker, Fla., want to paint and seal concreteblock walls. Ray's have been painted previously, but are now a chalky disaster.

The Concrete Masonry Handbook, a publication of The Portland Cement Assn., is adamant about one thing: Surfaces must be free of dirt. grease, oil and old, chalky paint. If steam cleaning won't do the job, wet or dry sandblasting is suggested.

Paints that can be used on Portland cement are latex, oil-based, oilalkyd and rubber-based. Latex is the most commonly used, as it breathes and isn't damaged by alkalies.

To waterproof and seal the block walls, you may want to use one of the products mentioned in "Porous Brick Wall" (Homeowners' Clinic. page 6, Aug. '81). The maker of Thompson's Water Seal suggests waiting a week after application before painting, then using an oilbase paint. The maker of White Roc 7 doesn't recommend painting over the sealer; some sealers, however, are available in colors. For the record, the information on sealing brick walls was given to us by Region Nine, Brick Institute of America.

Venting propane tank

I plan to enclose the propane gas tank for my new barbecue in a brick patio table with a marble top. Do I have to vent the enclosure in case of a leak in the system? I remember reading about boats exploding when the engines were started while gas fumes were trapped in the enclosed engine wells. Should I leave a few bricks out for ventilation?-Floyd C. Carver, St. Clair Shores, Mich.

As long as the gas is piped out of the enclosed space to the barbecue, there's no technical reason to vent it. If it were mine, however, I know I'd vent it against the extremely high odds of a leak in the valve or tubing. A louvered door for easy tank access might be the answer.

Aluminum on plywood siding

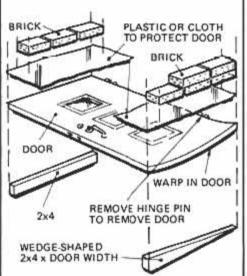
My plywood siding has reached the point of no return. Paint keeps flaking off, and after numerous bouts of sanding, scraping and repainting, I'm considering aluminum siding. Will there be any problem of rot of my plywood siding due to condensation

under the aluminum?-Ralph Cox. Salem. Ore.

No; in fact, the plywood will act as sheathing would in a normal aluminum-sided house. If the budget will allow it, a layer of 15-lb, builder's felt (tarpaper) over the siding and under the aluminum will aid in stopping drafts. You may also want to consider the merits of vinvl siding.

Warped doors

I had wood doors installed on the front and rear of my house in November 1980. A sticker on the doors stated, "No guarantee if the door isn't painted on all sides and edges." I



Place a warped door on 2×4s, warped edge over a wedge; add weight until the warped area is slightly beyond alignment.

couldn't paint the bottoms because of the cold weather. As you may guess, they warped. The firm that sold them to me said it was my headache. Can I straighten them?-Walt Mangin. Warminster, Pa.

I called several door manufacturers; they thought it was a waste of time to try to straighten a warped door. Since you're concerned about a waste of money, you might try the method shown in the drawing, if you have a large piece of plywood to cover your door opening while you attempt the straightening.

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 orders(s) to PM, Box 1014, Radio City Station, New York, N.Y.

Rest the door on 2×4s, with the warped edge protruding upward on a wedge. Place protective material over the door. Add bricks or other weights, first to the straight edge and then to the warped edge until it is brought down slightly below straight. Leave the weights on the door at least 48 hours.

If this method works, seal all edges and both sides of the door. You also may have to relocate the strike plate and the doorstop. On exterior doors, I would replace the stop with a wood stop that has a foam rubber bead on the edge. This allows it to conform to the warp of the door, at the same time keeping out drafts.

Automatic gate opener

I don't recall seeing any article or mention of using an automatic or electrically controlled garage-door opener as a gate opener. After receiving prices of up to \$1,000 more for a gate opener than for a garage-door opener. I'd like to modify a garagedoor unit to operate the gate across my driveway. It appears that I'd have to modify the opener to apply proper leverage to open the gate. Do you know if anything has been developed toward this end?-Carl W. Tapfer, Tacoma, Wash.

Carl, I don't know of any such modification. Possibly this letter will trigger response from our readers. Aside from leverage, you must also overcome the water-freeze problem. Some residential gate openers are capable of swinging a 300-pound gate 8 ft. wide.

Stanley Automatic Openers, Div. of the Stanley Works, 5740 East Nevada Ave., Detroit, Mich. 48234. makes such an opener. The price is in the \$800 range; installation costs vary depending upon geographical location. Although concrete is required for setting the unit, a very handy do-it-yourselfer can probably install one himself. Write Stanley for further details.





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2. Position tiles.



3. Snap in place.



^{*}Estimate based on manufacturer's survey of retail pricing.



How the Pickup works: The front-wheel drive train.

Nothing else is a Volkswagen.

When man first hooked up horses to plows and carts, he quickly discovered that pulling things was a lot easier than pushing them.

Yet after centuries of transportation, VW was the first to use a front-wheel drive train on a pickup truck. By pulling its load instead of pushing it, the VW Pickup can pull its weight more easily than equivalent trucks with rearwheel drive. Up to half a ton. And, don't worry about what you carry. Its doublewalled construction can handle anything you throw into it.

The VW Pickup has certain other advantages. Namely, excellent traction and exceptional directional control. The pickup also comes with VW's unique upshift light which tells you exactly when to shift for optimum mileage.

And, when hooked up to VW's famous diesel horse, you can enjoy the best mileage to be found on a pickup, anywhere.

EPA 49 mpg highway estimate, and an estimated 42 mpg. (Use "estimated mpg" for comparisons. Your mileage may vary with weather, speed, and trip length. Actual highway mileage will probably be less.)

And that ain't hay.

THE PM GARAGE

CAPSULE REPORTS ON NEW AUTO PRODUCTS

Getting unscrewed



Screwdriver with a handle lets you remove stuck screws.

We've just come across something that has virtually eliminated the problem of removing a stuck screw. It's called the Screwrench. It's a 14-inch, vanadium-plated screwdriver that has a swing-out torque lever attached to the handle.

You just bear down on the screwdriver and twist the handle to back the screw out. We've used it numerous times and have had notable success with it. When the

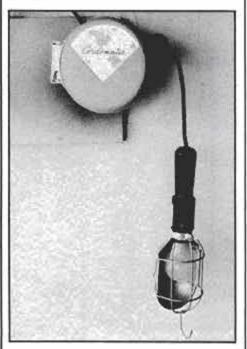
lever is closed, a magnet holds it securely to the handle.

The price is \$14.95 plus \$1 postage from Screwrench, Box 2070, Pasco, Wash, 99302.—T.A.

Reel it in

Cordomatic Reels has a portable trouble light called the Handy-Lite Reel

It features a grounded, 20-foot, 18gauge cord, mounts to either wall or



Hang-up reel has a 20-ft., 18-ga. grounded cord as well as a handy power outlet.

ceiling, folds flat when not in use and allows the user to relocate the unit to other job locations. The plastic light handle has a built-in power outlet and a swing-open steel guard.

The reel operates like a window shade. Just pull out enough cord to reach the work and it locks in place. A slight tug retracts the light into the housing.

I found the Handy-Lite at my local hardware store. The retail price was \$22.95. Cordomatic Reels' address is 17th and Indiana Ave., Philadelphia, Pa. 19132,—Joel Breault

Soft-front-end patch

Soft-plastic front ends are coming into wider use and, as they do, people are discovering that although the plastic resists damage, it's not immune. So when you get a gouge in your soft bumper, you'll probably want to repair it.

Now you can buy a repair kit from



Plastic body filler for soft front ends cures without use of heat blowers or lamps.

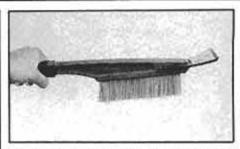
parts jobbers specializing in body supplies. It's a special patch material that, when mixed with a hardener, forms a compound that will fill and adhere to the gouge. Just spread it on and sand it smooth after curing. It sets in a half hour and cures in two, without heat or special lamps.

After sanding (just like plastic body filler), you can apply touch-up

It costs \$13 from SEM Products Inc., 120 Sem Lane, Belmont, Calif. 94002.—Paul Weissler

Quick snow removal

If you're looking for a quick way to get snow and ice off your car's windshield, Hoppy's Snowbrush and ice-



Combination ice scraper and snowbrush has a 19-in. reach, won't scratch glass.

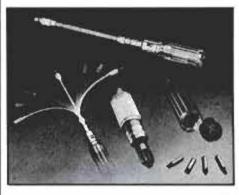
scraper combination tool could well be the answer. This item features a heavy-duty, 19-inch plastic handle for maximum reach, a sturdy nylonbristle brush and a hang tab for easy storage that's designed specifically so that it won't scratch your windshield.

The Hoppy Snowbrush is manufactured by the Hopkins Manufacturing Corp. 428 Peyton, Emporia, Kan. 66801. The brush retails for about \$2.—Joel Breault

The contortionist

This has got to be one of the most original tools we've ever seen. It's a screwdriver with a flexible shaft and a ratchet action to boot. It comes with four bits that store in the plastic handle and an adapter that can be used with 1/4-inch-square drive sockets.

A three-position selector switch lets you ratchet clockwise or coun-



Unique flexible screwdriver will drive in or take out screws up to a 90° angle.

terclockwise and you can also lock it for conventional screwdriving. It will operate to just over 90°. However, if you bend the shaft more than that, the mechanism will begin to bind.

It's priced at \$15.95, including postage, from the Summit Tool Co., 4150 Fox St., Denver, Colo. 80215.

Which is the lowest 100's? (Hint: it's not Carlton.)

yow is the lowest tar 100s. But it's easy to see why some people think the right answer is Carlton. Carlton's been advertising ttself as lowest for a very long time. And. In fact. at one time, it was.

But that time is long gone. Look at the chart on the right and see for yourself.

The truth is that today. Now 100s Soft Pack. at 2 mg., contains less than half the tar of Carlton 100s Soft Pack, at 5 mg. (Is any

cigarette with 5 mg. of tar even seriously competing for the title of "lowest?")

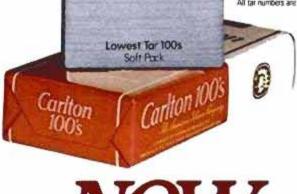
And Now 100s Box is by far and away lower in tar than any other 100s whatsoever.

Which is the lowest 100s? No need to guess-Now.



	100's regular	100's pack	100's me
NOW	2mg	2mg	0.01mg
CARLTON	5mg	5mg	1mg

All far numbers are av per ogerette by FTC method

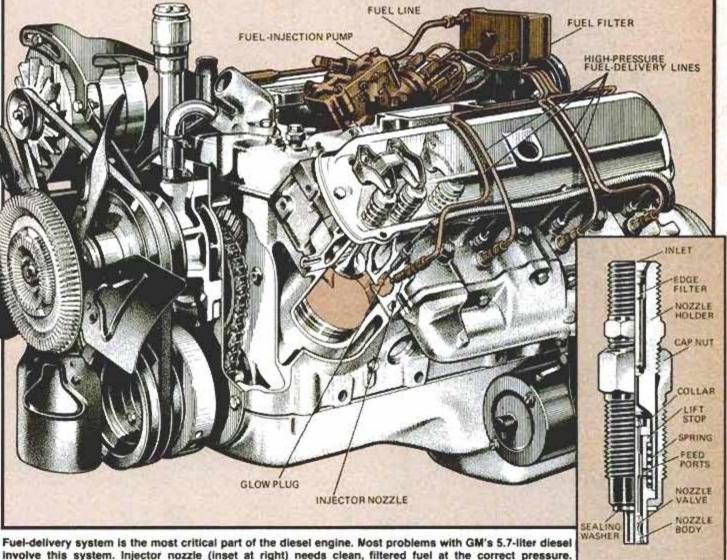


1005

The lowest in tar of all brands.

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

BOX, BOX 100's: Less than 0.01 mg, "rar", 0.001 mg, nicotine, SOFT PACK 85's FILTER, MENTHOL: 1 mg. "tar", 0.1 mg. nicotine. SOFT PACK 100's FILTER, MENTHOL: 2 mg. "tar", 0.2 mg. nicotine, av. per cigarette by FTC method.



passenger cars with diesel engines are selling like hot cakes. General Motors and Volkswagen dealers are barely getting enough of them to satisfy the demand.

"Sales of diesel-powered automobiles in the U.S. continue to buck the nation's overall car-sales trend, posting a healthy 31.45-percent increase during the first five months of 1981," Automotive News reported in June.

From Jan. 1 through May 31, GM sold 138,893 diesel-powered cars and light trucks, bringing the total number of GM diesels on the road to over one million. By 1985, GM expects to be equipping at least 25 percent of the cars and light trucks coming off its production lines with diesel engines.

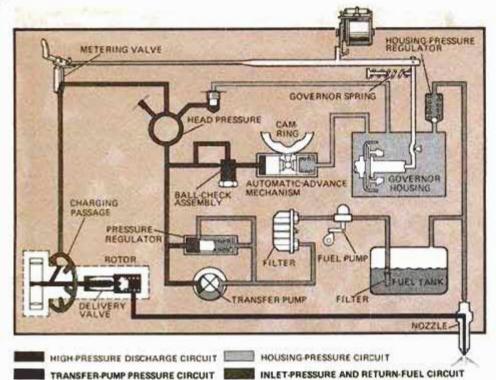
VW/Audi diesel sales for the first five months of 1981 were 51,655, bringing the total number of its diesels on the road to over 250,000. Diesel-engine output accounts for over 50 percent of total production by VW in the United States and is expected to remain at this level at least through 1985.

Also contributing to the diesel engine population in the United States are cars manufactured by Mercedes, Peugeot, Volvo, Isuzu and Datsun.

I cite these figures to convince you that diesel-powered cars deserve to be considered by the Saturday mechanic. Although you may not own a diesel today, you may own one tomorrow. Besides, someone with a diesel-equipped vehicle may need your help.

Meet the leader

Practically all diesel-powered GM cars and light trucks use the Oldsmobile-made, 5.7-liter (350-cu.-in.)



V8 engine. In terms of numbers, it's the most popular diesel engine in the United States. So, we'll discuss it thoroughly, starting here and continuing next month, since January and February are the most trying months for diesel owners.

Wintertime is a bad time

"Cold-starting has been an area of traditional concern with diesel passenger cars in cold climates. In some cases, engine starting at temperatures nearing 0°F. has been difficult, if not impossible," GM states.

No doubt about it—74 percent of the letters we receive at Car Clinic are from diesel owners complaining about cold-weather-related problems.

Fortunately, diesel owners don't have to put their cars on blocks when the ambient temperature dips below freezing.

Unless your diesel engine has an internal mechanical problem, there are only three reasons why it won't start or keep running in cold weather. They are:

- Diesel fuel thickens (develops paraffin, a waxy substance that blocks fuel flow to the engine).
- Insufficient cranking speed, because engine oil thickens.
- Glow-plug failure.

Fuel facts

Diesel fuel that thickens is the main reason diesel engines fail to start or stop running after they start in cold weather. The recommended fuel to use in your GM diesel engine, No. 2-D, has a cloud point of 5° to 20° F. The "D" in 2-D stands for diesel.

The cloud point is the temperature

at which paraffin starts to form in the fuel. Wax clogs fuel filters, cutting off all or most of the engine fuel supply.

To prevent this, you should use a grade of fuel that better resists the formation of cold-temperature waxing. This fuel is either No. 1-D or a blend of No. 1-D and No. 2-D. Blended diesel fuel is sold under names such as "winterized," "climatized" or "blended."

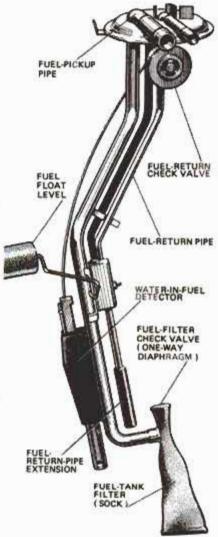
The cloud point of blended diesel fuel varies depending on the blend, but any blend should suffice in most cold areas of the country. The cloud point of No. 1-D fuel is about -20° F.

In the past, owners of diesel-powered cars found themselves in a fix when cold weather set in, because they couldn't get No. 1-D or blended fuel. But as the diesel-engine population has grown, more service stations have installed diesel-fuel facilities. Obtaining blended or No. 1-D fuel shouldn't be as much of a problem now as it once was.

Still, what do you do if No. 1-D or blended fuel isn't available, or there's a sudden drop in temperature and you have a load of No. 2-D in the fuel tank? Truckers often mix some gasoline in with No. 2-D fuel to prevent waxing. However, before trying this, be aware of the danger.

Until the addition of gasoline is completed, mixing gasoline and diesel fuel produces vapors which are extremely combustible and can be ignited by static electricity. General Motors' Tony Plewa explains it this

"On a scale of 0 to 10, say, gasoline vapor by itself has a combustibility Schematic (left) Illustrates complex path of diesel fuel prior to its delivery to injection nozzle. The metering valve determines how much fuel is injected into the engine. In cold weather, the improved fuel pickup (below) prevents wax from clogging the system. Not all GM diesels have it.



rating of 5. Diesel-fuel vapor by itself has a combustibility rating of 0. A small amount of gasoline added to diesel fuel gives the vapor mixture a combustibility rating of 10, with the greatest hazard present when less than 1 percent of the mixture is gasoline. As more gasoline is added to the mixture, the combustibility lessens."

In other words, the greatest danger of an explosion exists during the first few seconds, as you begin pumping gasoline into the car's diesel-fuel tank. When the proper ratio of gasoline to diesel fuel is reached—that is, the ratio at which combustion takes place, but waxing won't—the combustibility rating of the mixture is about the same as straight gasoline. The proper ratio is one-quarter gallon (or one quart) of gasoline to one gallon of diesel fuel.

Plewa says he's never heard of any passenger cars blowing up as gasoline is added to diesel fuel. In fact, at one time, GM suggested adding gasoline to No. 2-D fuel in winter to prevent waxing. GM no longer suggests this, because there have been incidents of the mixture exploding in trucks.

Starting fluid? No! No! No!

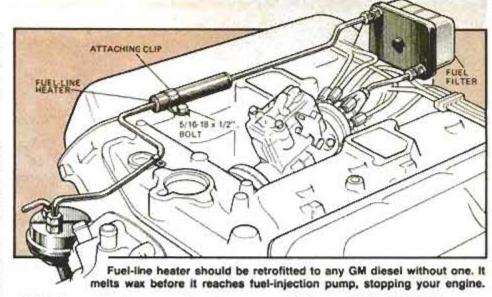
A former gasoline-engine owner may have a tendency to reach for a can of starting fluid the first cold morning his new diesel engine fails to start. Don't. Fluid injected into the air intake of a diesel engine could ruin the engine.

Pistons slamming against fluid with the force needed to attain the required 22:1 compression ratio is tantamount to an irresistible force meeting an immovable object. GM says, "Up to a 50-percent overload can be obtained by injecting ether (starting fluid) into the air intake." The result could be hydrostatic seizure, broken pistons, bent or broken connecting rods, or a broken starter or flywheel ring gear. Nothing except air should enter a diesel engine

Intake safety

through the air intake!

While on the subject of the air intake, here is a note of caution: When the air cleaner or air-cleaner cover is off and the engine is running, keep loose objects away from the air intake! Air enters the intake with force enough to suck rags and other unattached material into the engine.



This is partly because diesel engines inhale a constant amount of air. Engine speed is determined by amount of fuel injected, not the opening of a throttle valve.

There is equipment that allows you to work safely near the air intake and intake manifold openings. It is the Manifold Cover Set (part No. J26996) from KentMoore Tool Div., 29784 Little Mack, Roseville, Mich. 48066, for \$16.55.

The set consists of a cover that fits over the air intake and two screws that fit over the intake manifold openings. The cover and screws also prevent foreign objects from falling inside the engine. When ordering the set, specify whether your car has a pre-1980 or a 1981-'82 5.7-liter engine.

Fuel additives? No! No! No!

Additives are available that supposedly reduce waxing of diesel fuel in cold weather. Maybe they do. However, many additives contain alcohol, which will ruin the Elasticast material used by GM in seals and other parts of the fuel-injection pump. When these parts fail, the fuel-injection pump has to be overhauled.

GM admits that there are some additives which don't contain any alcohol and may effectively prevent the formation of paraffin in diesel gasoline. However, "It has been found that these depressants are not effective in all diesel fuels and, therefore, are not universal," according to the company

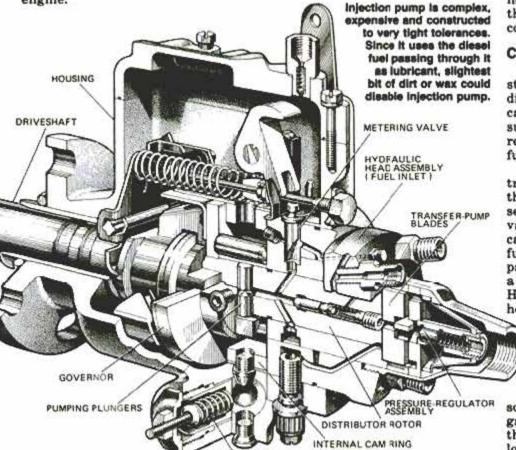
Cold-weather starting equipment

Rather than using fuel additives, starting fluid or prayer to keep a GM diesel perking in cold weather, you can install special equipment. One such piece of equipment may already be in your car: an improved, fuel-tank sending unit.

All '81 and '82 cars and light trucks with diesel engines, except the LUV, have the new, fuel-tank sending unit, which features a check valve in the fuel-tank filter, usually called the sock. This valve allows fuel, containing wax flakes, to bypass a wax-clogged sock and flow to a fuel-line heater, if the car has one. Heat generated by the fuel-line heater melts wax, so wax won't clog

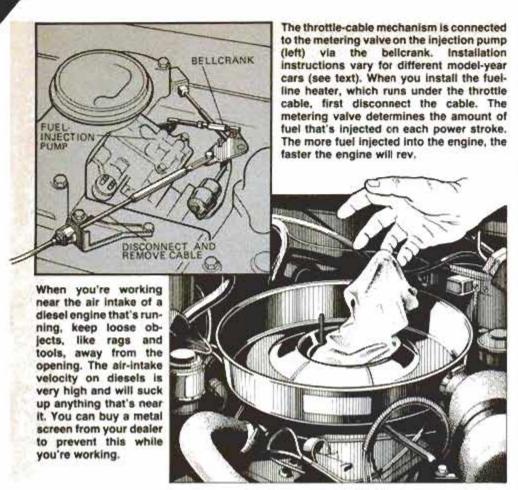
the fuel filter between the fueldelivery pump and fuel-injection pump.

The check valve of the new fuel-tank sending unit is placed on the upper end of the sock, above the level of the last four gallons of fuel left in the tank. Once the fuel level drops below four gallons, that's it. Fuel can't get through



AUTOMATIC ADVANCE

Operation of the property of the latest



the clogged sock. The fuel level is below the bypass.

"Customers should be advised to keep their fuel tanks above the onequarter mark at temperatures below 20° F. to prevent running out of fuel," is the way GM puts it.

What do you have?

The fuel-line heater and new fueltank sending unit were introduced three years after GM sold its first diesel-engine car. The equipment was developed when reports of coldweather fuel problems started reaching GM.

The fuel-line heater is standard equipment for diesel-powered Cadillacs and pickup trucks produced from March '81 onward and all cars and trucks made for sale in Canada produced from March '81 onward. It's optional on all other new-model diesel-powered GM cars.

The option also includes an engine-block heater which prevents oil thickening, so the engine can crank normally in cold weather. I'll discuss the engine-block heater, which can also be installed, in next month's Saturday Mechanic.

Why has GM installed the new fuel-tank sending unit with its waxpassing check valve in practically all diesel vehicles from 1981 on, but installed the fuel-line heater only in some models? Because the new fueltank sending unit performs several

functions other than passing waxladen fuel. It also acts as a strainer to keep water in fuel out of the fuel system where it can ruin the fuelinjection pump and other injectionsystem parts.

If your car doesn't have a fuel-line heater and you live in a cold-weather area, you can get a fuel-line heater kit from a GM dealer. It costs \$60 to \$100, depending on your vehicle. You will also need the new fuel-tank sending unit if your car doesn't have one. Without it, the fuel-line heater is useless, since wax-laden fuel won't reach the heater.

Installing the fuel-line heater

Install the fuel-line heater, using this procedure:

- Disconnect the negative (ground) cables from both batteries.
- 2. Remove the air cleaner and cover the exhaust crossover to prevent an object from falling into the engine.
- Remove the brace at the rear of the airconditioning compressor. If the car doesn't have airconditioning, remove the bracket on the upper part of the alternator.
- 4. Disconnect the throttle-valve (TV) cable at the belicrank. Undo the TVcable bracket and swing it over the top of the fuel pipe.

Note: As you proceed, disconnect and move any vacuum hose or electric wire that gets in your way.

5. On 1981-'82 cars, remove the

crankcase-ventilation pipe from the rear of the intake manifold. On 1980, '81 and '82 cars, disconnect the fuelreturn-line pipe from the fuel-injection pump. Set it aside.

6. Remove the fuel pipe that extends between the fuel-delivery pump and fuel filter. If you want, you can cut the pipe off and unscrew the ends from the fuel-delivery pump and fuel filters.

7. Install a 1/16-18 × 1/2-Inch stud bolt in the right-hand side of the water outlet. Most 1981-'82 models already have this stud bolt in place.

8. On 1978-'80 models, find the tab that holds the electric harness on the right-hand valve cover. Bend the tab 45°.

9. Install the fuel-line heater and pipe assembly. Attach it securely.

Important: There has to be a clearance of at least 1/32 inch between the new fuel line and the injection-line bracket. If there isn't, do not bend the fuel line. You may damage the fuel-line heater. Instead, loosen the right-hand side of the fuel-filter bracket and place a 1/4-inch front-end shim under the bracket. Then, bend the injection-line bracket down. Place a screwdriver under the fuelheater clamp and pry up until you get a clearance of 1/32 inch between the fuel line and injection-line bracket.

10. On 1980, '81 and '82 cars, reconnect the fuel-return-line pipe to the fuel-injection pump.

11. Using a tie strap, tie the electric harness to the injection line on the right-hand valve cover.

12. On 1978, '79 and '80 cars, connect the female electrical connector from the fuel-line heater to the injection-pump fuel solenoid. Connect the fuel-solenoid connector to the pigtail on the fuel-line heater.

13. On 1981 and '82 models, disconnect the connector in the EGR switch lead. Connect the fuel-line heater into this circuit.

14. After reassembling the parts, start the engine and check for any fuel leaks.

To test the hookup, wait for the ambient temperature to drop below 20° F.

Allow the engine to run for several minutes. Then place one hand on the inlet pipe to the heater and the other hand on the outlet pipe. If the heater is working, the outlet pipe will feel warmer than the inlet pipe.

Next month, we'll discuss how to keep engine oil from thickening and causing sluggish cranking, and how to troubleshoot and repair glow-plug systems-conditions that give wintertime headaches to a lot of car owners with 5.7-liter diesel engines.



A complete collection of the 100 most significant stamps ever issued - each portrayed in remarkable micro-detail by The Franklin Mint.

And you can acquire these sterling silver miniature stamps —at just \$4.75 each by entering your subscription now.

The 1889 United States 24" Inverted Center is one of the rarest of all American stamps. It bears the famous John Trumbuil painting portraying the signing of the Declaration of Independence. But through a printing error, the image is shown upside down on the stamp. (Silver stamp shown at left actual size; at right, enlarged to show fine detail.)

Your eye is first attracted by the brilliance of silver. But as you look closer, the lines of an intricate design begin to take shape before you. Then, you place the sterling silver miniature under a magnifying glass - and there, in astonishing detail, is one of the world's greatest stamps!

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The rarest and most coveted of all stamps

A panel of distinguished authorities on world philatelic issues has selected, out of the many thousands of stamps issued throughout the world, the 100 greatest of

all. And these are the stamps that will be authentically re-created for this exceptional and very beautiful-collection.

Among them are: the British Guiana One-Cent Magenta, which brought the record price of \$850,000 at an auction in 1980 - the Penny Black of Great Britain, the first adhesive postage stamp in the world-the U.S. 24t Airmail Invert, one of the rarest of all American stampsthe Japan 500 mon Dragon, which was first thought to be a forgery but is now a prized rarity. And such famous issues as the Double Geneva, Moldavian Bull, Trinacria of Naples-100 great stamps in all, from every part of the world.

Superbly crafted works in miniature

Each sterling silver miniature will recapture the stamp it portrays with absolute authenticity. You'll actually be able to see every detail of the American biplane which is shown on the 24s Airmail In-vert. Every feature of Queen Victoria's portrait on the Penny Black. The intricate background pattern that distinguishes the One-Cent Franklin "Z" Grill.

The winged headdress on the "Hermes Head" stamp of Greece.

So that you will be able to study and enjoy each miniature in close-up detail, a special magnifying glass and collector's tongs will be provided. And you will receive a custom-designed presentation case to house and protect the complete collection of silver miniatures.

A limited edition at a guaranteed price

You will receive your silver miniatures at the convenient rate of two per month, and the issue price of just \$4.75 will be guaranteed to you for each miniature in the collection-regardless of inflationary pressures.

Your advance application is valid only until February 28th, and the edition will be permanently limited to the number of subscriptions entered by the end of 1982. After that, it will never be offered again.

No payment is required at this time. But be sure to mail the attached postpaid card to The Franklin Mint, Franklin Center, PA 19091, by February 28, 1982. These three prints, made by the Ektaflex process, Illustrate fine results obtained from system.





Kodak's Ektaflex makes color prints easy

PM tests a revolutionary new system for color printing that's easy to learn and use.

by Frank Lusk



System includes a printmaker, film, paper and an activating solution; the list price is \$135.

odak's one-solution, color-printing process should be welcomed by the two million darkroom hobbyists in this country. Using instant-film technology, the Ektaflex process is so simple that it makes the task of printing in color easier than in black and white.

The system consists of a Model 8 printmaker, paper (which comes in two surfaces, glossy and smooth luster), film and activating solution. There are films planned for printing from both color negatives and slides, although film used with slide originals is not yet available. The film is exposed by your enlarger, soaked in the activator solution and then laminated to the paper by the proces-

During lamination, dyes in the (Please turn to page 46)

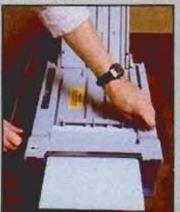
1 To begin the process, place paper on Ektaflex printmaker's paper shelf. Steps 1 and 2 are done in darkroom lighting.



enlarger and put in printmaker. Paper soaks while printmaker is closed for about 20 seconds.



2 Next, expose film at your 3 After the soak, push the crank and film-advance handle. Laminated film and paper emerge. (Lights may be on.)



4 Peel back lamination to reveal finished print. We found the print quality comparable to harder, multisolution processes.



LOOKING FOR IDEAS ON HOME IMPROVEMENT, ENERGY, LAWN CARE, ELECTRONICS, TOOLS, ETC.? CHECK THESE LISTINGS, THEN USE THE COUPON BELOW.

WORTH WRITING FOR

491 Compute Your Future

The future is now with the new personal computers. 48-page, full-color catalog describes hardware, software, accessories and books. From Radio

492 Real Work Horses

Illustrated brochure describes the full line of 12-81 horsepower Kubota two and four wheel drive diesel tractors. Versatile tractors handling a variety of chores: mowing, gardening, landscaping and farming. 25e

493 Take Your Stereo on the Road

Kenwood Electronics offers a complete family of in-dash and under-dash cassette receivers, components and speakers. Fully-illustrated brochure pictures most stereo units full size and includes features and specifica-

494 Marketbasket of Merchandise

Hudson's 56-page catalogue offers a complete line of wearing apparel. cold-weather gear, camping equipment and more. Unique items for both men and women. Free

Cast iron, porcelain finished convection coal heater heats up to 24,000 square feet. Designer-styling, hopper fed, liquid thermostat. Up to 60,000 BTU's. Brochure from McNamara Import Sales. Free

496 Tool Good to be True

Screwdrivers, pliers, wrenches and solderless connectors. All kinds and more in this 16-page catalog from Vaco Products. 25e

497 Your Own Business that Cleans Up

Start your own radiator repair business for as little as \$4,995. State-ofthe art training included in purchase price. Descriptive information from Inland Manufacturing, Free

498 More Power to You

Easy and fun to run, Power King Tractors, provide top workpower. Fullcolor, illustrated brochure details systems, attachments and accessories. From Engineering Products. \$1.00

499 The Art of Painting

Here's information for do-it-yourself painters. The Padeo Products Kit contains information about the latest products in painting tool technology. Designed to make your next painting project quick, easy and neat. 25e

500 Eye of the Camera

Handy full-color 32-page pocket folder describes the complete line of Tamron SP and Adaptall-2 SLR lenses. Includes features and specifications. Free

501 The Nitty-Gritty
New brochure lists over twenty "tough" materials and the Remington 'Grit-Edge" blade to cut them. Grit selection, blade type, speeds and other information for cutting ceramic tile, marble, glass, stainless steel and more. Free

502 Save Dollars and Your Energy

Colorful brochure full of helpful hints on weatherproofing. Identify problem areas, products and tools to use. From Macklanburg-Duncan. 25e

503 Tune In & Tune Up

Peerless Instrument has a catalog offering a full complement of auto test and tune-up instruments. Products to take the mystery out of tune-ups. Free

504 Now You're Cooking!

The full line of Weber barbecue products is illustrated in a 24-page bro-chure. Includes gas and charcoal kettles, portable grills, knives and acces-

505 Making Time Klockit would like you to have its catalog of clock movements, dials and accessories. Build clocks as a hobby or for income. Free

506 The Power of the Outdoors

Tough, outdoor jobs need power equipment. In a four-color, illustrated brochure. Echo introduces you to its line of chain saws, weed and grass trimmers, brush cutters, hedge trimmers and power blowers and sprayers. Free

507 Strike the Right Blow Vaughan & Bushnell Mfg, would like you to know they have been making striking tools for over 100 years. 20-page catalog shows their complete line of hammers, axes, sledges, chisels and more, 50e

508 Soften Painting Jobs

Portable electric heat gun offered by Master Appliance softens paint quickly for easy scraping. Illustrated brochure shows how, plus other uses for home and shop. Free

509 Stop Costly Energy Leaks
TOUCH 'N FOAM Instant Insulation can be used in summer and winter for spot insulation. Fills cracks in walls and around windows, doors, electrical outlets and pipes. Brochure from Convenience Products. Free

510 Go Along For the Ride

16-page brochure features riding mowers, lawn and garden tractors, and heavy-duty models for year long productivity. From Simplicity Manufacturing. Free

Dremel Moto-Tools perform a variety of cutting, shaping and polishing jobs. Illustrated brochure shows how they can add up to a complete creative power workshop. Free

512 Keeping Clear Vision

RAIN-X is a liquid polymer intended primarily to improve driving visi-bility during rain, sleet and snow. A technical data guide provides product description, properties and performance. From Zaddock. Free

513 Clear Cornering

Tri-Guards protect the corners of your rooms with a clear plastic shield. Can keep your home looking beautiful and save on redecorating costs. Sample clear corner protector and informative brochures only 50c.

514 Wear Your Security

Brochure describes new security garment to protect valuables. Ideal for campers and backpackers, as well as while traveling. Worn under shirt, ultra-lightweight. From Travel Safvest. Free

515 Products for the Space Age

Here's an electronic parts and equipment catalog for school instructors, video buffs, technicians, hams and hobbyists. Unusual items from the world of electronics, science and technology. From ETCO Electronics.

516 For the Lawn and Garden Pro

This illustrated 12-page brochure of lawn and garden tractors includes engineering closeups", an accessories guide and specifications for all models. From Gilson Brothers. Free

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Fred Prosch wanted to keep his independence after he stopped driving a car. He said he needed safe, reliable transportation he could af-ford. He found it. A CYCLE CHAIR, the New Aluminum electric 3-wheeler that is different and safer. Read what he says about it:

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KODAK'S EKTAFLEX PROCESS

(Continued from page 44)

film migrate to the paper where they are held. The sandwich is then peeled apart and the print is done. No washing is necessary. The only thing the user needs beyond what is required to make black and white prints is a set of light-balancing filters. If your enlarger is already equipped with a color head, that's even better.

If you've worked only with black and white, obtain a copy of Kodak's Color Darkroom Dataguide or some similar publication. You might otherwise find working with light-balancing filters and producing a good color print a bit tricky-not to mention costly in both materials and time.

If you've had some color printing experience, you should have little trouble cranking out good-quality color prints with this process. Here's how it's done.

Step by step

The Ektaflex processor comes partially disassembled and must be put together as shown in the owner's manual. It should be rinsed out to remove packing material and dirt. Screws are provided to mount the unit to the table surface. (I used a sheet of plywood and placed it on the table next to my enlarger for easy access.)

Open the unit, and with the draintube valve closed, fill to the proper level with activator solution. While the room lights are on, place a sheet of paper, emulsion side down, on the paper shelf. In darkness, or by the light of a No. 13 safelight, expose a sheet of Ektaflex film much as you would a sheet of black and white paper.

Make sure that your negative is placed in your enlarger, emulsion side up, so your final print won't be backwards. The brochure which comes with the system suggests a means of making test prints and a

starting filter pack.

The exposed film is placed emulsion side up on the film-loading ramp. Reset your timer to 25 seconds and start the timer. At the 20-second mark, push the film into the activa-

At the end of the film's 20-second soak, simultaneously turn the crank and push the film-advance handle until the laminated film and paper are completely out of the printmaker. The room lights may now be turned on as the film-paper sandwich is light-tight.

After the proper lamination time has passed, simply peel the sandwich apart to reveal your finished print. The entire process should take less than 10 minutes.

When your print session is over. drain the activator back into its bottle by opening the drain valve. You should wear gloves when handling the activator. It is said to be caustic and similar to the chemicals used to unclog drains. The unit is then rinsed of all traces of the activator and left to dry for the next printmaking session.

Final results

Frankly, I was amazed that prints so good could be produced with so little fuss. They are certainly as good as any produced by other amateur printmaking systems. The only difficulty you may encounter will be in making that first print. You should choose a colorful, well-exposed negative of average contrast to work

Kodak suggests several trial exposure times to use with a 40R filter pack. My enlarger, equipped with a No. 211 lamp, required a filter pack containing 70M+10Y filters. Your pack should also contain an infrared cutoff filter and a heat-absorbing glass. My average exposure for an 8×10 print is 12 seconds at

Once you have your basic filter/ exposure combination, simply making a contact print of negatives you intend to work with will provide you with enough information to make good prints on the first try, and excellent prints with a little fine tuning.

Special effects

If you ever get bored making straight prints, you can try flashing a used negative and running it through the processor a second time on a fresh sheet of paper (your soak time should be just a few seconds) for solarization effects, or try printing two negatives on the same sheet of paper.

The Ektaflex processor has a list price of \$135. However, you will probably be able to get one for under \$100. With a cost per print of just under \$2. Ektaflex prints are about a third more expensive than those produced by conventional printmaking processes, but-considering that you're freed from the burden of mixing and storing chemicals, frequent washings and maintaining the close processing and temperature tolerances required for repeatable results-it's certainly well worth it.

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ALL OUTDOORS

10 that are tops

All year we examine outdoor equipment—gear that's claimed to be the latest or the best. Some items are innovations and others have survived the test of time for suitability, durability and portability.

Here, from our 1981 year-end list, is PM's pick of items that seem to be particularly useful and successful.

For boating

The most remarkable recent mechanical development for outboarders is OMC's biggest-ever motor. So new it still has not been assigned a horsepower rating or gone into full production, the V8 is already winning races, and guesses have put its muscle as high as 400 hp. Who needs so much motor? Actually, a lot of bigboat owners who will get home faster in safety ahead of a storm, and can throttle back to cruise on less fuel than they would need at the same speed with higher rpm from a smaller engine.

Less dramatic, but a strong step forward in boating safety, is Attwood's new electric bilge pump that incorporates an antiairlock design. No longer will the pump in a rolling boat suck air momentarily and then



Berkley Fishin' Partner keeps tackle ready.

lose suction right when you need it most. Special mention should also go to Olin Corp. for developing Coast Guard-approved day-night distress signal kits to meet the new requirements for all boats, at less than \$20.

For hunting

Companion to the famous AR-7, .22-cal. survival rifle is the new Explorer II .22 pistol from Charter Arms. This new autoloader, which can interchange three lengths of barrels, trades an unpolished finish

that's more useful than attractive for an attractive price of under \$100. It should pack away easily for plinkers and campers.

Not brand-new, but upgraded this year, is Remington's Model 4 high-power, autoloading rifle with a number of refinements. An improved pump-action Model 6 centerfire rifle was also introduced.

For fishing

With outdoorsmen traveling more, it's no wonder that telescopic rods are getting popular. Two of the best we've tested are a 6½-foot Sapphire spin/fly combo that retracts to 14½ inches, and a 46-inch SW-10 that extends to a remarkable 10 feet for surf fishing. Both are from Power-Scopic of 1111 East El Segundo Blvd., El Segundo, Calif. The spin/fly No. 1805 reverses the handle for fly reel or spinning use, and we've found it is successful with a bait-casting reel, as well.

Particularly convenient is a new little tackle box you wear on a waist belt. It can hold lures, lunch and a small camera, we've found. Berkley, of Spirit Lake, Iowa, calls it a Fishin' Partner II. The most interesting of bait-casting reel developments is the Magforce from Daiwa, and production models should be on the market soon. Internal magnets are reported to prevent overspeeding and backlash.

For camping

Ice chests and coolers are nothing new for outdoor use. Even little refrigerators that can run off a car, boat or trailer battery have been on the market for some time. But now there is a model with no moving parts—no compressor, fan, or buzzing motor—that works in silence from a 12-volt battery or from 110 v.a.c. with a converter. Called the Bilan SSR (for solid-state refrigerator), the unit from Bilan, 412 Harrison St., Kalamazoo, Mich., was originally developed for the Army to transport blood or plasma.

For traveling

Sportsmen who have suffered from motion sickness in boats, planes or cars, would probably rate a reliable cure as a high point of any year.

Reports on the Transderm-V, a small disc that is stuck behind the ear, indicate that this new system of getting antimotion chemical into

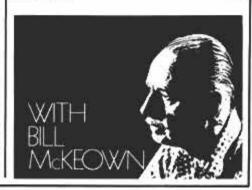


New Suci case custom-pads fragile gear.

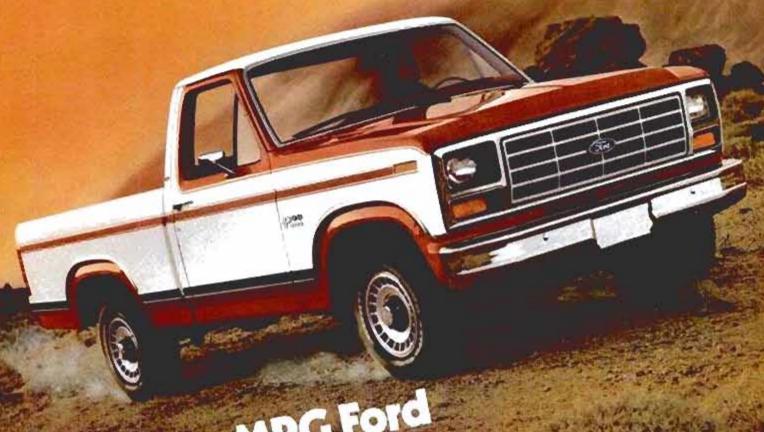
the bloodstream will work for several days with fewer side effects than any other method. The product requires a prescription from your doctor, but if you suffer from seasickness or any other motion distress, the product is worth your personal test. It's made by CIBA Pharmaceuticals.

The Suci reel case, a light rigid plastic box with shoulder strap, is so useful for fishermen that this writer and others have urged the manufacturer to make one for traveling photographers. Now it's available, at \$21, in the same water-resistant floatable plastic, with cushioning foam inside that can be custom-cut to hold any fragile gear. Suci Sporting Goods, 2341 Morton St., Flint, Mich., is the maker.

And the best of books for the photographer on the go is the new Carl Purcell's Complete Guide to Travel Photography. Where to go, what to take, and how to get the right exposures day or night, rain or shine, are covered.



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New high-MPG Ford pickup rated 22 MPG.

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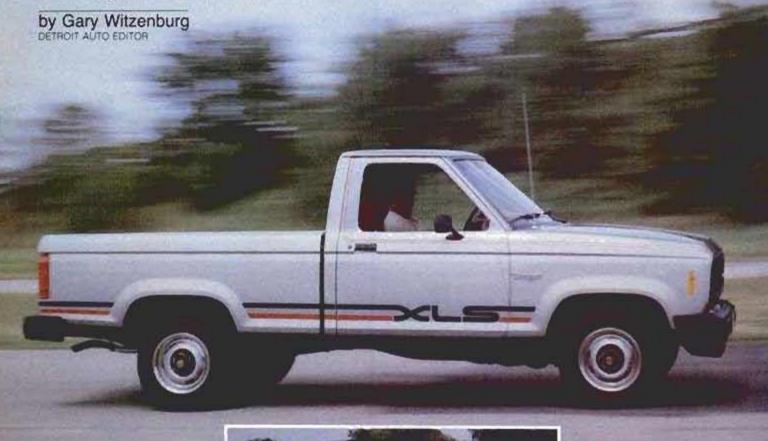
FORD

FORD DIVISION Ford



Driving the 1982 Ford Ranger mini-pickup

Ford enters the mini-pickup wars with an efficient, good-handling truck.



ere we are, barely into the 1982 model year and already testing '83s. But this is a very special '83, one that Ford plans to introduce late next month. The Ford truck people obviously are concerned that GM's compact S-truck has beaten them to market by nearly half a year, so they want to get the word out to potential buyers. They're hoping peo-

ple wait until they see the Ranger before buying something else.

Initial planning for a smaller, more fuel-efficient pickup began back in 1976, and serious design and development started in November 1979. The objectives were to go head-to-head with imported pickups in fuel economy without sacrificing payload or utility; to have the toughness of a full-size pickup with outstanding quality, durability and reliability; and to appeal to a broad spectrum of buyers for both functional and personal use.



Big-truck ride quality in a little-truck package is what Ford has managed to build into the new Ranger. It gets 25 mpg city.

A significant contributor to fuel economy is aerodynamic efficiency, which is tough to achieve with a drag-producing open box behind the cab.

But Ford says its Ranger will be the lowest-drag pickup on the road, thanks to nearly 500 hours of windtunnel testing and development. They also aimed for the typical American pickup's aggressive stance and broad-shouldered visual appeal, and we think they've achieved it nicely.

Also crucial is weight, and Ford

claims several lightweightmaterial innovations for the Ranger. Among these are clutch housings and both brake-and clutch-pedal support brackets made from magnesium, an aluminum 4×4 differential case, and high-strength, light-alloy (HSLA) wheels. Sophisticated computerized structural analysis techniques also contributed to the Ranger's

2,526-pound (short-bed) and 2,559pound (long-bed) base curb weight.

Existing passenger-car engines, a 73-hp, 2.0-liter Four as standard and an optional 80-hp 2.3-liter, were modified for truck use with redesigned intake manifolds, camshafts and valve trains for better low-end torque and long-term durability. A 3.08 to 1 rear-axle ratio was chosen as standard with the four-speed manual gearbox, while an optional 3.45 to 1 ratio is available with either engine. Three-speed automatic

(Please turn to page 54)

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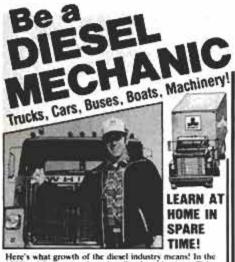
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DRIVING THE 1982 RANGER

(Continued from page 50)

transmission is an option with the 2.3-liter Four.

Twin-I-beam front suspension (a Ford truck trademark), spring rates that are balanced front-to-rear to minimize pitch and bounce and computer-selected according to each vehicle's options and payload, and plenty of suspension travel account for the Ranger's surprisingly smooth ride. It's still no Lincoln on rough roads, especially unloaded, but it's remarkably free of impact harshness.

For durability, quality and reliability (which Ford calls DQR), engineers set the same criteria as for the



Author (right) and Ford development engineer Bob Kohl discuss the Ranger's mechanicals, designed for easy servicing.

full-size. F-series trucks and subjected Ranger prototypes to the same rigorous testing. Along with the quality program, the engineers worked to eliminate maintenance operations where possible and ease those that remained. These efforts led to such features as lubed-for-life suspensions, a self-adjusting clutch linkage, pinrail caliper front disc brakes, rubber-lined steering ball joint sockets, rattle-free weld-on (rather than bolt-on) front sheet metal, tire-wheel matching, and computerized electrical testing and front-end alignment.

The pickup box features doublewall construction, a one-piece, quick-release tailgate, integral stake pockets and rope-tie holes, and even support pockets in the sidewalls for horizontal carrying of those all-important 4×8 sheets of plywood. There's also extensive corrosion protection. Ranger carries

Ford's three-year, unlimited-mileage, rust-perforation warranty. Standard payload is 1,200 pounds, but a 1,600-pound capacity is optionally available, as are trailer towing and camper packages. The midship fuel tank holds 14.5 gallons, and an optional 13-gallon auxiliary tank increases fuel capacity to 27.5.

At 175.6 inches on a 108-inch wheelbase, the basic six-foot-bed model is a bit larger than the average Japanese pickup, but considerably smaller than the standard 192inch, 116.5-inch-wheelbase, F-series truck. The long-bed version is six inches longer in wheelbase, a foot greater in length and carries a seven-foot bed.

Both Rangers we drove (a base 2.0liter four-speed and a 2.3-liter automatic) were low on performance (18 and 16 seconds 0 to 60), but high on ride quality, sound and vibration isolation, creature comforts, features and styling. Obviously, a 2.3liter with the four-speed would give the best acceleration, but we weren't able to try that combination. By contrast, GM's S-truck offers an optional 2.8-liter V6 for those who want zippy performance in their downsized pickup, but Ford believes that fuel economy is more important in this sort of vehicle. The automatic transmission, though slow, is very smooth, and its slotted shift gate is an enormous improvement over the one in Ford's Escort/ Lvnx cars.

Impressive instruments

We were impressed with the Ranger's simple but attractive instrument panel, which Ford says is computer designed. It looks functional, but high-quality, not cheap, is intelligently arranged, and even has a handy open bin above the regular glovebox. The high-line version's bucket seats are predictably much better than the base bench, but one comfort problem for long-legged people is the basic cramped-cab syndrome common to most small pickups. There's just not enough fore-aft room for sufficient seat adjustment travel, and you can't recline the seatback when it's up against the cab wall. Ford says there may be an extended cab version eventually.

In addition to the items already mentioned, the long option list includes the usual: airconditioning, power steering and brakes, various trim and convenience packages and stereo sound systems plus larger tires, a step bumper, tilt steering wheel, sliding rear window, vent windows, swing-away outside mirrors, transmission oil coolers and cast-aluminum wheels.

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IMPORTSMOTORSPORTS



Its grandfather was the designaward-winning Karmann Ghia, so you'd expect this second-generation Scirocco to be quite a handsome automobile. All the world's automakers are in a low-drag race, and companies good at aerodynamic design—like VW—are producing cars with better mpg, naturally, and



Scirocco interior has been redone roomier.

some really clean coachwork. The '82 Scirocco has a Cd of .39, which is 10 percent better than the '81 model. (Soon, we expect, drag coefficient will be included in technical specifications, along with dimensions and weight.)

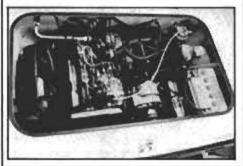
Amazingly, Scirocco's .39 Cd is matched by the new Quantum hatchback coupe, which is VW's successor to the Dasher. The new name for '82 is on a car that is bigger, better in almost every way and flagship priced—\$10,250 to start. Coupe and wagon models are rolling out of showrooms now; a four-door sedan



Quantum wagon cargo volume is 64.7 cu.ft.

won't be available until spring. The fwd Quantum is on a 100.4-inch wheelbase, length is 178.1 inches, width is 66.2 inches and weight is 2,271 pounds, making it slightly larger and heavier than the Dasher. Still, fuel economy is better, with the five-speed EPA-rated at 28/41 mpg city/highway. The 1.7-liter Four, VW's adaptable gasoline powerplant, is rated at 74 hp at 5,000 rpm.

Volkswagen's other engine is its four-cylinder, 1,588-cc diesel. This year it finds a new mount; in the Vanagon. It's laid over 50° just over the rear driving wheels. You can tell an '82 diesel Vanagon from the gaspowered model by its second grille (needed for the front-mounted radi-



Diesel in Vanagon is under the rear floor.

ator). A four-speed manual transmission (no automatic available) gives adequate performance: 65-mph top speed, 22 seconds 0 to 50 mph; fuel consumption 29 mpg city and highway. Remember, that's for a vehicle that will carry an entire Little League team or take the family on vacation when it's set up as a camper.

The rest of the VW line—Jetta, pickup and Rabbit—just keeps sipping along. For the fifth straight year, the Rabbit diesel is the most fuel-efficient car you can buy. Hohum.

Hot Hondas

The demand for Hondas hasn't slackened since I owned one back in '69: One morning, I locked my shiny, new 125-cc motorcycle by its rear wheel to a cast-iron fence in New York City. Ready to ride at five, I found the . . . rear wheel, still locked to the fence.

Honda four-wheelers are also very appreciated vehicles—even more in demand now that there's an import quota. Soon, at least one Honda model won't be imported, but made in Marysville, Ohio, site of the automaker's new U.S. plant. The car to be built here is the second-generation Accord. It's a subtle redo, evolu-

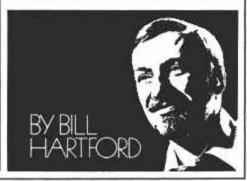


Hatchback Accord has new hindquarters.

tionary outside, inside and underneath-the first major change for the hatchback, introduced in '76, and the four-door, new in '79. The car is slightly larger overall, with wheelbase longer by 2.8 inches, yet it's actually 70 pounds lighter. And fuel economy is up: 30 mpg city and 41 highway is the EPA rating for the 49-state car with five-speed transmission. A larger, 15.8-gallon fuel tank now feeds the 1,751-cc Four, so range is increased, too. The Accord looks even more like a BMW this year. So, when you consider performance and quality and the fact that you can get a loaded hatchback for under \$9,000, you know why Hondas are hot-a steal, you might say. PM



Don't mistake '82 Accord sedan for a BMW.



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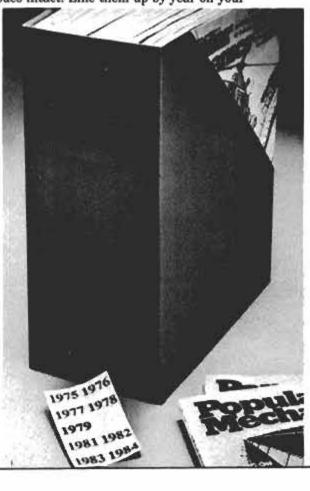
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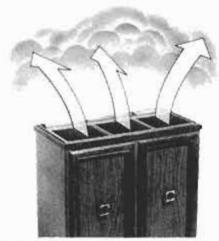
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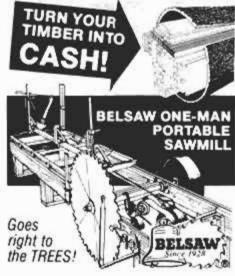
Proper indoor relative humidity depends on outdoor temperature. The humidistat on a power humidifier maintains proper level.

f your thermostat is lowered to 68°
F. to cut heat costs and you find yourself shivering, the house air may be too dry. In other words, the relative humidity may be too low.

This is a common problem during the heating season when cold outdoor air is brought inside and heated. As the air is heated, its moisture-holding capacity increases greatly and it extracts moisture from any available source, including your skin. When you feel cold, you're actually experiencing excessive evaporation of skin moisture.

Adding moisture to the air by means of a humidifier lets you lower your thermostat and still feel comfortable. The ideal relative indoor humidity level depends on the outdoor temperature, as shown in the chart below. When the outdoor temperature is 40° F., for example, you should maintain the indoor relative humidity at 45 percent. Without additional humidification, however, indoor humidity at the same outdoor temperature ranges from only 2 to 36 percent, if your thermostat is set at 68° F. For the free booklet, Humidification Facts, write: Research Products Corp., Madison, 53701.

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35%		
30%		
25%		
20%		
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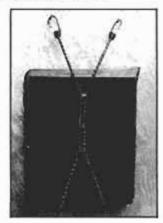
PHOTO HINTS

Bag your enlarger



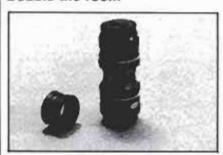
Protect your enlarger and its optical system from dust particles with a plastic garment bag zipped around it.—Mike Plake

Up against the wall



The 20-inch, four-way stretch cords available at auto stores can secure developing trays on a wall or table.—E.V. Reyner

Double the room



A coupling ring will join two lenses together so they'll fit more easily in a bag. Cement two rear lens caps back to back with epoxy, then wrap electrical tape around the joint.—Clinton G. Meier

HINTS FROM READERS

Ferrules from cartridges



If you are a hunter or know someone who is, you'll have little difficulty accumulating a supply of empty cartridges. You can use them as ferrules for small, shopmade hand tools, such as this chisel.—Bob Berger

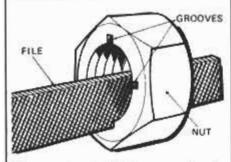
Hobby-knife holder



You can safely store a hobby knife and a selection of blades in a scrap piece of plastic foam.

-Ken Patterson

Substitute die



When you don't have a die to restore battered threads on a bolt or screw, you can file or saw a few radial grooves in a nut of matching inside diameter and thread count and use it as a die. Heat the nut to dull red. Sprinkle the threads several times with granulated sugar until the sugar burns. This produces a very hard surface, similar to casehardening.—Harry Miller



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If you live in the northern states and can see an unobstructed view of 1 - 2 miles, chances are that you have a good windmill site; a longer view would indicate an excellent site.

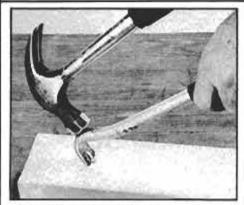
ACTUALLY REVERSES ELECTRIC METER!

It's true. When the windmill generates more electricity than you consume, the utility meter will rotate in reverse, in effect, you would be selling electricity to the utility. How's that for fighting back?



WORKSHOP MINICOURSE

TWO MORE SPECIAL TOOLS



To lift a buried nail, the "cat's paw" nail pulier is positioned as shown and struck firmly with a hammer. The tool causes some damage to the surrounding wood, so use it only for rough carpentry chores.

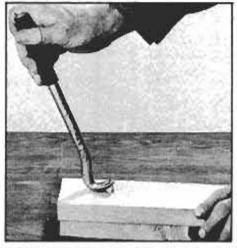
ast month, we discussed two tools that have been around a while, yet are "new" to many workshoppers—the brad pusher and the French joiner's hammer. The same is true for the tools shown here.

The 'cat's paw'

This tool's name, obviously, is derived from its shape. It's a nail puller that's used on carpentry projects—not for removing driven nails from cabinets and the like. In fact, it's generally used to make framing changes in house carpentry. Homeowners will find it useful for home-improvement projects.

To use it, position the work end of the tool so that its claws will dig into the wood beneath the nailhead and straddle the shank below. Once it's firmly embedded beneath the nailhead, use the puller alone to raise the nail. Then remove the nail conventionally, with a hammer claw and a fulcrum block (if necessary).

Since a nail puller of this type



When the nailhead is lifted slightly, stop hammering. Then use the puller alone to raise the head enough for conventional hammer claws to get beneath the nail. This method will minimize damage to wood.

damages only the surface of the stock, lumber can be reused in most instances (for example, framing). However, don't drive new nails through holes left by old nails. Reposition your board and start nails into solid wood.

Cabinet scrapers

Chances are your hardware store no longer stocks these tools. You can order them from many craftsmensupply houses. Woodcraft Supply Corp., 313 Montvale Ave., Woburn, Mass. 01888, offers three versions: gooseneck, \$2.55; convex-concave, \$2.40; and straight, \$1.75 (all prices include postage).

In use, a cabinet scraper is held between thumbs and index fingers, as shown, and the blade is literally dragged across the board's surface. More often than not, the tool is used with a pulling action, but it is per-



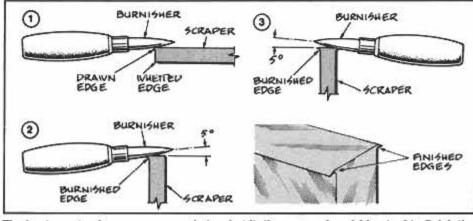
Hold the scraper between thumbs and index fingers as shown and use with either a pulling or pushing motion. Properly used, a cabinet scraper eliminates a great deal of sanding with abrasive grit paper.

fectly acceptable to use a pushing motion. In fact, the task at hand often dictates such action.

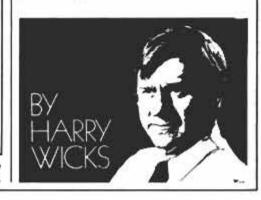
The important point is that a sharp, well-burnished cabinet scraper leaves a very smooth surface. If it's used properly, I estimate it will eliminate about 75 percent of your sanding. Since sandpaper is expensive these days, the tool can quickly become a favorite.

I use my scraper frequently, especially in those difficult-to-sand areas where grains merge from perpendicular directions. For example, if you use sandpaper to sand a butt joint between stile and rail, you'll get scratches across the grain of the second piece when sanding the first (with the grain). Using a cabinet scraper, you can start at the joint and avoid scratches.

If you decide to use a scraper, it's important to master the burnishing operation shown here. Since the wire edge formed by burnishing does the cutting and smoothing, it's essential that you keep this edge on your scraper.



The best way to sharpen a scraper is to whet it; then, use a burnishing tool to finish the edge. The burnishing creates the wire edge, or curl, that does the actual scraping.



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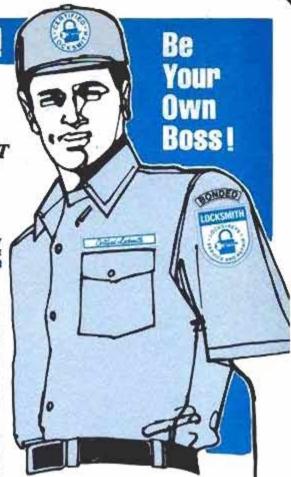
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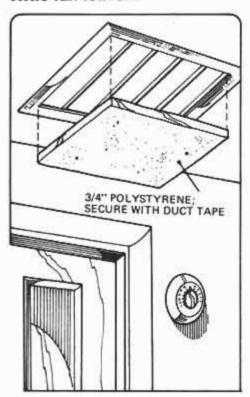
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5 energy-saving tips from PM readers

Attic fan louvers

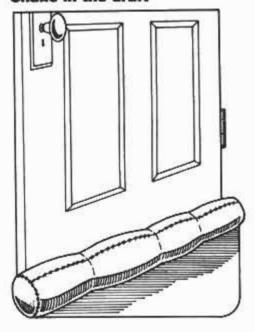


After installing attic insulation and sealing our fold-up attic stairs, I was sure that my gas bill would drop. To my chagrin, the next month's bill was \$5 more than usual. My wife and I were standing by the thermostat in the hallway, when she noticed smoke from my cigaret spiraling up through the louvers in our fan and into the attic. Looking down at the fan from the attic, I saw 4-in.-wide cracks around every louver. Each crack served as a flue to draw heat into the attic and cold air off the floor over the thermostat.

To seal the louvers, I bought some 4-in.-thick rigid polystyrene and a roll of 2-in.-wide duct tape. I cut the polystyrene to fit inside the louvered frame and secured the edges with duct tape. Also important, I put a strip of duct tape across the fan switch. The polystyrene matched our white, textured ceiling perfect-

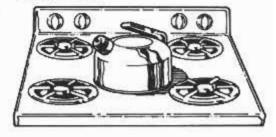
Our next gas bill showed a \$19 decrease. Our yearly savings have been over \$120.—Lawrence A. Stuck, Marietta, Ga.

Snake in the draft



To stop cold drafts from whistling under doors, I use a draft stopper. It's an 8-in.-wide piece of fabric, slightly longer than door width. I sew the long edges together and one end closed. Then I partially fill the fabric with sand, and seam the other end closed.—Elizabeth Mills, Oxford, Nova Scotia

Kettle's on



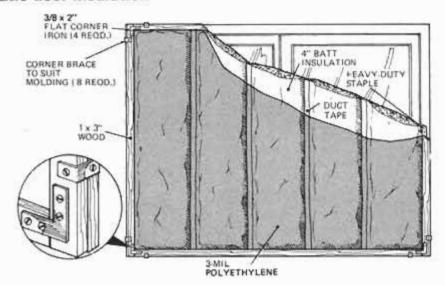
I always leave my teakettle, filled with water, sitting on the pilot light of my gas range. It takes less time and energy to bring this prewarmed water to a boil.—Charleene Tuck, San Diego, Calif.

Shell shocking

If you think nutshells burn well (see Energy-Saving Tips from PM Readers, page 144, Sept. '79), you should try coconut shells. They burn hotter and last longer. They burn for 5 to 10 minutes and give off a blue-white flame that periodically flares much like torch flame. If I could buy coconut shells by the truckload, I would be able to stop burning wood permanently.—John W. Owen, Newark, Del.

Share your home energy-saving ideas. PM will pay \$25 for each published idea. Include sketch or photo, if necessary, and a stamped, self-addressed envelope if you want unused material returned. Send to Energy-Saving, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019

Patio-door insulation



To minimize heat loss and cold-air infiltration through the sliding-glass patio door in my family room, I made an insulation package that I install indoors each winter. It consists of fiberglass batt insulation, cut to fit the height of the door. I tape each piece to the adjoining one. The result is a large piece of insulation that covers the entire door. I fasten it around the edge of the door frame with a staple gun. With the

insulation in place. I cover the entire door with a sheet of 3-mil polyethylene. Then I tape the plastic around the edges for an airtight fit. Next I install a frame of 1×3s joined with flat corner irons; I fasten the frame to the door trim with corner braces.

Since my patio door faces north, I don't lose any solar gain by blocking it.—John D. Roberts, Liverpool, N.Y.

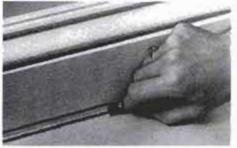


Market Court is one of six patterns you can get in 12-ft.-wide, do-it-yourself carpet.

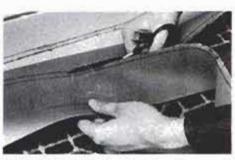
Wall-to-wall carpet you can install yourself

nstalling wall-to-wall carpet used to be a job left strictly to pros. Now a carpet collection called the Sculptured Touch is geared for do-ityourself installation. Made by Arm-

strong World Industries Inc., the



1 Run a crayon or chalk line around the room's perimeter; mark floor and wall.



3 Press carpet firmly into floor-wall joint to transfer chalk marks, then cut.

carpet comes in 12-ft.-wide rolls and costs under \$13 per sq. yd.

The carpet is 100-percent nylon and comes with its own foam backing, so you don't have to buy extra padding. The backing has improved resistance to cracking and crumbling. It also resists mold and mildew, so you can install the carpet in a basement or over a concrete slab. The only installation tools you need are double-faced adhesive tape, shears, and crayon or chalk.

The 10 embossed patterns offered include, among others: a basket weave brick, an octagon look, a wood parquet and three medallion designs. Each pattern comes in a variety of colors.-P.S.



2 Roll the carpet onto the floor; allow a few inches of excess to run up the wall.

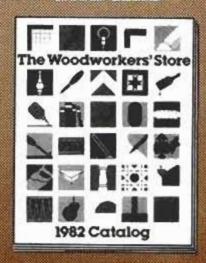


4 Use double-face tape at seams and doors to ensure that the carpet stays flat.

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4 handy items to make for your home

Spend a pleasant afternoon in the shop with any one of these projects and we bet you'll soon return to make the others.

ew workshop products provide as much satisfaction as those which you use in your home. Here are four projects that are sure to be popular with the entire family.

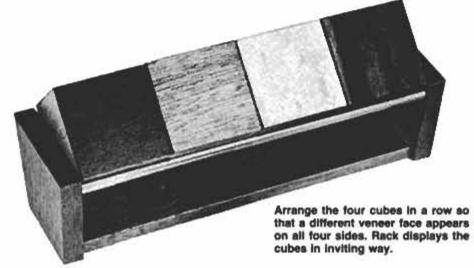
The first item is a puzzle which is great fun when you're looking for a challenge. The other three items—an antique model quilt rack, kingsize salt and pepper shakers and a Corian carving board for the kitchen—are more functional projects.

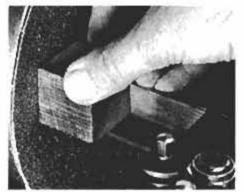
1 Puzzle cubes

The object of the puzzle (caption, far right) sounds easy. But it's probably easier to make the puzzle and let the teen-agers in your home figure it out.

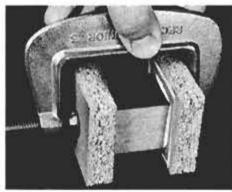
Cut the hardwood cubes slightly larger than 1½ in. square. Then true them up as shown in the photo (near right). Choose four contrasting veneers and fill in their names in the drawing chart. The chart gives the number of 2-in. squares of each veneer needed to glue up all sides of the four cubes.

Mark the cubes according to the four diagrams in the drawing. Imagine that the diagrams fold down around the cube. Then mark the back of each veneer square accord-

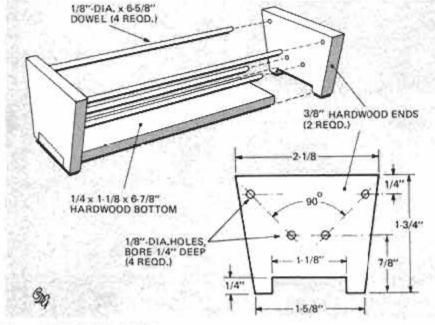




To create square cubes, hold them in a piece of angle iron secured in a lathe toolpost. Use medium-grit paper on faceplate.



Use C-clamps and two pieces of particleboard to glue veneers. Paper between the board and veneer will prevent sticking.



	NO, OF SIDES	VENEER
A	8	
В	6	
С	5	
D	5	

1	8		139		2	D	
•	C					C	
A	A	D	5 4		В	A	В
	В		2016	1		D	100
			FOL	D		_	
3	D		DOW	D	4	B	
3 B	D A	C	FOL	D IN	4	BAA	D



Display heirloom quilts on this handsome hardwood model of antique quilt rack.

ing to its letter designation in the chart. Match these letters, face to face, as you glue the veneers to the cubes. Use the gluing process shown in the photo on page 66. After the glue has set, trim away excess veneer with a sharp knife.

Make the puzzle-cube rack according to the dimensions shown in the drawing on page 66. The rods can be stainless steel or dowels, but I prefer the warm color of brass.

Both cubes and rack may be finished with three coats of polyurethane varnish. For a superior finish, rub the first and second coats lightly with steel wool before applying the final coat.—Kenneth Wells

2 Quilt rack

If you're a do-it-yourself kind of craftsman, this is an ideal project for you. The grid drawing provides the information you need to scribe patterns for cutting the tops and the bases for an average-size quilt rack. The overall size of the parts can be changed by simply giving the squares larger or smaller values, according to your needs. In practice, the base of the largest rack wouldn't

be wider than 14 in.; the smallest rack base wouldn't be much less than 9 in.

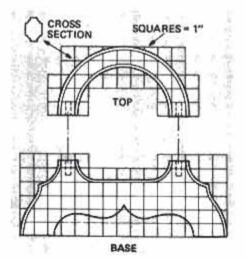
The design of the turning details on the bars and uprights has been left up to you. For the size of base and top given in the grid drawing, the bars and uprights should be cut from 1-in.-sq. stock, 26 in. long. When turning, try to leave a minimum diameter of % in.

For all uprights and bars, turn tenons to a ½-in. diameter, ¾ in. long, at both ends. On the original antiques, the bars usually join the uprights in a section left square on the upright (leg).

The lower bar joins the uprights 3 to 4 in. below the upright center point. The uppermost bar joins the arcs, and the other two bars join uprights 3 to 4 in. below the upright joint with the arc.

After the pieces are completed, test-fit all the parts together. If you're satisfied with the fit, disassemble and apply carpenter's glue to all joints and clamp them as shown in lower right photo on this page. If any glue squeezes out, be sure to wipe it off promptly with a damp

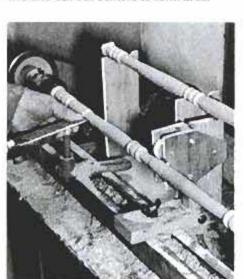
(Please turn to page 158)



After sanding the sides and shaping the tops and the feet as shown here, the feet may be trimmed to their final size.



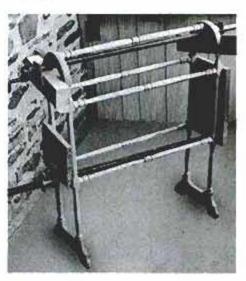
To make tops, cut a disc to size and complete detail work on lathe. Then cut disc in two and cut out centers to form arcs.



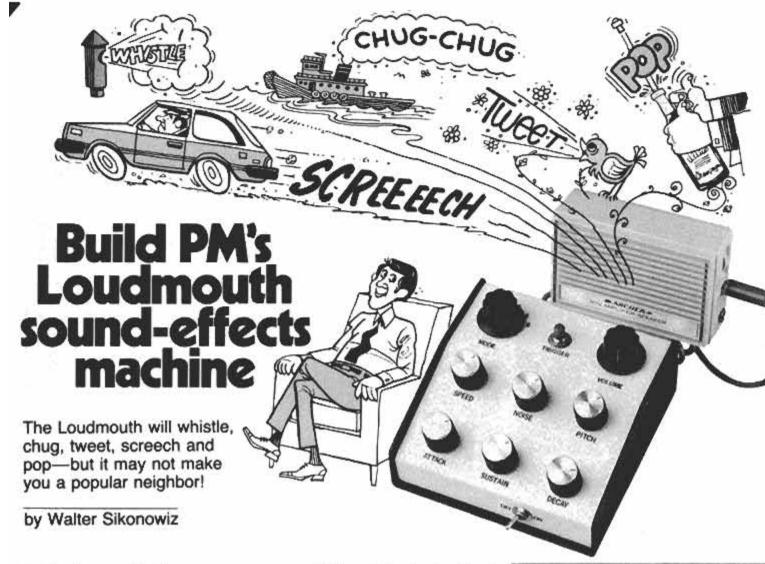
Shape the bars and uprights on your lathe according to a pattern of your own design.



Using grid to scribe a pattern, cut out two slightly oversized feet with a sabre saw.



After test-fitting all parts of the rack, add glue to all joints and clamp as shown.



people and you will probably conjure up images like the flapping of sheet metal (for thunder) or the slapping of inverted coconuts against a board (for horse hooves).

But today's sound effects, like almost everything else, have been revolutionized by electronic technology. In fact, it is now possible, thanks to the integrated-circuit (IC) designers at Texas Instruments, to build your own sound-effects generator using only one IC. Not only will you be able to generate everyday sounds, such as the shriek of a siren or the deafening blast of an explosion, but you can also produce unearthly sounds like the zap of a phasor gun or the gurgling warble of a flying saucer.

Sounding out the circuit

To get an idea of how the soundeffects generator works, examine the schematic diagram. IC1, a type SN76477, 28-pin integrated circuit, is a very complicated device, but the overall circuit of the generator remains relatively simple. The easiest way to understand this circuit is by considering the various controls one by one.

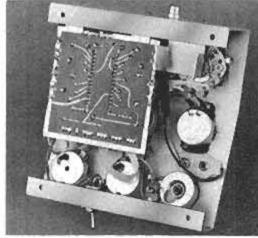
Trigger switch S2 is used to initiate momentary sounds. Potenti-

ometer R10 controls the length of time necessary for the sound to build up to maximum volume from zero. This period is known as the attack time of the note. For example, the clarinet's attack time is about 50 milliseconds, while that of the tuba is a much longer 400 milliseconds.

Two other equally important characteristics of a sound pulse are its sustain and decay times—the former controlled by potentiometer R14 and the latter by R12. Sustain time is simply the interval during which the sound remains at a maximum level, while the decay time specifies how long it takes the sound to fade back to zero.

What happens when you wish to generate a continuous, rather than momentary, sound, like a siren's wail? In such an instance, attack, sustain and decay are unimportant, since the sound is always "on." So, when generating continuous-type sounds, you simply ignore the four controls mentioned above.

For sounds of either type, pulse or continuous, pitch is another characteristic of the utmost importance; it is controlled here by potentiometer R4. The difference between Big Ben and your alarm clock is largely one of pitch—not to mention volume.



Simple printed-circuit board connects a newly designed integrated circuit to various switches for sound effects.

Some sounds—in particular, several naturally occurring sounds—have no identifiable pitch. Instead, their vibrations are best characterized as noise—a collection of many frequencies (pitches) all vibrating together simultaneously. When generating such sounds—and this includes explosions, gunshots, the sound of the surf, plus others—you will need noise-control potentiometer R8.

Getting back to pitched sound, (Please turn to page 70)

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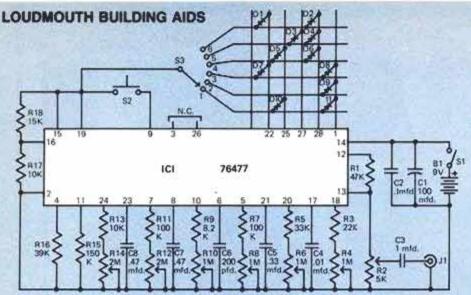
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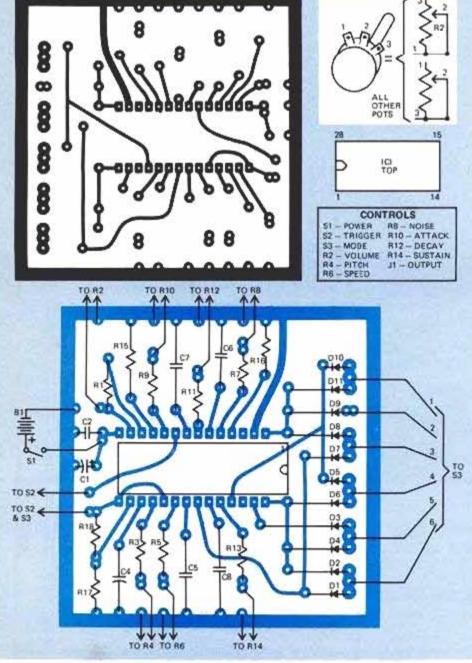
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Schematic (above) shows proper orientation of Loudmouth's parts. Template and component-side view (below) can help you to fashion a printed-circuit board.



BUILD PM'S LOUDMOUTH

(Continued from page 68)

there are times when it is convenient to vary the pitch automatically. A familiar example is the musical effect called tremolo, in which the pitch is cyclically shifted up and down a small amount, at a rate of about six cycles per second. This adds a pleasant flutter that imparts extra "warmth" to the sound. Frequency sweeps of this type can be accomplished with the aid of speed potentiometer R6, which controls how fast the pitch (selected by R4) is swept up and down.

Next we come to Mode switch S3. This is an important control that coordinates the effects of all the other controls mentioned so far. Modes 1, 2 and 3 produce sound pulses that, after triggering by S2, last for a time interval determined by the settings of R10, R12 and R14. Mode 1 is noise based, Mode 2 produces a pitched sound, and in Mode 3 the pitched sound is swept. Modes 4, 5 and 6 yield continuous sound output. Mode 4 supplies pure noise, Mode 5 yields a combination of noise and pitched sound, and Mode 6 is based on a tone whose pitch is swept.

Diodes D1 through D11 serve as switching devices. Note that the horizontal and vertical lines of the grid in which the diodes are situated do not connect together. Each diode connects to one horizontal line and one vertical line.

Potentiometer R2 is the volume control. The signal from R2 is coupled through capacitor C3 to the

(Please turn to page 72)

PARTS LIST-LOUDMOUTH

B1—Battery, 9 v.d.c C1—100-mld. capacitor, electrolytic, 16 v. or higher

C2-.1-mld. capacitor, ceramic disc

C -1-mfd, capacitor, mylar

C4 ... 01-mfd. capacitor, mylar

C5 ... 33-mld. capacitor, mytar C8-200-pld, capacitor, polystyrene

C7, C8—.47-mfd. capacitor, mylar D1 through D11—1N914 diode

IC1-Sound generator, type SN76477 (or Radio Shack

276-1765) J1-Phone lack

R1-47,000-ohm (47K) resistor

-5,000-ohm potentiometer, audio taper -22,000-ohm (22K) resistor

R4, R6, R8—1-meg. potentiometer, audio taper R5—33,000-ohm (33K) resistor

97, 911-100,000-ohm (100K) resistor

8,200-ohm resistor

R10—1-meg. resistor R12, R14—2-meg. potentiometer, linear tape

-10,000-ohm (10K) resistor

R15—150,000-ohm (150K) resistor R16—39,000-ohm (39K) resistor

R17-10,000-ohm (10K) resistor, 5% tolerance

R18-15,000-ohm (15K) resistor, 5% tolerance

\$1-S.p.s.t switch

\$2-Pushbutton switch, momentary contact and normally

open

-Switch, 6-position, single-pole rotary style

Misc.—Case, battery holder, wire, knobs, IC socket "All resistors 10%, 12-watt unless otherwise noted. An etched and drilled printed-circuit board, complete with Instructions, is available from Lectrographix Inc., Sox 537, Auburn, N.Y. 13021. Specify board No. SEG-9, \$5.25 in continental U.S. and Canada; for others, add \$1.50 for postage and handling. New York State residents include 8.25% tax.



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TRIGGERED SOUNDS								
Mode	Attack	Sustain	Decay	Noise	Pitch	Speed	Effect	
1.	ccw	ccw	12:00	2:00	х	×	gunshot	
1	ccw	9:00	3:00	CW	X	×	explosion	
2	9.00	11:00	3:00	×	4:00	X	foghorn	
2	9:00	2:00	11:00	×	8:00	X	whistle	
3	8:00	12:00	3:00	×	1:00	1.00	phaser gun	
3	8:00	8:00	9:00	×	8:00	3 00	bird chirp	

X: control has no effect on a particular sound. CW: clockwise. CCW: counterclockwise. Times indicate pointer position relative to the face of a standard 12-hour clock.

CONTINUOUS SOUNDS				
Mode	Noise	Speed	Pitch	Effect
4	3:00	X	X	surf (see text)
5	1:00	2:00	x	locomotive
5	ccw	CCW	×	prop plane
6	X	4:00	1:00	siren
6	×	2:00	12-3:00	flying saucer
6	×	2:00	cw	motorboat



Tables above detail how to get some amusing sound effects from the Loudmouth. Simply set your controls to correspond with the sound you want-and voils, everything from the starship Enterprise's phasors to the sweet song of an electronic canary.

BUILD PM'S LOUDMOUTH

(Continued from page 70.

input of an audio amplifier. For the most realism, especially with loud sounds like explosions and gunshots, an amplifier rated at a minimum of 10 to 20 watts is recommended. Battery B1 supplies nine volts; use either six AA cells in series or a 9-v. transistor-radio battery of the alkaline type. (A standard 9-v. battery will work, but won't last.)

Putting sounds together

Construction of the sound-effects generator is straightforward and should pose no problems, even for a beginner. The first thing to do is choose a construction method; either perfboard or a printed circuit will do nicely. For those going the PC route, a complete pattern is supplied in this article. An etched and drilled PC board is also available by mail (see parts list). Regardless of the method chosen, be certain to use only rosin-core solder and a low-heat (25 watts or less) soldering iron for the project. Acid-core solders are too corrosive, and a soldering gun is almost certain to damage delicate components.

The use of a 28-pin socket for IC1 is strongly recommended. Be absolutely certain to orient all polarized devices correctly. This applies specifically to IC1, electrolytic capacitor C1, the 11 diodes, the battery and all the potentiometers. Note, in the pictorial diagram accompanying the schematic, that the terminals of volume control R2 are wired differently from those of the other six pots. From the parts list, you can see that some potentiometers have an audio taper, while others have a linear taper; do not confuse the two.

Almost any kind of cabinet can be used. A commercially available aluminum case was used for the prototype, but a plastic or wood box would serve equally well. Any convenient layout of the controls can be used.

The table contains a dozen suggested sound effects, and you should try these before going on to create sounds of your own. Listed in the table are approximate settings for each potentiometer, relative to the face of a standard 12-hour clock and relative to the extreme clockwise (cw) and counterclockwise (ccw) positions of each pot. As the pictorial inset shows, the 12 o'clock position is upward if the cw and ccw extremes are downward. (Note: The standard potentiometer rotates through an angle of about 270°.)

A few sound effects require further comment. Set your amp for maximum volume when simulating a gunshot or explosion. To create the surf sound, you must also manipulate the volume control; alternate peaking and diminishing of the volume will mimic the crash and ebb of the surf on a beach. When simulating the prop plane or motorboat, you might want to cut your amp's high-end response with its treble control. This is not absolutely necessary, however. For the flying saucer, slowly rotate the pitch control back and forth between its 12 and 3 o'clock positions. Finally, the sustained setting should, in most cases, be equal to or more clockwise than the attack setting for the best possible results.

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ufoil is an oil additive that contains polytetrafluorethylene, or PTFE. PTFE is not new. DuPont has been selling a form of it for years under the trade name of Teflon. Its basic property is slipperiness, whether it's coating a frying pan or

a piston. But this very slipperiness is also part of PTFE's undoing in certain formulations. It's very difficult to keep it in dispersion or make it adhere to any surface.

There number of oil additives on the market that contain PTFE in one form or another, and most of them don't PTFE tend to ag-

glomerate, forming clumps which drop out of dispersion and end up in your oil filter. Eventually, the filter and oil galleries clog and you have a

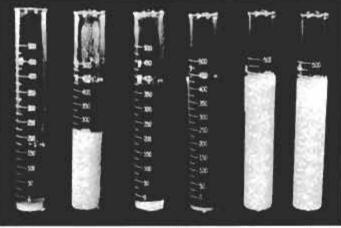
major problem.

According to the Tufoil people, their product doesn't do this. In 1973, a lubrication engineer, Franklin Reick, developed a way of making PTFE stay in colloidal dispersion indefinitely in motor oil. Normal PTFE oil additives start with particles around 1.0 micron in size. Reick's particles are less than 0.3 micron in size.

The difference is that Reick gives his PTFE particles a uniformly negative charge, so they constantly repel each other.

What does all this mean to you? Well, Tufoil is claimed to reduce emissions, improve performance, make starting easier and increase the life of your engine-while picking up a couple of miles per gallon,

mended Tufoil treatment in our long-term Renault LeCar test vehi-The Renault is hardly a slouch when it comes to fuel economy, even without Tufoil. It was already deliv-



work. Typically, Tufoli keeps slippery chemical, PTFE, properly dispersed, as in the molecules of the two test tubes at right. In other products it settles out.

ering 33.9 mpg, in mostly highway driving.

With this baseline firmly established, we changed the oil and filter, then added the 8-ounce bottle of Tufoil. Nothing happened for 200 miles, then the fuel average suddenly went to 35.5 mpg and stayed there. According to the Tufoil people, the Renault's idle speed should have increased because of the reduced boundary layer friction in the engine. In this car, nothing-except an increase of 1.6 mpg.

We changed the oil and filter again, and dumped in a second bottle of Tufoil to see if we could speed up the process. Again, nothing happened for a few hundred miles, then the mileage jumped to an average of 37.4 mpg-an additional 1.9 mpg. There was no increase in idle speed, no measurable change in performance or emissions, just a total increase of 3.5 mpg over the baseline.

That's an increase of 10.3 percent-absolutely spectacular for a car that's already one of the most

Beware of snake oils

There are literally dozens of so-called slippery oils and oil additives on the marketmost made by companies that have sprouted on the scene in the wake of the fuel panic. Some of these firms have done nothing more than mix up a batch of DuPont Teflon micropowders with low-grade motor oil, slapped a fancy label on it and called it a high-mileage oil additive, without bothering to find out what raw Teflon will do to your engine. In that formulation, the Teflon will clog up your engine's oil filter and passages. These clogging problems became so widespread that DuPont began getting complaints from dissatisfied users with cooked engines who thought DuPont made the product. DuPont, essentially, was a victim of these ripoff artists, who were using a legitimate, widely accepted product (Tefion) and the name of a most reputable firm (DuPont) to sell a worthless and sometimes harmful snake oil.

The problem became so acute that as of Feb. 1, 1980, DuPont issued a public statement that no one could market an oil additive bearing DuPont's corporate name or its trademarked Tellon name. DuPont even refused to sell any of its Teflon micropowder to anyone who would be using it for that

Still, we've run into companies who have sworn they were exempt from the ban. At a New York trade show last year we found four companies, each saying they were the only ones granted an exemption from DuPont. DuPont vehemently denies this and will start legal proceedings against anyone who continues using its name on worthless products.

Be careful. If you see a high-mileage oil additive with Teflon written all over it, stay away. It's got something in it which might ruin your engine.-T.A.

economical around. Auto Editor Tony Assenza owns an earlier Renault LeCar with less restrictive emissions equipment that started with a baseline of 38.0 mpg. After a single dose of Tufoil, his mileage increased to 41.9. After 12,000 miles. the effects of the Tufoil seem to have worn off slightly, and his car has settled into a consistent 40-mpg groove, 2.0 mpg better than before. That's a

(Please turn to page 76)

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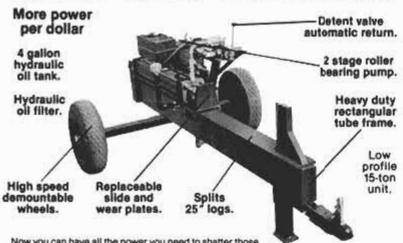
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OIL ADDITIVE THAT WORKS

(Continued from page 74)

5.2-percent improvement over the baseline.

All of this is consistent with what the Tufoil people say should happen. The average fuel-economy gain seems to be between 6 and 10 percent, depending on the condition of your engine going in, the way you drive, and so forth. The only thing that confused them was why our test Renault didn't exhibit the increased idle-speed phenomenon which they experience with three out of four cars they test.

We're not going to worry about it. In our real-world experience with two different LeCars, Tufoil works. It didn't clog the oil filter, didn't leak out all the gaskets, didn't thin out at high speeds. It stayed in dispersion and cut the fuel bill 10 percent.

The bottom line: savings

Is it worth it? Yes-provided that you use it the way Tufoil recommends. They say one 8-ounce treatment (one bottle) will last 10,000 miles without an oil change. Essentially, the Tufoil will extend your oilchange interval to 10,000 miles, if you have a new car with a 7,500-mile oil-change interval. Following their oil-change interval, our test Renault would save 27.6 gallons of fuel in 10,000 miles or \$38.64, since we bought gas at \$1.40 per gallon. That's considerably more than a bottle of Tufoil you buy for about \$10. Thus, our payback period is a reasonable 3,300 miles.

For older cars with a 3,000-mile recommended oil-change interval, Tufoil will extend that interval to 6,000 miles, the company states. The payback period will vary, depending on percentage of mileage increase. Tufoil's research found the mileage increase to be over 10 percent on these older cars, so the payback period was still reasonable.

Assenza has been chugging along with Tufoil since the 14,000-mile mark and, with 28,000 now showing on the clock, has experienced excellent results. We can't guarantee that Tufoil will work the same magic on your car. However, the distributor, Flotech, 801 Water St., Suite 203, Framingham, Mass. 01701, offers a money-back guarantee if you're not satisfied. Don't forget, though: Additives not specified by the manufacturer could void your warranty.

If you do decide to use this product, we'd like to hear your results. Just send a postcard to The High-Mileage Files, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019.

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PM WORKBENCH PM EXAMINES PRODUCTS AND SERVICES

A professional's saw

Homelite's chain saw model No. 410 is a heavy-duty professional saw designed for high-production wood cutting. According to the maker, its vertical-cylinder design maximizes the power-to-weight ratio and its new front-mounted muffler reduces operating noise. Weighing 15.5

pounds, the saw has 24-oz. fuel and 12-oz. oil capacities. Its 4.1-cu.-in. engine displacement achieves a chain speed of 3,775 feet per minute at 9,000 rpm. Made by Homelite Div. of Textron Inc., Box 7047, Charlotte, N.C. 28217, it costs \$479.95 at distributors nationwide.—M.S.



Homelite saw features the Safe-T-Tip anti-kickback device shown at the end of the blade. This device helps prevent the most common hazard involved in chain-saw use.

Energy-saving fluorescents



The Circlite 100 is as bright as a 100-w. bulb, but it uses only 44 watts of power.

Screw-in fluorescent lights are now available in two-way 100/50-watt and 60-watt brightnesses, besides the original 100-watt level. The Circlite fixture is a circular, fluorescent tube with a cone-shaped adapter that screws into an incandescent bulb socket and saves lighting energy. The Circlite 60, for example, uses only 22 watts of electricity to deliver the same light level as a standard 60-watt bulb. Approximate costs of the lights: Circlite 100/50, \$20; Circlite 60, \$11; Circlite 100, \$16. They're made by General Electric Co., Nela Park, Cleveland, Ohio 44112.—P.S.

Powerful scissors

For a good, all-purpose pair of scissors, try the Power Cutter made by Acme United Corp., 100 Hicks St., Bridgeport, Conn. 06609. This tool



Lightweight stainless-steel blades and contoured acrylic handles make use easy.

will cut practically anything from aluminum, carpeting and linoleum to leather, canvas and burlap. The serrated, stainless-steel blades are offset so the plastic handles remain above what is being cut, thus protecting your hands. The snips are 7 inches from end to end, and the maker claims they will never need sharpening. They're at home centers and hardware stores for \$5.50.—S.W.

Mini-lathe chuck

Dremel's model No. 1005 Chucker is a new chuck for use in its mini-lathe; it allows safe and accurate turning of small-sized stock. The Chucker is ideal for making miniature furni-



To change chuck size, simply remove or install inserts until proper size is exposed.

ture, model ship and airplane parts and dollhouse furnishings. The six rectangular inserts accommodate the following stock sizes: 1/16, 1/32, 1/3, 5/32, 1/36 and 1/4 in. Round stock can also be used by first filing a square shape on the chuck end.

Manufactured by the Dremel Div. of Emerson Electric Co., 4915 21st St., Racine, Wis. 53406, it sells for \$9.95 at craft and hardware stores.—S.W.

Update

The original supplier for the Crazy Saw Blade reviewed in PM Workbench (page 47, July '81), is no longer filling orders for the tool. It's now available from The Saw Shop, 5518 North Market, Spokane, Wash. 99207.—S.W.

If you've come across a new product with some special features, let us know about it. Write to PM Workbench, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019.

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15 mg. "tar", 1.2 mg. nantine av. pet pigatette, FTC Report May "B

There's only one way to play it...

Wherever the music is hot, the taste is Kool. Because there's only one sensation this refreshing.





As some 1,500 homebuilt flying machines descended on Oshkosh, Wis., in the latest annual Experimental Aircraft Assn. Fly-In, you had the feeling that it somehow couldn't all be real: The mighty roar of vintage warbirds streaking over the field in brilliant battle paint...sporty little speedsters in strange, exotic shapes...incredibly tiny single-seaters looking more like toys than airplanes you get in—a mind-blowing mecca of the world's newest and most spectacular recreational aircraft.

In this, its 30th year of EAA support, the homebuilt movement is booming. Never before have there been so many different and exciting sportsplane designs to choose from. One of the latest surprises is the development of a new class of "superlights" that offer the speed, comfort and performance of conventional licensed aircraft, with the economy and simplicity of unlicensed ultralights. Ultralights, meanwhile, have been pulling their own switch: In their steadily improving performance and growing sophistication, they're



Award-winning Glasair is sporty, fixed-gear, side-by-side twoseater for engines up to 160 hp and speeds up to 230 mph. Rate of climb is a brisk 1,600 f.p.m. Kit, less engine, is \$8,200.



On dawn patrol, two British S.E.5a fighters hunt the Red Baron. The nostalgic WWI biwingers are 85-percent-scale, wood-and-fabric replicas with speeds up to 120 mph—just about what the originals managed.



Looking like old-time barnstormers of the 30s, these nimble, single-seat Skyotes are actually high-performance biplanes designed for aerobatics. Stressed for ± 9 Gs and ± 6 Gs, they feature dual ailerons, can be built from plans and partial kits



Sleek new Q2, two-place version of famed canard-wing Quickie, gets 180 mph and 60-mpg economy from small, 64-hp mill. The futuristic, all-composite craft has wheels and elevators in nose wing. Kit is \$10,495.



Legendary P. 40, complete with shark mouth on nose, represents a new concept in kit building. You build basic airtrame from plans, then apply molded fiberglass skins from Thunder Wings. This assures authentic appearance, often hardest part of job.

actually becoming more like licensed airplanes.

This curious turn of events has prompted some homebuilt watchers to speculate that the two breeds may eventually meet—and maybe even pass each other. The thought may not be entirely whimsical. Three of the 12 new sports planes shown here—the Cricket, Hornet and Moni—have specs that read more like those of an ultralight than a real airplane. The French-designed Cricket is a twin-prop, aerobatic single-seater that manages 127 mph on a pair of tiny, 12-hp chain-saw engines. With radio and seat-pack parachute, it weighs just under 160 pounds—less than many ultralights.



With the FAA currently considering a 155pound weight limit for unlicensed ultralights, this raises an interesting question: If the Cricket should shed five pounds, which it easily could, would it be considered an ultralight? Probably not, but the notion is intriguing anyway. No one seriously believes that the FAA would allow untrained, unlicensed pilots to zip around in 100-mph-plus airplanes. Still, deciding how to deal with such borderline mavericks as the Cricket could prove to be an Excedrin-size bureaucratic headache. (Most experts think the FAA will ultimately have to impose additional restraints.

(Please turn to page 122)

Our pick of best buys: PM COMPARES 6 TOP COMPUTERS

Here are the six best buys in home computers; one is the perfect machine for you.

by Neil Shapiro ELECTRONICS EDITOR

ow that you've discovered what computers can do for you—from word processing to database management, from better-than-arcade games to educational programs—you may also find that choosing which machine to buy can seem hopeless. If you're thinking of joining the computer revolution, consider these six best buys that we chose out of the dozens in the computer world.

Even these best buys will be right.

Radio Shack TRS-80

Radio Shack's TRS-80 Model 3 (above) is new flagbearer of the company's popular computer line. A black-and-white display is built into the same case as computer and drive. IBM Personal Computer (left) marks that giant's entry into field. It features color, full-size screen, detachable keyboard on 6-ft. cord.

IBM Personal Computer

PALADOMS PROS PAUDA

MIMIMIMIM



PM COMPARES THE SIX BEST BUYS IN HOME COMPUTERS*						
	APPLE II	ATARI 800	18M	PET	RADIO SHACK	TEXAS INSTR. 99/4/
Cost: Computer/ Disc drive	\$1,295/595	\$1,280/600	\$1.565/790	\$1,295/595†	\$1.995†	\$925/800
Text (lines x char.)	24 × 40	24 x 40	25 x 40 25 x 80	25 x 40	16 x 64 16 x 32	24 / 32
Graphics (In pixels)	40 x 40 Color 280 x 192 Color	Nine modes up to 360 x 192 Color	320 x 200 Color 640 x 200 B&W	Special graphics characters (128) B&W	48 x 128 B&W	192 x 256 Color
Sound	Dne voice	Four voices	One voice	No sound	No sound	Three voices
Service	Excellent	Very good	Not yet proven	Very good	Excellent	Good
Component Availability	Excellent in all areas	Good getting better	Many manufacturers are gearing up	Fair	Excellent software good hardware	Not well supported by other manufacturers
Comment	Greatest selection of both hardware and software	Best graphic capa- tility, secondary, support is taking off.	If interest holds should be contended by year's end	Graphics characters are very easy to program	Most popular of the personals	New keyboard should generate interest

others. But you need not throw yourself on the mercy of the first computer salesman you meet—here's how you kick a computer's tires:

Computers are priced a bit differently from other things you may have bought. For one thing, there is no "standard" setup recognized by all the companies it's as if all four wheels were standard on one model of automobile and optional on another. The variations can make comparison shopping a chore

All six computers we chose (Apple II, Atari 800, IBM Personal Computer, Commodore PET, Radio Shack TRS-80 and Texas



· Commodore PET

Commodore PET (above) was one of the first entries into the field. Now, with a good keyboard and an optional 80-column screen. it's a serious contender. Its many special graphics characters are remarkably easy to program. The Texas Instruments 99/4A (left) replaces earlier machine. the 99/4. Only change is to the keyboard—and that alteration has made this a truly great machine. The company has recently released the Logos language for the 99/4A—and it's the best educational program that we've seen for any of these home computers.

lexas Instruments 99/4A

WAYS TO 'TALK' TO YOUR COMPUTER

If you own a record player, you can take one of your discs to a friend's house and play it on his stereo, even if you have two different brands of gear. But if you have a computer program, it won't run on your buddy's computer system—unless he has the same brand computer. Even if the program is the same as one for that brand computer, but formatted for a different brand, it won't load.

All computers use different formats for storing and retrieving programs. Here are the three formats.

Cassettes: Many people start out with a tape recorder to save and load programs. This allows you to use a \$30 to \$50 tape recorder, instead of a disc drive that costs hundreds of dollars. Information is stored on tape as a series of two tones. Computers think in a binary language, all information coded as series of ones and zeroes. (Each one or zero is called a bit; the computer organizes these into words called bytes.) Each binary "pulse" is assigned an audio frequency. By recording the binary pulses as tones, programs are stored. By decoding the tones into pulses, the programs can be loaded into the computer. On tape this is slow, but it's better than typing in a 100-line program every time you want to use it.

But for data storage—forget tape. If you have an hour-long tape and the information you need is at the tape's end, it will take an hour to search for it.

Floppy discs: Made out of the same material as audio tape, floppy discs are housed in plastic jackets that never come off. Instead, jacket and all are inserted into a disc drive, where a record/playback head reads the disc through a cutout in the jacket.

The discs spin at thousands of revolutions per minute. A disc with a radius of only 5¼ inches can store about 200,000 bits of information (each "bit" has room for a letter of English). A disc stores or retrieves programs and data in just a few seconds.

Cartridges: Many computers accept plug-in cartridges. We con't like them for many reasons. First, they're expensive, compared to tape or disc. But more important, their programs can't be studied or changed.

On the plus side, even a child can use a cartridge. They load instantly and are impervious to fingerprints and other abuse.

Protection worries

It used to be that programs were easy to copy and change. But manufacturers began to lose money as many people made copies of software and gave them to their friencs.

Now, many manufacturers have figured out how to "copy-protect" discs. A copy-protected disc—like a cartridge—can't be copied or changed.

To our mind, this is a disaster: Most people learn programming by changing programs to fit their own needs. This capability of customization is what makes computers so altractive. New ways of copy protection will probably be found soon. Until then, a computer owner may have to put up with being "locked out" of his cwn machine.—N.S.

Software comes in various forms (below)—cassette, cartridge or disc. What fits one computer won't fit a computer from a different manufacturer.



Instruments' 99/4A) have various features in common. For one thing, they're all programmable in BASIC, which is the most popular of all personal-computer languages. It is similar to English and easy to learn.

But what happens when you find that the Apple II offers two forms of BASIC and so does Radio Shack?

Our chart does a lot of the factfinding work for you. All the computers are specified with floatingpoint BASIC (which includes decimal numbers and integers), and approximately 48K (48,000 bits) of programmable memory (as much as all but the Apple-64K-and the IBM-256K-will accept). We've also priced these computers with one disc drive apiece (a disc drive lets you retrieve and store programs and data far better than a tape recorder). And our pricing includes all the additional hardware each computer requires to use that drive.

The one thing not included in our pricing structure is the cost of the color monitor or TV set that you must buy for the color-capable computers. A TV set is fine to start with, but you'll likely want a color monitor soon. We tested the new Color-1 from Amdek with the Atari and Apple. For about \$500, we consider it a best buy. (See the manufacturers list at article's end.)

Text displays

The new IBM computer offers two modes of text display—25 lines of 40 characters, which can be switched to 80 across. Because of the full-width screen, we consider the IBM best fitted for many business uses as it "comes from the factory."

Though the factory-equipped Apple has just 40 columns across, an additional plug-in board (Videx Videoterm) can bring it to 80-column capability, too. "Columns" and "characters" are used inter-

changeably in computer

The Radio Shack TRS-80 Model 3 has a 64 character line. In most cases, this is sufficient for columnar matter.

The PET is available as the CBM, which features an 80-column line length. But the CBM doesn't have the PET's graphics capabilities. The other computers on our best-buy list have line lengths that may prove too cramped for some home or business uses.

You can't use the same monitor

(Please turn to page 156)

Now BB guns join the big leagues

Accuracy, popularity—and prices—are all going up for these new grown-up arms.

by J. I. Galan

"A dult air guns," they are called, and they've come a long way from the \$8.95 plinkers for which so many kids saved their pennies. The wide variety currently available indicates a great and growing interest in these guns. Each year more new models are introduced. Today you can choose models that range from designs for strict international-style competition to back-yard plinking, from high-power hunting air rifles to firearm-trainers.

Some of the new air guns have been introduced during the last year; others are standards that have been improved. Both American and foreign-made models are available and most match, or in some cases surpass, the strict quality-control standards applied to firearms. They all have precision-rifled bores and are powerful enough to cause serious injury or even death if misused or handled carelessly.

One of three different powerplant systems can be chosen as the mechanism to push a pellet down a barrel:

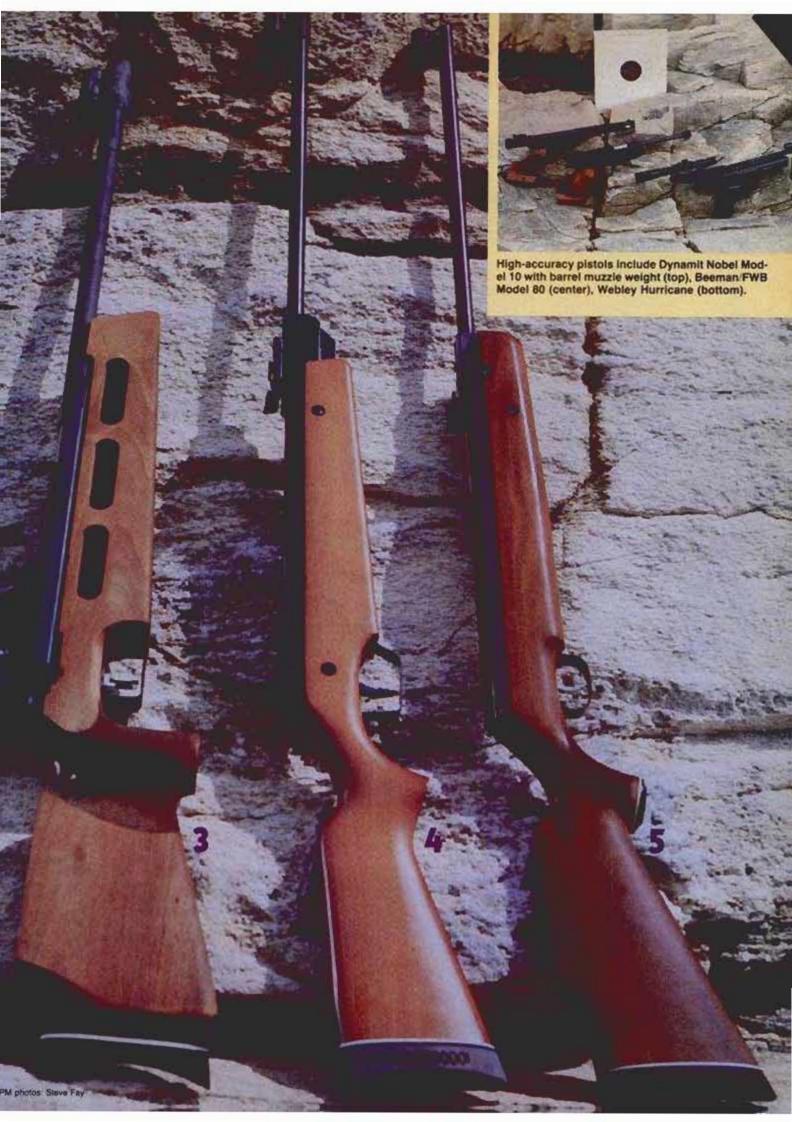
■ The spring-piston or sequence-compression type consists of a powerful spring behind a heavy piston. When the spring is cocked and the trigger is pulled, the spring pushes the piston forward, compressing the air in front of it in order to generate enough pressure to drive the projectile out. Most of the very sophisticated European air guns of today, as well as the simple Daisy BB guns produced in the United States, are of this type.

Pneumatic or staged-compression air guns generally require repeated pumping in order to store compressed air behind a valve prior to each shot. These guns usually have their pumping mechanisms attached below the barrel and shooting power can be varied according to the number of pump strokes used. Although a European design, these guns are almost exclusively the

(Please turn to page 130)

- A 2-to-7-power telescopic sight tops off Beeman's specially stocked R1 prototype magnum with an adjustable trigger.
- Beeman/Feinwerkbau Custom Sporter 124 in., .22 cal. has a velocity of 820 feet per second, changeable sight inserts.
- 3 Model 75 target special from Dynamit Nobel features trigger adjustments, micrometer peepsight, adjustable stock length.
- The eight-pound Dynamit Nobel Model 45 magnum provides a two-stage trigger, .177 or .22 calibers with up to 820 f.p.s.
- 5 Beeman's new magnum, .177-caliber RI, is most powerful spring-piston rifle, with its 940-t.p.s. velocity rating.







AN AMERICAN SPORT COUPE TAKES ON FOUR IMPORTS

On a performance-per-dollar basis, Chevy's Citation X11 left Audi. Volvo. Saab and BMW in its tire smoke.

t was BMW that invented the modern sport coupe when the automaker introduced the legendary 2002 in 1968. The idea was simple enough. The 2002 was sport car-fun to drive, with a zippy, little, high-revving engine. close-ratio gearbox, excellent brakes and wish-

quick handling-but it was car fitted with a boxy two-door body that had ample room for four adults.

Over the years, the sport coupe market grew to include cars from nearly every Euromanufacturer. True sport coupes and sedans have traditionally come only from Europe—American cars were too big and until only a few years ago, Japanese cars were short on performance and handling.



Raw horsepower, balanced handling put Citation atop drag-strip and skidpad charts. It was the only test car with automatic transmission.

comparison test. course, we had to have a BMW 320i, the direct descendant of that seminal 2002 and the "standard of comparison" in the sport coupe ranks. Next, we added the new turbocharged version of the Volvo 242 GT, called the GLT, which looked, on paper, to be the hottest car in this class. Then there is Volvo's traditional rival, Saab, with its Turbo version of the 900, available as an aerodynamic three-door Which brings us to this five- hatchback and widely ac-

claimed as the racewinningest coupe you can buy.

We also had two wild cards. Audi has taken the Audi 4000 chassis, stuffed in a five-cylinder engine and created a sleek two-door called the Audi Coupe, which looks like the very embodiment of what this class of cars is

all about. And finally, we have Chevrolet's X11, a highperformance package for the Citation which transforms it into a genuine sport coupe.

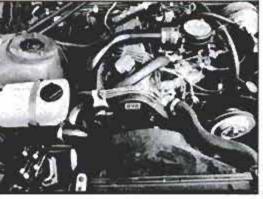
Just as important were the cars we left out: Cadillac would like to think its J-car Cimarron competes with the 320i, but while it's roughly the same size and price, it's nothing more than an optioned-up economy car woefully short of sports-sedan performance. The Japanese, too, build sedans of this size

PM ROAD TEST











VOLVO TURBO

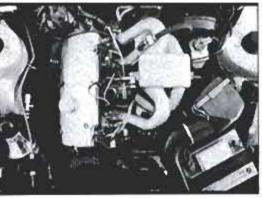
High quality, excellent workmanship, rock-like solidity and a zappy engine are the qualities that endeared the Volvo to our testers. "A real wolf in sheep's clothing."





CITATION X11

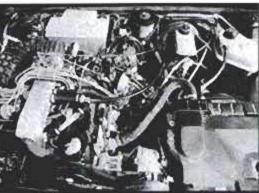
Outstanding straightline performance and flat cornering attitude is offset by so-so interior and a general lack of sophistication. Still, as a cheap, go-fast, roomy, '80s version of a muscle car, you can't beat the X11 for value.





BMW 320i

Severe body lean and pronounced oversteer makes this pocket-rocket of yore a real handful to drive fast. The interior was faulted for being cramped and just a bit overdone.

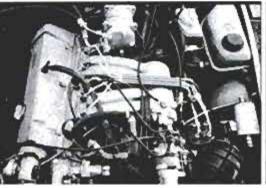


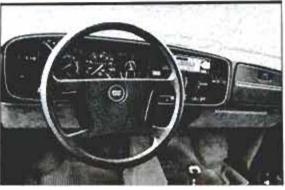


AUDI COUPE

The willing, high-revving engine, well-spaced gear ratios and nimble handling are the three outstanding features of the Coupe.

Though not as nicely done as the Volvo or Saab, the interior is comfortable and quite roomy.





SAAB TURBO

Still eccentric after all these years, the Saab is well put together. It got the lowest mileage of any car in this group (15.3 mpg), but has the best brakes of the lot.







PM ROAD TEST

and price, but with their velour interiors and electronic gadgetry, the orientation is toward passive luxury rather than elan.

We also excluded big performance cars like the BMW 528 on the grounds of price, size and clumsiness. Our two-liter-class sports sedans share a happy nimbleness, which makes them fun to drive for the sheer enjoyment of driving fast. And that's an integral part of the sports car—and therefore, sports

coupe—mystique. This magical ability to wring enjoyment out of the mundane act of driving is shared by few four-passenger cars outside this select group.

Our testing comprised two phases. First, we went to the track, and compared the group in back-to-back runs through the quarter-mile, the slalom, the skidpad and the braking lanes. We measured everything from sound levels under acceleration to the number of grocery bags you can fit in the trunk.

Phase Two of the test had us convoying down a variety of roads, from back-country asphalt to four-lane freeway, including stop-and-start traffic jams. Each driver drove each car, and wrote out his comments on a rating sheet.

Finally, after two full days of testing and hundreds of miles of driving, with 20 tires reduced to shreds, we sat down and tallied up the scores. Ranking our five contenders for the title of "BMW beater" was surprisingly easy. Each car had clear-cut strengths and weaknesses, but some were simply better than others. Here's how we ranked them.

Volvo GLT Turbo

The Volvo Turbo is far and away the most well-rounded car in this

(Please turn to page 144)







PM'S PERFORMANCE-TEST RESULTS

Price Curb weight (lbs.) Transmission Engine

Fuel economy (mpg) EPA city/PM test 1/4-mile acceleration (sec. @ mph) 700-foot slalom (mph) Skidpad (cw/ccw)* Braking (60 to 0 mph) Interior noise (dB) Constant at 30 mph Constant at 60 mph Full throttle: 30 to 60 Shopping bags in trunk Interior-space index

Volvo Turbo \$15,147 2.950 4-speed manual, overdrive SOHC 2.1-li. in-line 4, f.i., turbocharged

17.42 @ 78.06

18/17.5

57.44 629 663 G 152.5 ft.

Citation X11 \$10,398 2.600 3-speed automatic OHV 2.8-1. V6. carbureted 21/16.9

17.31 @ 80.08

57.30 689 736 G 142.0 ft.

61 69 75 11:201 149.5

BMW 320i \$18,055 2.500

5-speed manual SOHC 1.8-li. in-line 4, fuel injection 27:21 8

17.94 @ 75.07

53.39 618 659 G 160.2 ft

Audi Coupe

\$13,815 2.300 5-speed manual SOHC 2.1-li in-line 5, fuel injection 26/21.7

18.29 @ 74.32

58.79 631/670 G 158.1 ft.

Saab Turbo \$15,950

2.800 5-speed manual SOHC 2.0-II. in-line 4, f.i., turbocharged

19/15.3

17.92 @ 78.60

54.18 630/671 G 135.2 ft.

74 70 77

12/22† 157.9

All cars but BMW have independentingid-axle suspension, front-rear. BMW has independent suspension front and rear. Volvo and Saab have disc brakes front and rear. Rest have disc drum brakes front rear. Skidpad was 200-foot-diameter circle, measured in G force, interior noise was

measured in decibels (dB), Interior-space index is (front headroom x elbowroom x legroom) plus /rear headroom × elbowroom × legroom) divided by 1,000, with front seat at 40 in, of legroom. 'ow: clockwise; ccw: counterclockwise, †Rear seat folded.





phones go where you go

They're cordless and portable. Some even have memories and automatic dialing.

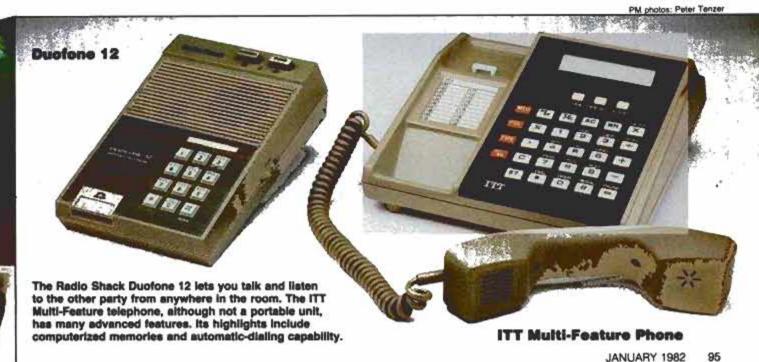
headed out to work in the yard: "Boy, I wish I could take the phone with me, so I won't have to run to answer it"? There's an answer: the portable telephone. It can keep you in touch within a 400-foot radius of your house.

A few years ago, a portable phone would have been impractical, because the components would have been too large. But the widespread introduction of solid-state and integrated circuitry and microprocessors have made miniaturized portable phones possible.

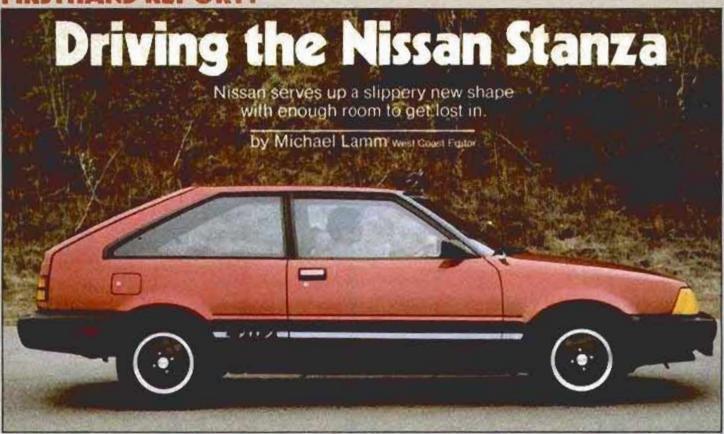
A portable phone consists of two units, a base/ repeater and a handset. A few years ago, if you had tried to cobble together a portable phone, the base station/repeater alone would have taken up half a table and the phone instrument would have required a suitcase to carry. But, thanks to modern circuitry, true portability is here.

Size is one unique aspect of a modern portable

(Please turn to page 142)



FIRSTHAND REPORT:



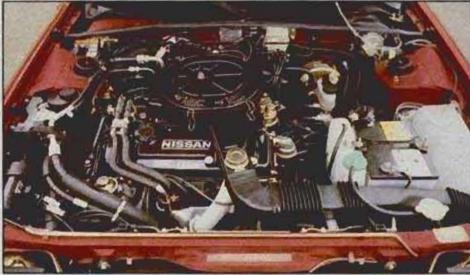


Smooth, aerodynamic body is good for a Cd of .38, almost as good as the 280ZX's .36. Spacious cockpit is well appointed, even in bottom-of-the-line cars. Overhead-cam, two-liter Four (right) cranks out 88 hp at 5,200 rpm; it is only available mill.

rissan's '82 Stanza has five-seater innards, yet it has the external dimensions of a car designed for four—along with the smaller car's advantages of easier maneuverability, light weight and good fuel economy.

If you gather together all the cars in the Stanza's size class, you'll find that this particular model's dimensions pit it against some formidable competition.

The Stanza is aimed, though, principally at GM's J-cars (its code name in Japan was even JX during its development). With identical horse-power, 400 fewer pounds and one more ratio in its overdrive manual transmission, the Stanza's trump card over the J-cars (and others) remains its spaciousness.



PM photos by the author



Stanza prices start at \$6,800 but can be optioned up to \$8,000 as shown here. It will go head to head with the GM J-cars.

I don't imagine there's a town in America that puts an automobile to a greater test than San Francisco— SFO in airline slang. The San Francisco driver needs the reflexes of an electronic-games champ. His car has to have the claws of a cat, the agility of a rhesus monkey, plus an oversized clutch and brakes. Nowhere does a car get as brutalized as on the cobbled hills and fog-slicked cablecar tracks of SFO, where I drove the three-door hatchback.

The Stanza's front-wheel drive helps on steep grades. Under hard, low-gear acceleration, as in shooting up the spectacular roller-coaster hills, I noticed a little torque steer to the Stanza's right. The car goes great, though, and it's certainly powerful and quick enough. But in this particular red hatchback, I also detected a split-second's engine hesitation at full throttle. Neither quirk showed up as anything dramatic, but they were present.

The steering is quick and positive, via rack and pinion (power optional), and I found the brakes likewise. Out on the road, the gap between second and third might be narrower, but third gear is good for up to 70 mph, the tach showing 5,000 rpm at that speed.

I found fit and finish excellent, both inside and outside the car, the only visual annoyance being a graph-like grid silk-screened across the front of the instrument cluster. This grid is one of many extra and unexpected touches—the only one, though, that in my opinion doesn't come off. It just looks too busy.

Among those nice touches are nine storage compartments and bins spotted throughout the Stanza's interior. These give plenty of room for maps, coins, books, glasses and so on. The only problem perhaps is to remember where you put what. You could literally lose things in this spacious car.

The rear sideglass opens and shuts via levers at the back of the tunnel console. These levers attach to the panes through long, stiff flex cables. The levers are accessible to both front and rear riders. It may sound primitive but it's a simpler, more clever and less expensive approach to good rear ventilation than electric motors and switches.

Elbow room benefits from thin doors with space-saving, strap-type window regulators. There are also recesses in the rear-area side panels. These recesses again have storage bins in their lower sills. Rear seatbacks fold individually, so you can reach the cargo deck either through the liftback or via an open car door.

Mechanically speaking

The Stanza uses what's essentially a monocoque unitized body without the usual welded-in subframes. Nissan puts about 176 pounds of high-tensile-strength steel into the body—rather than mild sheet steel—which saves weight in the long run.

Suspension and power train mount directly to the body, with only minor gussets and lightweight braces at stress points.

Nissan calls the Stanza series the T-11 in Japan. In that country, there's also a notchback four-door, in addition to the three- and five-door hatchbacks available State-side. Also, home-market versions offer 1,600- and 1,800-cc engines, as well as the U.S.-tailored, two-liter, NAPS-X powerplant.

The 1,974-cc engine continues the technology developed for the NAPS-Z Four in the Datsun 200-SX, yet it's 77 pounds lighter. It pares weight by "half-skirting" the lower engine block; that is, the outer block skirts end at the crankshaft centerline.



Sharply raked and chopped rear end of the Stanza is part of the reason for its very low coefficient of drag (Cd). Rear trunk volume with the seats up is 20 cu. ft.



Rear-window opening levers are convenient for both front and rear passengers.



Storage bins like this one, with lid on front doors, abound throughout the Stanza.

Bottom end strength comes partly from a heavier-than-normal oilpan.

Combustion chambers are hemispherical, the belt-driven overhead cam activating rocker arms and mechanical tappets. The Stanza's crossflow aluminum head contains two sparkplugs per cylinder, as in the NAPS-Z. Electronic controls for the ignition cut the spark to the exhaust-side plugs during heavyload acceleration. This diminishes noise and improves driveability.

The Stanza's standard transmission is a manual five-speed, with overdrive on the top two ratios. I found the lever a little flaccid in its shift action.

There's also a three-speed automatic optional, but I didn't get a chance to try it. The automatic's ratios are 2.826, 1.542, and 1.000 to 1. This Jatco automatic uses a 3.48

rear-axle ratio, while the stick's is 3.55.

Fully independent front and rear suspension employs MacPherson struts all around, the rears located by twin, parallel transverse links and single longitudinal ones. In all, it's a light, simple, space-saving system.

The Stanza rides very well on all surfaces, and for normal cornering the suspension feels well behaved and straightforward. I managed to put some open-highway miles on the Stanza in Marin County, and I found it a very pleasant-riding road car.

The Stanza's optional airconditioner is unique and, although it wasn't a hot day, I made sure I tried it. Refrigerated air spilled out almost immediately, but the surprise came in the system's silence. This is

(Please turn to page 134)

How to master fine wood joinery

In this last installment, we take you through the basics of the romantic dovetail joint and the lesser known fingerlap joint.

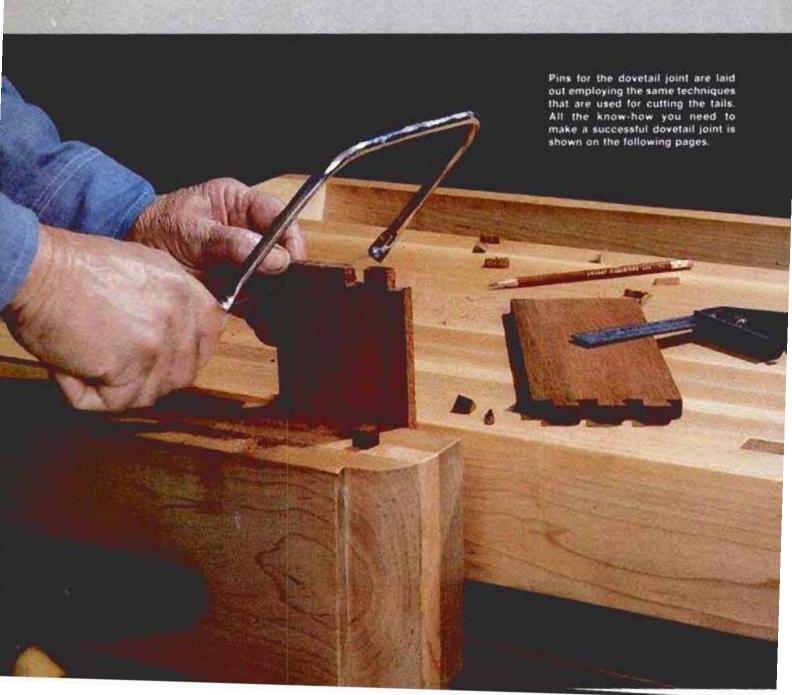
by Harry Wicks HOME AND SHOP EDITOR

PART 3

Few home workshoppers turn automatically to the dovetail to make joints on a furniture project. Still, interest in this good-looking, rugged joint never flags: Semester after semester, one of the most-asked questions in my adult-education class is, "How do you make a dovetail joint?" The following question is usually, "Will I be able to make them?"

The answers are that they are made with knowledge, patience and precision tools. And, yes, anyone can make a dovetail joint if he really wants to. All you need are the guidelines. The rest is up to you.

The truth of the matter is that it generally takes several attempts before you feel comfortable making such a joint and are capable of producing a neat one. That's understandable; after all, we are talking about fitting multiple parts to create a joint. And the problem—which I



haven't seen discussed in any major magazine or book-is compounded when you stop to consider that the joints must be tight at four corners, and the box, case, or drawer must end up in the desired dimensions.

Thus, the first rule for attempting dovetail joints is to practice carefully. You must first lay out the challenge on paper. Since the joint interlocks, bear in mind that you shorten the run of the board when you use a dovetail (as compared to a butt joint). And that loss of length is doubled if dovetails are used at both ends.

Save yourself frustration and solve all layout and dimension problems by working full scale on either paper or 1/4-in. plywood (as the professionals do).

Making a dovetail

For clarity, we have used a multiple dovetail throughout the photo

series on these pages. In some cases, of course, you may want to use a single dovetail. The latter is a common joint; single dovetails are frequently found in early American primitive furniture, for example. They are made using exactly the same principles and techniques as for the multiple dovetail. But, because there is only one tail, obviously the job goes a lot faster.

Determining the slope

There is no specific rule for determining dovetail slope, other than the fact that most craftsmen I know prefer a slope about like that shown in the photos (a one-in-seven slope). For design reasons, you may switch to a one-in-six (or so) slope, but keep in mind that the dovetail appearance starts to approach a "butterfly" look as the slope gets sharper.

In practice, many craftsmen use a steep pitch-one-in-six, for example-when working in softwoods. However, I think it's a matter of personal preference. Unless you have a specific reason for a steeper slope, stick to one-in-seven or one-ineight.

You have considerable leeway when laying out dovetails to be cut by hand (we'll get into machine dovetails later). The dovetails should be laid out so as to be eye appealing. Stock thickness determines how deep to cut your sock-

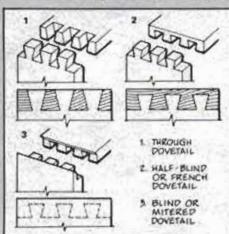
Tips for laying out dovetails

If you plan to do a lot of dovetail work, you can make permanent dovetail templates by doing your layout on wood and boring a wall-

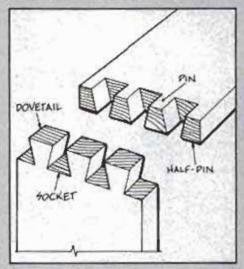
hanger hole through.

When you complete a dovetail layout on a piece of wood, take the time to mark Xs in the waste areas. Also, erase any unneeded lines: Once you

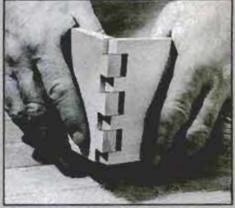
Dovetail joints—the craftsman's favorite



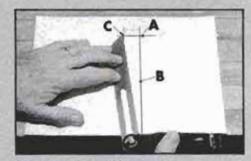
The three types of dovetail joints. The through dovetail should be mastered by aspiring woodcraftsmen before tackling the half-blind or mitered dovetails.



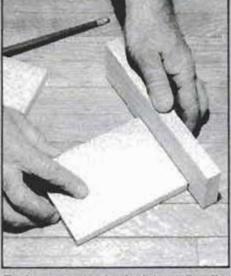
Here's what the parts of a dovetall joint are called. The number of tails is optional.



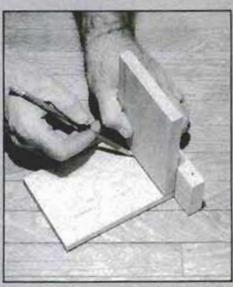
Basic through dovetail joint. A good dovetall joint always has half-pins at its ends. The dovetail gets strength by being glued to pins. The term half-pin refers to the fact that only one side is sloped; the other side is the square edge of the board.



First step is to determine the slope of the dovetails. Using a slip of paper, which is easier to work with than wood, draw a parallel line 7 or 8 in. from the end (A). Next, draw in centerline (B). Then locate point C 1 in. away from the point where lines A and B Intersect. Since line A is located 7 in. from the edge in the sample shown here, the slope that is produced will have a one-inseven pitch. Finally, use the template that you have just drawn to set the slope angle on your T-bevel square.



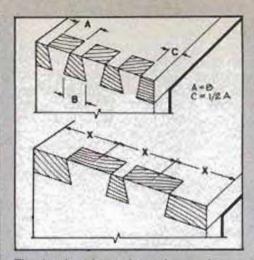
To determine the depth of dovetails, align the first board against a straightedge.



Butt the mating piece against straightedge; use it to mark the depth of the tails.



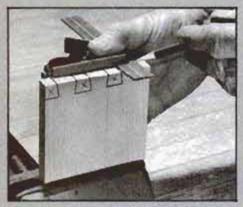
Hand dovetails can be laid out by eye or with the help of a ruler. The author recommends using a ruler to obtain a mathematical, craftsmanlike proportion.



The drawing above shows the usual practice for laying out multiple, uniform dovetalls. Spacing and arrangement of dovetalls are, more often than not, shifted about to suit the craftsman's eye. Don't be hesitant about using such license.



Once dovetail centerlines have been laid out on the board to be cut, use your previously set bevel square to mark the dovetails. (Some craftsmen prefer to do the pins first; this is a matter of personal preference.) Note that tails are laid out with their centerlines at dead center.



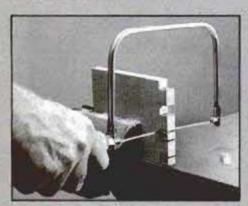
Using a sharp pencil and a combination square, accurately transfer the cutting lines for dovetails to the board's end.



At this stage, make it your practice to mark all waste areas—the wood to be cut out—with Xs. Also, take the time to erase any lines that aren't needed for the cutting step (to prevent chance of error).



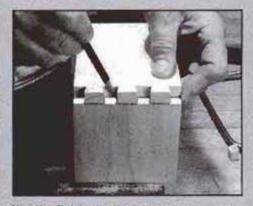
Clamp the board in a vise and cut along sloped lines, using a dovetall saw. Make certain the blade stays exactly on line, or slightly inside on the waste side.



Rotate the board in the vise and finish rough-cutting the sockets with a coping saw fitted with a narrow blade.



Select a sharp chisel to clean tails and sockets. Here, a 1/2-incher is used to true the sockets and tails to layout lines.



Use the finished tail member to lay out the pins to be cut on the mating piece. Make certain you keep all edges aligned.

get absorbed in the cutting of the tails, there is a strong chance of cutting the wrong line, thus wasting a piece of wood.

In general, I find that it is better to keep all cuts on the shy side; that is, on the waste side of the pencil lines. Assembling a dovetail joint is generally a matter of repeated testfitting until you are satisfied with joint appearance and strength. Thus, it makes sense to kind of "sneak up" on the finished dovetails,

especially on the first attempt.

A stunt used by many professionals is to cut mating pieces slightly overlong with sockets slightly overdeep. This results in a dovetail joint with tails and pins that extend slightly beyond the corner. After assembly, the excess stock is removed and the corner sanded flush, using a belt sander.

My preferred method when making a dovetail joint is to do the tails first (as shown in the photographs), then the pins. Some craftsmen prefer exactly the opposite sequence.

The pins are cut and finished using the same techniques as for the tails. As work progresses, you must stop frequently and test the pieces for fit.

Keep in mind that all hand dovetails have some degree of irregularity; this, in fact, simply adds to their charm. Your aim as a craftsman should be to make certain that you create only tight dovetail joints. However, a minor irregularity will not affect joint strength.

About machine dovetails

It's possible to make very uniform dovetails using a router and a dovetail template. If you own a router, you can be certain that the manufacturer has included in the instruction manual information for making dovetails with it. The manual will also contain information on router

dovetail accessories that you can purchase.

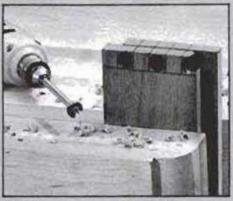
In router dovetailing, the two pieces to be joined are clamped in position in the dovetail template and

(Please turn to page 135)

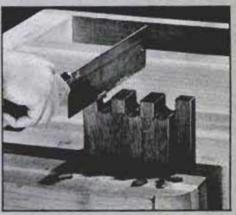
The fingerlap, or box, joint



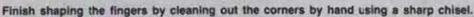
Fingerlap joint is easier to make than a dovetail and almost as good-looking. Shown in this series of photos is a fingerlap joint with full-stock-width fingers. Joint is even handsomer if half-stock-width fingers are used, but these require more cutting. You should start by aligning the boards to be joined as shown-offset equals finger width. Clamp the setup in a vise.

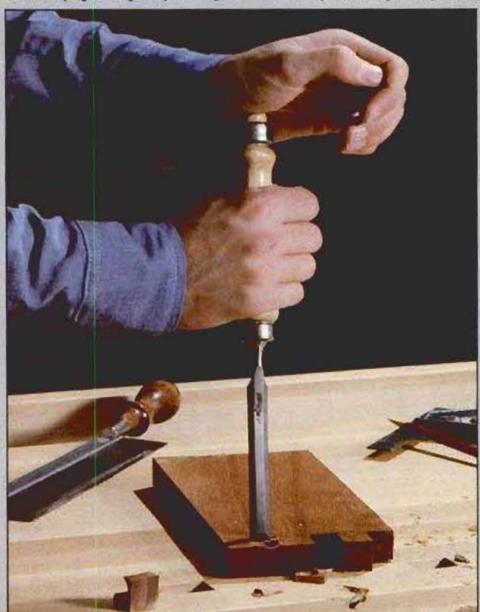


Once parts to be cut are laid out and marked, locate center points for your drill bit and bore holes through waste areas so holes are tangent to socket bottoms.

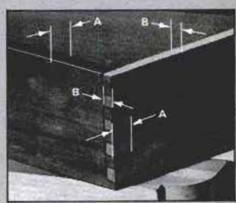


Use your dovetall or a very fine backsaw to cut the straight lines through the hole circumference to the bottom of the socket.

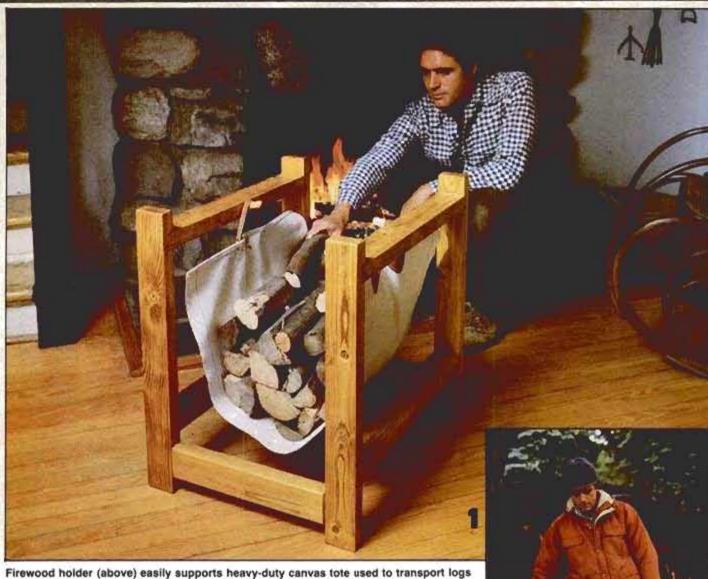




Use the above formula when laying out a box joint where both pieces to be joined are of the same thickness. Since the width of the board will rarely provide an even number of spaces-as in the example that we cut for photographic purposes—you can readily adjust for any difference by making the end pins the same width.



When joining two members of different thicknesses, lay them out as shown. Depth of cut in thinner piece must suit the thickness of the thicker piece-and vice versa. Thus, the fingers on the thinner piece will be longer than those on the thicker one.



Firewood holder (above) easily supports heavy-duty canvas tote used to transport logs (right). Simply hang loaded carrier onto protruding dowels and remove wood as needed.

3 firewood holders you can build

Keep your indoor firewood neatly stacked with one of these distinctive and easy-to-build log holders.

aving a supply of firewood next to your wood stove or fireplace is handy, but it can be unsightly. Here are three log holders designed to spruce up your hearth. Each is a different style and each involves different shop skills. The oak holder was designed by Van R. Hutchinson, while the other two were inspired by PM staff members. Complete plans and instructions follow.

PM photos: color. George Ancona: black and white. Rosano Capotosto: construction: Rosario Capotosto

Canvas tote holder

he support frame for this holder was made from relatively inexpensive 2×4 lumber. Because the good-sized dadoes and lap joints provide ample gluing surfaces for a sound assembly, nails and screws are not needed. (There is one minor exception: 3d finishing nails are used when gluing and clamping the bottom cross members to the uprights to keep them from sliding out of alignment.)

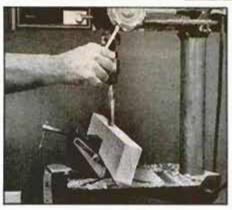
Begin by selecting straight, kiln-

dried 2×4s with small, tight knots. Cut them to length, then rip 1/4 in. from each edge to obtain a finished 3-in, width. This removes the factory rounded corners, making for flush joints later.

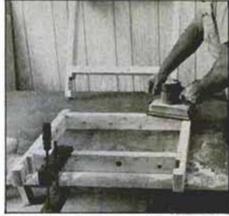
Then cut the Vi-in.-deep dadoes and lap joints in the uprights and bottom cross members, using a dado head or saw blade and overlapping saw cuts. Next, bore the two angled dowel holes in the upper-side cross members as shown. A drill press with an adjustable angle vise is ideal for this job, but a portable drill can



Uprights are cut in pairs with radial-arm saw to assure aligned dadoes. Use mask-Ing tape (A) to keep boards aligned.



Clamp stock to drill-press table with angled vise, then bore dowel holes. Brad-point bit works best, but spade bit will do also.



Assemble and finish-sand side pieces, then join them by adding the cross members.

CANVAS TOTE HOLDER 3/4"-DIA, HOLE, 3/4" DEEP DOWEL-D CANVAS LOG CARRIER-F AP JOINTS 3/4" DEEP CROSS MEMBER B BOTTOM CROSS MEMBER-C UPRIGHT-A

work if a sliding T-bevel is clamped to the board as a guide.

After a satisfactory test assembly, glue and clamp the side-section parts together. When they're dry, sand these units with a pad sander and 120-grit paper.

Next, glue, nail and clamp the bottom cross members in place; when dry, ease all sharp corners by sanding as desired. Finally, apply the stain and finish of your choice. We used ZAR Teak Stain and ZAR Wipe-On clear Tung Oil Finish.

One source for the L.L.Bean Inc., Freeport, Me. 04032 for \$9.75 postpaid. It's model No. 8731M.

MA	TERM	LIS LIST—CANVAS-TOTE HOLDER
Key	No.	Size and description (use)
A	4	1-1/2 × 3 × 27" fir (upright)
B	4	1-12 = 3 × 25" fir (side cross member)
C	2	1-1/2 × 3 × 22" fir (bottom cross member)
D	2	%a"-dia. × 3" dowel
E	8	3d finishing nails
F	1	Canvas tote

Misc.: Glue, stain, tung oil.

Oak holder

egin making this sturdy and decorative log holder by cutting the legs and slats to approximate length from 1-in. nominal stock. (The actual thickness of such material is 13/16 in.) Using the grid supplied in the drawing on the next page, sketch the leg outline on one board. Then tack-nail this pattern to the other leg board, driving the nails on the waste side of the line as shown.

Use a band saw to cut the outline, leaving the top nailed sections uncut.

A sabre saw can also be used, but the legs would have to be cut separately; the doubled-up oak would be thicker than a sabre saw's cutting capacity.

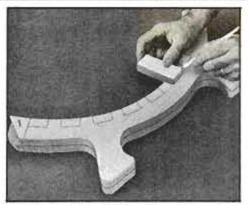
Next, cut a block of wood the same width as the slats and make a "step" in one end, as shown in the drawing. This simple jig is the most effective



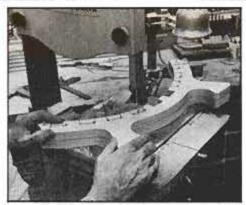
The open design of this solid oak holder accommodates nearly any size or shape log.



Gang-saw the legs. Nails driven on the waste side of outline hold pieces together.



With legs still nailed together, lay out the arc for proper position of notches. Use a stepped block as marking template.



Bore a hole at each notch corner and cut out the waste. Holes simplify cutting and give completed notches a finished look.

way to mark the notches along the curved edge.

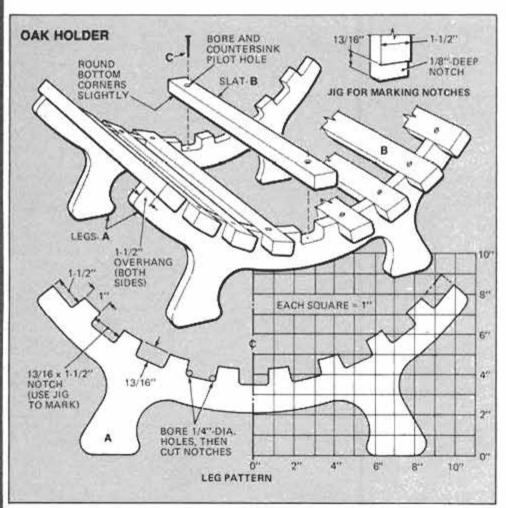
Once the layout is complete, bore a hole in each notch corner, then cut out the waste. The small radii in the corners give the blade room to maneuver and, at the same time, also impart a finished look to the notch corners.

With the legs still nailed together, sand the scrolls with a 3-in. drum sander. Then cut off the waste areas, separate the pieces and finish-sand each of them individually.

Next, rip the slats to the required width and sand off the sharp corners-especially on the bottom edges-so the slats will sit flush in the slightly rounded notch corners. Cut the slats to length and finishsand them.

Bore and countersink pilot holes for the flathead screws, then glue and screw the slats to the legs.

Finally, apply a stain and the clear finish of your choice. We used Mc-Closkey's Tungseal with a satin finish.



MATERIALS LIST-OAK HOLDER

Size and description (use)

13/16 × 10 × 24" oak (leg)

13/16 × 11/2 × 201/2" oak (slats)

11/2" No. 8 th screws

Misc.: Glue, stain, clear finish of choice

3 Wrought-iron holder

his versatile unit is made from 1/8 1-in. hot-rolled mild steel. Such flat stock is available at welding or iron-work shops, but be sure to specify hot-rolled steel. Cold rolled is too tough for the bending procedure outlined here.

Begin by making the simple bending jig shown in the drawing. The first part is made of %-in.-thick plywood and two pieces of 1/4-in.-thick aluminum stock. Before nailing it to the platform, bore clearance holes through it so the small piece of plywood won't split. Once the nails are driven, grip the projecting nail ends in a bench-mounted vise.

Next, cut the stock for the uprights and feet and mark all bend lines indicated on the drawing.

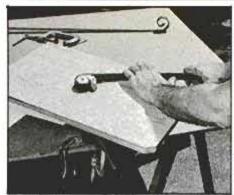
One by one, insert each end of the uprights and feet into the jig slot and make the scroll bends. Then, tack-nail the second part of the jig onto the platform and make the reverse bends on the uprights only.

Make all corner (sharp-angle) bends by securing the stock in vise jaws and using a wood block to push. The position of the stock relative to the jaws-given on the drawing-is critical. If you are careless, the unit won't fit together properly.

Assemble the unit in the following way: Clamp the uprights and feet together, then center-punch and



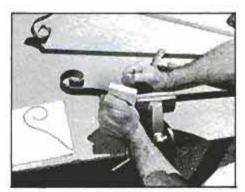
Wrought-iron holder stores good supply of logs, as well as newspaper and kindling.



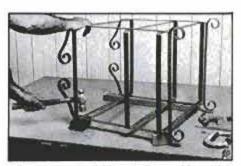
Bending jig is nailed to jig platform with 10d common nails. After projecting nail ends are gripped in vise (under platform), insert stock into jig and make first bend.



Nail the second block to jig as shown, then make reverse bend on the uprights only.

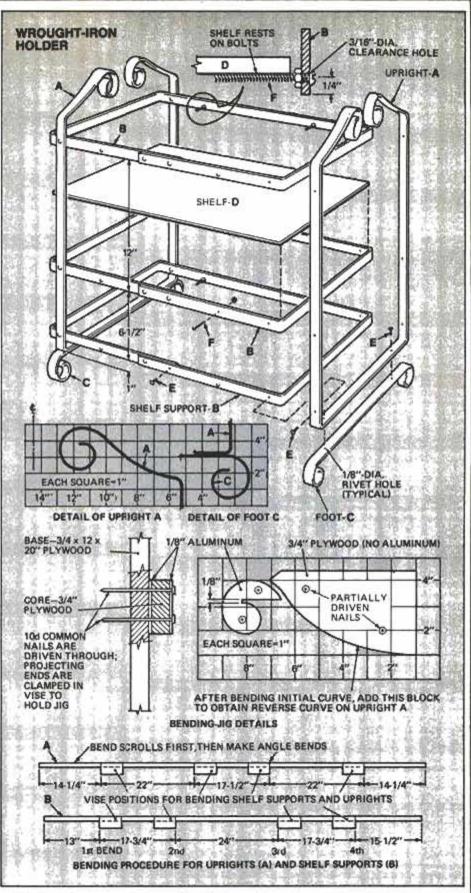


To make corner bends, clamp stock in vise and bend back, using wooden block. For position of vise jaws see drawing at right.



Join pieces by drilling holes and inserting aluminum rivets. Flatten rivets using ballpeen hammer and a steel block.

drill the rivet holes through both pieces at once. Join these, using aluminum rivets. Next, join the ends of each shelf support with rivets and drill clearance holes for the shelf-supporting bolts. Then clamp each shelf support in place, drill rivet holes and install rivets the same way.



Apply primer and two coats of a semiflat black paint such as Krylon No. 1613. Cut the plywood shelves to fit, using measurements taken from each support. Seal each shelf with two thin coats of shellac on both sides and install them on the supporting bolts.

Primer, black spray paint, shellac



Well-equipped work center: Note the Pana-Vise (left) and small drill press (right). Cube-shaped table vacuum is in the center.

Electronics projects are easy to build—with the right tools. Here are a few that will have you working like a pro.

by Bill Kanner

"A poor workman blames his tools," goes the adage. With these tools, however, you'll have no excuse for poor workmanship. They'll make your electronics work easier and better. Many of the small items can be found under the brands of several manufacturers in good electronics stores.

If you find that the wire from the soldering iron gets in your way or you want to solder in places where there's no access to an electric outlet, try a cordless iron. One from Weller sells for \$21.95. The other major companies in the field make cordless versions and all are available with a variety of tips. An overnight charge

of our sample's NiCd battery lasts for about 100 solder joints.

Since soldering is such a major part of electronics work, it's no surprise that there are many items on the market designed to make the job easier for you. While the iron and solder are essentials, other gadgets that come in handy include tools like those contained in Radio Shack's four-piece soldering-tool kit (\$2.99).

This kit includes a heat sink (spring-loaded), brush/scraper and two slotted probes. Another useful item is a heat-resistant sponge to clean your iron's tip. These items are also available at stores such as Lafayette or from various other manufacturers.

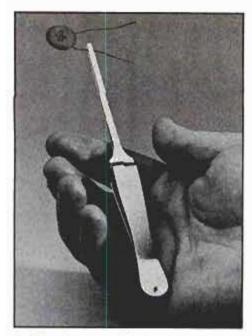
Unsoldering can be more difficult than soldering. Here are a couple of products that will help solve that problem.

Rather than heat, wipe and shake, you can heat and absorb solder with a solder wick. Place the copper wick on the solder joint and heat it with your iron. The wick leaves a clean joint. A 5-foot roll costs about \$1.50.

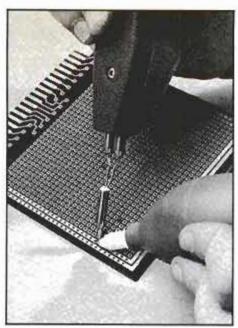
Flux, which helps solder flow, can interfere with electrical connections if there's too much spread around. A quick spritz of flux-remover spray (about \$1.50/can), however, will



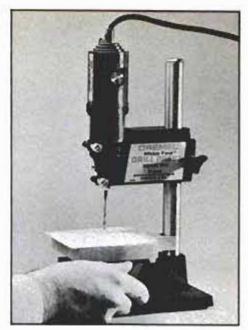
Pana-Vise system lets you hold any size PC board in any position. You can set it to get your soldering iron into even the most inaccessible places on the circuit.



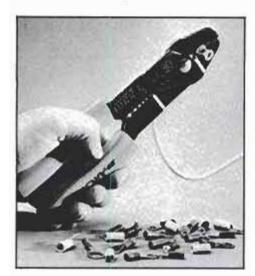
Locking forceps will hold a small component tightly; you don't have to apply any pressure. Surgical hemostats may also be used to hold small parts.



Rubber bulb with nylon tip makes a good "solder sucker." Just heat up mistake and, when solder turns to molten, release the squeezed bulb to pull solder off the joint.



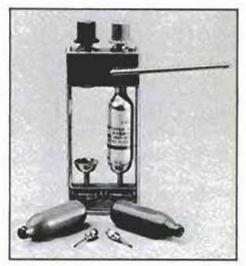
Dremel makes a drill-press platform for its popular Moto-Tool. With it, you can drill holes to fabricate PC board quickly, and with the accuracy that's required.



Why solder if you can crimp? All sorts of connectors are available that, with the crimping tool shown, can be applied to the ends of wires or cables—solderlessly.



Even the best soldering pro needs scrapers and other tools along with a heat sink. For more information on heat sinks, see PM Electronics Monitor on page 18.



If you have to heat a large area, as when joining two sheets of metal, you will want to use a miniature torch such as this. They're inexpensive and easy to use.

wash any excess flux away from the connection.

Crimping and heating

While some component and pointto-point soldering is unavoidable, some cables can use crimp connections instead of solder-on terminals. An assortment of connectors costs less than \$3.

While a pair of pliers can generally do the job, a good crimp tool does it better and has other uses, as well. Radio Shack's All-Purpose Crimper/ Cutter (\$9.95) doubles as a wire stripper and triples as a bolt cutter.

There are some jobs where neither the heat of a soldering iron nor the brute force of a crimper are enough, however. You may need a small, blowtorchtype device. A miniature gas-brazing torch not only does resoldering jobs, but will join unsolderable metals, as well. Bronze, brass and copper can be joined, as can tin, steel, iron, silver and gold. With a special flux and brazing rod, aluminum can be worked. Most brands are priced under \$35.

Handy helps

Most of the items we've discussed are "joiners" in one way or another, but what about the aids to actual construction?

A small vise can hold parts while you are working on them. Radio Shack has a minivise with a miniprice of \$2.99 for the vacuum-base model with notched jaws for holding small PC boards. If you need something more permanent or larger, investigate the versatile Pana-Vise system. The standard base bolts to the table, but the company also offers a vacuum base. Remember, though, a vacuum-base model will work properly only on a smooth, nonporous surface.

Pana-Vise has assembled several components into what it calls a Workcenter.

Model 324 is made up of a standard base, a soldering stand made up of a solder-spool holder and iron cage, a component tray which fits like a skirt around the base and a PCboard holder with a spring-loaded jaw. The combination sells for \$9.95, a saving of \$3 compared to buy-

(Please turn to page 141)

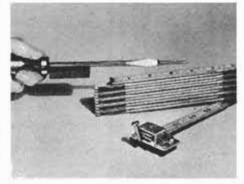
10 clever ways to put



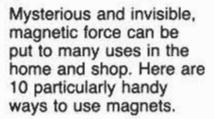
1 Use an old electric-meter magnet to separate steel screws from brass screws. These powerful magnets are easy to find and can handle many home and shop tasks.



Wrap a horseshoe magnet in a plastic bag and search sweepings for missing small metal objects. The plastic keeps the magnet free of metallic dust and debris.



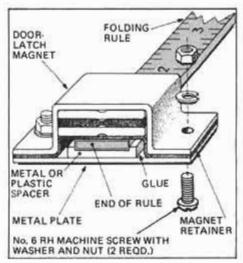
3,4 To hold screws steady, magnetize driver tip. Attach magnet as shown to do this. To make a handy retriever, add a doortype magnet to end of folding rule.

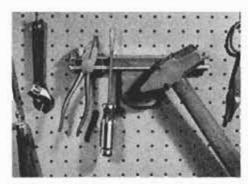


by Walter E. Burton

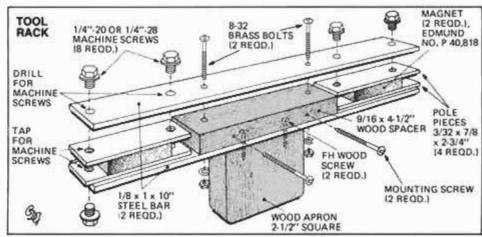
All ferrous metals (containing iron) and a few others are attracted by magnetism. Modern technology, however, has found ways of magnetizing practically anything, including nonferrous metal alloys and ceramics; even rubber and plastics are impregnated with ferrite particles to make them "magnetic."

Some of these magnets can be found around the house or in discarded appliances. Many are commercially available for less than \$5, and the uses you can find for them in your home are practically limitless. Try some of the ways we've put together on these pages and you're sure to invent more of your own.





5 A magnetized tool rack may hold those tools that do not easily fit other racks or perforated-board hangers. Surprisingly heavy tools may be held by such racks.



magnets to work

The magnets used for the 10 ways shown are displayed individually, and a source list appears at the bottom of this page.

1 Many old electrical meters contain a magnet that is roughly Ushaped. Using this magnet to separate ferrous screws from my brass screws (now expensive) allows me to keep stock and avoid buying more brass screws than I need.

2 It seems I'm always looking through sweepings or piles of dust for lost things like a special washer or tiny spring. An Alnico horseshoe magnet is dandy for this job, but it will soon become encrusted with all kinds of metal debris. To avoid this nuisance, I wrap the magnet in a piece of plastic. Debris is still attracted, but it is easily removed along with the plastic.

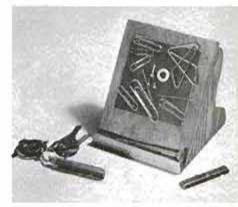
3 Because a magnet's force field can be transferred to a piece of metal with which it is in contact, you can magnetize the tips of screwdrivers. The magnet I used here came from a door latch, but any kind of bar magnet will work. Just place the magnet on the driver shaft. I use this trick in tight places when I cannot align and hold the screw with my other hand. You'll find this idea useful for ferreting out small metal items from certain machines like typewriters, without taking them apart.

4 Many kinds of magnetic door latches are available in hardware stores. Most look similar to the one shown in the drawing. They usually come with a strike plate, but the plate is too small to use in this arrangement. Instead, cut a 1/2-in.-thick piece of sheet metal to the

required size of the bottom metal plate, using your latch as template. You may need to glue a spacer to the plate for a snug fit against the rule. Keep this accessory in your toolbox next to the rule.

5 If you sometimes get annoyed when trying to wrestle a tool free from a hook, this idea is for you. The toolholder is easily made by referring to the drawing on the facing page. A magnet's poles (referred to as north and south) are not usually marked. So, secure one magnet, then flip the other one so it is in the cor-

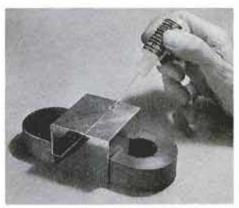
(Please turn to page 140)



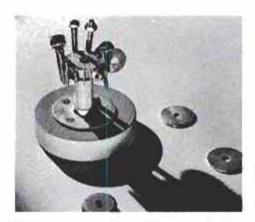
7,8 Use plywood scraps to make a stand for sheet magnets like that shown here. For an emergency, keep a magnet handy in a U-shaped holder on your key chain.

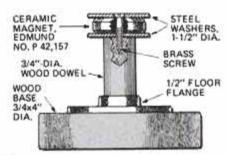


9 Slip a key into a small paper envelope along with a magnet and seal with a paper clip. Hide the key under any convenient metal shelf or other metal surface for easy retrieval whenever you need it.

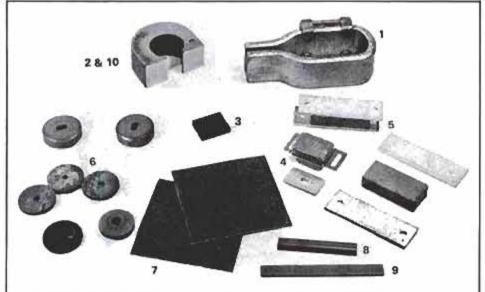


10 For one of the handlest uses of magnets you can have in your shop, position sheet-metal work for gluing as shown here. These superstrong Ainico magnets are capable of holding large pieces.





6 Park odds and ends on the magnetic "toadstool" where they can be seen easily. After sanding, you can quickly twist a 34-in.-dia. dowel into a 1/2-in. flange.



MAGNET SOURCE LIST

Key Description and source

- 1 Magnet from electric meter
- Ainco horseshoe magnets (Edmund No. 41948)
 Magnets from cabinet-door latches available in hardware stores
- 4 Complete cabinet-door-latch magnets with strike plates
- 5 Rectangular magnets (Edmund No. 40818)
- 6 Ceramic-ring magnets (Edmund Nos. P42157 and P41988)
- 7 152 x 3 x 3" flexible sheet magnets (Edmund No. P40159)
- B Flexible magnetic strips from refrigerator-door gaskets
- 9 Flexible magnet strips (Edmund No. 60092)
- 10 Alrico horseshoe magnets (Edmund No. 41948) Note: The 1981 fall-winter Edmund catalog is free of charge. Write to Edmund Scientific Co., 101 East Gloucester Pike. Barrington, N.J. 08007.



protect your home from thieves

OUTDOOR FLOODLIGHTS LIGHT ENTIRE YARD, CONTROL FROM AN AUTOMATIC SYSTEM OR SINGLE SWITCH

AUTOMATIC LIGHTING CONTROL TURNS ON DESIRED LIGHTS AND RADIO OR TV FOR LIVED IN LOGK

MOTION DETECTOR
GENERATES INFRARED OR
ULTRASONIC WAVES THAT
OPERATE LIKE RADAR TO
DETECT INTRUDERS

ELECTRONIC (WIRELESS)
DETECTION SYSTEM
SOUNDS ALARM AT OPENING
OF DOORS OR WINDOWS

SLIDING-GLASS-DOOR LOCKS INSTALL STRONG LOCKS AND A BREAK DETECTOR

SHRUGBERY TRIM AWAY FROM

ELECTRICAL (WIRED)
DETECTION SYSTEM
SOUNDS ALARM AT OPENING
OF DOORS OR WINDOWS, OR
WHEN WINDOWS ARE BROKEN

DOORS AND LOCKS REINFORCE OR REPLACE AS REQUIRED

INSTALL BARRIERS TO IMPEDE ENTRY AND SLOW ESCAPE

COMPUTERIZED
DETECTION SYSTEM
CONTROLS MOTION AND
IMPACT SENSORS
SOUNDS ALARM, MAY RUN
AUTOMATIC PHONE DIALER

WINDOW LOCKS ADD OR STRENGTHEN

GRATES, GATES AND GLASS BLOCKS INSTALL ON OR REPLACE BASEMENT WINDOWS

A DOG'S BARK IS A NATURAL ALARM

EXTRA LIGHT FIXTURES ELIMINATE HIDING PLACES IN SHRUBBERY THICKETS

As home-theft figures rise, so do the number of products that help fight burglary. PM looks at your home in terms of defense, and what's available to help you make a decision.

A deputy inspector in the New York City Police Dept. recently purchased a house in a "safe" neighborhood on the north shore of Long Island. As the family was moving in, they were shocked to discover that none of the door locks worked.

"The previous owners must have been living in a dream world," the inspector said. "I know better than most what a threat burglary is today. I would never leave my house unlocked, especially in a suburban

setting."

Confirmation comes from the FBI's Uniform Crime Report for 1980, just released. Suburban burglaries were up 14.8 percent over 1979 figures; city thefts jumped 14 percent and rural burglaries 12.9 percent. Total residential burglaries rose to 2,380,708—19 percent over 1979 data—a "significant increase," according to an FBI spokesman. The figures represent only reported burglaries. Unreported thefts could easily double the figure, educated guesses indicate. Knowing your enemy is your best defense. Most thieves are young, inexperienced and seek the easiest route into your house. The smallest obstacle, like a simple engaged lock, will stop many potential thieves.

Some thieves are caught, however, get convicted and serve time. Eventually they emerge from our "correctional systems" as semiprofessionals. "Rather than corrected," according to a former New York City probation officer, "they've had the opportunity in prison to associate with and learn from professionals." These bolder thieves will force a window or door with a weak lock. They know the common hiding places for valuables and are often armed.

An important rule for your family is: Never confront a thief, if possible. The best plan is to discourage him from even approaching your house. Next, secure all doors and windows with good locks. Then consider the electrical and electronic systems now available to protect against burglary.

The yard: your first line of defense

f you don't have a fence around your property, you should consider building one. Any kind of a barrier, even decorative fences common in suburban neighborhoods, serve as a deterrent to thieves who are always mindful of easy entry and quick routes of escape. The common chain-link fence can be 3 to 10 ft. high and topped with barbed wirebut only if local laws permit. They're certainly not appropriate for the front yard, but high fences are a real barrier and are often used in back yards, where they serve to protect the rear of the house from the most probable route for an intruder.

Shrubbery

The second point to consider is your landscaping and shrubbery. While thieves know fences as barriers, they see overgrown shrubs, trees and thickets as hiding places. Trim all plantings and, most particularly, those close to doors and windows.

Proper trimming of most shrubs, however, is not a task for the novice. Buy a good garden handbook with pictures showing where to trim without nipping buds, stunting growth or killing the plant.

Lighting

If you just don't want to trim the shrubs, take the area they conceal into consideration when planning a lighting system for the house exterior. Of all the steps one can take to safeguard his home, perhaps the most effective is a good system of powerful lights strategically placed so that the entire property surrounding the house (particularly areas of thick plantings) is well illuminated.

Outdoor floodlight fixtures are inexpensive and easily installed. It is preferable to have outdoor lights wired so they can be activated at once, either manually, or by an automatic detection device. BSR (see electronics section of this guide, page 117) makes a unit consisting of a timer and on/off switch in a handy central unit and modules which plug into existing house receptacles. All lights plugged into these modules will be turned on instantly at the flick of the switch in the central control panel. Wiring is kept to a minimum and both outdoor and indoor lights can be operated with this convenient device.

When installing lights in a defense system, don't forget to consider existing porch lights and lamp posts or to add other lights in dim areas. Keep bulbs protected by decorative globes or mount the fixtures high enough so the bulbs are not easily unscrewed.

A natural alarm

Like light, noise is one of the thief's greatest foes. A barking dog, regardless of how fierce he sounds, has scared away many a thief. However, this shouldn't be the only reason for a family to consider having such a pet.



Fences are barriers to thieves. Napco makes a vibrator detector (about \$9.50) to detect a thief climbing over a fence. For more information, see page 117.



Install floodlights high up, where buibs cannot be easily removed by an intruder.



This overgrown rhododendron may provide cover for a thief breaking in front door. Trim shrubs from doors and windows.

Text John Ingersoll, Neil Shapiro, Conrad Stowers PM photos: Rosano Capotosto, Steve Fay PM color art Ray Ploch Electrical consultant Jeff Sandler



If doors and frames are weak, replace them. Stanley U-install doors, complete with frame, start at \$179. Stanley Door Systems, 1225 East Maple, Troy, Mich. 48084.



You can reinforce the door jamb by lettingin a metal plate. This heavy-gauge metal security plate costs \$10.28 and is available from Keefe Lock Co., 1324 Parkside Ave., Trenton, N.J. 08638.



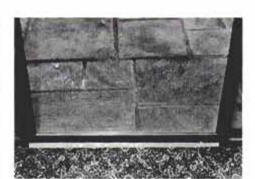
This jimmyproof dead-bolt lock will prevent a thief from entering your home, even if he breaks the window. Available for \$32.99; write to Ideal Security Hardware Corp., 215 East Ninth St., St. Paul, Minn. 55101.



Two hefty screw eyes and a %-in.-dia. by 48-in. steel rod make a simple keyless lock. Wood block spacer holds door shut.



Use keyless locks on some doors to ensure fire escape route. This barricade lock is \$9.95 from Radio Shack, 500 Tandy Center, Fort Worth, Tex. 76102.



Cut a 1-in.-dia. wood dowel or aluminum pipe to length and place it in the channel to secure a sliding glass door. Tie a string around this lock for easy removal.

Doors and windows: Security Second line of defense

The strongest lock you can buy is no stronger than the door and frame in which the lock and the strike plate are mounted. Many entries are made by thieves kicking in poorquality doors between connected garages and house. Replacing such doors with solid core or metal-clad doors will provide added protection. The metal cladding on the garage side, in fact, also provides greater fire protection.

If you're satisfied that your door is strong enough, but you're concerned about the strike plate in the jamb, reinforce the jamb by letting-in a sheet-metal plate about 15 in. long. You can also buy a ready-made security strike plate like the one shown in the photo atop center column.

Many front doors have only one lock incorporated in the doorknob. These locks are attractive, but they're easily manipulated by a semiprofessional thief. Replace such locks with a dead-bolt lock. In this

type, only a key can open the lock.

Dead-bolt locks can replace the doorknob lock or can be used in addition to it. A dead-bolt lock requires a key to open it on both sides and thus it's a good lock to use on doors containing glass panels. Even if the thief breaks the glass, he still cannot unlock the door.

Avoid creating fire hazards

Care must be taken to keep keys to these locks out of sight, but near the door. If keys aren't readily accessible, these locks could be a hazard in case of fire.

In regard to the possible fire hazard inadvertently developed by security measures, it is advisable to use keyless locking devices on at least one door to the outside. A number of the devices are shown in the photos on this page.

The popular patio sliding-glass door is usually equipped with a very flimsy lock, but due to the design of these doors, they are easily secured with keyless locks. For this reason, it's a good idea to consider the sliding door the best family escape route in case of fire.

Check all doors to see that the



This adjustable patio door lock will fit any sliding glass door. It's about \$11.50; write to Ideal Security Hardware Corp., 215 East Ninth St., St. Paul, Minn. 55101.



Make your own patio door lock from 1%-in. square stock, 1×2 in. hinge and button magnet. Lock rests on door bumper when down; any small magnet will hold lock in up position when door is in use.

112

STANDARD DOUBLE-HUNG WINDOW 1, 1/4 DIA, x 6" LAGSCREW 2. 2 SCREW EYES 3/16 DIA HOLE THROUGH SASH 3/16" DIA HOLE THROUGH STOP BMAL OTAI EASILY SPRUNG "-DIA HOLES BROKEN GLASS 4. 3/8"-DIA ARMS 3 1/4 = 6" REACH BOLT 2 SCREW EYES BOLTS IN LOWER SASH ARE EASILY WITHDRAWN

1 Secure upper sash with lagscrews through still into jamb; 2 if sash is too thin, mount two screw eyes on face; 3 place lagboits diagonally (out of reach) in case thief breaks pane; 4 angle lower sash holes so that the bolts can't jiggle free. Use the upper diagonal holes to lock window open a maximum of 6 in.

n°n

This sliding aluminum window key lock can lock windows closed or open. Under \$8; write to Ideal Security Hardware Corp., 215 East Ninth St., St. Paul, Minn. 55101.



If you don't want to buy a lock, use the old nail trick. You can get a fancy version for \$1.49 from Radio Shack, 500 Tandy Center, Fort Worth, Tex. 76102.

Burglary insurance: a typical policy

ncreasing concern about theft and burglary is leading many homeowners to inquire about insurance protection. According to the Institute for Property and Liability Underwriters, Malvern, Pa., the typical homeowner policy covers loss due to theft in the same broad terms that it covers loss due to fire. There is usually a \$100 deductible per loss, though some policies may differ.

Specific limitations on coverage are usually spelled out in the policy. But there is a large range of items that are specifically not covered by all policies. These include: pets, unlicensed motor vehicles (power mower may be covered, but not a golf cart), transmitters operated by a car, property of boarders, stored inventory for a business and business property.

Then there's a long list of items which are treated with too much diversity in policies to generalize about them. These include: cash, bank notes, gold, jewelry, silverware, securities, notes, passports, tickets, stamps and other valuables.

The important thing to remember about most items is that claims are figured on an "actual cash value" basis. This means replacement cost less depreciation.

According to the Institute, "this surprises lots of people, who have come to value certain things more with age." But for the identical reason, the insurance company considers the same item valueless.

As most homeowners have their insurance policies reviewed annually, it's a good idea to make a list of items about which you are specifically concerned and discuss these with your agent. Additional coverage may be necessary.

It's possible to have policies written to insure practically anything, but you'll discover it's very expensive to cover large quantities of gold, silver, jewelry, cash and negotiable securities in the home. Insurance companies would much prefer that you use another, less expensive method of loss control, such as a bank safety deposit box.—M.S.

locks are in good working condition and that mounting screws are tight in solid jambs and doors. Make sure that a previous owner didn't mount a door with removable hinge pins exposed to the exterior. If you find this situation, rehang the door with pins on the inside.

Windows

As the conventional route of entry is a door, many people invest in good door locks, but ignore their windows. "But thieves are not conventional," according to one authority. "Usually young and nimble, they will climb or crawl through an apparently inaccessible window just like a cat. When securing your home, think of the potential burglar as nimble as a cat and strong as an ox."

The standard double-hung wooden window is usually equipped with a thin sheet-metal lock that can be easily and quietly sprung with a crowbar. There are also a large number of new window locks designed with keys. Many of these locks are installed in a position that still allows a thief to force open the window—usually by springing the screws.

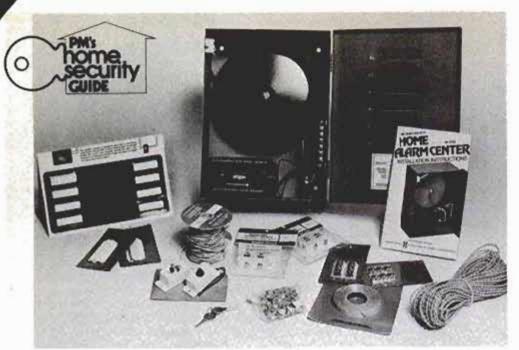
While the old reliable nail or bolt trick (see drawing, upper left) is not very attractive, it is still one of the easiest and best ways to lock these windows.

Many newer homes have sliding aluminum windows which can be secured as shown in the photographs on this page.

The locks shown here allow you to lock windows in an open position for ventilation. Note that 6 in. is usually the recommended maximum width for an opening. Once you've installed a lock that allows you to lock the window open, be sure to get in the habit of using it. "You'd be surprised at the number of homes that get burglarized because people forget to use the locks they have," according to an FBI spokesman.

Basement windows are often the entry route of the burglar because they are sometimes considered unsightly and are concealed by shrubbery (the burglar's friend). Metal frames are often rusty and easily forced or the glazing has been damp for years and is easily pushed or scraped out.

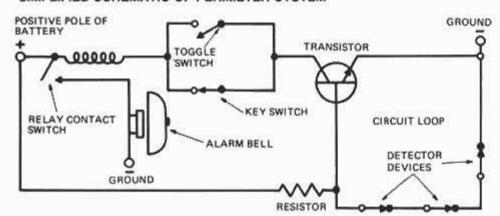
The three most common ways of securing basement windows are to install a metal grate over the areaway opening, install a metal grate over the window from inside or, if ventilation is not a concern, replace basement windows with glass block.



Central component of Radio Shack system is an alarm-control box. Basic kit has (from left): magnetic detectors, 100 ft. of wire,

switches, keys, pressure detectors, foil terminals, foil, instructions. Detector spacers and extra wire are also shown.

SIMPLIFIED SCHEMATIC OF PERIMETER SYSTEM



Key switch is closed to arm perimeter system. Resistor allows a small current to travel through the loop to ground. If current is broken anywhere around circuit loop, the

transistor amplifies current and sends it through the key switch to a relay contact switch. This switch turns on full current to the alarm bell, sounding the alarm.



Remove masking tape from plunger switch before closing and securing door of alarmcontrol box. Switch sounds alarm if door is pried open while system is armed.



Test key and toggle switches and current in circuit wire. With either switch turned on, alarm should sound when wires are separated. If system is okay, turn switches off, mount toggle switch; then install and wire detectors at windows and doors.

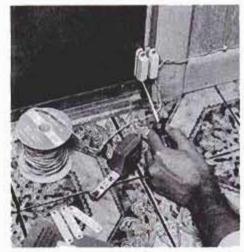
Install a perimeter system

Among the many electrical perimeter systems now being made to detect intruders is one sold by Radio Shack for \$99.95. Complete with wiring and protection devices for at least three rooms, it includes an alarm bell and battery enclosed in a heavy-gauge metal box. The box is mounted outside, close to the main entrance. There is an on/off key-lock switch on the bottom of the box, just behind an "armed" indicator light. When leaving or entering the house, the system is armed or disarmed with the key switch.

The box also includes electrical controls which cut off the alarm after five minutes. It's a closed-circuit system, a common arrangement for perimeter systems: A number of different detectors are mounted on windows and doors and wired into the system. In these devices, contacts are closed and a small amount of current is always passing through them. If there is a disturbance of any of the parts on which the devices are mounted, the circuit is broken. The current is then instantly amplified and diverted through a relaycoil-operated switch to operate the alarm. A simplified schematic of this system is shown at left.

Your first step in installing this system is to mount the alarm-control box just outside the main entrance to the house.

For convenience, it makes sense to mount the box on the side from which the door opens. It will be necessary to bore a hole about 1/4-in. dia. through the wall of the house just behind the box. Two wires must pass through this hole. One wire is the lead wire for the circuit and the other goes to a toggle switch mounted



Attach unwired half of a magnetic detector to a door with screws. Often, surfaces are not flush, so use spacers available from Radio Shack. Cut and attach only one wire of the circuit line for each detector.

just inside the door. The system is also armed and disarmed by this switch.

This arrangement of two switches on each side of the door allows you to use the main entrance as often as necessary without tripping the alarm.

After the box is mounted and battery and wire connections are made, and the wires have been run through the wall, make two simple tests.

First, remove the tape from the plunger switch inside the box. The bell should ring if the system is armed. Then close the box and secure with the screws provided. Now test for current in the circuit. Hold circuit wires together and turn on one of the switches. The alarm should ring when the wires are separated

For good contact, all splices in the wiring should be soldered and taped. Also remember that detectors are wired in series, not parallel. This will be no problem if you remember to splice into or cut only one wire for each detector in the two-wire circuit line. It doesn't matter which one, as long as it's just one splice per connection.

You will probably begin the inside wiring with the front door itself. As the wire is quite small, you can run the circuit line along the top of the baseboard without it being very noticeable. If you keep door detectors close to the circuit wire you save wire and minimize visibility of the system.

Install magnetic detectors carefully: They should not be spaced more than 4 in. apart or the force of the magnets will not be strong enough to control the switch.

Installing a second detector will protect your windows when open, but note that the recommended maximum space for the opening is 6

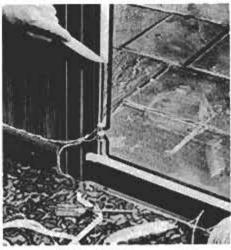
Also included in this alarm system kit is 120 ft. of self-sticking metal-foil tape. Use this tape on stationary glass panels such as the one usually found adjacent to a sliding glass door. Since the glass doesn't move, a thief would have to break it to enter the house. Breaking the glass would



Attach second unwired detector to a window so it can be protected while open for ventilation. It is also a good idea to lock the window in the open position.



dle. Keeping circuit line close to the floor will minimize needed wire.



Use self-sticking foll tape on stationary glass panels. Masking tape was used to frame the window first and thus serve as a straightedge guide for the foil tape.



Panic switch is usually mounted close to the bed, but a perimeter system may have panic switches anywhere you choose. Since this switch is the last one in our circult, ends of the two circuit wires are attached directly to the switch terminals.



Priced around \$130, Valueguard S-5 floor safe may be installed in any floor. Write John D. Brush & Co., Inc., 900 Linden Ave., Rochester, N.Y. 14625.

SAFE AT HOME?

During a recent press conference held by a major lock manufacturer, a former "cat burglar" gone straight described with pride how he entered a house in which the family was sound asleep. Without waking anyone, he scouted around quickly until he found the painting which hid a wall safe. With little effort, he broke the combination and took some \$80,000 in negotiable securities, cash and jewelry.

Wall safes, especially those hidden behind paintings, are vulnerable because Hollywood movies have been telling audiences for 40 years or more that wall safes are hidden behind pic-

Somewhat more secure is the relatively new floor safe-a box with combination lock that installs unobtrusively beneath a floor. When the safe is covered with carpet or rug, there's a good chance a thief will miss it.

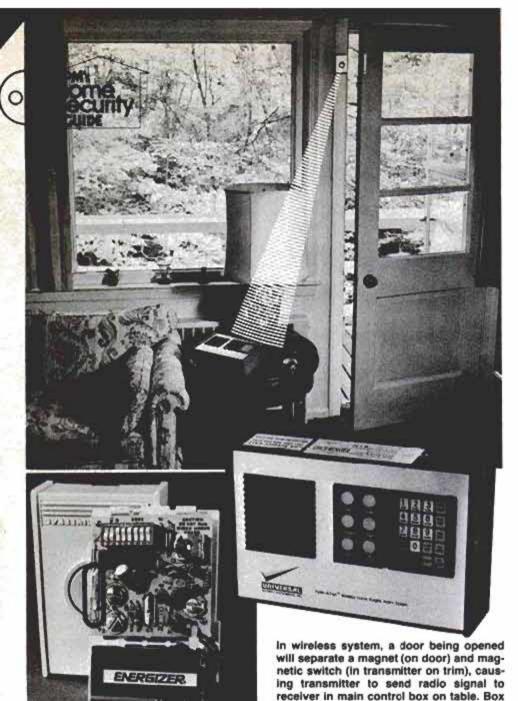
Or, follow the example of a family in New London, Conn. They're semiretired after years of operating a grocery. In their spare bedroom sits the safe that once served their store. It's in plain view-in fact, there's a lamp right on it.

However, only a safecracker could get at its contents. The safe-about the size of a small chest-weighs over 500 pounds.--J.I.

break the foil and the circuit and, thus, sound the alarm.

The panic button is usually mounted near the bed, but may be placed anywhere. In this device, the contacts are closed. When you press the button, you break the circuit and sound the alarm.

Installing a perimeter system in most cases is easy and requires no more than an afternoon's work. The system shown here is available from Radio Shack, 500 Tandy Center, Fort Worth, Tex., 76102.



A wireless alarm

By now you realize that most perimeter-protecting systems require running quite a bit of wiring (although we presented a fairly easy-to-install version on the preceding pages). If you don't mind snaking wires through walls, connecting a veritable rat's nest of wires at the control box, and figuring out manufacturer's diagrams, then, installing a wired system is relatively easy for many do-it-your-selfers.

But a wireless system will save you even that work. The only thing that's awesome about installing a wireless system is the price: compared to the wired variety, it's about four times the total cost.

Wireless systems are similar to

wired ones in what they do, but they differ in how they accomplish it.

(above) has digital keypad that allows you

to program unit. Transmitter (left) is opened

to show the magnetic switch (circled).

Like wired systems, a wireless model must have transmitter sensors installed at every perimeter location—doors, windows—that you want protected. And, of course, a wireless system must also be wired to an alarm in the house or outdoors.

The most interesting part of the wireless system is the design of the tiny transmitter. The unit, just about the size of a pack of cigarets, is the heart of the system.

Inside each is a radio transmitter and a magnetic switch, powered by one 9-volt battery that—according to both manufacturers—should last for a year of operation.

Setting up these units is quick and simple. Each one has a bar magnet supplied—the bar magnet inside a matching plastic case. When the transmitter (on trim) and bar magnet (on door) are positioned close to each other, the magnetic switch in the transmitter is pulled shut by the magnet on the door. But, if the magnet is pulled out of position—as a door or a window opens—the switch in the transmitter opens and causes the transmitter to go into operation.

The unit broadcasts its electronic warning directly to the master control box. While not very powerful, each transmitter is capable of having its warnings received throughout most wooden frame houses.

The control box, which contains the receiver, may be placed on a shelf or a table—or even hidden away in a closet. The only thing to watch is that you don't put it in a place that's shielded from radio waves (where it might be surrounded by wall insulation containing layers of aluminum foil, for example).

You'll also want to keep it somewhere that it will be readily accessible, but not obvious to thieves who have entered your home. The keyboard atop the unit allows you to do such things as set delay times and turn the unit on and off (often by entering a three-digit code).

The alarm on these units is built into the control box (another reason for keeping the box out in the open) and can only be heard within your house. It is possible, however, to hook up accessory outdoor alarms and horns to the units if you'd like your neighbors to respond.

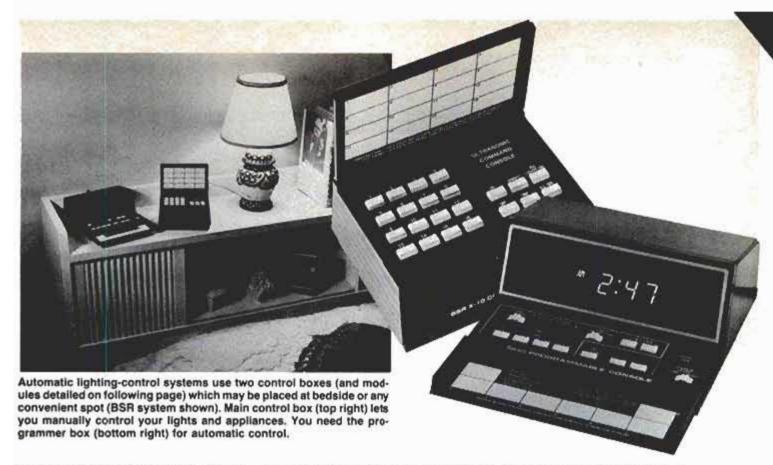
As mentioned, just about the only drawback to this type of system is the price. The transmitters (about \$30) are quite a bit more expensive than the simple switches in a wired system. So, if you have many doors and windows to protect, the cost could mount swiftly.

But, for ease of installation and reliability, it's hard to beat a good wireless installation.

Computerized alarm system

A few companies are offering wired systems that use small microprocessors in the control box. Because they are computerized (although only to a small degree) they can do things that the typical wired systems can't do.

Rather than depending solely on remote sensors that open and close mechanically, as in normal wired systems, these control boxes can accept input from a variety of sensors: motion, impact and/or vibra-



tion detectors can be wired to the control box.

As mentioned previously, vibration detectors are great to use on a fence. Put the sensor anywhere along the fenceline and just adjust it to the sensitivity you need. If someone tries to scale or cut your fence, the computer in the control box will sense the intruder's presence from the detected vibrations.

Similarly, impact sensors protect the windows of a dwelling or even the walls. Any harsh blow in their area will set off the alarm.

Some of these computerized systems will accept motion-detector sensors. Infrared motion detectors wired into this type of system are very popular. The infrared sensors are like remote thermometers that keep watch on the room's temperature. They do not respond to gradual changes in temperature, but let a thief at 98.6° F. enter the room and they will communicate this to the master control box's computer, which will sound the alarm.

Remember, all of these sensors must be wired to the main control box in the house. Installation requirements are very similar to those discussed under wired perimeter systems.

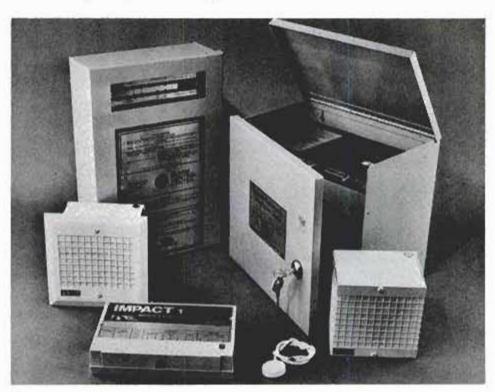
Another option with computerized systems is an automatic telephone dialer. You just supply the computer with the phone number to call and it will dial the police for you. Then, a prerecorded message on a cartridge tape plays back and tells the police that your house is being broken into. Sounds great, but remember, many police headquarters are not happy with this system. The police precinct we spoke with on Long Island, N.Y., told us: "We don't encourage people to use those things because it seems like it's one false alarm after another." Many people sooner or later forget to set a delay time and leave the house, or a guest inquisitively hits a "panic button," or the house electricity goes off or has a voltage surge and there goes

the phone call to the police.

After a few false alarms, police will inform you that they will no longer respond to automatic calls.

Self-contained motion detectors

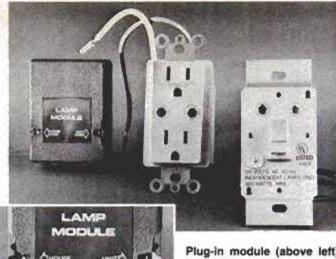
You don't need a complete computerized system to use motiondetecting technology. Many types of motion dectors are available that



Computerized system, such as this one from Napco, can accept inputs from many types of sensors. Two boxy-looking infra-

red sensors are shown along with an impact sensor. Automatic telephone dialer (background) is optional with the system.





Plug-in module (above left) is heart of lighting system. Programmable outlets (center) can replace wall outlets. Programmable switch (right) is also available. Module detail (left) shows codes.

Using modules in automatic-lighting control systems is easy. Just plug a module into the wall and then plug the light or appliance into the module (as shown at left). In the BSR system, as many as 16 lights and appliances can be used.

appear to be just simple, small boxes. Self-contained, with a built-in power circuit and alarm, these detectors can be mounted on walls, hidden in niches or just placed on shelves.

Those that operate passively are the light-sensitive and infrared varieties. Both are sensitive to a room's environment. The light-sensitive detector will react if a burglar enters a dark room and turns on the lights, or if he turns the lights off with the detector adjusted for a lights-on condition. And they are sensitive enough to sound the alarm if an intruder changes the light level at the detector, by walking past a window during the day, for example. The infrared detectors operate like a remote-sensing thermometer (as detailed above).

Other units—called active detectors—actually transmit waves of energy and detect the movement of any object or person in the room, much like radar in principle. These units are ultrasonic and microwave detectors.

In the case of ultrasonic detectors, the energy is sound waves (not audible). When they bounce off an object or person that's moving, the alarm will sound. A disadvantage of ultrasonic detectors is that heat sources such as radiators can set them off: That's because heat sources cause air in the room to "shimmer."

Microwave detectors aren't affected by heat sources and can be positioned anywhere, as long as they are facing the protected area. Like the ultrasonics, microwaves are reflected from a moving object or person, and that sets off the alarm. Since wooden doors are not a barrier to microwave energy, don't point your detector at the front door with the sensitivity set so the mailman sets off the alarm on his appointed rounds.

No matter what brand or type of motion detector you choose, be certain that it has a sensitivity control. Also, many of these units protect areas quite different in shape from others. Best bet is to find a store that will let you try them out in your own location; that way, you can make certain they will protect the area you want them to.

Oh, and once set up, you'll have to stop your dog from walking through those rooms at night.

Automatic lighting control

If a burglar thinks you are at home, he is less likely to break in. When they leave the house, many people use simple timers to turn a light or two on and off, but—if you're on a long vacation—just about any burglar can figure out the ruse in a day or two.

The answer is an automatic lighting control. The system uses some fancy computer technology to turn all your home's lights and appliances into wireless remote-control devices.

The basic system is composed of a control box and "modules" that plug into the wall. And you can add the programmer-timer unit, too. It couldn't be simpler to use: All you do is plug each module into an outlet. And then plug whatever you want to control into the module. (Two wattages of modules are available, one for lights and the other for current-demanding appliances.)

Then, you set two dials on each module. One dial, called the "house code," tells which control box will control that module. Ordinarily, everything in your home can be controlled with one box, so all dials will be set to the same code. The second dial, called a "unit code," sets the number you want to assign to that module.

For example, set up a bedroom light as "Module No.1." Now, go anywhere in your house and plug in the control box. Push the No.1 button and you'll turn the bedroom light on and off—even dim or brighten it. Sixteen modules can be controlled by each box. You can even turn everything being controlled on or off in unison. If you don't want to use the plug-in modules, you can replace entire wall switches or outlets with built-in types (see photo above).

The modules are really transmitter/receivers that use the household electrical system to communicate with the control box. This communication is digitally coded, each appliance with a different digital code.

But what makes these systems more than remote-control devices and makes them security devices are timer and programmer units. A programmer looks more or less like an electric clock, but the front of the

(Please turn to page 155)

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A The Woodburning Tool Kit consists of a 25-watt. 6-¾-in.-long woodburning pen, three interchangeable pen points and a sturdy wire holder to rest the tool when in use. According to the maker, the pen develops temperatures up to 950° F., consequently permitting faster and darker woodburning. The kit, \$18.95 at craft stores, is made by Dremel Div. of Emerson Electric Co., 4915 21st St., Racine, Wis. 53406.

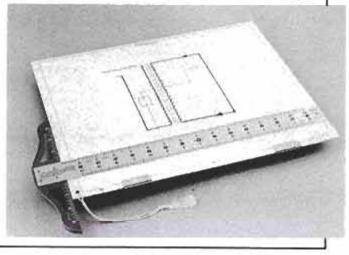
B Two new plumbing fixtures have been introduced by Nibco Inc., Box 1167, Elkhart, Ind. 46515. The Pressure Equalizing Valve is a solid brass tub and shower fixture with a replaceable rubber diaphragm that maintains constant water temperature and pressure to the tub or shower—even while water is being used in other parts of the system. It costs \$78 at plumbing-supply stores.

Nibco's frostproof outdoor faucet is available from the same suppliers. It comes in lengths from 4 to 14 in. and costs \$10 to \$15, depending on length. When its recessed handle is removed, the valve stem is inaccessible from the outside, thus reducing the chances of vandalism.

- C The Spotliter is a new rechargeable flashlight, made of ABS plastic that can operate up to 1½ hours without recharging. The replaceable bulb works on either high or low beam, and a small light indicates when the unit is being charged. Total weight of the light, charging base, 6-ft. cord and plug is 2 lbs.; the price is \$25. Made by Black & Decker Inc., 515 Glebe Rd., Easton, Md. 21601, it's available at hardware stores and home centers.
- **D** The Line-Up Idea Table is a small portable drawing table that weighs 3 lbs. and measures 13 × 16 in. Its V₁₀-in.-thick aluminum top—supported by four rubber feet—must first be covered with mat board before drawing is done. Included are three hold-down clips for the mat board and drawing paper and a calibrated T-square. Made by Fairgate Rule Co. Inc., Box 278, 22 Adams Ave., Cold Spring, N.Y., 10516, it costs \$36.30 at art-supply stores.



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12 SPORTS PLANES YOU BUILD

(Continued from page 81)

such as a maximum limit on wing loading for unlicensed aircraft in order to keep airplanes and ultralights in their proper places.)

The almost toylike Cricket, with a wingspan of 16 feet and a length of less than 13, has to be the world's smallest twin-engine airplane. The engines are mounted in outrigger pods, but sit so close to the nose that no adverse yaw is said to occur if one prop loses power. Full-span "flape-



A pair of twin-prop Crickets, performing a "mirror-image" routine, show off their aer-obatic skills. The tiny single-seaters are powered by two 12-hp chain-saw mills.



Look familiar? This smartly styled, twintalled Acapella is based on defunct BD-5. Using BD-5 fuselage and wings, it does 240 mph and is built from new conversion kit.

rons" in the wing function as both flaps and ailerons. Deployed collectively as flaps, they reduce stall speed to 42 mph.

For aerobatics, the Cricket has an inverted fuel system, a fast roll rate of 180° per second, and a rugged airframe stressed at +9 Gs and -4.5 Gs. Construction is sheet aluminum over foam. With the wings removed-a job that takes less than five minutes—the entire craft fits in a specially made 5 x 131/2-foot "hangar-trailer" for towing and storage.

U.S. distributor for the Cricket is Chris Heintz, famous for his own Zenith, Tri-Z and other homebuilts. Plans are \$150; airframe kit, \$3,857; twin-engine package, \$1,981. An info pack is \$10 from Zenair Ltd., 236 Richmond St., Richmond Hill, Ont. L4C 3Y8.

More new superlights

Not much bigger than the Cricket is another imported mini, the 30-hp. 230-pound Hornet from Australia. An unusual flying-wing design with no tail, the tiny single-seater em-



Providing good performance on low power, little single-seat Starlets take VW engines from 30 to 75 hp, are semiaerobatic and can be built for \$5,000 to \$6,000.



Kit-built Spitfire, an 8/10ths-scale replica of the historic WWII British fighter from Thunder Wings, is authentic down to camouflage and actual squadron markings.

ploys a clever system of dual-function controls to achieve the same effect as a tail. Combination "elevons" in the wing serve as both elevators and ailerons. Pivoting fins on the wingtips can be used individually as rudders or collectively, like spoilers, for speed and glide-path

But what really sets the Hornet apart from conventional airplanes is its remarkably low wing loading-at only 3 pounds per square foot, no more than that of most ultralights. (Wing loading is total aircraft weight, with pilot, divided by wing area; the larger the wing, the lighter its loading per square foot.)

While light wing loading generally (Please turn to page 1241)

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12 SPORTS PLANES YOU BUILD

(Continued from page 123)

means low performance, the Hornet is a prime example of the kind of new superlight that could give the FAA fits. Despite its modest 30-hp engine. it has a top speed of 127 mph—hardly what you'd consider "low" performance. Its broad, 26-foot wingspan also gives it a near-sailplane-like glide ratio of 16 to 1 for leisurely power-off soaring. Stall speed is a tame 36 mph.

The Hornet has a novel "backward" tri-gear arrangement-the two main wheels are in front-to permit safer rough-field landings that might snap off a single nose wheel. For trailering and storage, the wings fold back flat against the fuselage. Construction is aluminum tubing with fiberglass skins. Complete kits, including engine, are \$9,500 from Free Flight Aviation Pty. Ltd., Lot 3, Kitawah St., Lonsdale, South Australia 5160.

80-mpg Moni

Still another new superlight is a trim little V-tailed single-seater called the Moni, the latest in a long line of successful homebuilt designs from John Monnett. Conceived along the lines of a motorized sailplane, it weighs 260 pounds and does 130 mph on a bitty, 22-hp powerplant that would be considered barely adequate in many ultralights. The engine operates on ordinary auto gas and delivers 80 mpg. At a cruise speed of 100 mph, fuel cost thus works out to less than \$2 per hourcompared to \$18 to \$20 per hour for a Cessna 172.

With a wingspan of 271/2 feet, the Moni has a glide ratio of 20 to 1, climbs at 400 feet per minute, stalls at 40 mph and is fully aerobatic. An electric starter permits the engine to be switched off and restarted in flight for power-off soaring. Fullspan flaperons work as both flaps and ailerons, and "ruddervators" in the V-tail combine the functions of rudders and elevators.

Like most sailplanes, the Moni has single, semirecessed landing wheel, plus skids on the wingtips. When taxiing, it heels over on one wingtip, but at speeds above 5 mph it rides level on the center wheel. The purpose of the single wheel is to reduce drag, simplify construction and permit easier landings on rough terrain.

Construction is all-aluminum, and the wings are removable for trailering. Complete kits, plus engine, are around \$5,000 from Monnett Experimental Aircraft Inc., 895 West 20th Ave., Oshkosh, Wis. 54901.

Flying the 'big iron'

Flying your own P-51 or Spitfire is probably a Walter Mitty dream for all but the most affluent, but flying something that looks like a P-51 or Spitfire doesn't have to be. The mighty warbirds shown on this month's cover are authentically scaled-down replicas of famous World War II fighters that can be built from plans at a fraction of what a genuine vintage warplane would cost. But only the measurements are scaled down; the romance and thrills are full scale.

The battle-camouflaged Italian fighter flanked by two American P-51s on page 79 is a V4ths-scale reproduction of the Reggiane 2000, a fast, versatile single-seater used by Italy's Mediterranean squadrons in the early '40s. The Reggiane was actually patterned after the American-built Seversky P-35 fighter.

The replica has a wingspan of 261/2 feet, does 200 mph on a 200-hp Lycoming and is fully aerobatic. Construction is aluminum, wood and fabric at a cost of about \$20,000. Plans are around \$150 from Robert Tesori, No. 2005, 11135-83 Ave., Edmonton, Alta. T6G 2C6.

Mini Mustangs

The two P-51s shown with the Reggiane are 2/3rds-scale replicas of the immortal World War II Mustang, one of the most devastating prop-driven fighters of all time. The one in the foreground is the P-51D model with full bubble canopy. The one in the background is the earlier P-51B "razorback" version with raised fuselage behind the cockpit. Both are powered by 200-hp Ranger engines and have speeds approaching 300 mph-not bad considering that the originals used 1,400 horses, seven times as much power, to do around 420 mph.

Of all-wood construction, the mini Mustangs have a wingspan just under 26 feet, climb at a brisk 1,800 feet per minute and are fully aerobatic. Despite their hot performance, landing speed is a relatively mild 62 mph. Features include constant-speed prop for improved control in aerobatics, hydraulically retractable main gear and steerable tail wheel. Cost ranges from \$26,000 to \$30,000.

Plans are around \$250 from A&B Sales, 36 Airport Rd., Industrial Airport, Edmonton, Alta. T5G 0W7. An alternate source of plans and additional information is the replica's original designer, Marcel Jurca, 2 Rue des Champs Philippe, 92 LaGarenne-Colombes, France. Plans for a half-scale version are also available from War Aircraft Replicas, 348 South 8th St., Santa Paula, Calif. 93060.

New kits for added realism

Getting just the right look and detail in a warbird replica is usually the hardest part of the job. Now, from an outfit called Thunder Wings, comes a new concept in kit building to assure authentic results. You build the basic airframe from Thunder's plans, then apply a set of premolded fiberglass skins to complete the exterior. The skins, meticulously shaped and painted—right down to actual WWII squadron markings—produce a scaled-down warplane that, except for its slightly smaller size, is just like the real thing.

Thunder Wings currently offers plans and skins for %ths-scale replicas of three historic World War II fighters—the American P-40C of Flying Tiger fame, the British Spitfire, legendary hero of the Battle of Britain, and the deadly German Focke-Wulf FW-190A. The P-40C and Spitfire have speeds in excess of 200 mph and are designed around a mighty 300-hp, V12 engine patterned after the famous Merlin. The FW-190A takes a 240-hp Continental and cruises at 185 mph.

All three have retractable gear and are stressed to plus/minus 6 Gs for aerobatics. Wingspans range from 27 feet for the Spitfire to 30 for the P-40C. Average construction cost is \$16,000, less engine. An info pack is \$15 from Thunder Wings, 7326 East Evans, Scottsdale, Ariz. 85260.

Build a WWI fighter

Take another giant step back into history and you can build a nostalgic biwing fighter from World War I—the classic British S.E.5a single-seater that was flown by both English and American airmen. An 85-percent-scale, wood-and-fabric replica, it has a 23½-foot wingspan, is powered by a 115-hp Lycoming and does around 120 mph. It even follows the original's unusual machine-gun array—a Lewis over the top wing and a Vickers on the engine cowl (dummies, of course).

Plans are \$100 from Replica Plans, 307-8680 Fremlin St., Vancouver, B.C. V6P 3X3. Construction cost is about \$6,000. An info pack is \$5.

Equally nostalgic, though considerably more modern, is the little single-seat Skyote. Looking a bit like an old-time barnstormer from the '30s, it's actually a high-performance biplane designed for unlimited-class aerobatics. Stressed to +9 Gs and -6 Gs, it takes engines from 90 to 120 hp, does up to 125 mph, climbs at 1,800 feet per minute and features

dual ailerons (ailerons in both the top and bottom wings) for quick roll control. Wingspan is 20 feet.

Construction is metal and fabric at a cost of \$7,000 to \$10,000, depending on engine used. Plans are \$275 from Skyote Aeromarine Ltd., Box 808, Clark, Colo. 80428. Wing kits are \$1,275.

For those who want a low-power, economical monoplane, there's the Corby Starlet, a frisky, low-wing, semiaerobatic single-seater designed for small VW engines of 30 to 75 hp. With a 50-hp VW, it does 135 mph, climbs at 625 feet per minute and stalls at 35 mph. Of all-wood construction with a wingspan of 181/2 feet, it can be built for as little as \$5,000 to \$6,000. While the Starlet is an Australian design, plans and engines for it will soon be available from a new U.S. distributor, HAP1 Inc., Eloy Municipal Airport, RR 1, Box 1000, Eloy, Ariz. 85231. Prefab parts will also be sold by other suppliers.

Sporty new two-seaters

Homebuilts occasionally go on to become production-line aircraft, but here's a switch: The Italian-designed Falco, originally a factory job, is now available as a homebuilt kit. A sporty, side-by-side two-seater, it's designed for both exciting aerobatics and comfortable cross-country cruising. With a 160-hp Lycoming, it tops 200 mph and climbs at 1,140 feet per minute.

The Falco has a wingspan of 26% feet, retractable gear, flaps and a full bubble canopy. Construction is wood, metal and fiberglass. Kit price is \$20,300, less engine, from Sequoia Aircraft Corp., 900 West Franklin St., Richmond, Va. 23220. An info pack is \$10.

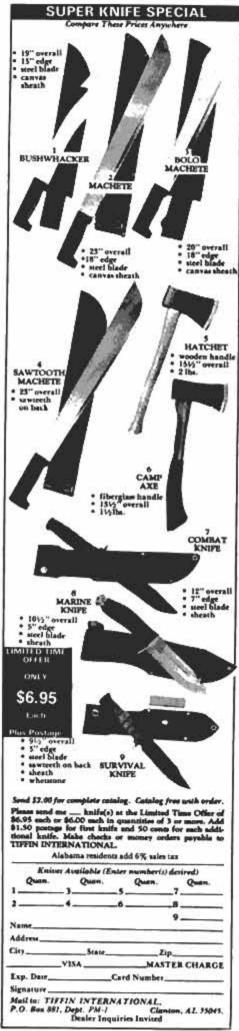
Another sleek, side-by-side twoseater is the Glasair, winner of the EAA's Outstanding New Design Award for 1981. Like the Falco, it's powered by a 160-hp Lycoming and is stressed for sportsman-class aerobatics. Its top speed is 230 mph.

Of all-composite fiberglass construction, the Glasair has a wingspan of 23% feet, fixed gear and a sizzling climb rate of 1,900 feet per minute. A kit of premolded parts is \$8,200, less engine. Estimated total cost is around \$15,000. An info pack is \$7.50 from Stoddard-Hamilton Aircraft Inc., Box 1222, Issaquah, Wash. 98027.

Wild new shapes

If you remember the short-lived but spectacular BD-5, you know it was a slick, bullet-nosed beauty right out of the next century. Now

(Please turn to page 126)



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12 SPORTS PLANES YOU BUILD

(Continued from page 125)

imagine it with a shortened fuselage and a pair of rakish-looking tail booms, and what have you got? You've got the Acapella, a stunning new high-speed, twin-tailed singleseater with the jaunty lines of a World War II P-38 fighter.

The unusual hybrid is designed around the original BD-5 fuselage and wings-parts still available from specialty suppliers or stored away unfinished in forgotten barns. The Acapella retains the BD-5's pusher-prop drive, but is powered by a much bigger 200-hp Lycoming (the original BD-5 had a 45-hp snowmo-

bile engine).

The added push gives the Acapella speeds approaching 250 mph. Using the extra-long BD-5 soaring wings, it has a span of 261/2 feet. The twin tail booms, designed to counterbalance the short fuselage, are joined by a wide horizontal stabilizer that incorporates the elevator. Other features include retractable tri-gear for less drag and folding wings.

Construction is metal with premolded fiberglass skins. Kits for the conversion job are sold by Option Air Reno, Box 20085, Reno, Nev. 89515. Their cost, including engine but not the BD-5 components, runs to around \$20,000. A less expensive 100-hp version is expected soon. An info pack is \$15.

Exotic Q2

For the ultimate in futuristic engineering, there's the new Q2, a twoseat version of the widely acclaimed, canard-winged Quickie. With its exotic tandem wings, its gracefully arched fuselage and super-slippery streamlining, it looks as much like an exquisite piece of museum sculpture as it does a flying machine.

Like the Quickie, the Q2 is a "tailfirst" design with a forward wing (canard) on the nose for added lift and anti-stall control. The elevators are in the canard, along with two deftly molded-in landing wheels at the wingtips. A small 64-hp Revmaster VW conversion gives the Q2 a remarkable top speed of 180 mph, a climb rate of 800 feet per minute and an economical fuel consumption of 60 mpg.

Q2 construction is all-composite foam/fiberglass, with premolded parts that go together much like a plastic model airplane—to assemble the fuselage, for example, you just glue two halves together. The complete kit, including engine, is about \$10,500 from Quickie Aircraft Corp., Hangar 68, Mojave Airport, Mojave, Calif. 93501. An info pack is \$10. PM

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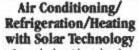
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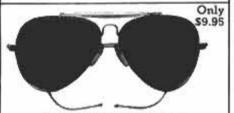
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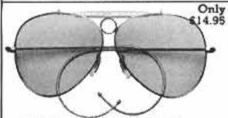
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BB GUNS JOIN BIG LEAGUES

(Continued from page 86)

domain of American manufactur-

Air guns using carbon dioxide (CO₂) are, again, produced almost exclusively in the United States, although they were invented in France about 100 years ago. Current CO₂ guns use either an 8- or 12-gram

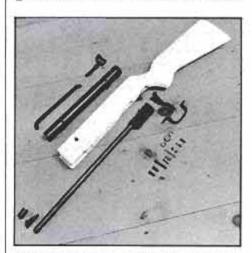


A match-grade, single-stroke air pistol that looks like an automatic, Ravizza Air Match C.U. 400 fires at 400 feet per second.

cartridge. The main advantage of CO₂ guns is that they lend themselves admirably to the use of repeater mechanisms. Basically, they're pneumatic guns that don't require any pumping.

Beeman Precision Airguns (47 Paul Drive, San Rafael, Calif. 94903) is the leading importer of European adult air guns. Its current catalog lists over 40 different models, from Olympic-grade recoilless match rifles and pistols selling for several hundred dollars, to quality plinking pellet guns that retail for under

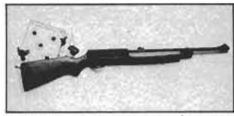
One of the latest match-grade guns available from Beeman is the



For a bargain in customizing, Beeman offers Norica air rifle kit for \$80, with an unfinished stock that can be carved to fit.

Ravizza Air Match C.U. 400 made in Italy. This pneumatic pistol, using the relatively new single-stroke powerplant, stores enough compressed air from one stroke of its pump mechanism to push a .177-caliber pellet at about 400 feet per second. In profile, the Ravizza looks like a cartridge handgun. Its design shows a purely functional approach to Olympic-style match shooting, with no unnecessary fripperies or gadgets. At the official 10-meter distance, it can put successive pellets through the same hole. It retails for almost \$800.

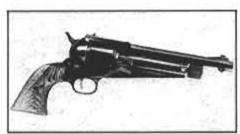
In the rifle department, Beeman



New from Crosman, Model 1 has a hardwood stock and forearm, rifled barrel in .22 caliber, muzzle velocity of 625 f.p.s.

has introduced a do-it-yourself airrifle kit produced by Norica in Spain. It comes with a basic spring-piston powerplant already assembled; the buyer puts together barrel, sight and trigger groups. The wooden stock is unfinished, ready for customizing to your taste. All metal parts are already blued, and the finished rifle develops a muzzle velocity of 550 to 600 feet per second (f.p.s.) in .177 caliber. The Model 61 kit is about \$80.

The increasing demand for more



Replica of 1861 Remington caplock sixshooter, Crosman's 1861 Shiloh is 121/2 in. long and is CO₂-cartridge powered.

power in air guns intended mainly for small-game hunting and varmint control has resulted in several models in a so-called "magnum" category. Common denominator for these rifles is a muzzle velocity of more than 750 f.p.s. in .177 caliber and over 580 f.p.s. for .22 caliber.

Beeman recently announced a new Model R1 which produces a muzzle velocity of approximately 940 f.p.s. in .177 caliber. That makes the R1 the most powerful spring-piston air gun in current production. Sizzling power and superb accuracy are combined with top-notch German craftsmanship in a rifle that measures 45.2 inches and weighs 8½ pounds.

Among refinements for the R1 are all-metal, fully adjustable sights; adjustable, heavy-duty match trigger; automatic trigger safety, and an elegant, walnut-stained, beech stock with checkering, Monte Carlo comb and cheek piece. The receiver grooves permit telescopic sight installation. This rifle is definitely a hot performer, judging by my initial chronograph tests with one of the prototypes. The R1 will be available in both left- and right-hand models, with prices from under \$300 to



Top of the Daisy Power Line is the 777 single-stroke, world-class target model for Olympic-grade shooting at about \$250.

over \$2,000 for fancy customizing. Crosman Air Guns has been known for decades as a leader in the production of pneumatic and CO2 guns in the United States, and now sells a full line of air rifles and hand-



Dalsy markets Models 780 and 790, formerly from Smith & Wesson, that are .22 and .177 caliber, look like S&W's Model 41.

guns internationally. Early last year, Crosman introduced the Model 1, a full-fledged adult air rifle with an American hardwood stock and forearm, a fully adjustable Williams open rear sight and a brass barrel featuring decagonal rifling, in .22 caliber only. The maximum-recommended 10 pumps develop a muzzle velocity of about 625 f.p.s.-plenty for small-game hunting and pest control. The polygonal bore, com-

(Please turn to page 132)

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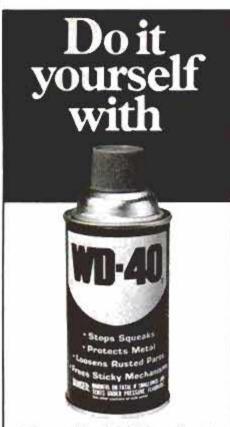
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32 POPULAR MECHANICS

State

BB GUNS JOIN BIG LEAGUES

(Continued from page 131)

bined with fine sights and smooth trigger, produces nickel-size groups at 25 feet. Telesights with tip-off mounts can be installed on the grooved receiver. The Crosman Model 1 sells in the \$80 range and can hold its own against some European models costing more than twice as much.

Also new from Crosman is the 1861 Shiloh, a .177 caliber, CO₂-powered, single-action revolver modeled after the famous 1861 Remington caplock revolver. This big six-shooter (12½ inches long, weighing almost 2 pounds) uses a 12-gram CO₂ cartridge that delivers about 42 shots at a muzzle velocity of 330 to 350 f.p.s. with pellets. Strictly a fun-gun for back-yard-style plinking, the Shiloh is capable of rolling tin cans or even dispatching feisty mice at short



Newest from Dalsy, the Power Line 850 is a streamlined single-stroke in .177 caliber with reported muzzle velocity of 480 f.p.s.

range. At around \$30, this revolver should become popular with youngsters and adults alike.

Daisy, the undisputed champion of American BB guns, also entered the adult air gun field a few years ago. Its Power Line series became an immediate success. Recently, Daisy has introduced two new pistol models and a new rifle. The Daisy Power Line 777 single-stroke, pneumatic match pistol is a highly refined version of Daisy's popular Model 717/722. Intended primarily for Olympic-grade match shooting, the 777 seems to have everything necessary to take on the best from Germany. At less than \$250, it's an outstanding value for world-class target shooting.

In 1980, Daisy took over Smith &

Wesson's air gun operation and added the S&W CO₂ pistol models 78G (.22 cal.) and 79G (.177 cal.) to the Power Line group as Models 780 and 790. These are almost identical copies of S&W's well-known Model 41 auto-loading target pistol. At the high-power setting, the 790 has a muzzle velocity of 425 f.p.s., while the .22 cal. Model 780 produces 365 f.p.s. Accurate and relatively power-



imported by Dynamit Nobel, Model 75 HV Universal for match competition is rated as one of world's three most accurate rifles.

ful, the 780 and 790 cost about \$70.

Daisy also has a new adult long gun, the Model 850, with singlestroke pneumatic system and sleek rifle profile. It's rated at a muzzle velocity of about 480 f.p.s. with .177 pellets and is priced under \$65.

pellets and is priced under \$65. Dynamit Nobel of America (105 Stonehurst Court, Northvale, N.J. 07647), is a leading importer of the outstanding air guns produced by Dianawerk in West Germany. The latest are a "magnum" air rifle and a super-match air rifle. The magnum is the Model 45, a spring-piston barrel-cocker that rates at over 820 f.p.s. in .177 caliber and about 630 f.p.s. in .22. Superbly balanced, with a two-stage adjustable trigger and a micrometer rear open sight, the Model 45 weighs nearly eight pounds and measures 451/2 inches. The beech stock has a plain, functional design suitable for both righthanders and southpaws, and comes with a thick rubber recoil pad. It packs lots of power and quality for \$205.

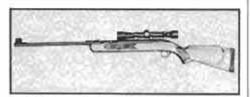


Called best target pistol, Beeman/Feinwerkbau Model 80 has optional weights, recoilless design, 525-f.p.s. velocity.

At the 1980 European Airgun Championship in Oslo, Norway, the Model 75 HV Universal match air rifle took one of the gold medals. This exceptional rifle neutralizes recoil with an ingenious system developed by Dianawerk in which two opposing pistons cancel each other out during the firing se-

quence. The accuracy level of the 75 HV is on the order of .06 of an inch, center to center, at 25 feet. Features of this model include adjustable cheek piece and raised sights, plus a match trigger adjustable four ways. The \$650 price includes a top-quality sight system.

BSA (Birmingham Small Arms) air rifles have been a leader among quality spring-piston guns for years. These guns are currently imported by Precision Sports (Box 30-06, Itha-



A British-made magnum air rifle, the BSA Airsporter S is of high-powered underlever design, .177 or .22 caliber, 825 f.p.s.

ca, N.Y. 14850). The latest air rifle model available from BSA, the Airsporter "S" (for "Super"), falls in the magnum category and is the premier model in the BSA line. It develops over 825 f.p.s. in .177 caliber, and around 635 f.p.s. in .22 caliber from a cleverly designed spring-piston powerplant that utilizes the underlever cocking system. Highly accurate, powerful and reliable, the Airsporter S comes with a fine set of interchangeable sights, and receiver grooves for scope installation. An



Cutaway shows twin spring power, adjustable trigger, recoilless balance of matchgrade Dynamit Nobel 10.

outstanding example of Britain's air gun industry, it sells for approximately \$250.

Complementing the sophisticated mechanics of the new adult models are a fitting assortment of refinements and accessories. Custom stocks from beautiful woods are available. Add-on weights adjust barrel balance. Pellets with pointed, rounded, wad-cutter and hollowpoint tips can be compared for accuracy and impact. Lead BBs are offered as well, with claims for less ricochet danger indoors. Pellet traps, silhouette targets and special 10-meter target holders that can be used indoors or out, combined with the quiet operation and short range of the adult air gun, all contribute to its growing popularity.



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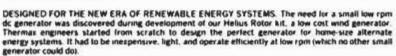
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DRIVING THE NISSAN STANZA

(Continued from page 97)

due to the fact that Nissan puts the blower motors and fans on the engine side of the firewall and also lines the airconditioner ducts with foam rubber: another thoughtful touch.

The Stanza comes in two models— Deluxe and XE. The Deluxe's standard equipment includes a quartz clock, styled steel wheels, halogen headlights, reclining seats, powerdisc brakes, and a maintenance-free battery. The XE adds tilt wheel, tach, lumbar and cushion adjustments for the driver's seat, power steering, a four-speaker AM/FM radio, cloth upholstery, body side moldings, rear wiper/washer, and larger radial whitewall tires.

Thanks partly to good aerodynamics and a Cd of .38, (the 280ZX has a Cd of .36) the Stanza's estimated top fuel mileage is 46 mpg highway and 32 city. And that's from a car that doesn't compromise spaciousness, performance or comfort.

Nissan's other '82 offerings

I did get a chance to drive Nissan's long-awaited, five-speed rendition of the 810 Maxima. This transmission makes a great car even greater and a lot more fun to drive. It's a silent, pleasing, extremely comfortable, super-accessorized, luxurious touring sedan in the BMW tradition.

The five-speed makes a considerable difference in over-the-road fuel mileage, too. The EPA says 34 mpg highway with the manual gearbox. but 28 mpg for the automatic. And there's now a diesel 2.8-liter Four for the Maxima. That engine delivers 42/30 with the five-speed or 38/28 with the automatic.

Other changes of import in Nissan's 1982 model lines include more standard equipment for the 210 and 310, plus increased horsepower for the 310, 200SX and 280ZX. The 200SX also comes in for minor styling revisions.

And no report on new Nissan products would be complete without some mention of the cars' expanded vocabulary. You'll recall that last year the Maxima learned to speak. That mechanical female voice could repeat only one phrase: "Please turn off your headlights."

This year, not only the Maxima but also the 200SX and 280ZX chatter on. Included in their metallic mellifluousness are reminders that "lights are on," "fuel level is low," "parking brake is on," "right door is open," "left door is open" and "key is in ignition." Nag, nag, nag! **5794**

POPULAR MECHANICS

FINE WOOD JOINERY

(Continued from page 101)

a dovetail cutter is used in the router. The cutter is sized so as to be compatible with the template in use. It must also work with the collar that's installed on the router shoe to follow the template.

To avoid any problems in this area, buy only dovetail accessories made for your router by its maker.

A very important point about machine-made dovetails: The router shoe must be in good contact with the template at all times or you run a high risk of the cutter damaging the template (it's made of plastic) and workpiece. Similarly, unless you are super skillful with a router, never approach the template or remove the router from it with the cutter spinning.

The fingerlap joint

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The fingerlap joint is kissin' cousin to the dovetail joint. Because it does not interlock like the latter, it is somewhat easier to create. In fact, a neophyte woodworker should really start with this joint, then advance to the more complex dovetail joint.

The general rule is to cut the fingers to equal the stock thickness. This provides a joint with a great amount of glue-up area, thus strength.

Start by tackling a fingerlap with fingers equal to stock thickness—such as the sample in our photos—then you can move on to making box joints with fingers equal to half thickness. (You'll note thinner fingers on fine old furniture.)

To make the joint with hand tools, follow the steps shown on page 101. The pieces to be joined are clamped together in a vise with an offset equal to one finger (board thickness). Since the pieces being worked will rarely be equally divisible, you may have to adjust finger width on the two outside fingers.

Use a square and a sharp pencil to lay out the joint. Then select a bit to bore out the mass at center; use your square and an awl to locate the center points for the bit. Then bore holes through—just until the bit point exits the far side. Stop the bit and complete the boring from the second side to prevent splintering. My choice of bits for this task are the Power Bore bits from Stanley.

Next, use your dovetail saw to cut the shoulders. Finally, clean out the sockets with a very sharp chisel.

Assemble the joint to check for fit

and use chisel, knife and sandpaper to tidy up the fit, if necessary.

You can make fingerlap joints quickly on the table saw. To do so, the workpieces should be clamped together and a long backup board attached to the miter gauge. After laying out the finger joints, raise the blade to the desired height and cut the sockets, using repetitive, overlapping cuts (kerfs). The task is speeded up considerably if you own a dado-head set, which will let you cut each socket in one pass.

About joints in general

Though we have devoted three installments and better than 12 pages to the subject of joints, we have just scratched the surface of this very important part of woodworking—covering just those joints that you will use most of the time.

Because there are many other joints that you should know about, you owe it to yourself to buy a good reference book on joints. The best on the subject in my opinion is Woodworking Techniques: Joints and Their Application, by R.J. DeCristoforo. It is sold at bookstores for \$14.95; if you can't find it locally, write to the publisher, Reston Publishing Co., Reston, Va. 22090.

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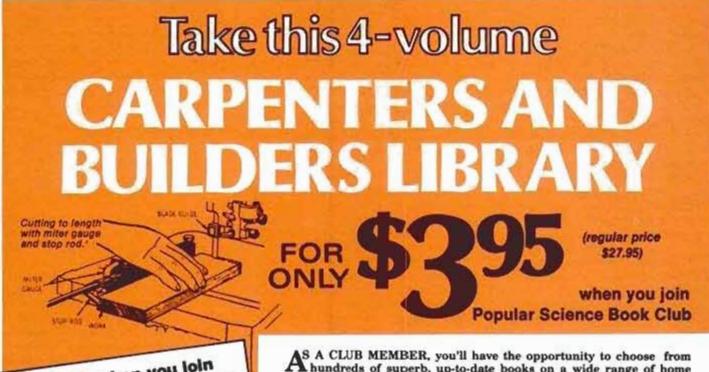


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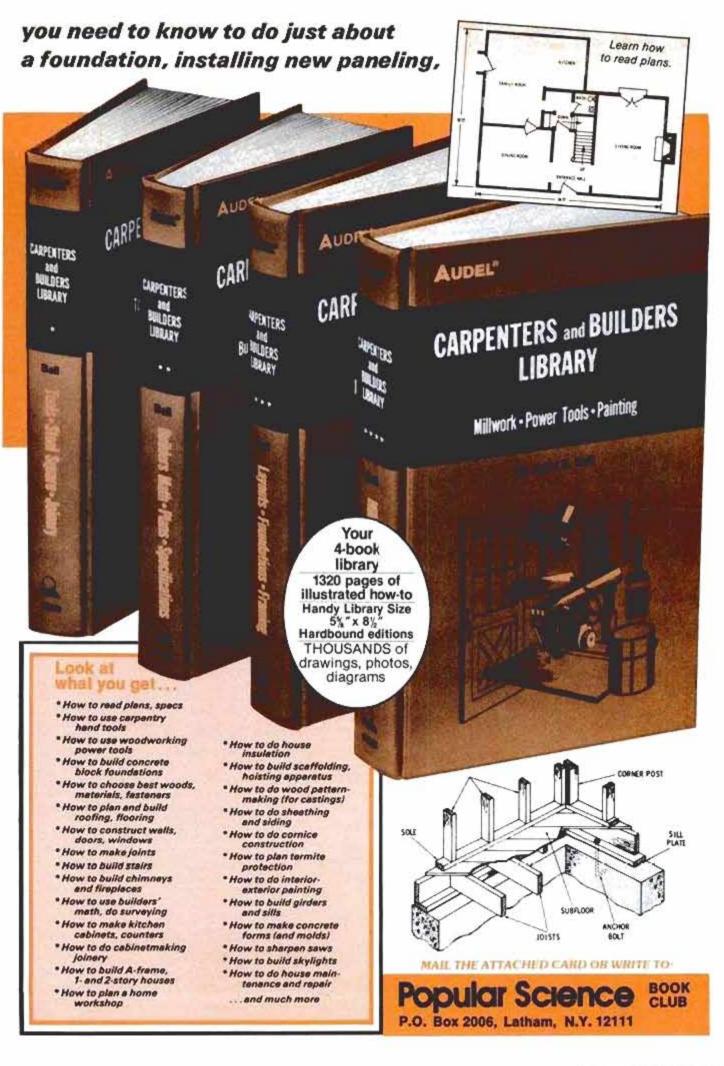
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10 CLEVER USES FOR MAGNETS

(Continued from page 109)

rect position to magnetize the entire length of the two steel bars. (The poles should be aligned, with like poles facing up at both ends.) Then tighten all screws and mount the holder to the wall.

6 A "toadstool" is a very handy device for keeping screws, bolts and the like corralled in one place and yet readily accessible. Cut the base from scrap stock and attach the flange with wood screws. Be sure the magnet assembly is attached with a brass screw.

You can use any of Edmund Scientific's round ceramic magnets for this purpose. The thinner magnets that look like washers in the assortment can be sandwiched together to act as one magnet.

7 You can do all kinds of things with sheet magnets, like the 3-in. square shown on page 117. I use double-stick tape to attach the magnet to a sloping stand I make from 1/4-in. plywood. I add a trough at the bottom to hold a special tool required by any item I keep on the magnet.

8 Keep a magnet on your key ring. You can use a piece of flexible magnetic strip or a magnet from a door latch for this purpose, and it could come in handy in an emergency. Cut a piece of tin from a tin can to form a U-shaped holder. Make the holder a little longer than the magnet so you can put a hole in one end for the chain. The holder does not need to be carefully formed, as the magnet holds itself in place. However, you will want to file off any sharp corners if you usually carry your keys in your pocket.

9 Small magnetic strips from gaskets in electrical appliances can also be used to hide a key. A good way to do this is to enclose the key in a small bag along with the magnet. Then seal the bag with a paper clip and hide it under a metal shelf.

10 Various kinds of magnets, usually of the "horseshoe" design, can be used to position workpieces for soldering or gluing. The Alnico magnets shown in the lower right photo on page 109 are holding two pieces of tin-can material while instant glue is applied so it will crawl into the lap seam and produce a bond. To apply pressure to the area of bonding, attach a bar magnet shielded with a piece of a plastic bag.

These horseshoe magnets can be used to hold much heavier pieces, of course, but the greatest benefit of this procedure is that it allows you to keep oily fingers off the workpieces once they have been cleaned for bonding.

ELECTRONIC-WORKBENCH TOOLS

(Continued from page 107)

ing all the components separately.

Of course, devices like that are great for holding large pieces, but for smaller ones, a pair of long-nosed clamping tweezers can come in handy. However, surgical hemostats are the hobbyist's delight and salvation. They are locking forceps that look like scissors. The jaws are ribbed to hold firmly. Lafayette has two models in its catalog, one with a straight nose and the other curved. Each sells for \$4.49. A wider variety of sizes and shapes can be found in surgical supply-house catalogs. Hemostats and tweezers can double as heat sinks

Wrapping and nibbling

Wrapping wire by hand can often be as frustrating as trying to place a small component in an awkward place. It seems almost as infallible as Murphy's Law that as soon as you get to the end of a perfect coil, your hand slips and the coil opens up. A good wire-wrapping tool ends that frustration and insures an even, tight wrap. The wire is fed though the tube and the tool placed over the terminal and rotated. The tool even has a cutter to snip the wire at the desired point.

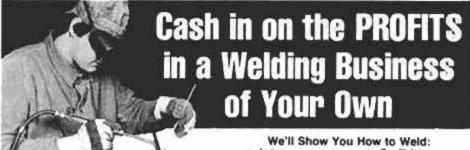
If you do your own chassis and PCboard assembly and construction, try a nibbler. It looks and operates like a paper punch. Put a sheet of metal or a PC board in its jaws and squeeze. Off comes about 1/16th of an inch. Keep going and you can cut out virtually any shape you wantor cut all the way through a sheet. You can buy Radio Shack's model for \$8.95.

Drilling holes

Parts boxes and PC boards need holes as well as slots and those holes had better be aligned perfectly. You can't get pinpoint accuracy with a handheld drill. It's just too big to use in mini-spaces. One answer is to use a Dremel Moto-Tool in a Dremel drill press. The Moto-Tool is probably more familiar to metal and wood craftsmen than it is to electronics hobbyists. It's a handheld drill with a variety of bits that can be fitted to its miniature chuck. The Moto-Tool can be used for grinding, polishing and cutting, in addition, of course, to drilling.

A neat clean-up appliance is Hitachi's battery-powered, TV-100 table vacuum. It's a 31/2-inch cube with a vacuum fan inside, and four rows of stationary bristles and a magnet on the bottom. It will let you clean your workbench quickly.

JANUARY 1982 141



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NEW PHONES GO WHERE YOU GO (Continued from page 95)

phone: Versatility is another. Not only will these small units transmit and receive telephone calls, they can have built-in last-number-called capability and can be used as intercoms.

Some have more functions than others, but the way they all work is essentially the same. When you open the box of your new portable, you'll see two parts—as noted—the handset and the base station/repeater. The larger unit, the base station, is powered by standard wall current. You plug it into an electrical outlet

cuit and answers the incoming phone call.

When the circuit is completed, the base and receiver units are kept in contact by FM radio transmission. Such short-range, unlicensed transmissions are allowed under Part 15 of the Federal Communications Commission regulations.

Both the handset and the base station operate with built-in and telescoping antennas. The antennas facilitate hand set-to-base station communication. The base station uses the home's electrical wiring to



(and telephone jack, of course). The handset fits into a cradle on the base and is powered by two or three NiCd batteries which are charged by the base unit. Once charged, these batteries power the handset.

These portable units work in what is called the full duplex mode. This means you can talk and listen at the same time, as in a normal phone conversation. There's only one difference: no phone cord.

A portable phone is actually a twoway radio system which interfaces with Ma Bell's line at the wall terminal. Most sets come equipped with modular wall plugs. The base unit contains the circuitry needed to maintain contact with both the phone line and the handset.

The base unit contains the dialing and answering circuitry. However, it won't react until it's triggered by the proper radio signal from the handset, which is the ultimate control.

The base unit receives an incoming call and transmits a ringing tone to the handset. To answer the call, the user flips a switch, which "takes the phone off the hook." Then he moves this switch into the correct position, which sends another signal to the base unit, completes the cir-

radiate signals directly to a built-in antenna loop in the handset. The signals are then returned through the telescoping antennas.

What's available

The most advanced cordless, portable phone on the market at this moment seems to be the new Freedom Phone from Electra. Although a duplex unit, it operates strictly in the 49-MHz. range. This frequency gives it greater range, because it is not restricted to using only a house's a.c. wiring as the antenna.

On two of the five channels allocated for low-power use, these phones also have advanced features such as total microprocessor control. four-number memory for automatic dialing and a last-number-redial feature. These units also act as an intercom. And the Freedom Phone determines the type of system to which your phone is interfaced (rotary or pulse), and acts accordingly. (There are two types of phone systems operating in the United States today-rotary dial and pulse. Although both have similar dial tones, the pulse system is compatible with Touch-Tone-type pushbutton phone. It is a computer-generated system. In a rotary-dial setup, the

system must recognize mechanicaltype rotary-dial pulses in order for it to operate correctly.)

Portables aren't the only units with microprocessor-controlled functions. There are other full-feature phones such as ITT's Superphone or the Multi-Feature Phone which, while not actually portable, seem to be able to do everything except butter your toast in the morning.

The ITT Multi-Feature Phone is a regular telephone, as well as a memory dialer. You can store up to 24 numbers in memory and dial them with a push of a button. And the Multi-Feature Phone has a built-in calculator in case you have to compute figures while you're conversing.

Then, when you're through with

the calculations, you can hit another button to determine how long you've been on the phone.

Right now, there are other phones on the market with such features as voice-actuated recording, which operates as long as the caller is talking. They tell you how many calls you've received and even transmit your messages to you at a pay phone.

Bright future

There's even more on the horizon, too. According to Bell Labs and American Telephone and Telegraph, the phone will become a communications terminal, able to interface with national computer networks. In fact, one day the phone system itself will become a huge computer system.

How to add extension phones

If you're not yet ready for a portable telephone, you can still get more convenience from your telephone service by adding one or more new phone lines and extensions.

You can install a line directly from the junction box outside your house. Observe the wiring in the box carefully. Since phone company wires are color coded, make sure your connections match the coding connections. Then run the new line to the new spot you want it to enter the house.

Inside, it's a much easier matter. Simply find a conveniently located phone block—called a 42-A (see photo)—and remove the cover. Study the wiring and color coding.

Then take the wiring you purchased for the new extension outlet and attach it, following the color coding (green to green, black to black and so on). Then, close up the first 42-A block. Use insulated staples to secure the wire along a baseboard and to the area you would like the new outlet.

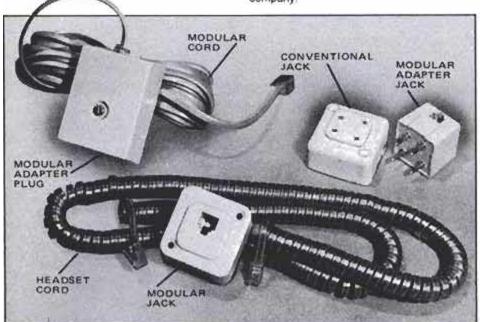
At this point, take apart the new 42-A block you'll need and attach the rear member to the wall. Then wire it up, according to the letter coding—also included on these blocks—and attach your phone.

It's easy to convert a 42-A (or standard) phone block to the newer modular plug. There are kits available at any radio or electronicssupply shop.

Simply remove the cover of the old 42-A block and tighten down the new converter. There are four terminals inside which will touch the contacts inside the block and make the contact (see photo).

If your home is equipped with modular plugs to begin with, buy a double modular plug and install it in an existing outlet. Then take some hookup wire equipped with a modular plug and a new plug block and run it to where you want the new extension outlet.

Federal Communications Commission rulings allow you to rig up such interconnects, but you're supposed to notify the phone company.



The adapters and jacks shown above make it easy to convert older-style, conventional jacks to the newer, modular system. Then you can just plug in your telephone extensions.

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PM'S SPORT-COUPE ROAD TEST

(Continued from page 92)

bunch. Why? Well, the Volvo GLT was perfectly balanced and enviably predictable. Unlike cars which were faster or quicker in one particular test but mediocre somewhere else, the Volvo did everything well.

Even more impressive, the GLT not only did everything well, it did it with insolent ease. It's a cinch to drive fast. Volvo has managed to capture that "King of the Road" feeling which used to be the exclusive province of Mercedes-Benz. In-

deed, our testers were unanimously convinced that in a head-to-head confrontation, the \$15,000 Volvo GLT would come out in front of a \$31,000 Mercedes 300D Turbodiesel in general fit and finish, high quality of materials, ride quality and handling performance.

As one tester put it, "The Volvo has a massive, solid feel. It's heavily built, and you can tell there's a lot of weight to throw around. But it has excellent road feel, lots of power and usable performance at all speeds."

Another driver wrote, "It feels like a steamroller-invulnerable.

It's an adult car, not a toy masking its deficiencies with electronic doodads. It's a car you can get in and go, without any hesitation. The Volvo isn't 'cute' or 'sporty,' it just feels right."

There is nothing in the chart on page 101 to indicate why this Volvo should be so "right." The basic chassis and body are from the old 144, which was introduced exactly 15 years ago and was dull as dishwater even then. There is no independent rear axle, no front-wheel drive, no versatile hatchback—not even a five-speed.

What makes the Volvo right is 15 years spent refining a basically sound design until all the details fall neatly into place. The instruments are legible, the seats as comfortable as a chiropractor's couch, the cavernous trunk softly lined and the overdrive button on top of the shifter engages instantly, then disengages automatically when you downshift into third.

Detail oriented

This overdrive is a perfect example of Volvo's attention to detail. Certainly the engineers at Volvo are capable of designing a workable five-speed transmission. But after a few hours, you realize that their overdrive is actually more convenient than a fifth speed. It requires less movement, and the automatic disengagement puts you right in the third-gear power band for highway passing with a single flick of the wrist.

Unlike most turbocharged engines, the old Volvo Four exhibits no throttle lag, no sudden burst of power as the turbo boost pressure goes positive and no high-pitched turbo whine. The Volvo just moves out, gathering speed swiftly and smoothly. You won't even know there's a turbo in the system, unless you see the boost-pressure gauge on the dash or the "Turbo" emblem on the trunk

The Volvo GLT is high in what marketing men call "perceived value." The chairlike bucket seats are covered in high-grade, silvery velour. The paintwork is flawless. The dashboard looks as if it's carved from a seamless block of leather. Everything, from the electric mirrors to the sunroof, works effortlessly.

Most manufacturers save a few dollars by using cheaper original equipment (OEM) parts where they don't really show—not Volvo. Even the tires are expensive Pirelli P6s mounted on equally high-priced alloy wheels—which are no doubt responsible for much of the car's



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excellent handling, braking and ride. P6s are quasi-racing tires for street use and they work wonders for the antique Volvo chassis.

The GLT is good, but not perfect. The shift lever is surprisingly wobbly for a conventional front-engine/rear-wheel-drive car with direct shift linkage. There's very little antidive geometry in the front suspension, which allows too much nose dive under heavy braking. The engine gets a bit noisy and rough at anything over 4,000 rpm and there's an awful lot of body lean in the corners—though it doesn't seem to affect the handling.

But despite all this niggling, the Volvo GLT was everybody's favorite sports sedan. It feels safe and solid and you can understand why Volvo advertising plays up the fact that the car will last a long time: It really does feel unbreakable.

At \$15,000, the Volvo may seem expensive for a two-liter sedan, but not when you look around at what else you can buy in this price range. To find the same performance, sophistication, style and quality elsewhere, you'd have to spend twice as much for a Mercedes 300D Turbodiesel. So if you think of the GLT as a Mercedes for half the price, it becomes an automotive bargain, indeed.

Chevrolet Citation X11

If there is a surprise in this group, it's the X11. One driver ranked it first and the others put it second or third behind the Volvo. It's easy to see why: performance.

With its automatic transmission, the Citation was still quickest and fastest at the drag strip, fastest around the skidpad, second in braking and nearly tied for second in the slalom. It was even the quietest car in the group.

The Citation is also the cheapest car in the group, in both senses of the word. At just over \$10,000, the X11 is a fat \$5,000 less than the winning Volvo. And you can see where the GM bean counters saved every penny.

The all-plastic interior is, frankly, tacky. The sound of a Citation at speed is dominated by the chirping of little pieces of plastic rubbing together. Nothing about the interior gives you the feeling that it will still be in place and functioning six months from now. And most of the controls would be an embarrassment on a transistor radio from Taiwan.

The U.A.W. comes in for its share of blame, too. You can find every weld in the body just by following the grinder marks. And you can spot the grinder marks because the paint is thin enough to read through. At least half the trim screws on the interior seem to have missed their holes, and the worker who applied the weatherstripping cement all over the inside of the hatchback should be made to register with the U.S. government as an agent of the Japanese car industry.

A driver's car

But there are compensations. The X11 is a genuine joy to drive. The "high-output" V6—larger valves, 9 to 1 compression ratio, high-lift cam and fat exhaust system—revs willingly to 6,000. And the terrific three-speed automatic lets it go right to the redline in every gear. Chevrolet says that its four-speed manual will deduct another second from our quarter-mile times, but I don't see how. The automatic is as nice a transmission as you'll find and it makes you wonder why other sports sedans need shifters to feel sporty.

That old myth about "European handling" is finally dead. Our X11 would run rings around a BMW. As one tester wrote, "It shows absolutely flat cornering, no body lean; the suspension is taut and supple at the same time. There are no surprises." The Goodyear Polysteel GT tires on our test car not only performed well, they wore smoothly and evenly, too, which indicates that the suspension is doing its job.

The sole area where the GM chassis engineers have fallen down is in steering. The Citation is difficult to drive really fast, because the steering is way too slow and it wanders all over the map. Set up to cut an apex and you'll find yourself two feet from where you want to be. Splice in a new steering gearbox, and the X11 chassis would be just about perfect.

The basic Citation hatchback package accomplishes the magic of being compact on the outside—the shortest car in this group of smallish cars—yet spacious on the inside. It seemed far roomier than any car, except the Volvo, with the important plus of a hatchback rear and folding rear seat. The stowage space revealed is truly impressive.

The X11 even looks good. This particular car was beige over beige, which led one wit to tag it "Mr. Bland." But the styling is clean, uncluttered and aggressive. That's been characteristic of GM "muscle cars" since the old Impala SS days, and the formula still works.

If it's so good, why didn't the X11 win? Well, the power, the handling, the styling, the interior room are

(Pease turn to page 146)



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PM'S SPORT-COUPE ROAD TEST

(Continued from page 145)

beyond criticism . . . it's a modernday Z-28. Without question, the car is more fun to drive than the others in this group.

Unfortunately, it's not more fun to be inside. One driver said the Citation interior was "like riding inside a kitchen appliance," and that's as good a description as any. Plus, the car seems poorly built and cheaply

equipped.

In sum, the X11 is a terrific platform on which to build yourself a car. Repaint it, redo the interior, add some Recaro seats and detail the whole thing like a show car and you'd have a machine that's as good as-maybe better than-a Volvo GLT. You'd also have a \$15,000 Citation. For that much you can buy a Volvo and not have to do anything except drive it.

BMW 320i

The 320i is a disappointment. It's been the standard of comparison among sports sedans for so long that you tend to assume it's also the best. Wrong. Like all BMWs, the car is exquisitely turned out. In terms of assembly quality and materials, it's everything the Citation isn't. The paint is lovely, the fit of panels is true, there's not a ripple in the body stampings, and the interior looks like an expensive German corporate jet. It also costs \$6,000 more than a Citation, of course, so you pay generously for that care and attention.

The BMW falls down almost everywhere. Not only is it the most expensive car of the group, it's the smallest. Honestly, this is a two-passenger car with occasional 2+2 seating in the rear. The driving position is early go-kart: head back, knees up, legs spread. Headroom is very limited, and the seats are so small, they lack thigh support, lateral support and shoulder room.

Surprisingly, the 320i has fewer instruments in the dashboard than any other car in the group, the steering wheel rim is too narrow and hard, the sunroof is hard to open and even the radio is difficult to operate. The other four cars in the group all have nicely lined trunks; the 320i has a small, poorly finished, unlined trunk. For \$16,000, you have a right to demand attention to details.

The BMW was a disappointment at the track. It was next to last in the quarter mile, slowest through the slalom, slowest on the skidpad and worst in braking. It has a serious case of trailing throttle oversteer that makes the chassis feel all loose

(Please turn to page 154)

TECH LINES

Conductive-plastics battery



The scene in New York City just recently had its eerie side. There was a small glass cell, containing no metal components (outside of connectors and wires), pumping out enough real electricity to run a small motor. It was the first demonstration, outside the lab-

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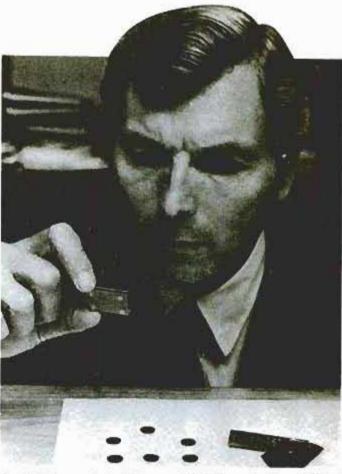
oratory, of batteries made from conductive polymers—plastics.

This new technology was pioneered by research at the University of Pennsylvania. At the same time, Allied Corp. researchers had been following a parallel course in trying to develop new conductive polymeric materials. On behalf of its C&D Batteries Div., Allied has licensed Penn's technology,

and the completion of a working plastic battery was announced jointly by University and corporate spokesmen.

Batteries which employ polymeric electrodes are a different breed. When charging or discharging (see below), no actual chemical changes occur in the electrodes or electrolyte (a fluid, usually lithium salts in solution). This implies stability and reliability over many charge/ cycles. Test discharge cells have also shown a capacity for fast recharg-

But the most exciting potential of polymeric batteries is the expected lightness and high power density that production units could evolve within the next five years. C&D researchers estimate that a plastic battery, weighing the same as a conventional lead-acid automotive battery, would produce 10 times the power output. If so, the electric automobile would become a practical alternative immediately. In other applications, battery weights and sizes could be dramatically reduced. In addition, conpolymer units ductive could be designed and



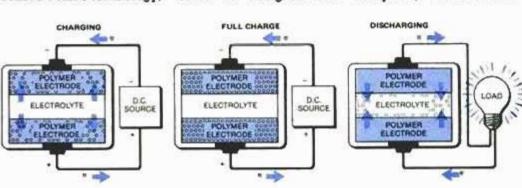
David Boden, technical director of C&D Batteries Div. of Allied Corp., shows experimental polyphenylene battery and parts.

molded to virtually any shape—a car door, for instance, could contain the battery.

Some basic problems must be solved before the new technology can yield economical, easily manulactured batteries. Polyacetylene, the electrode material first used in the Penn experiments, degrades in a normal atmosphere, so it would have to be manufactured in inertgas conditions. Polyphenylene, used as an electrode material by Allied researchers, is too brittle to be formed into the thin sheets that provide maximum power density in a battery. Laboratory batteries have also exhibited low shelf life, with self-discharge rates far too rapid for a practical unit.

Allied executives don't expect to have a marketable battery based on conductive polymers for another three to five years. But keep an eye out for other interests with breakthroughs employing "plas-

tic metals."



Current flow (e) causes electrons to move out of positive electrode and into negative as charging begins (at left): at same time, ions (arrows) from electrolyte move into polymer, balancing charges, until battery is fully charged (center). Discharging reverses migration of ions (right).

TECH LINES TECH LINES TECH LINES

Aviation

Air Force 'homebuilt'

The Air Force may soon be using a "homebuilt" airplane to train new fighter pilots. The tiny, twin-jet, twin-tailed craft at right is a 62-percent-scale prototype for a new military trainer proposed by Fairchild Republic to replace the aging T-37 trainer.

Called the NGT (for Next Generation Trainer), the plane is one of five rival designs that will participate in a competitive "fly-off" for the Air Force.

What's unique about the NGT is that it's the work of noted homebuilt designer Burt Rutan, famous for such innovative sports planes as the Vari-Eze and Quickie (see The Wizard of Homebuilts, page 116, Feb. '79). Incorporating the latest in homebuilt technology, the NGT, like the Vari-Eze and Quickie, is made of foam/fiberglass composites—a radical departure in military-aircraft construction. Even the landing gear is straight out of Rutan's little Vari-Eze.

The prototype NGT is a singleseater, but the full-scale version will be a two-seater with instructor and



Proposed new Air Force trainer is designed like a homebuilt sports plane. Prototype above is a single-seater, but production version will have two seats side by side.

student sitting side by side in a broad, dual-control cockpit—unusual for a jet-powered trainer. This will enable instructor and student to observe each other's techniques first-hand—not possible in conventional tandem-seat trainers.

The NGT, only 18 feet long, is powered by two 220-pound-thrust turbojet engines and does nearly 300 mph. Along with Fairchild, others in competition will be Cessna, General Dynamics, Rockwell International and Vought.

SST in the works?

U.S. Patent 4,287,715 has been granted for a supersonic jet engine designed by Garry Klees and assigned by him to the Boeing Co. Boeing has no current plans to build a supersonic transport, but that's not to say it never will. Klees's engine has a variable-bypass passageway downstream of the combustion chamber. At low power, all combustion gases are directed through the turbine stage; at high power, some are bypassed, so turbine flow is constant.

Alternatives

Thing that ate upper Michigan

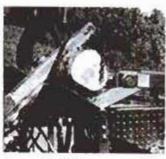
A firewood processor, designed by La Font Corp., Prentice, Wis., turns a oneman operation into a logging company. Known as the SM-80, the singlehanded unit is completely mobile, propelled by a John Deere diesel-powered. hydraulic drive wheel. A built-in fork lift hoists logs to the log deck, which moves them hydraulically to a cutting trough where a chain saw, also hydraulic, cuts them into splitting lengths. A 20-ton hydraulic ram, operating on an 11-second cycle, then splits the wood.

The production rate, with one operator, was calculated at 1.5 cords (about 192 cu. ft.) per hour by Total Tree Products, a small logging firm operating in Michigan's Upper Peninsula. Total Tree has contracts with individual property owners for precise spotlogging, which pays off part of the deal in instant firewood.

The SM-80's drive wheel and splitter are retractable for over-the-road trailering. Options include a conveyor for easy loading. (FM stereo and a Recard seat aren't mentioned in the official literature.) At Total Tree Products, everyone, including a former Merrill Lynch stockbroker who is one of the principals, can run the SM-80.



The built-in lift brings logs up to the conveyor system.



Trough holds logs as small as 3.5-in. diameter for cutting.



Diesel-source hydraulic power does all the positioning.



The splitter can exert up to 20 tons of hydraulic pressure.

TECH LINES TECH LINES TECH LINES

Transportation

Pistons times two

There seems to be no shortage of clever ways to package the internal-combustion engine, and the one pictured on the right is the latest attempt to breathe new life into this old powerplant. It's called a Dyna-Cam engine, and it's manufactured by Dyna-Cam Industries in Santa Ana, Calif.

Instead of using pistons tied to a conventional crankshaft, this engine uses double-ended pistons with a roller where the connecting rod would normally be. The pistons slide back and forth in their bores and the rollers act on a large central cam to convert linear motion into rotary force.

It uses conventional ignition and fuel-delivery systems, but the pistons fire on both ends. When one side is on the power stroke, the other side is on its compression stroke. Therefore, even though it has six pistons, it's actually a 12-cylinder engine.

The advantage, according to the manufacturer, is extremely light weight for such high power output. In its current state of tune, it produces 210 hp at 2,000 rpm and 650 foot-

DOUBLE-ENDED PISTONS

EXHAUST PORTS

CENTRAL CAM

DOUBLE-ENDED PISTONS

EXHAUST PORTS

DRIVESHAFT

Double-ended piston with roller (left) acts against the main cam. The cam is attached to the driveshaft, which is the main power takeoff.

pounds of torque at a mere 1,200 rpm. The engine weighs 264 pounds. It can be turbocharged to produce about 300 hp.

At 373 cu. in., this new engine isn't small, but according to Dyna-Cam, fuel consumption is much less than that of a conventional engine of like displacement. Due to its small frontal profile, the Dyna-Cam motor has found a ready home in the engine bays of small aircraft and has been certified by the Federal Aviation Agency.

Environment

Gun down pollution

How much of the carbonbased pollution in our air is due to fossil-fuel burning? What amount of the same pollutants comes from "living" sources— firewood and the natural aspiration of trees? A National Bureau of Standards research chemist is using a unique apparatus to find out. Lloyd Currie reasoned that measurements of the unstable carbon-14 isotope could determine the relacontributions tive "dead" versus live sources to the pollution of air samples. But the measurements would have to be

made on minute samples—far less than is normally considered adequate for radiocarbon dating.

This meant that the pollutant samples would have to be shielded from radiation found in the natural background—even human researchers' emanations.

PLEXIGLAS GUARD IRON GUN BARREL (WWI)
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LEADS

CAS MURE ANODES

Radiocarbon dating apparatus is shielded in WWI gun barrel.

TEFLON LINER

Currie decided to use a section of a WWI naval gun barrel as a shield. Unlike modern metals, vintage iron has no inherent radioactivity due to fallout.

To determine the C-14 content, a carbon sample must be burned completely to convert all the carbon to CO₂. This gas sample is

introduced into a quartz cylinder ("counter") lined with copper foil and containing a central tungsten wire (anode). The counter is encased in a shield of high-purity copper and inserted in the gun barrel. By applying negative potential to the foil lining, electrons emitted by decaying C-14 atoms are picked up as electrical pulses in the wire anodes, recorded by computer and stored.

Then a second counter, surrounding the coppershielded sample, registers and discounts high-energy particles from cosmic-ray sources. Thus far, living carbon in air samples has been found to range from 10 to 55 percent, primarily due to residential wood burning.

JANUARY 1982

TECH LINES TECH LINES TECH LINES

Engineering

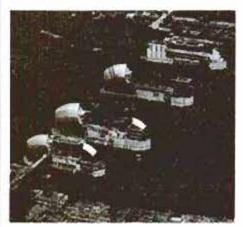
City against the sea

Gale winds from a severe Atlantic storm system whip the North Sea into a fury, driving it south through its eternal bottleneck, the Dover Straits. A spring tide coincides with the storm. The swollen waves can only run inland, up the estuary of England's Thames River. Miles of embankments and retaining walls shield the coastal flatlands east of London, but also force a catastrophic tidal surge towards Britain's capital. It foams into the heart of the city, 60 square miles of dense population. Hundreds are drowned in homes and offices. London blacks out; its phones go dead.

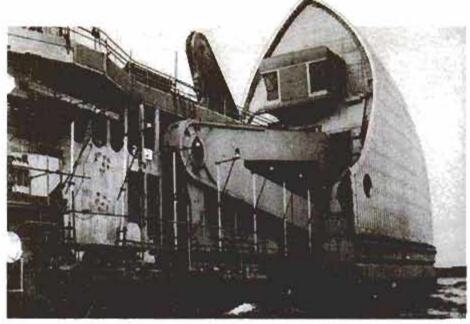
The foregoing is not a horror-film scenario, but a realistic projection by Britain's meteorologists and flood-control authorities. Tide levels are rising; Britain itself is gradually tilting, lowering its southeast corner by a foot every century. And London is sinking into the clay upon which the Romans built it in 43 Å.D.

Flood walls put up after a disastrous surge in 1928 can no longer be heightened, and another killer flood is now considered more likely than an earthquake on the San Andreas fault. Enter Charles Draper, a civil engineer whose scheme to provide the Thames with a flood-control system was chosen over 40 other formal proposals.

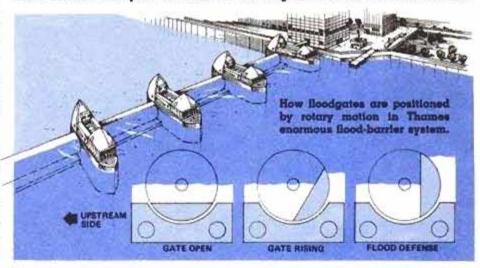
Draper's brainchild, the largest adjustable flood barrier in the world,



Site of the barrier, known as Woolwich Reach, is 12 miles from center of London. Retaining walls seaward of barrier need strengthening to stand return surge.



Flood barrier's nine piers are each 214 feet long and rise 165 feet from riverbed.



is nearing completion 12 miles downriver from Big Ben. It will include 10
huge, D-shaped floodgates rotated
by steel discs pivoted between concrete piers—which also house control rooms and operating machinery.
In normal conditions, the system
resembles giant stepping stones; of
the nine piers, the four in mid-channel are spaced widely to give safe
clearance to shipping. The floodgates, each half the size of a football
field, will be out of sight, cradled
flat-face up within concrete sills
sunk into the river bed.

But should the meteorological conditions that presage a flood appear, the Barrier Controller, in a

stainless-steel operations shell atop one of the piers, would make his decision. The great gates—four largest weighing 3,200 tons apiece—would rotate upward on hydraulically powered rocker arms through a 90° arc, presenting the oncoming tidal surge with a continuous steel wall, five stories high. In 15 minutes, London would be sealed from disaster.

As of now, Charles Draper's marvel is scheduled to go into operation in early 1983. Since construction began in 1975, delays, disputes and slowdowns among the project's 2,000 workers have boosted the barrier's cost to over \$1.5 billion. Twice in recent winters, the river has risen to only inches from cresting the existing flood walls. Until next year, Londoners are praying the North Sea keeps its distance.

Editor: Robin Nelson Contributors: Tony Assenza, Shel Gallager, Len Guttridos.

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PM'S SPORT-COUPE ROAD TEST

(Continued from page 146)

and wobbly during any kind of hard driving, and it picks up the inside rear wheel with little provocation.

Resonance is a way of life in a 320i. At idle, there's an annoying vibration, at highway speeds there's a lot of road, wind and engine noise. The whole car is buzzy, in a way that economy cars used to be five years ago. It's tiring to drive for long.

But all is not gloom. For everyday grocery-getting, the 320i is fine. The little engine is willing enough and likes to be kept spinning. The shifter is crisper than any other you'll find, in or out of this group, and except for the lack of a reverse lockout, it couldn't be better.

This is a very expensive, highquality car that's overdue for a total redesign to 1982 standards. As one of our test crew wrote, "I like the car well enough, but it really doesn't give you anything more than a Honda Accord, except a higher price tag. It's well made, but not much car for the money."

Audi Coupe

The Audi provoked more discussion than any other car. One of our testers thought it looked like a Lamborghini, one thought it looked like a cartoon. It measured the largest in interior space, yet was uncomfortably cramped to sit in. At the track, it was equally uneven in performance, being by far the fastest through the slalom, yet only mediocre on the skidpad and slower than slow in acceleration.

It's easy to see why most of this occurred. The Audi was slow in the quarter mile because the car is geared for high-speed cruising, not acceleration. As one tester said, "I love this engine—it's willing, able and free-revving and the transmission has perfect gear ratios for normal driving. The engine is the best thing about the car."

The Audi was fast through the slalom because the basic front-wheel drive chassis is excellently balanced. The steering is light and solid and the car handles superbly with very little lean or sway. It's also easy to drive fast. Some cars have to be tricked into going fast; the Audi Coupe drives itself up to the limit.

The Audi was slow around the skidpad circle because the Firestone 500 tires fitted to our test car were just one step up from rim protectors.

> Produced by the PM Auto Dept. Text: Rich Taylor PM photos: Brad Hess

The tread rubber chunked off in golfball-size lumps during our testing, exposing the cords—a dangerous condition that Audi has promised to investigate. Given decent tires—say the Pirelli P6s of the Volvo—the Audi would surely have scored much higher in not only the handling tests, but braking and acceleration, as well.

One tester called the exterior styling "exotic and spacey, a poor man's Countach." Another said simply "superb." But not everyone agreed: "too compromised to be useful; strained and overwrought; too flashy for my taste." We all did agree that the car was by far the sportiest looking of the group, sleek and attention-grabbing. Whether that's good or bad, we couldn't decide.

One place Audi missed the boat was in not making the Coupe a hatchback. There's plenty of volume inside that body, but you can't get at it. The trunk is beautifully finished and detailed, but the floor is so uneven, it's practically useless. Cutting a hatchback roof and a flat floor into this car would alleviate a lot of its utility problems.

But not all. The Audi Coupe interior is basically that of the Volkswagen Scirocco/Rabbit, which isn't quite what you expect on a \$14,000 car. One tester said, "The car deserves a BMW interior; the flimsiness of all the interior trim is its biggest drawback." Said another, "The interior is bizarre; it looks like an old Fiat, poorly laid out and poorly assembled of poor materials."

The Scirocco seats came in for special criticism. "You sit on them, not in them, the side bolsters are useless in hard cornering, so there's little lateral support. The construction is so light, the seat is loose in the tracks." Said another tester, "The seats are too low, uncomfortable and shabby-looking."

All in all, the Audi is seriously compromised. The engine, the gear-box and the brakes are excellent, and the handling is sharp. But the quality isn't very high and the interior isn't well thought out. But the car has potential. It's a more livable design than a Porsche 924, for example, needing only a high-line interior and hatchback to come together. The Audi Coupe is relatively inexpensive, exotic-looking and a nice road car. It's just not finished yet.

Saab 900 Turbo

Nobody was really thrilled by the Saab. The exterior styling evoked comments like "silly," "blah" and "I still can't get used to it after all these years." The interior was just as unpopular. "Weird at best," and "poorly designed" were typical comments.

The Saab is almost willfully different. A gas-station attendant refused to check the oil level because he'd had experience with Saab's forward-hinging, hood on rollers, and didn't want to break another one. The ignition key is hidden between the seats on the floor, while the windshield header blocks overhead traffic lights and the heavy roof pillars hamper vision in all directions.

Unfortunately, the Saab doesn't make up for all these discomforts when you get to the track. The shift lever is "flat terrible," a rubbery stalk that needs encouragement to go into gear. At the drag strip, there was so much wheel hop under acceleration that we had to hold the shifter in first to keep it from popping out of gear, and then the Saab would just sit there and hop up and down, spinning the tires.

The Turbo has terrific acceleration once you get it launched—you end up having to just drive it off the line before hitting the throttle about the same as the Volvo. But between the poor shifter and inadequate front suspension, it's hard to accelerate fast.

Not fun

The Saab is also hard to drive fast around a corner. Even with Pirelli P6 tires, the car understeers massively because of too much weight on the front end, wearing out the front tires in the process. The X11 has a much more sophisticated front-wheel-drive chassis, and is much more rewarding to drive. The Saab suspension seems under-damped, so it gets upset easily on anything but a pool table. It's not fun.

The Saab has excellent brakes, predictable and well modulated. The turbo engine is smooth and powerful, once you get beyond the low-speed stumbles. There's a lot of luggage space with the rear seat folded down, and the seats are comfortable for straight-line driving, though they have too little lateral support.

Otherwise, there's not much we liked about the Saab. For \$16,000, it's just not in the same league as the Volvo GLT. When a tester says the feature he likes best about the car is "the electric rear-view mirror control" and what he particularly dislikes are "the styling, the interior, the handling, the shifter and driving it," then you've got a problem. The Saab appeals to its own little world of enthusiasts who won't buy anything else. But as our Auto Editor wrote, "I'm really puzzled by this car. I think I should love it, but it really irritates me."

HOW TO PROTECT YOUR HOME

(Continued from page 118)

case opens to reveal the controls. You can set a whole week's worth of operations. Turn lights on and off in various rooms or leave lights burning after sundown in the den

and turn them off at night.

Best of all, the programmer has a bit of randomness thrown in. On and off times will change within a half hour's space of time each night.

Most automatic lighting systems use computer-encoded data. So the ultimate protection is to program a home computer with an automatic lighting system. You can program a full month's worth of on-off cycles for lights and appliances. For example, we used Mountain Hardware's program for the Apple II Computer and found that, with it, and the BSR automatic lighting system, we could simulate a frenzy of activity in our house-while not a soul was home.

When choosing equipment, check your classified directory under "Burglar Alarm Systems." Inquire about systems you can install yourself; many need professional installation to keep their warranties valid.

SOURCE LIST

Alarm systems and accessories, wired and wireless Controller Systems Corp., 21363 Gratiot Ave., East Detroit, Mich. 48021.

G.C. Electronics, 400 South Wyman, Rockford, Ill. 61101, General Electric Corp., Consumer Products Dept., Syracuse, N.Y. 13221

George Risk Industries, GRI Plaza, Kimball, Neb. 69145. Guardian Electronics, 31117 West Via Colinas, Westlake Village, Calif. 91362.

Honeywell Inc., Home Security Div., Honeywell Plaza, Minneapplis, Minn. 55408.

Napco Security Systems Inc., 6 Ditomas Court, Copiague, N.Y. 11726

Nutone Div., Scoville Inc., Madison and Red Bank Rds., Cincinnati, Ohio 45227.

Pittway Corp., 780 McClure, Aurora, III. 60505.

The Shelburne Co., 110 Painters Mill Rd., Owings Mills, Md.

SOS Alarms, 31822 Village Center Fld. No. 202, Westlake Village, Calif. 91362. Stratitrol, 140 South Union Blvd., Lakewood, Colo. 80228.

Universal Security Instruments Inc., 10324 South Dolfield Rd., Owings Mills, Md. 21117.

automatic light controls and timers

AMF, Paragon Electric Co. Inc., 606 Parkway Blvd., Box 28, Two Rivers, Wis. 54241

BSR Industries, Route 303, Blauvell, N.Y. 10913.

Dynascan Corp., 6460 West Cortiand St., Chicago, III.

Intermatic Inc., Intermatic Plaza, Spring Grove, III, 60061 Leviton Manufacturing Co. Inc., 59-25 Little Neck Parkway, Little Neck, N.Y. 11362.

Locks, sales and security hardware Cable Lock Systems Inc., 3100 Airport Ave., Santa Monica.

John D. Brush and Co., 900 Linden Ave., Rochester, N.Y.

Lori Corp., Southington, Conn. 06489.

Meister Atlanta Corp., 3701 Clairmont Rd. N.E., Atlanta, Ga.

The Tulnut Works, Div. of Sante Fe Systems Inc., 236 Montezuma St., Santa Fe, N.M. 87501. Miscelleneous devices, electrical and nonelectrical

Emhart Industries Inc., 560 Alaska Ave., Torrance, Calif. 90503.

J.C. Penny Co. Inc., Catalog Div., 90 Annex, Atlanta, Ga 30390.

Master Lock Co., 2600 North 23rd St., Milwaukee, Wis. 53210 Montgomery Ward, 2101 East Kemper Rd., Sharonville, Ohio

Mountain West Security Equipment Distributors, 4215 North

16th St., Box 10780, Phoenix, Anx. 85064 Radio Shack, One Tandy Center, Fort Worth, Tex. 76102. Sears, Roebuck and Co., Sears Tower, Chicago, III. 60684.

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PM COMPARES 6 TOP COMPUTERS (Continued from page 85)

for color graphics as for 80-column lines. So, for the IBM and the Apple (modified with the Videx plug-in) you need two monitors. (Color monitors blur tiny black and white letters.) But, by the time you read this, that may have changed; Amdek will soon be releasing a color/80-column monitor for both of these comput-

Graphics capability

As writers, we're loathe to admit that a picture can be worth a thousand words; but that's often the case. And it's no different in the computer world.

All these computers will let you draw designs, bar graphs, pictures and artistic graphics-the Radio Shack and PET in black and white, the others in color (on a color display, of course).

Computers' graphics capabilities are rated in pixels or points of resolution. Different computers divide the same size screen into points of different sizes that can be turned on and off. The Apple's low-resolution screen (40 points high by 40 points wide) gives a total of 1,600 possible points (at this resolution, the points are more like square blocks on most displays). But a resolution of 280 by 192 (the Apple's high-resolution screen) produces 53,760 addressable

points. Obviously, it's easier to draw a very smooth curve with a screen of 53,760 points than with one of 1,600. As would be expected, the two

black-and-white computers are easier to program graphically than their color counterparts. The PET, in particular, offers a unique system of 128 special characters. One special character, for example, is a heart shape. So programming a picture of the ace of hearts is easy. When the image you wish to program is not among the special, preprogrammed characters, you can "stack" lines, curved sections and other shapes to form the character you want.

Radio Shack uses large, blocky points or a collection of special shapes. The Shack's shapes are irregular building blocks, rather than objects.

IBM, by the way, requires a \$300 graphics interface to run color. We have included that in the price in the chart.

IBM uses a new system of drawing in which you give the computer commands like U20R10 for "up 20 units, turn right 10." The system is easy to use for line drawings, but, as on the other computers, things do get more complex.

The Atari 800 has two brainsand it's no dinosaur. One of its CPU (central processing unit) chips is devoted entirely to graphics. This makes the Atari capable of swifter animation than the other machines and also allows for nine different modes of graphics. But complex graphics are very difficult to pro-

But no matter which you choose, graphics won't come overnight. If you're like 999 out of 1,000 people, you'll be depending on prewritten software to help you design graph-

gram (though a lower level of graph-

The next purchase: software

ics offers little difficulty).

All the companies which make these computers-Radio Shack, Apple and the rest of the group-are referred to as "primary manufacturers." Companies which make software or hardware to "fit" one of the machines (see Ways to 'Talk' to Your Computer, page 85) are called "secondary manufacturers." It's a bit like the automobile aftermarket, with one major difference: What you buy after you get the computer is as important as the computer.

When you bring them home, you can do more with the Apple II and the Radio Shack TRS-80 than with the other units. Because these two have sold the most units and have the greatest number of users, they've attracted the most secondary manufacturers. For either computer, you can buy thousands of programs.

Besides the disc drive from the manufacturer, you may want other add-ons, such as a printer, a modem (to communicate via the phone with other computers), a speech synthesizer, appliance control, voice-input and others.

In this category, Apple is the winner, with Radio Shack second and the others far behind. That's because the Apple was designed with eight plug-in slots on the main circuit board. These slots-called I/O or input/output ports-were an open invitation for others to design accessories to plug into them.

The Atari 800 has just begun to catch on. If the trend continues, by year's end, the Atari owner, too, will have access to a world of software add-ons.

The 1BM computer has already inspired quite a few manufacturers to begin programming and tooling up. However, it may be more than a year before these efforts appear in the computer stores.

The Texas Instruments 99/4A

used to be the 99/4-same machine with a small keyboard. The new, fullsize keyboard makes the 99/4A far more attractive, both to the buyer and secondary supplier. And Texas Instruments has been going out of its way to keep the 99/4A alive with company-offered software. (The new Logos educational language, for example, is the best educational program we know of for any home computer.)

When it breaks

One thing about computersthey're all going to fail, sooner or lat-

Radio Shack has, we think, the best service setup. Any Radio Shack store can send your computer to a regional service center. Usually, it's returned within a week.

Apple is considered to have good to excellent service. Apple depends on dealers as a first line of repair support. Many dealers are very good at repairs; other are slow (at \$40/hour) or simply incompetent. But Apple, too, has regional centers to back up its dealers. (If you find a dealer with really good repair facilities, the system can work for you.)

IBM will likely have excellent service support, too. As of this writing, though, the service is unproven.

Texas Instruments has a number of regional centers. Work is precise and priced reasonably. But we've heard that repair can take two weeks.

Commodore used to have the worst service of all, but has improved lately to about the same level as Texas Instruments.

None of these computers will prove to be orphans. All the companies will stand behind them.

There are dozens of other comparison points between these fine machines. But now, instead of walking into a computer store and asking, "What have you got?" you should be able to say, "Show me this, this and that."

Just remember, you're the one who'll be using the machine. Like any other tool, it should fit the job you want to do. PM

MANUFACTURERS LIST

Amdek Corp., 2420 East Oakton St., Suite E. Arlington Heights, III, 60005

Apple Computer Inc., 10250 Bandley Dr., Cupertino, Calif. 95014

Atari Inc., 1265 Borregas Ave., Sunnyvale, Calif. 94086 Commodore International Ltd., 761 Fifth Ave., King of Prussia, Pa. 19406

International Business Machines Corp. (IBM), Information Systems Div., Box 1328, Boca Raton, Fla. 33432 Tandy Corp. (Radio Shack), Computer Div., Fort Worth, Tex.

Texas instruments Inc., Consumer Products, Box 225012, M-

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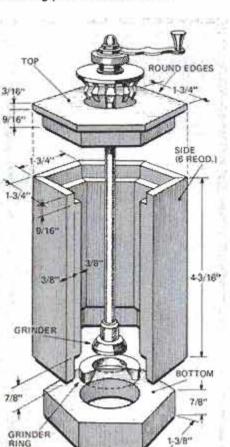


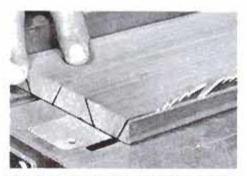


This handsome pair will add a touch of charm to your dining-room table. Made with use of a table saw, it is both an unusual and welcome project for shops without lathes.

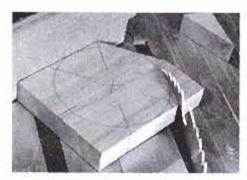


Centerpleces of this preliminary setup were test-cut for setting of blade at 30°. Surrounding pieces are used later.

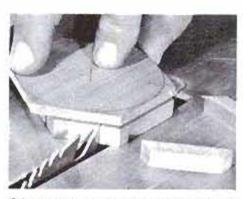




After 30° setting is made, cut beveled sides. Mark stock as shown: flip over after each cut for economical use of wood.



Use a miter gauge (not shown) to cut hexagonal top from %-in. stock. Saw blade should just touch the circle's perimeter.



Still using the rip fence (not visible in photo), make second series of cuts in the top. Make these cuts slightly oversize.

4 HANDY ITEMS FOR YOUR HOME

(Continued from page 67)

cloth. This is particularly important if you plan to apply a stain.—Ralph S. Wilkes

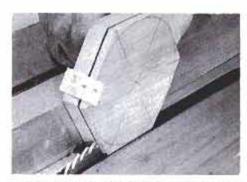
3 Salt shaker and pepper mill

Traditionally, salt and pepper shakers have been made on lathes, but this pair requires only a table or radial-arm saw. Hardware kits are available by mail from craftsmansupply houses.

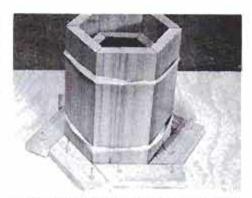
Begin by making the setup shown in the photograph at far left. Setting your blade to 30° can be tricky; I suggest cutting test pieces to make sure you've got the correct angle. Cut the pieces $1 \times \frac{1}{4} \times 1\frac{1}{4}$ in. and arrange them in a hexagon. If the joints are



Cut a rabbet in the bottom of the 12 sides. The rabbet at the top has already been cut. Make the vertical cuts first.



To form top undercut, the first series of cuts are shown here. Use rip fence and keep fingers well away from the blade.



Remove test pieces from the preliminary setup and use the frame as a gluing jig. Glue sides first, then top and bottom.



Resembling marble, carving board is made from a synthetic material, Dupont's Corian.

slightly open at the outer edges, increase blade set toward 31° and cut another set of test pieces.

When you've obtained a good fit, glue up your test pieces and frame them as shown in the photograph. The photos show the main steps in cutting and assembly. Be careful when you're working with small pieces on a table saw.

Use the test pieces to measure the tops and use your hardware to determine the size holes needed in tops and bottoms for each piece. A simple tung-oil finish is the most attractive, in my opinion.—Frank H. Day

4 Carving board

You can do away with the cumbersome job of washing carving boards if you make this beauty out of Dupont's Corian, now widely used for countertops in bathrooms and kitchens. A Corian carving board makes a handy and unusual Christmas gift.

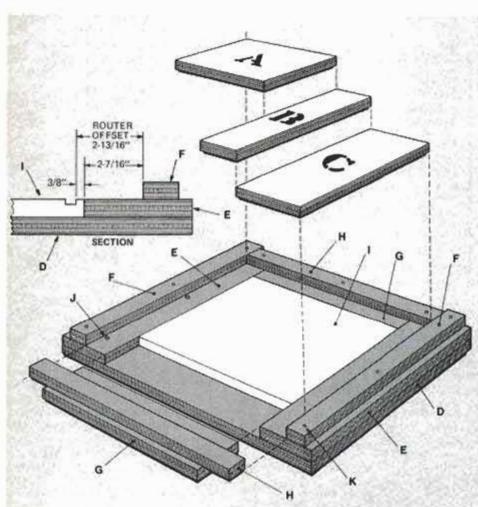
This synthetic material is tough and durable (see Two Bright Ideas for Shop-Made Lamps, page 113, Jan. '80). It doesn't absorb water and it

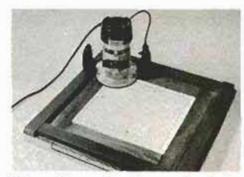
(Please turn to page 160)

MATERIALS LIST-CARVING-BOARD JIG

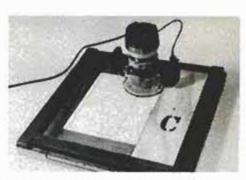
mes.	CHIM	LO LIGI — CARTING-DOAND DIO
(ey	No.	Size and description (use)
A	1	34 x 734 x 97s' plywood (filler guide)
B	1	34 × 27a × 165a' plywood (filler guide)
C	1	44 x 41g x 165e' plywood (filler guide)
D	1	34 x 2034 x 2134' plywood (keeper base)
E	2	% × 41/2 × 203/4' plywood (keeper)
F	2	34 × 112 × 2034' plywood (guide)
G	2	3/4 × 41/2 × 123/6' plywood (keeper)
H	2	34 × 11/2 × 171/4' plywood (guide)
1	1	34 × 1134 × 1239 Corian
J	10	TW No. 5 th wood screws

154" ringed nails

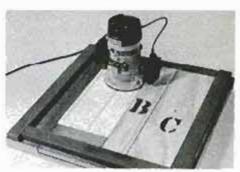




After making routing jig according to the drawing, rout the outer groove 1/2 in. deep.



Add piece C of jig as shown and make a pass across board, using edge as guide.



Add piece B and repeat step above. Switch pieces to the other side and repeat steps.



With B and C back in their original positions, add A and rout the well 1/4 in. deep.



Remove the keeper and guide to allow for easy removal of completed carving board.



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4 HANDY ITEMS FOR YOUR HOME

(Continued from page 159)

can stand high temperatures without warping or showing surface damage. This means you can toss it in the dishwasher.

Sharp knives will score Corian, but the scoring doesn't cause deep grooves or water absorption. For this reason, it wears less quickly than wood. Because it does score, knives are not dulled too quickly.

Corian is widely available at hardware and home-supply centers. It comes in a number of shades and patterns resembling marble. Various thicknesses are usually available. If you have trouble finding Corian, write to Dupont in Wilmington, Del.

Making the routing jig

This project will take longer to plan than to build. Carefully measure and plan the jig shown in the drawing on page 159. I chose a carving board (11% × 12% in.) that would fit in my dishwasher. Dimensions also include the offset of my router. which is 213/16 in. You may have to make adjustments in the dimensions to suit your requirements.

Although you can make the jig from 34-in. scrap plywood, cut the guides carefully. Rough guide edges will produce rough groove edges in your carving board. Assemble the jig as shown in the drawing, and remember to leave one section of keeper and guide attached only by screws. Removing this section allows for easy removal of the finished board.

Routing the carving board

Use carbide cutters to rout cuts in Corian. After routing the perimeter groove, as shown in the top right photo on page 159, add insert C, as shown in the photo below. Rout the groove in several passes to 1/4-in. depth.

Next, add piece B as shown in the next photograph on that page. Repeat the steps above. Now switch C to the other side and rout another groove. Then add B and repeat the

steps.

Switching both pieces back to the right side, add piece A, and then rout the well to a depth of 1/4 in. This may sound complicated, but you can arrange pieces B and C any way you wish to get several combinations of center grooves. You can also put the well in any corner.

After you've finished all the routing, and the board is removed from the jig, remove rough spots and sharp edges with medium-grit sandpaper.—John E. Gaynor



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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 business the year around." Victor Kosloski

Sturgis, Michigan 49091



Glad he chose Foley for his saw shop

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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."

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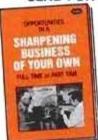
The sharpening business allows you to get started with only a minimum investment, requiring little space and effort for a successful operation. It lets you build and expand as fast, or as slowly as you like. You pocket most of the money you take in, because there are exceptionally high profits with no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

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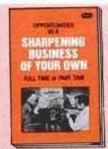
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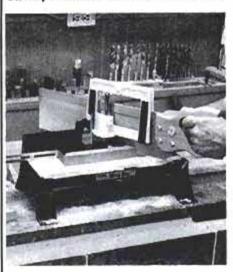


PM LOOKS AT

he new Stanley Workmaster Mitre Box offers top quality at a reasonable price, a winning combination for woodworkers who must be able to cut consistently



Stanley miterbox with 4 × 18-in. backsaw.



Tough, free-floating plastic guides hold saw in accurate alignment throughout while a five-sided figure is being cut.



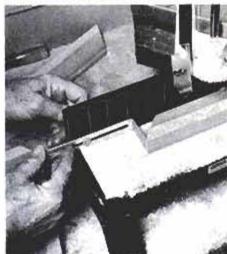
Spring-loaded wedge is pulled back to disengage the saw guide so it can be swung to new cutting position desired.

accurate miters and right angles.

Constructed of cast aluminum. the unit comes with a 4×18-in. backsaw. The vertical travel of this saw permits cutting a 2×4.

I tried the box for cutting four-. five- and six-sided figures and found the results equal to those obtained with my radial-arm saw. The unit has several fine features: A spring-loaded wedge arrangement for quick, easy angle setting; an adjustable board stop for repeat cuts; and a board clamp for holding the workpiece against the back plate.

The box costs \$56.40 with the backsaw, \$42.30 without it, from Stanley Tools, Dept. PID, Box 1800, New Britain, Conn. 06050,-H.W.



Adjustable board stop can be quickly set to obtain multiple, same-length cuts.



A wingnut is turned to clamp the work to the back plate. The clamp and stop can be mounted on either end of the miterbox.

PM LOOKS AT DREMEL'S CHAIN SAW SHARPENER



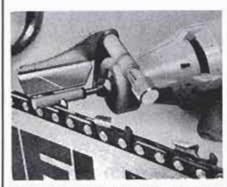
Besides sharpening attachment with 25,000-rpm motor, aluminum-oxide grinding stone, kit has wrench, gauge, two spacers, two other grinding stones.

Working with a sharp chain saw is safer and more efficient than using a dull one. You can maintain the chain quickly and accurately with the Dremel Chainsaver. Kit Model 1246 has a motorized sharpening attachment, three grinding stones, two spacers and a gauge. It's \$39.95 at art and craft stores, from Dremel Div., Emerson Electric Co., 4915 21st St., Racine, Wis. 53402.

-Rosario Capotosto



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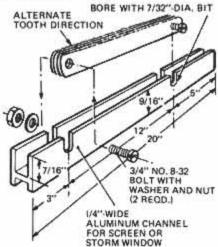
You can use a turnbuckle as a handle for an auger bit or tap. With a turnbuckle, you can work in spaces too tight for a carpenter's brace or a conventional tap holder. When choosing a turnbuckle, don't get one made of brittle cast metal because it will break under excessive stress.

-Hilbert Caniello

Tidy trash cans

Save workshop shavings and sawdust for use in the bottom 2 inches of your garbage cans. The wood absorbs any wetness that seeps from the trash and it keeps the area beneath the trash cans clean .- Billy Hill

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—George Obradovich

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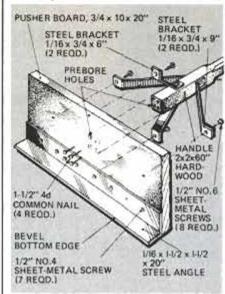
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HINTS FROM READERS

Snow pusher



I built this pusher to move the snowdrifts that collect on my walks and driveway. First, I cut a hardwood handle and chamfered the edge, so I could grip it comfortably. Next, I cut a 1/4 × 10 × 20-in, pusher board. A 1/16 × 3 × 20-in. length of strip steel served as a skid on the board. Before attaching it with screws, I bent the steel to form a 90° angle by sandwiching half of it lengthwise between two blocks of wood in my vise, and applying pressure to the free half with another wood block until it bent to the desired angle. I secured the pusher board to the handle with 1/16 × 3/4-in. steel brackets: two 6-in.-long and two 9-in.-long brackets. I varied the their fasteners lengths 80 wouldn't enter the handle at the same height and weaken it. I prebored nail holes through the board and the end grain of the handle, so the hardwood wouldn't split when the nails were driven. The steel skid is much lighter than a structural angle. Its protruding edge acts as a guide and keeps the pusher at the desired level for removing snow .- William Slamer

Knockout washers

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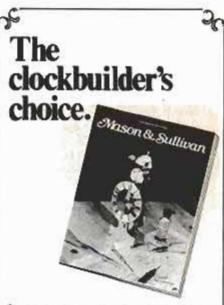
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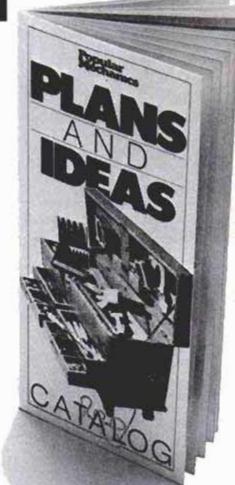
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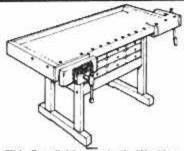
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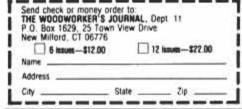
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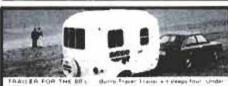
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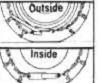
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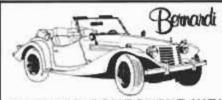
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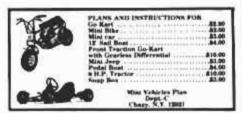
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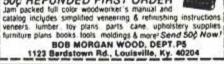
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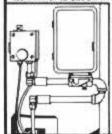
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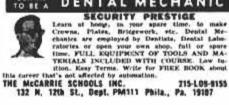
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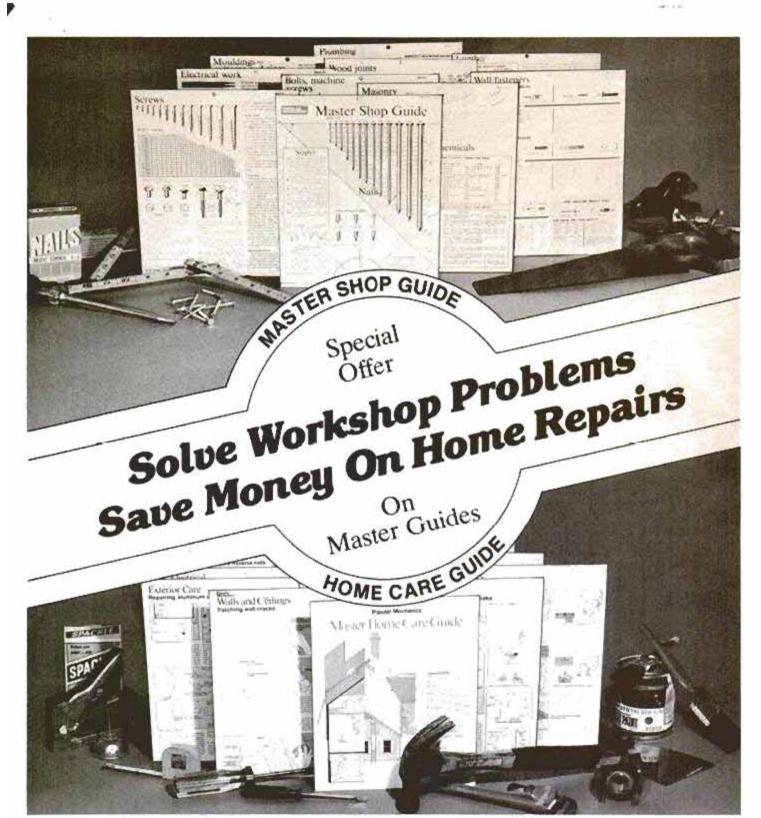
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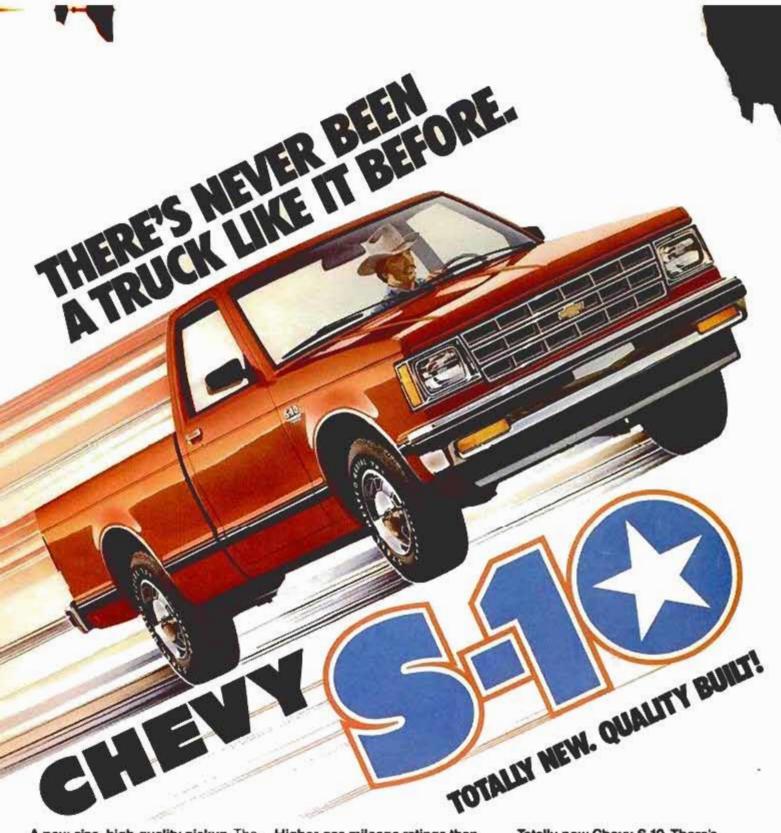
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