Popular Mechanics

In this issue—PM’s best ever
40-PAGE HOME IDEAS GUIDE
full of the know-how you need to: Facelift your home
- Come up with a really different family room
- Make your own light fixtures • Install a prefab bath
- Get a new entry • Discover new products that
will give you ideas, ideas, ideas...Begins on page 137

WHIRLYBIRDING:
A whole new idea in
radio-controlled model flying
Page 69

CLIP & SAVE KNOW-HOW:
- How to paint a room • How to install
  insulation • How to add a garage-door opener
- How to put up ceiling beams • How to hang a door
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APRIL 1973
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Skoal, laced with winter-green. And Happy Days Mint.

They all give you tobacco satisfaction without having to light up.

Smokeless Tobacco.
A pinch is all it takes.

There are times when a guy just can't smoke.
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As a Service to Readers, Popular Mechanics publishes newsworthy products, techniques and scientific and technological developments. Because of possible variance in the quality and condition of materials and workmanship, Popular Mechanic cannot assume responsibility for proper application of techniques or proper and safe functioning of manufactured products or reader-built projects that result from plans published in this magazine.
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April 1973
LETTERS
TO THE EDITOR

Good frames for good art
Your article, Good Art at a Price You Can Afford (page 73, Feb. PM) is a great job, more detailed than any we have seen before on the subject.

NEW YORK
Hildegard Popper

I'll be taking PM home with me tonight and will have fun reading your article after supper—even though I can see already the sparks which Harry Wicks' story and Robert Borst's photos will kindle in the lovely eyes of Mrs. H.

CHICAGO
Dan Holman

Your article on picture frames gave me a whole new bunch of ideas.

GREENVILLE, N.H. Laurence M. Johnson

I've never been happy with the frames I've gotten from professional framers so I'm planning to try my hand at framing, following your very clear instructions.

NEW YORK Ruth Galanopoulos

Your magazine the past two years has exceeded all my expectations and certainly your Great Workshop series and the story on making frames are out of this world.

WILMINGTON, MASS. C. F. Cahiff

Yup, our Home Workshop Editor did a great job—built all those picture frames in his shop, set up the photos, wrote the story and instructions. The only thing he didn't do was paint the pictures.

Aerosols and animals
Don't Take Chances With Aerosols! (page 83, Feb. PM) is interesting, but why give publicity to vivisection? By mentioning vivisection, you, I assume, are supporting it. If so, I would ask you to think whether it seems possible that God ever intended that animals be tortured in order that we might be cured of disease.

STREAMWOOD, ILL. Mrs. Ronald E. Holmes

Not Kawasaki's first four-stroke
Imports and Motorsports (page 24, Jan.
(Please turn to page 10)
proven ways to your own money-making business

You offer a service everybody needs . . . work full time or part time . . . own your equipment . . . keep all you earn . . . start with just a small investment . . . and we help you every step of the way!

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APRIL 1973
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1½" turning radius
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For extra-close-quarters cutting of hard and soft copper, aluminum, brass and plastic tubing. Dual rollers opposite hardened cutter wheel center tubing for smooth, fast, accurate cuts.

3 Tools in 1!
Quickly, smoothly cut copper, brass and aluminum tubing — also thin-wall conduit. Have handy, fold-in reamer with gas cylinder wrench key cut into blade. For larger capacities (⅝" through 4¾" O.D.) see Nos. 20, 30 or 40. Cutters for plastic also available.

Free Catalog: Covers the complete line of famous RIDGID Pre-tested Work Saver Tools. Write Dept. PM-2, The Ridge Tool Company, Elyria, Ohio 44035, U.S.A.

LETTERS
(Continued from page 8)

PM) has one small error. On page 26, concerning the Kawasaki Z-1 900, you say: "You're right, the 900 stands for displacement of Kawasaki's first four stroke—903 cubic centimeters to be exact."

In the mid-1960s, Kawasaki manufactured (and sold in the United States) a four-stroke, twin-cylinder motorcycle of 624 cubic centimeters, designated the W1 and W2SS (depending upon carburetion).

Except for that error, I found the column most interesting and informative.

SALT LAKE CITY
ROBERT O. LINDSAY

That earlier four-stroke was, indeed, sold in the United States from 1966 (when Kawasaki started bringing bikes here) until 1968. It is still sold, and is popular, in other parts of the world.

Hooray for Bill Hartford's new column, Imports and Motorsports. As owner of a Valiant (Canada), a VW bus (Brazil) and a Yamaha motorcycle (Japan), I appreciate the emphasis on imports. PM is tops anyhow; now this makes it complete.

BIXBY, OKLA.
R. C. DAVIS

This lamp is 'perfect'
Here is a photo of my husband's modified version of your lamp (Build a Spanish-Style Lamp the Easy Way, page 166, Oct. '71 PM).

He made it to match our semiformal living room (in Mediterranean style).

I hadn't been able to find a "store lamp" for less than $100 that I liked.

This is perfect. Thanks!
HUNTSVILLE, ALA.
MRS. PAUL MAKOWSKI

'Old farmer's way' to start a fire
In an otherwise good article on fireplaces, the instructions for getting a draft started violate a very fundamental safety rule (How to Have a Smokeless Fireplace, page 76, Jan. PM). The rule is never, never stuff paper in the chimney and light it! Burning paper has a habit of floating

(Please turn to page 12)
SIX REASONS WHY YOU SHOULD PUT FIRESTONE STEEL RADIAL 500 TIRES ON YOUR CAR VERY SOON.

1. They will put steel between you and tire trouble. Two strong belts of brass plated high tensile steel cord are under the tread to stand up to chuckholes, curbs and roadjunk.

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3. They will give you better handling, more precise steering than any conventional tire we've ever made. The steel belts stabilize the tread, help hold it to the road to deliver better handling and better cornering.

4. They are the quiet radials. Compare the radials—you'll find Firestone has a computer designed, logarithmic tread pattern specially designed for quiet running and quiet cornering.

5. Firestone gives you 7 days to test the ride. If you're looking for a smooth-riding radial, read our offer below.

6. We'll help you out when it comes to paying for them. Your Firestone Revolving Charge, Master Charge, BankAmericard, Carte Blanche, Diners Club and American Express Card are good at most Firestone Dealers and stores.

OUR 40,000 MILE GUARANTEE
The Steel Radial 500 by Firestone is guaranteed to give you 40,000 miles of treadwear in normal passenger use on the same car. If it doesn't take your guarantee to any Firestone Store or participating Dealer. He'll replace the tire with a new one and give you credit for the mileage not received based on the then current adjustment price (approximate national average selling price) plus Federal Excise Tax. A small service charge may be added.

OUR 7 DAY TEST RIDE
Trade in your old tires on a set of Firestone Steel Radial 500's at any Firestone Store or participating Dealer. Drive on them for seven days. If you don't like the way they handle—or ride—return them within seven days and they'll put your old tires on again and refund your money. In full.

Firestone
The people tire people
LETTERS
(Continued from page 10)
out of the chimney and setting the roof on fire. The proper way, as any old farmer will tell you, is to twist the paper into a candle, light one end and hold it just under the throat.
SYRACUSE, N.Y. LIONEL NAUM

Solid oak gossip bench
Many enjoyable hours were spent working on this gossip bench which now has a prominent spot in our living room (Build This Early American Gossip Bench, page 152, March '71 PM). The bench is made of solid oak and the last coat of finish was hand-rubbed with pumice stone and rottenstone to give it an extra smooth finish. Keep coming with these beautiful plans for Early American furniture!
Pella, Iowa DAVE VAN DONSELAR

Behind the eight ball
Regarding the color photograph illustrating $300 Pool Table for $107 (page 63, Jan. PM), what game are the gentleman and lady playing? If the gentleman makes what appears to be the eight ball, he will lose the game.
Long Beach, Calif. RAY KOMPSI

And the lady will win. That's why we all agree he's a gentleman, whether he knows how to shoot pool or not. (Matter of fact, he's the man who built the pool table for us and wrote the article.)

Aeroprinting
We received the January issue of PM and its story on Aeroprint (Color Prints from a Spray Can, page 156) with delight as well as surprise. But there were some errors. The color kit retails for $29.95, not $24.95. You state that capacity per kit is 57 8x10 prints, but the figure is 40 (the exact amount will vary from user to user). And last, total processing time is 36 minutes including four five-minute washes, not 36 minutes plus wash.

You also mention the cost of an Aeroprint may approach the cost of custom printing. This is not so. Commercial labs charge $12 and up for an 8x10 print, while Aeroprint costs only about $.1.

AEROPRINT PRODUCTS USA JERRY FRANK EMERSON, N.J. EXECUTIVE V-P

The capacity of 57 8x10 prints was calculated from Aeroprint literature. But the price comparison we gave was not for custom-lab prints, but for "commercial" prints—the drugstore kind. Aeroprint's main advantage, as we said, is that it lets you try such custom operations as special cropping, dodging and burning in, at drugstore prices.

Lamp stand—a challenge
The octagon lamp table (A Beauty—and So Simple to Make, page 154, Aug. '72 PM) seemed very challenging, so I tried it and it was. I added a bottom, a 2-inch base molding and two doors with magnetic latches. I love the variety of projects you offer in PM.
INGLEWOOD, CALIF. ELMER HOHBOCH

How do you get the slip out?
I hope one of your readers can help me solve a problem. I do ceramics but find it difficult to handle large molds as I get older. I wonder if anyone has come up (Please turn to page 14)
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APRIL 1973
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Every IRWIN bit made of high analysis tool steel, heat tempered, machine-sharpened and highly polished, too. Buy from your independent hardware, building supply or lumber dealer.

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only $1.50 for 50 ft. size
New and improved IRWIN self-chalking design. Durable aluminum alloy box. Practically damage-proof. Fits pocket or hand, 50 ft. and 100 ft. sizes.

IRWIN every bit as good as the name at Wilmington, Ohio 45177, since 1885

LETTERS
(Continued from page 12)

with some sort of pump for taking the slip (which weighs 15 to 18 pounds per gallon) out of molds. A commercial pump costs $300, but such expense is out of the question.

JACKSONVILLE, FLA. MARGARET FRUMERIE

Has any do-it-yourselfer solved the problem? We'll pass your ideas to Mrs. Frumerie.

$50 lightbox for $56.26
I just got through making A Lightbox for Under $50 (page 112, Dec. PM) except that mine cost $56.26. I would like to know how your contributor constructed his for less than $50.

ROSAMOND, CALIF. HAROLD M. CHASE

We don't know, other than that maybe things are cheaper over in Pomona where he lives.

Turn off the fan if the light's off

In your very informative Slide Projectors Get Smarter All the Time (page 140, Feb. PM), I couldn't help noticing that you suggest cooling the lamp with the projector fan after turning off the lamp—to lengthen the lamp's life. All of us here at J.C. Penney used to do it until I came across a paragraph on "Lamp Life" in Kodak Publication S-53. Kodak seems to feel that the fan shouldn't be used to cool the lamp after it's turned off.

J.C. PENNEY CO. JOEL MAXWELL
NEW YORK PHOTO SUPERVISOR

You're right. Kodak says: "The fan should normally not be operated after the projector lamp has been turned off, because the rapid flow of relatively cool air tends to set up stresses in the lamp, condensers and the heat-absorbing glass by cooling their surfaces rapidly."

So why is there a FAN-ONLY position on the switch? Kodak says it's for cooling burned-out projector lamps for quicker replacement.

It also allows use of a "programmer" (which fades in an image from one projector while fading out the image from another.)
One of the most expensive ingredients in your gasoline is the octane. That’s why it’s such a shame to see people throw their money away on octane they don’t need.

Every automobile has a certain octane requirement to run properly. Above that level, you’re just throwing your octane away...and your money, too.

It’s true, that back in the 50’s and 60’s, car engines were being built to run on fuels with higher and higher octane levels. But beginning with the 1971 models, manufacturers have dropped compression ratios. Which means you need less octane for your engine.

Most of today’s engines are designed to run on 91 octane fuel. Even your big expensive car engines. And that’s where Gulftane® Low-Lead gasoline comes in. It’s a 91 octane fuel you can use in almost every ’73 car, most ’72’s, many ’71s, and millions of older cars. If you aren’t sure about yours, check your owner’s manual.

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If that doesn’t work, step up in octane by trying Good‘Gulf. If it still knocks, then go to No-Nox. But try Gulftane Low-Lead first.

Other gasoline companies have low-lead gasoline, but ours costs less than our regular. And if you’re going to start saving money, you might as well save all you can.

So stop throwing your money away and stop at a Gulf station for some Gulftane.

If you’d like to know more about Gulftane Low-Lead gasoline, ask at any Gulf station or write: Gulf Consumer Information, Box 1519-H, Houston, Texas 77001. We’ll be glad to tell you about it, and we’ll try to answer any other questions you might have about your car.

You see, at Gulf, we’d like you to learn all you want to know about your car. And our products. That way we can keep you on the road. And us, too.
Jack Terry knows exactly where he's going. Thanks to ICS.

(A TRUE STORY)

At age 27, Jack Terry doesn't have it made yet.

But he knows where he's going. And he's on his way.

Jack jumped from beginner draftsman to Highway Engineer, first level.

At almost twice the pay.

"That took five promotions," Jack told us. "But my ICS training was a real help in passing each promotion examination.

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

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ICS has trained 8,500,000 people in the past 80 years.

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If you want your job to give you more, (more money, more day-to-day satisfaction, and more future) send for our career guide booklets and free demonstration lesson.

Remember, it's your life. You might as well make the most of it.

ICS

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Model 120
Black Walnut
74" x 16 3/4" x 10"
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The Emperor Grandfather clock movement 100-M is manufactured by West German clocksmiths, who have been producing the world's finest clock movements for three generations. The solid brass dial is surrounded by embossed overlays. The face has a high, permanent polish and serpentine hands. In the arch above the dial is a shaped aluminum world with the words "Tempus Fugit" (Time Flies) inscribed in black enamel. Or, if you prefer, a moving moon dial with lunar calendar.

The completely weight-driven movement strikes the famous Westminster chimes on musically-tuned rods: four notes on the quarter-hour, eight on the half-hour, twelve on the three-quarter hour and sixteen on the hour. The hour is struck on additional tuned rods. All plates in the movement are solid brass, and all pinions are hardened steel . . . No plastic parts.

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APRIL 1973
SOLUTIONS FOR MECHANICAL HEADACHES

AUTOMOBILE CLINIC

BY MORT SCHULTZ

Tight cap

I have a problem with the oil filler cap of my 1971 Chevrolet Impala’s 400-cu.-in. engine. The cap has been so stiff to get back on after adding oil that it has cracked and broken. Several pieces have dropped into the rocker-arm cavity. I would like to know if they can cause damage, and also if there is a different type of cap I can use that’s easier to install.—K.E. Hart, San Jose, Calif.

The pieces of cap that have fallen into the rocker arm cavity shouldn’t cause damage unless they are ½-inch or more in diameter. Large pieces may plug one or both of the oil drain-back holes in the cylinder head, which could lead to spark-plug fouling and a leak at the valve cover gasket.

To get the pieces out, simply remove the valve cover. Otherwise, oil filler cap material is relatively soft and will cause no problem. Eventually the pieces will make their way to the oil sump and be drained from the engine when oil is changed.

There is no different type of cap you can use. However, if you find that a new cap is just as stiff as the old one, try spreading some lubricant, such as petroleum jelly, around the lip. This should allow the cap to slip into place easily.

Mixing drinks

If necessary, in an emergency, is it okay to mix two different brands of permanent ethylene glycol antifreeze, such as Zerex and Prestone, or will some incompatible-chemical reaction damage the cooling system?—Ken Greenberg, Chicago.

Yes—it is okay; no—there will be no damaging chemical reaction.

Removing sap

Our driveway is under a poplar tree, and the sap has dripped on my car’s finish. Is there a way of removing it?—Dom Paratore, Exeter, N.H.

It’s tough, especially if the sap has been allowed to harden over a period of time.

The ideal thing is to wash the car as soon as possible after tree sap falls on the finish. If the sap has time to hold, it will work its way into the finish, much as egg would if splattered on the car.

You can try a couple of things. A finish conditioner sold by new-car dealers may help. But if the sap proves stubborn, dampen a rag with gasoline and “spot” the affected areas. Have someone follow behind and immediately wash the area with a household detergent solution. Flush with lots of water.

Rear tire wear

I’ve noticed a tire-wear condition I call “step-off” on the two rear tires only. The car is a 1970 Hornet with 232-cu.-in. engine. The outer ribs of the treads are wearing away faster than the rest. Why is this happening?—Andrew Duchay, Chicago.

There are three primary causes of erratic tire wear in the rear. First, of course, is improper tire inflation. Then there is the chance that the rear wheels are out of balance. This, though, would cause the type of wear normally described as flat-spotting. Finally, erratic tire wear will result if the axle is bent, throwing rear-wheel alignment out of whack. Normally a vibration would be felt if this were the case.

Fanning the fires

While I was driving through South Carolina in August, the radiator and engine of my 1971 Oldsmobile overheated and literally blew apart. The mechanic who worked on the vehicle stated that the cause of the accident was that the fan clutch broke, causing the engine to overheat. It was further determined that the temperature-sending unit was defective. Since the red temperature warning light did not go on, I did not realize that the engine was overheating. What I would like to know is how an Oldsmobile owner can check the temperature-sending unit and...

(Please turn to page 24)
Salem refreshes naturally!

Natural Menthol Blend
(means naturally fresh taste)

fan clutch prior to a trip?—Col. Paul R. Kaufmann, Fort Meade, Md.

The temperature-sending unit is part of the temperature indicator-light circuit. A shorted sending unit would cause the warning light to remain on constantly although the engine doesn't overheat. Most times the problem doesn't happen this way, but rather with a warning light that doesn't go on.

To check the warning light, turn the ignition key to START. The light should glow and continue to glow as you crank the engine. It should go out when the engine starts. If the light doesn't light in this way, the bulb has burned out, the fuse has gone bad, or there is an open circuit.

The fan clutch engages when it senses that air temperature has reached about 180° F. The most accurate way of checking its operation is to have a mechanic insert a special dial-type thermometer between the fan blades and radiator, and observe at what temperature the clutch engages. You know that the clutch has engaged when you notice a sharp increase in the fan noise.

You can find out if the fan clutch is operating by running a cold engine at slightly above fast idle (2000 rpm) for a minute or two. Stop the engine and turn the fan by hand. It should turn freely.

Ruining contact points

I have a 1972 Chrysler with a 400-cu.-in. engine. The car has only 10,000 miles and already I've had to replace the distributor contact points. What's wrong?—David Speth, Orchard Lake, Mich.

You don't say whether the points were burned or pitted excessively. If burned, check for a high primary voltage condition resulting from an improperly adjusted or inoperative voltage regulator, or a faulty ballast resistor. A defective condenser or high resistance in the condenser circuit will cause points to burn, too, as will improper adjustment of the contacts themselves.

Finally, if a clogged engine breather is allowing crankcase pressure to force oil or vapors into the distributor, contacts can burn. Burning may also result if lubricant gets on points—lubricant that was placed in excess on the distributor cam.

If points were pitted excessively (a certain amount of pitting results from normal operation), make sure that condenser capacity, contact-spring tension and contact gap are to specification.

Service Tips

• Poor fuel economy with a 1971 or 1972 Dodge car or truck having a 360 or 400-cu.-in. engine and Holley 2210 two-barrel carburetor may be caused by a sticking, sealed-bowl vent valve in the carburetor. If the valve is not closing, the engine will burn more gas. The problem can be solved and gas mileage improved by disassembling and cleaning the parts of the vent assembly in denatured alcohol, and by adjusting the clearance of the valve to allow insertion of a 0.015-inch gauge between the vent valve plunger stem and operating rod. The procedure is detailed in service bulletin 14-12-72D (9-27-72).

• Two precautions are needed to minimize the possibility of the tape of an 8-track radio/tape player from wrapping itself around the capstan. First, remove the tape cartridge before the unit is turned off. Secondly, clean the pickup head and capstan shaft every 100 hours of operation. Use isopropyl alcohol (rubbing alcohol) and a long cotton swab. It's not necessary to remove the unit from the car.

• What's a worn ball joint? This question should be resolved once and for all with the introduction of ball joints with wear indicator in new cars. On General Motors models, for instance, the lower joint uses a protrusion of a 1½-inch-diameter nipple into which the grease fitting is threaded. The nipple projects 0.050 inch beyond the surface cover of the ball joint. As the joint wears, more room is left for the nipple to recess itself into the joint. To inspect units for wear, wipe the grease fitting and nipple free of dirt, and attach a grease gun as if you were going to lubricate the joint. If the grease gun forces the nipple flush with or recesses it beyond the surface of the cover, the ball joint is worn and should be replaced promptly. ★★ ★

GOT A PROBLEM WITH YOUR CAR? Ask Mort about it. Send your question to Auto Clinic, Popular Mechanics, 224 West 57th St., New York, N.Y. 10019. Letters cannot be answered individually, but problems of general interest will be published in the column.
"The styling coup of '73"

When we introduced the Hornet Hatchback this fall, Car & Driver Magazine called it "The styling coup of '73."

And along with sportscar styling, you get room to travel in; 23 cubic feet of cargo space with the back seat folded down.

Now we've added something else. An optional Levi's interior. The look of jeans, copper buttons, orange stitching...even a Levi's tab.

So if you want the style, the performance, the room, the Levi's interior and the American Motors Buyer Protection Plan, get a Hornet Hatchback at your AMC dealer, where he'll give you a good deal and a good deal more.

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1. A simple, strong guarantee, just 101 words!
   When you buy a new 1973 car from an American Motors dealer, American Motors Corporation guarantees to you that, except for tires, it will pay for the repair or replacement of any part it supplies that is defective in material or workmanship. This guarantee is good for 12 months from the date the car is first used or 12,000 miles, whichever comes first. All we require is that the car be properly maintained and cared for under normal use and service in the fifty United States or Canada, and that guaranteed repairs or replacement be made by an American Motors dealer.

2. A free loaner car from almost every one of our dealers if guaranteed repairs take overnight.

3. Special Trip Interruption Protection.

4. And a toll free hot line to AMC Headquarters.

AMC Hornet

We back them better because we build them better.
I'd like to give this to my fellow men... while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the crevice in which you could not dig excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free of fear, of worry, free of scars, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shifts yourself to a new world of living. I am the first to reach the crest, carries you to levels of independence beyond the dreams of avarice. Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is rubbish! And anyone who tries to tell you that you can think your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are. I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be earned! I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others, seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe you are little ashamed of the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of the few. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "man business" that can be operated with outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent of your boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just write me. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you.

Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang On Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

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You can't get a good job without experience. We'll give you both.

There are lots of jobs in the want ads. Unfortunately, almost all the really good ones ask for experienced help. So you ask yourself, how can I get experience if no one will ever hire me? One answer lies in today's Army.

You'll start at $307.20 per month (before deductions). No experience necessary.

In fact, we'll give you that experience. Along with the training you need to perform your choice of over 300 jobs. Jobs you can turn into a career. In the Army, or out.

For more information see an Army Representative, or write Army Opportunities, P.O. Box 5510J, Philadelphia, PA 19143.

Today's Army wants to join you.
PLANNING AHEAD for the coming season, campers and outdoorsmen should start by sending 75 cents to the Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402, along with a note asking for the book National Parks & Landmarks No. 2405-0287. This handy paperback in a size that can fit in a backpack describes natural, historical, recreational and cultural areas plus national capital parks that are administered by the National Park Service, as well as a number that are not. Hundreds of "sites declared eligible for registration as national historic, natural and environmental education landmarks" but not administered by the National Park Service are also listed. The book is a bargain directory of places to see.

For outdoorsmen and others, the low-cost publications of the Government Printing Office can be as welcome as an income tax refund which, in fact, they are. Interested in a specific national park, camping or boating in general? Write to the Superintendent of Documents about your special interests; by return mail you're likely to get a check list of half-a-dozen or more pamphlets covering the subject. Individual parks are also a source for booklets covering their history and points of interest.

EVERYONE TALKS about the environment but it is encouraging to hear when something is done about it. In Utah, the Division of Wildlife Resources reports two men are serving 90-day jail terms for shooting a golden eagle. The men claimed they did not recognize the bird so they shot it for coyote bait.

KEEPING COMFORTABLE outdoors with the right clothing is getting a big boost from the recent introduction of a number of light but durable items. Gladding's Aqua-Float Coat is a jacket suitable for boating, fishing or snowmobiling but is said to have enough buoyant foam lining to keep the wearer afloat in case of a dunking. Several similar life-preserver windbreakers have recently come on the market from other sources as well, and while most are not Coast Guard approved as legal "personal flotation devices," any one of them might save a life.

John Deere dealers, the source of much outdoor equipment, have borrowed from the astronauts a metallic Therm-O-Liner to reflect body heat for wearers of their new jackets.

Clothes to match your boat were bound to come, just as they have for snowmobilers. Appropriately enough, Arctic Cat's companion company, Silverline Boats, now has sets of child-size and adult windbreakers, warm-up and flotation jackets and full storm suits color matched to Silverline runabouts and cruisers. Or to look the same as your Johnson Stinger outboard, you can get a Fish-N-Boat Johnson jump suit at the same time that you buy your motor.

Outboard Marine, parent company of Johnson and Evinrude outboards, has added Bo'sun's boating shoes to its extensive accessory line. The white pebble-grain Duratex vinyl uppers can be easily cleaned with soap and water; squeegee soles can grip slippery decks. We have tested them and can recommend them. OMC parts and accessories have also been expanded to include useful items such as propeller guard kits that provide a protective shield around the prop, electronic corrosion protectors, combination bilge pump blowers, dash instruments, power tilt and trim, self-contained marine heads, freshwater systems for OMC stern drives, and stainless-steel Teflon propellers—so popular they're made for Evinrudes, Johnsons and their competition as well.

Hardly attractive to wear, but worthwhile just the same, are earmuff protectors like those used by jet-aircraft mechanics. More and more shooters are starting to bring them to the range as part of their regular equipment. Recently we tested some red, white and blue Whisper-Pak muffs that are about $10 from Ithaca Gun dealers. It was discouraging to find how much they can improve a score—no one likes to believe he still flinches occasionally—but we find the muffs really work, and are equally useful, of course, to prevent ear damage that might lead to deafness.

RECREATIONAL VEHICLE owners often seem to have trouble tracking down all the accessories they like to load aboard. One new source is a 200-page Camper's Catalog that covers a good assortment of the tons of gear available. It's offered by many RV dealers, and to find the closest, check with Camper's Pride, Box 965M, Elkhart, Ind. 46514. Next time you're looking for a power converter or a heater replacement, roll-up awning or new LP-gas tank you can write them instead of me.

WHAT THE FISHING BOAT of the future is going to look like will be previewed shortly in a

(Please turn to page 32)
'73 Ford pickups start the better ideas coming all over again!

Behind seat is storage, not gas tank.

Ford box cover fits right, looks right.

Full-foam seat 5 in. deep is standard.

Optional "air" is all neatly built in.

Box sides are full depth double-wall.

Roomiest Ford ever — quiet, comfortable.

Twin-I-Beam, start of Ford's great ride.

A better idea for safety: Buckle up.

FORD PICKUPS

FORD DIVISION

Works like a truck/rides like a car.
ALL OUTDOORS

(Continued from page 30)

forthcoming issue. Now in preparation are drawings of PM's predictions for the ideal fishing rig.

GUN FANS have a number of new selections available, including several collectors' items that are almost too good to shoot. This year is the 150th anniversary of the venerable Texas Rangers. In their honor Winchester-Western Div. of Olin has issued a limited edition of 5000 commemorative Model 94 lever-action 30-30 rifles patterned after the famed old Winchester 1894 frontier model. A special-edition set of 150 will be offered through the Texas Ranger Assn. at $1000 each, with the remainder sold by Texas dealers at $135 per firearm.

Smith & Wesson's Texas Ranger commemorative will be a .357 revolver of the type used by the Rangers. Mounted in a presentation box with a bowie knife, the handsome set is priced at $250.

Updating of a popular modern classic has been performed by Sturm, Ruger on its Single-Six revolver. Now the Ruger Super Single-Six, it has been refined to carry all six chambers fully loaded since a transfer bar is necessary to deliver hammer stroke to the firing pin, and the bar only rises into position when the trigger is pulled completely back. This new single-action six-shooter is strong enough to be "fanned," although the practice is not recommended. The revolver is expected to sell at about $88 supplied with two cylinders—one for standard .22 loadings plus a magnum cylinder for powerful .22WMR cartridges—and 5½ or 6½-inch barrels.

From Remington comes announcement of its new Model 3200 American-made over and under 12-gauge shotgun. Similar to the Model 32, introduced in 1932 and produced for 10 years, this latest model has been radically upgraded. Air space between barrels keeps heat in one from disturbing the other's aim. Stronger metals are used throughout. Field, skeet and trap grades will be available, starting at $450.

Ithaca Gun's new one is the Deerslayer Model 51. Equipped to shoot rifle slugs, it is reported to be the first gas-operated semiautomatic of its type on the market. While a scope can be easily mounted for usual deer ranges, an owner can switch to regular shot-shells for birds and small game. Price for the shotgun will be about $205.

BOAT BUILDING BUFFS have been showing new interest in catamaran sailboats, according to our mail, and to answer a lot of them at once here are two sources: Taft Marine, Dept. PM, 6512 Shingle Creek Parkway, Minneapolis, Minn. 55430, offers an all-glass 16-footer in kit form. Price is under $900 and a trailer that fits it is also available. For starters-from-scratch, plans are $5 for El Gato, No. B1233, a sailing cat, and $5 for Pop-Cat, an outboard powered runabout. Both can be ordered from Popular Mechanics, Dept. CO, Box 1014, Radio City, New York, N.Y. 10019.

SOME PEOPLE don't like the sour taste of lemon, no one likes to own a "lemon," but everyone likes the smell of lemons, according to Johnson Wax researchers. They've come out with a lemon-scented spray called Glade Sunny Lemon that is claimed to be effective in masking the fish and bilge smells that can build up in a boat. If the stuff could also detract the seasickness that boat smells can help bring on, Johnson should have a nautical winner.

OUTDOOR-TYPE READERS are continually coming up with more uses for plastic bags and monofilament fishing line. Backpackers, of course, can bag almost everything to keep moisture out, and even a small camera can shoot right through protective plastic on a rainy day if the material across the lens is held tight and unwrinkled with a rubber band. A bag secured over a gun muzzle or around a prize fishing real can keep the weather out until the last moment.

Mono line is regularly recommended for emergency thread to sew up a pack or tent rip or double as emergency guy lines or shoe laces. The Newton Line Co., one of the mono fishing line manufacturers, also notes that you can use it for emergency snares (breaking strengths go up from 2 to about 200 pounds) and as a repair medium for leaky rubber waders by heating and dripping it into the hole. Stow spare mono in your emergency kit along with a Swiss army knife, those plastic bags, matches and strapping tape and you'll find yourself inventing your own quick cures for ailing equipment in the field.

RECENT PAMPHLETS that are good, free and of special interest to outdoorsmen include one on care of fiberglass boats that is offered by Owens-Corning Fiberglas, Industrial Materials Div., Fiberglas Tower, Toledo, Ohio 43659, or boat dealers. Fire Retardancy and Fiberglass Boats comes from Hooker Chemical Corp., 1515 Summer St., Stamford, Conn. 06905. Any Sears, Roebuck store should now have in stock the new Boating & Fishing equipment catalog for summer, 1973. And Laacke & Joys, 1432 North Water St., Milwaukee, Wis. 53202, has recently enlarged their camping and marine mail order catalog and tell me they'll send it free to PM readers.  ***
Delco's made it easier for you to get the exact tune-up parts you need. Instead of asking for a set of points, and a condenser to go with them, ask for Delco's new Pair-Pak. You'll get a set of matched points and condenser in one convenient package.

Because the Pair-Pak points and condenser are designed to work together, you get a good clean break in the current that helps keep the points working cleaner, longer. And that means your engine works efficiently that much longer. Good for your engine, good for your pocketbook.

Next time you get involved in a tune-up, pick up a Delco Pair-Pak for your car. And you'll know you've got the right parts.

The more you know, the more you'll want Delco.
THE MINI-MINI CAR may be here a lot faster than anybody figured. GM's working on two ultrasmall cars right now. That indicates the minimum mini's a lot closer than "the late 1970s" estimate GM puts out when asked, "When?"

GM wants to get a feel of what the market might be for a pinch-of-salt-size car before putting up the chips to produce it. So the current strategy calls for GM to join with a Japanese company and foot part of the bill for a new mini, which will be produced in Japan and imported into the United States for sale by GM dealers. After two years, GM will have a fair feel of the market and then decide whether to put a domestic version of the vehicle in production.

Both cars are being worked up now. The Japanese job could be ready in 18 months, as a '75 model or as a mid-year entry early in calendar 1975. There's a development program on the American follow-up car, but GM isn't pushing the project because it expects to pick up pointers on what to put on or leave off the home-grown version as a result its experience with the Japanese trailblazer.

CHRYSLER'S GOT ONE TOO. Chrysler's on-again, off-again small car is reportedly on again. Big C's taking a different tack this time. Instead of sizing and pricing the car to sell against Pinto, Vega and Gremlin, Chrysler will leapfrog the subcompact field and bring out a bantam-size car. Smaller than the current crop of pony-cars but not necessarily smaller than what the rival minis may be trimmed down to by 1975-76. How small? Say about 150 inches overall. But that's just a guess.

THE NEW LITTLE CARS are more significant than they seem on the surface. They signal a new dimensioning of all cars. Smaller everything, from Cadillac and Lincoln on down.

Detroit's been saying for years it wants to reduce the number of models, cut out the proliferation, duplication and overlapping. So why complicate things by bringing out a new breed of automobile, the ultimate mini? Why add if the goal is to subtract? Will Detroit kill off something else to make room for the new shavetails? That's the idea, sort of. The mini-minis won't actually kill off current cars. But they'll be the successor automobiles to today's small cars, just as the medium-size cars will move down a notch to become subcompacts and the standard-size cars will shrink to medium size by today's definition. Everybody take one step back. That's the chain reaction the new shorties will set off when they appear in a couple years.

DISCS ON ALL MAKES. The few remaining

(Please turn to page 36)

THE APOLLO goes on sale Apr. 5. With three ports on the front fenders, what else could it be but a Buick? Now all GM divisions (except Cadillac) have a compact (spelled Nova, Omega, Ventura, Apollo). The car is 10½ inches shorter than the Century and comes in three models: hatchback, two-door coupe and four-door sedan. Standard engine is the 250-cu.-in. in-line Six with the 350-cu.-in. V8 engine optional.

18 mg. "tar," 1 .5 mg. nicotine av. per cigarette, FTC Report Aug. 72.

freshen up
DETOUR LISTENING POST
(Continued from page 34)
cars without disc or power disc brakes as standard will get the item beginning with production of the first '75 model. No exceptions.

NEW DOOR LOCK. One of the supplier companies, TRW, has developed a door-to-speedometer hookup that looks like a sure winner. The device automatically locks the doors of a car when its speed reaches 30 miles an hour. The item is being tested and may be offered on some '75 cars.

PRICING THE WANKEL. Despite GM's all-out commitment to the Wankel, the company is far from the finish line on how it's going to handle cost and pricing of the rotary.

With all the advance buildup the engine has received, GM figures it can sell the first year's output of rotary-powered cars at just about any price it wants to ask. Something like $400 to $600 over a conventional V8 wouldn't be out of line. Not that GM's indicated that's what the premium will be.

GM's concerned about what it will have to charge for the engine after the first rush of buyers have been satisfied. The Wankel has to be priced competitively against the piston engine, or it isn't going to sell in the numbers GM needs to recoup its investment. GM's considered all this, but has yet to come up with the figures on how it's going to price the engine after the novelty wears off.

SAFER, CLEANER CARS coming in '74 and '75 may run a lot noisier than current cars. Engineers say automobiles can't continue to get heavier. But they're going to get heavier because of new safety and emission-control gear coming in '74-'75. Car producers are looking at new materials—plastics and aluminum—to reduce weight, but this takes time, because new materials have to be tested over a long period.

The quickest way to pull pounds off a car would be to remove sound deadeners used to reduce road noise. Some cars use as much as 250 pounds of sound dampeners. Engineers fear this is the route they may be forced to take. If so, your next car and the one you will buy after that are going to ride a lot noisier.

And speaking of cleaner cars, April is National Check Your Emissions Month. The point is that now is the time to get an emissions tune-up.
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You were left with a wheel wobbly and out of true at the end of last month's column on How to Build and Lace a Bicycle Wheel. The instructions here will show you how to make a bicycle wheel "true," both laterally (side to side) and concentrically (in its roundness).

Even if you haven't laced up a new rim, you should know how to keep your wheels straight and true because caliper brakes work better when they can grab a rim evenly on both sides, you can steer more accurately in traffic, and tires last longer.

Here's some basic vocabulary:

- **Concentric** out of round occurs when the wheel has high and low spots on the outside diameter of the rim, so you feel a thump, thump, thump as you ride.
- **Lateral** out of round is a wheel rim that is too much to one side or the other.
- **Dishing** refers to the rear wheel and means that the wheel is moved to the right so it's centered on total width between locknuts (not the hub or axle) to compensate for the freewheel (see drawing at right). Dishing keeps the wheel centered in the bike frame, which is critical to a properly aligned bicycle.
- **Centering** applies to the front wheel and means that the rim is centered between axle locknuts, but not moved to the right (see drawing at right).
- **Tension** applies to the degree to which you tighten spoke nipples. Tension should be more or less even on all spokes, with perhaps the right spokes of the rear wheel having a little bit more tension than the left because you've concentrated on pulling (dishing) the wheel to the right.
- **Direction of rim movement** has to be understood before you can true a wheel. In the drawing, arrows show how the rim will move when you tighten a spoke. If all spokes are tight, the rim moves in the opposite direction when you loosen the same spoke. There's further explanation in the step-by-step instructions.

(Please turn to page 42)
If you've got the answers, we've got the job.

How accurate are you at spotting the difference between similar objects? If you have inborn mechanical ability, it's something you're good at. Something that should help take you fast and far in today's technically sophisticated Air Force. Quick, which of the five parts is the odd ball in the bunch? Answer: A.

Good technical specialists need to visualize. These "cubes" will give your visualizing talents a workout. Look at all five. Which, if any, of the cubes on the right — A, B, C, or D — could be the cube on the left after being turned? Answer: B.

Here's one that helps show how good you'll be with blueprints. At left, you see the top, side and front views of a simple object. Put them together in your mind's eye, and where do you wind up? With A, B, C, or D? Answer: B.

3 out of 3 right? Good work! This could be just the beginning. The next step is to take our free aptitude test to see which of over 100 Air Force jobs, from aircraft mechanic to computer operator, you qualify for.

If you find that mechanics is your thing, put it to work for you in the Air Force. You'll have a crack at the best technical education around, and provide yourself with a reusable skill for civilian life later. Just mail in the coupon, or call 800-447-4700, toll free (in Illinois call 800-322-4400) for the address of your nearest Air Force representative.

Find yourself in the Air Force.
Step 1: These instructions will start with the rear wheel since it is more difficult to true than the front wheel because it has to be displaced. (The drawings on page 40 illustrate that difference between front and rear wheels.) Put the rear wheel in the truing stand (or an old fork) with the free-wheel on the right side. From now on in instructions, the free-wheel side will be called the right side.

Step 2: Start at the valve hole and, using the ratchet screwdriver, turn right-side nipples till spoke threads are just out of sight. Then turn left-side nipples until the last four or five threads just show under the nipple. With spokes drawn up tighter on the right side than on the left, the rim is pulled to the right for correct dishing and centering between locknuts. (For front wheels, turn nipples on both sides to cover spoke threads.)

Step 3: To learn the use of the rim-centering gauge, to center both rear and front rims, first study the "Dishing" drawing on page 40. Measurements given are for purposes of illustration only. Note that total distance from outer surface of both axle locknuts is 5 inches, that the 1-inch-wide rim is centered between axle locknuts because there are 2 inches on both sides of the rim. Yet you will notice there are 1 1/2 inches on the left and only 1 1/4 inches on the right side of the rim so far as the hub alone is concerned. Thus you can see the rim is centered not on the hub but between the axle locknuts; the rim is dashed to the right. The front wheel is centered both on the hub and between the axle locknuts (as shown in the "Centering" drawing) and is not dashed. Now, adjust the movable stop on the rim gauge, following these steps. Measure distance between axle locknuts with vernier calipers. (I suggest you buy a combination inch/metric pocket inside-outside-depth vernier gauge for about $3.50 from either A-metric Supply Co., 2309 W. Leland, Chicago, Ill. 60625, or Metric & Multi-standard Components Corp., 198 Saw Mill Rd., Elmsford, N.Y. 10523. And I suggest you use metric measurements to avoid complications.) Let's say distance between locknuts is 120.3 mm.

Step 4: Measure rim width with the vernier gauge. Let's say it's 19.4 mm.

Step 5: Subtract the Step 4 measurement from the Step 3 measurement and divide by 2. Example:

<table>
<thead>
<tr>
<th>Inches (Fraction)</th>
<th>Inches (Decimal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locknut-to-locknut width</td>
<td>120.3</td>
</tr>
<tr>
<td>Hub width</td>
<td>-19.4</td>
</tr>
<tr>
<td>Remainder</td>
<td>100.9</td>
</tr>
<tr>
<td>Divided by 2</td>
<td>50.45</td>
</tr>
</tbody>
</table>

Obviously, the metric system makes it simpler. Good bikes are generally metric, so it makes sense to use the metric system. Remember these measurements are hypothetical; you must measure the hubs and rims you're using for accurate centering.

Step 6: Put the centering gauge on a table, and, with a vernier depth gauge, set the gauge's screw (Please turn to page 46)
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Step 7: Remove wheel from truing stand and lay it on your bench. Put the centering gauge on the wheel and try both sides to get an idea of how far the wheel rim is off to one side or the other.

Step 8: Place the wheel back on the truing stand. Set lateral (side to side) movement indicator so it touches the first major bump (farthest rim spot) on the left side. (If you're using an old fork, a piece of pipe cleaner or anything that will stay in place will serve as an indicator.) Tighten spoke nipple of right side from the bump one turn to pull the rim right. Find the next worst bump on the left side and repeat. Keep going until major left-side bumps are more or less removed. Don't worry about fine truing at this point.

Step 9: Repeat step 8 (move indicator to right side) to remove major right lateral bumps, turning nipple on the left side across from the bump one turn and continue around the wheel until the major right-side bumps are out.

Step 10: Remove wheel from the truing stand and again check rim alignment with gauge, as in step 7. If the rim is too far to the left, tighten all spoke nipples on the right one-half turn; if too far to the right, tighten all nipples on the left one-half turn.

Step 11: Put the wheel back on the truing stand. Continue working on the wheel to remove lateral untrueness, except this time turn the nipples one-half turn the first time around, then one-quarter turn the succeeding times. Do not attempt to pull out a lateral bump all at once, but work gradually around the rim. Excessive nipple tightening may cause uneven spoke tension in the finished wheel, leading to spoke breakage.

Step 12: Check again with the rim-centering gauge, removing the wheel from the truing stand and adjusting nipples one-quarter turn at a time, as described in step 10.

Step 13: With the wheel in the truing stand, move the indicator to the outside diameter of the rim so concentric out-of-roundness will show. Spin the wheel to find where the rim rides highest. At this point, refer back to the “Direction of Movement” drawing (page 40) Note that the rim moves toward the hub when two spoke nipples—A and B—are tightened the same number of turns. The idea is to remove high spots by tightening both left and right spoke nipples at the high spot, thus drawing the rim down by compression as spoke tension is increased at that point. Work around the rim to pull down all concentric high spots, tightening left and right spoke nipples at the high spots one-half turn the first time, one-quarter turn the second time around and one-eighth turn the final times.

Step 14: Remove the wheel, check with the rim-centering gauge as in step 7 and turn nipples one-eighth turn to bring the rim to the right or left as necessary.

Step 15: With the wheel out of the truing stand and with one hand on the valve side of the rim and the other hand on the opposite side, rest the axle on a workbench and press the rim vigorously down on both sides. Rotatethe rim one-quarter turn, repeat the pressing-down operation and continue rotating the rim two more turns. You may hear popping sounds as the spoke heads seat into the hub flange. Check the rim alignment once more with the gauge, as in step 7.

Step 16: With the wheel in the truing stand, touch up lateral and concentric untrueness and rim alignment with respect to hub axle locknuts, as in preceding steps, turning nipples very slightly each time (no more than one-eighth turn). If you've gone over the rim several times and find all spokes are tight—so you can't turn the nipples any more—you will have to loosen nipples slightly to take out untrueness. Example: You have a slight bump on the left side, but can't draw up the nipple on the right-side spoke across from the bump. Instead, loosen the left-side spoke one-quarter turn. For concentric highs, leave the right and left nipples on the side of the rim opposite the high. Later, as you take a ride on your trued wheels, you may hear twanging sounds which indicate that spokes are still seating in. You will need a touch-up truing in 50 miles or so, and, as spokes continue to stretch and nipples and spoke heads to seat in, occasional touch-ups.
If you decided to spend a leisurely afternoon on the lake and this is what you remember best, your runabout was probably built with Starcraftsmanship.

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In fact, we expect everything about the Holiday to be as pleasing to you years afterward as it is the day you buy it.

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APRIL 1973
Testing oven temperature

Our Tappan gas range, recently purchased, has an automatic clock that we set to operate the oven for a desired period of cooking time. At the end of this period, oven temperature automatically tapers off to keep the food warm. I don't think the holding temperature is hot enough. Can it be raised?—Donald Cooke, Nashville, Tenn.

Yes, but first I would make certain that the setting is actually off. The degree of temperature in the holding position depends upon the setting of the temperature for the cook position. For example, if the thermostat is set for a cooking temperature of 350°, the holding temperature should be around 180° to 200°.

Test temperature with an accurate oven thermometer. Set the thermostat at 350° and let the unit get good and warm. If the thermometer shows that temperature is off by 100° or more, the thermostat should be replaced. If the temperature is off by less than 100°, the thermostat can be recalibrated.

To reset most thermostats, remove the knob which is usually held by a small conventional screw or Allen screw. In the center of the stem, you'll see a setscrew. In most cases, you turn the setscrew counterclockwise to lower the temperature; clockwise to raise it.

Only a slight turn of the setscrew is needed to vary temperature many degrees. Since turning the screw to achieve a desired temperature is trial-and-error, you should test the unit with the oven thermometer as you go along. To get an accurate reading, allow the thermostat to cycle three times before reading the thermometer. The thermostat should give an audible click as it cycles.

If the shoe fits . . .

While making continuity checks of a washing machine with a new ohmmeter, the meter went blooey and refused to function. What recourse do I have toward the manufacturer of the meter?—William Fisk, Council Bluffs, Iowa.

The manufacturer of your meter is an old reliable firm, and if the fault lies with the instrument, I'm sure the company will honor the warranty. However, experience shows that ohmmeter failure is often caused by incorrect application on the part of the user.

One of the mistakes frequently made is to perform the continuity test with the appliance connected to a live electrical circuit. Another is to use an ohmmeter to check a 110-volt circuit, which will knock the guts out of the ohmmeter.

Another fact frequently overlooked is that appliances often have capacitors that are energized even if the plug is pulled from wall outlet. If you hook the meter into the capacitor circuit, you'll discharge the capacitor right through the meter, which will damage the instrument. To check a capacitor circuit with an ohmmeter, you should first disconnect the capacitor leads and bypass the capacitor by throwing a jumper across the leads. Or you can discharge the capacitor by shorting across its leads to ground.

Another serious mistake often made by home mechanics is not reading the manufacturer's instruction booklet that comes packaged with a test instrument.

Diagnosing water-valve noise

We have received letters asking us to diagnose water-valve noises coming from under-the-counter dishwashers. This is difficult to do without hearing the noise. Thus we will try to define each type of common noise, leaving it to you to do your own diagnosis. Before you start, however, check the water-heater setting because high water temperature can cause noise. Generally, water-heater thermostats should be no higher than 150° in homes having dishwashers.

Four common noises are:

1. Water hammer. This is caused by the abrupt closing of a water valve. It is characterized by a single loud thud. This thud creates a shock wave that is transmitted back through the plumbing system, which may cause considerable movement of piping.

To offset water hammer, manufacturers of under-the-counter dishwashers usually

(Please turn to page 52)
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Gold Duster. It's a Gold Sticker value.

APRIL 1973
APPLIANCE CLINIC
(Continued from page 50)
install "slow-moving" water valves in their units. If water hammer is a problem in a home, the cause is probably water pressure in excess of 160 lbs. per sq. in. In this case, a water-hammer eliminator or pressure reducer should be installed in the plumbing.

2. Chatter. This noise and water hammer frequently go hand in hand. As the shock of water hammer is transmitted back through piping, the piping can vibrate if it isn't supported, so secure long runs of pipe with pipe clamps.

Chatter can also be created when a water-valve diaphragm fails to close on the initial movement of the solenoid armature. This noise is characterized by low-frequency pulsing sounds which are created by the pulsing of the water-valve diaphragm as it tries to seal off the valve port. The noise may occur for a brief second or go on indefinitely.

The cause of this kind of chatter is frequently inadvertent use of the wrong part. For example, installing a fast-closing diaphragm intended for use in portable dishwashers in a slow-closing water valve will cause chatter. Also use of an undersize inlet pipe when the dishwasher is first installed will cause chatter. Minimum size of an inlet pipe should be 1/2 in. outside diameter.

3. Flutter. This noise is a low-frequency rumble that usually occurs when the water valve opens, but it can occur any time that water is flowing through the valve. Flutter is produced by variations in pressure at the water-valve flow washer. The noise is actually produced by flexing of the flow washer. Flutter is normally caused by high water temperature.

4. Whistle. This is a steady high-pitched noise caused by water flowing through the flow washer orifice. The noise may be anything from a hissing to a shrill whistle, depending upon pressure and temperature. If the sound is objectionable, it may be corrected by installing a small hand valve in the inlet line so the size of the pressure band can be varied.

***

If you have a question about any appliance, send it to Appliance Clinic, Popular Mechanics, 224 W. 57th St., New York, N.Y. 10019. Sorry, but letters cannot be answered individually. However, problems of widest interest will be answered in this column.
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A "HOT" FLUORESCENT LAMP—capable of operating at full power at temperatures up to 212° F. (boiling point of water)—has been developed for use in Skylab. The orbiting lab, scheduled to be launched later this year, requires heat-tolerant lamps because of the lack of cooling convection currents in its compartments. Conventional lamps are cooled by air currents. The new lamp was developed by Westinghouse engineers.

A CHILD BORN TODAY IN THE UNITED STATES can expect to live about 22 years longer than his grandparents, according to a report in Update, a publication of the American Medical Assn. This prediction is based on a comparison of 1971 life-expectancy data—the most recent available—with similar data for 1900. The increased longevity is ascribed to improved standards of living and advances in medicine. At the turn of the century, tuberculosis and diphtheria were among the chief causes of death. Now they're no longer listed as leading killers. Today, heart disease and cancer top the list.

WORLD'S BIGGEST MOVABLE CELESTIAL EAR is now in full operation in the Eifel Mountains of West Germany. Its dish is 328 feet in diameter, some 80 feet bigger than Britain's famous Jodrell Bank radio telescope. The 3200-ton instrument rides on a track and can be moved as little as 1 mm. (.04 of an inch) at a time. Astronomers say the dish will open up new areas of study involving the formation of our galaxy.

THE MOST COMPLEX INTERNATIONAL SCIENTIFIC experiment ever undertaken will be launched in the spring of next year. Some 25 to 30 ships, a dozen aircraft, 75 to 100 land stations, satellites and instrumented ocean buoys will be used to gather meteorological data about the tropical Atlantic and adjacent land areas. It's hoped the undertaking will generate new knowledge about atmospheric circulation and the genesis of hurricanes and other storms. Among others, the United States, Canada, the Soviet Union, Britain, West Germany and France will participate.

CHEAP BUT EFFECTIVE. That's the evaluation of a medical appliance recently created at James Cook University, Australia, by scientists who used plastic tubing to hook up a five-gallon plastic container, an aquarium pump and a cheap thermostat. Their creation is a "scrubber" that can be used to wash out part of the intestinal tract, a procedure used in treating patients suffering from kidney failure. The device,

(Please turn to page 60)
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expected to cost less than $200, can be used in the patient’s home to supplement treatment with more sophisticated kidney machines.

The environment

NOISE POLLUTION is not only an outdoor phenomenon—it occurs in homes, too. Electrical appliances are the chief sources. Noise levels produced by electric shavers, garbage disposers, shop tools and a host of other gadgets may cause actual hearing damage with frequent or continual use. This information comes from a new booklet, Noise in the Home, which can be ordered from Consumer Product Information, Washington, D.C. 20407. Cost: 15 cents. The booklet also contains suggestions on how to reduce indoor noise levels.

"SUNLIGHT SHOWERS" are part of the routine at a grammar school in Hokkaido, Japan. The program was started years ago in an attempt to improve the health of schoolchildren living in a congested part of the city. Today, the artificial sunlight showers are considered more important than ever because Hokkaido, like other big cities, has a smog problem.  

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To shift gears on most riding mowers, you have to clutch. And while clutching may be just great on the drag strip, it's a drag on your lawn. Clutch into reverse, for example, and you may find your back wheels spinning out — spinning out some grass in the bargain.

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APRIL 1973

62C
Sections of hose make handy floodlight holders

Need a place to store your photoflood reflectors? You can rack them neatly on your wall in these homemade holders. Just cut a piece of hose about one-half the reflector's circumference, curve it to fit the light, and nail it to the wall. Coil cords around the sockets.

—E.V. Reyner, Salinas, Calif.

Film dries quicker on the bias

I dry my film diagonally, to save space (it fits across my door that way) and find it dries better, too. Hung vertically, a film's top frames dry fast, but its bottom ones stay soggy from runoff. Horizontal film dries uniformly, but not quickly enough. My way, water runs quickly down the film and off its corner (collecting on the sprockets, if anywhere). Magnets hold the film clips to double-width shelf standards, staggered as shown on my darkroom door.

—Don Anderson, Sunnyvale, Calif.

Labels as durable as tin cans

Need labels that won’t fade or wear away? Next time you mix chemicals, cut labels from the cans the dry powders came in. Trim off the sharp corners, and drill the label for a wire or chain with which to hang it on the jug or bottle neck.

—Ken Patterson, Regina, Sask.
Letters for reading in the dark

In the dark, how can you tell one grade or type of enlarging paper from another? Weller suggests you write on the paper boxes with a hot-melt glue gun. The raised letters will be easy to "read" in the dark. Here, "F" stands for the paper surface, while the two dots signify Contrast 2. You can use any suitable code.

Nonskid grip for tank lids

When the filler cap on a stainless-steel developing tank sticks, it can hold you up long enough for the film to overdevelop, or pull the whole lid off. Strips of pressure-sensitive nonskid material (sold in boating and hardware shops) give you enough grip to remove even the stickiest cap.—Don Anderson, Sunnyvale, Calif.

Freeze-a-Ferrari.

Not all 35mm reflexes let you keep up with the action. When you look away to adjust the camera, you lose the race. With a Minolta SR-T 101, you never lose sight of your subject. Because you set shutter speed and lens opening by simply aligning two indicators in the viewfinder. So you can frame, focus, adjust exposure and (Vroom!) get the shot, fast and easy.


Minolta

Minolta
DROPPING A V12 INTO JAGUAR'S XJ SEDAN isn't the shoehorn task it may seem. The car was designed in 1968 to take the 12, then under development, but all the first V12s went to the E-type sports cars. Last year, for Jaguar's 50th anniversary, the XJ12 went on sale in England. Now the cars have reached the colonies, and, as was the case with the XJ6, the waiting list is long. Extraordinary as the XJ6 is in performance and comfort, the XJ12 is better. The smooth torque curve of the 12 is noticeable in acceleration and cruising and the antive front suspension geometry minimizes nosediving under hard braking; and like the XKEs, the front discs are ventilated. With the aluminum block, the V12 weighs only slightly more than the Six so the car requires only slightly stiffer front coil springs. The great delight of the car is that it is luxurious in every way but can still be thrown around as if it were a sports car.

GETTING BACK TO BASICS is the best way to describe the second new British Leyland car for the U.S. market: the Austin Marina. Most popular of the company's models in Britain, the Marina uses the MGB sports-car engine and is available here in four-door sedan and two-door GT models. Prices of $2575 and $2625, respectively, put them in a very competitive class of compact, sporty family sedans. The four-door won't turn any heads, but the GT is distinctive, especially with the "hot setup"—a special trim kit with side stripes, alloy wheels and backlight louvers.

BIKERS' LIBERATION is built into the Bird 100MX. You can concentrate on takeoffs and endings without worrying about being in the right gear at the right time: A torque converter

(Please turn to page 62H)
ANti-Pollution
Auto engines
need special valve
Protection

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Deibert wrote us: "Since
I got my Foley File 5
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aged 4½ saws each day
since I started." Ever-
saw you sharpen
brings you more cus-
tomers. "I rented a two-car garage
and have all the work I can do,"
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Fact filled booklet tells you how to start a sparetime business
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Also gives Prompt, Temporary Relief in Many
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Doctors have found a remarkably suc-
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shrink swelling of hemorrhoidal tissues
when infected and inflamed. And it
does more. In many cases it gives relief
for hours from pain and itching in
these tissues. Tests by doctors proved
this true in many cases.
The medication used in these tests
was Preparation H. And no prescrip-
tion is needed for Preparation H®.
Ointment or suppositories.

APRIL 1973 62G
The famous Lincoln AC 225-amp welder is your best buy

Thousands of home handymen, farmers and shop fabricators buy the Lincoln AC-225 every year for these reasons.

**Hundreds of Uses.** Lincoln AC-225 welders give the ideal arc for fabrication and repair welding. Build your own tools and equipment. Fix cars, trailers, boats, farm machinery quickly. Rebuild or hard-surface worn parts. Heat metal for bending, straightening. Thaw frozen water pipes.

**Versatile.** Weld heavy plate or sheet metal, Lincoln amperage selection is right for both. Current capacity and duty cycle let you weld without delays. Use low hydrogen, stainless and mild steel electrodes with excellent arc striking and arc stability. Solder, braze, or weld copper and aluminum with the arc torch.

**Easy to Operate.** Single range control, no cranking or plug changes necessary. Electrode selection guide on top of machine.

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**Easy to Install.** Plug into standard 230-volt, single-phase current, just like an electric range. NEMA rated. UL approved at 230 volts, 60 hertz. Will also operate on 208 volts.

**Mobile, Lightweight.** Easy to move. Wheels optional.

**Ready to Use.** Price includes accessories, sample electrodes, power cord, instruction book.

*(Suggested Zone 1 list price only $95, subject to change without notice. Optional features, taxes, local delivery and Zone 2 freight charges may alter this price.)*

**SEND THIS COUPON TODAY!**

The Lincoln Electric Company
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☐ I am interested in a 225 AC welder
☐ Send free copy of bulletin E320

Name________________________________________

Address_____________________________________

City__________________State________Zip______

IMPORTS AND MOTORSPORTS
(Continued from page 62F)

keeps the engine operating at the peak of its power curve, does the job of the usual five-speed transmission and automatically downshifts in response to changes in engine rpm. It's mated with a 99.3-cc McCulloch engine that Bird Engineering raced successfully at several Mini-Cycle Nationals and set a 100.888-mph record on the Bonneville salt flats.

**YOU NEED A LOT OF BREAD** to go racing. The secret to winning races, according to some competitors, is not cubic inches but cubic money! Wonder Bread, made by ITT-Continental Baking, is supplying the dough for a pair of Funny Cars that'll be running the drag strips this season. The "Wonderwagons," on Vega panel trucks, are powered by Ed Pink-prepared Chryslers displacing 494 cu. in. and churning up 1500 hp on 92 percent nitro fuel.

Quarter-mile speeds should be in the 220-mph range. Any way you slice it, that will be real competition for the Funny Car Eliminators.
May is a month to get excited about!

80 PAGES OF INFORMATION

And a month to start thinking about your vacation and how you'll get there. Most likely you'll take your car, but, if it's not in shape your vacation will be more headaches than fun.

To help you stay on the road, whether vacationing or not, POPULAR MECHANICS May Issue will feature a "Car Care Guide". This will be a special magazine-within-the-magazine that will include 80 pages of information and tips on engine tune-ups, body repair, cooling systems, waxes and polishes... in short, it will be a complete guide to car care. POPULAR MECHANICS "Car Care Guide" will be a treat for both you and your car.

Also, during the month of May, thousands of retail members of the Automotive Parts & Accessories Association (APAA) will be promoting Car Care Month to help you get your car ready for the summer months ahead. Look for their advertisements in your local newspapers.

on sale April 26
3 needed skills NRI can teach you at home...

NRI courses use easy “bite-size” texts to show you how to service TV-Radio Repair Cars or Appliances

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Tens of thousands of NRI graduates are proof it is practical to train at home. Keep your present job while preparing for a better one and earn $5 to $7 an hour extra in spare time. Fix your own equipment, or earn money making repairs for friends and neighbors. NRI shows you how.

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The same training innovations which have made NRI the leader in technical training at home are now available to you. You'll proceed at your own pace...guided and assisted wherever necessary by one of NRI’s staff of home training experts. It's the convenient way to learn a skill.

But you must make the decision. Mail the card today for a free full-color catalog in the field of your choice. No obligation. No salesman will call. If the reply card is missing, write to NRI at the address below and ask for the catalog.

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John Deere Riders.
Years of freedom from "lawn lost" weekends.


For folder, write John Deere, Dept. LG, Moline, Illinois 61265.
In Canada, write John Deere Limited, P. O. Box 638, London, Ontario.
Best time to transplant tree

When is the best time to transplant a growing crabapple tree, spring or fall?—W. Leonard, Jefferson City, Mo.

I favor spring as the best time for open-root transplanting. This gives the transplant time to develop an adequate new root system and attain some growth before winter comes. Balled specimens can usually be transplanted any time, but even then, spring is best.

Locating furring strips

I need to locate furring strips under softboard paneling. But how? Tapping with a hammer doesn't indicate any change of sound, as it does on other types of walls. —Gene Tomey, Topeka, Kans.

Use an ordinary pin. It can be pressed through the softboard without leaving a large, unsightly hole. Once you have located one or two strips the others should be easily found by measurement, assuming they are on 16 or 24-in. centers. If necessary, the pinholes can be filled with a spackling compound colored to match.

Painting a stone wall

A stone wall, laid in mortar, encloses a part of my back yard. I'd like to paint it in some attractive color to get rid of the moss and the dirt it collects. Should I use a house paint, or what?—Ted Beeman, Rochester, N.Y.

Don't use house paint. Use a water-soluble masonry paint made for the purpose. You should be able to select the color you want. But why paint a stone wall? It would be most attractive in its natural state. There's a certain natural beauty in stone work that paint hides and once paint has been applied there's no getting it off handily.

Radiator doesn't radiate

One radiator in my home requires bleeding frequently, but even with bleeding the air twice every week or more it doesn't heat consistently. The system is in its 15th winter. What can I do to get it working for another heating season? —Wiley Short, Rochester, N.Y.

Several factors may be involved, but I would suspect the malfunctioning radiator is nearest the boiler where it gets all, or most, of the air present in the system. If my guess is right, then installation of an automatic bleeder valve should alleviate the trouble. These valves allow air to escape but close when contacted by water.

Removing spilled paint from bricks

I spilled a small amount of house paint on my brick-and-concrete stoop and all my efforts at removal have failed. Can you help me?—B. Mills, Atlanta.

Paint removers and vigorous scrubbing with a wire brush should get most of the paint, but if the bricks are rough-textured some may be difficult to remove. Make a paste by adding trisodium phosphate to water and stirring to a creamy consistency. Pour this over the splatter and keep it covered with a dampened cloth for several hours. Remove and again scrub with the wire brush. Repeat the process if necessary. This treatment may "brighten" the bricks temporarily, but weathering should return them to a matching color.

Bringing out 'tiger-maple' graining

On many old pieces of "tiger maple" I see the grain is strongly defined, a trick I've never been able to accomplish by staining. How did they do it?—Mrs. John Darlson, Wheeling, W. Va.

Much of the maple you see in old pieces was cut from mature trees in which the so-called tiger grain was well defined in strong contrasting stripes of more or less uniformity. Material cut from younger trees does not always display this grain strength when finished. Early craftsmen often coated the wood with Van Dyke brown in oil to which a small amount of lampblack was added. This brings out the stripes strongly in contrast when rubbed in with the palm, with any excess immediately wiped off. A later practice is to seal the wood with a torch (a butane torch will do), charring it just enough to accent stripes without blackening lighter portions. This job must be done with care. ***

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. While letters cannot be answered individually, problems of wide interest will be discussed in this column.
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Filter Kings, 17 mg. "tar," 1.3 mg. nicotine; Longs, 19 mg. "tar," 1.5 mg. nicotine, av. per cigarette. FTC Report August '72

APRIL 1973
Presenting Datsun 610.
Considering the luxury, its economy is all the more remarkable.

The new Datsun 610 is something altogether new...a luxury economy car. A Datsun original.
Whether you choose the new 2-Door Hardtop, the new 4-Door Sedan or the new 5-Door Wagon, you get more power, more room, more quiet, just plain more car than any economy car has a right to be. But it comes with a Datsun price tag. And the kind of design sophistication you've come to expect from Datsun.
There's a new 1800 overhead cam engine and new power-assist front disc brakes for the perfect performance combination. The 4-Door Sedan and 2-Door Hardtop have a new independent rear suspension, too.
As for the luxury, well, you've really got to drive it to believe it. The luxury touches—whitewalls, fully reclining bucket seats, tinted glass, full carpeting and custom vinyl interior—are just a beginning.
It's the new Datsun 610 series. Sporting performance, luxury accommodations and an economy car price. You've got to drive one to believe it. Drive a Datsun... then decide.

Own a Datsun Original.
From Nissan with Pride.
What it takes to build and fly a RADIO-CONTROLLED MODEL COPTER

By FRED L. WOLFF and JOHN F. PEARSON

IT HOVERS DELICATELY for a moment, then sweeps into a smart banking turn, swoops low over the ground, comes to an abrupt halt in mid-air and finally settles gently to earth, its long, graceful rotor blades coasting slowly to a stop. It's a radio-controlled, kit-built model helicopter, one of the latest entries in the exciting new sport of R/C whirlybirding.

When R/C helicopters first came along, many fixed-wing enthusiasts considered them merely a passing novelty, too complex and costly for practical use. Now, with the introduction of precisely engineered, ready-to-assemble, relatively inexpensive kits, model whirlybirding is fast becoming a brand-new kind of hobby offering thrills, fun and challenges not possible.
with conventional radio-controlled model planes. The reason: Like their full-size big brothers, R/C model copters require a completely different flying technique from that of fixed-wing aircraft. A four-channel transmitter control is needed to handle the complex functions of fore-and-aft rotor tilt, side-to-side rotor tilt, tail rotor pitch, and throttle. Maneuvers call for close coordination of two control sticks. They must be moved simultane-

NOVICE PILOT WOLFF handles controls while "ground crew" holds sticks attached to the tether lines. At least two hours of tethered flight are required before free flight can be attempted. Garage is a good place to train
ously—tricky at first, but that's what makes whirlybirding so intriguing and challenging.

We built the Whirlybird 505 from a kit made by Du-Bro Products, Wauconda, Ill. The kit costs $125 and does not include the radio-control unit or engine. We used the recommended O.S. Max .40 RC engine (about $40) and the Blue Max Mark II radio-control system—both made by World Engines, Inc., Cincinnati. This type of unit costs from about $250 and up.

Working carefully, it took most of a weekend to assemble the Whirlybird 505. The kit is not a collection of preformed components but is made up of many metal, wood, plastic and electronic parts. Their quality is good, identification excellent. The instruction booklet is complete.

If you haven't done much soldering recently, it would be wise to practice before assembling the kit. A lot of soldering is required, and neat, effective joints are a must. You'll need a soldering gun rated at 250 watts or better.

The delicately balanced, precision machine should have a flying weight of exactly 3 pounds, 14 ounces. Much under or over, and its flight characteristics will be noticeably affected. If it's too heavy, it won't get off the ground; too light, it won't handle well. Sloppy soldering will add unwanted weight.

Construction of the Whirlybird breaks down into three main sections: main rotor, tail rotor, body. The body is heart of the bird. It holds the wood-frame mounting for the fiberglass tailboom, the main rotor shaft assembly and swash plates. It also houses servos for the throttle, tail and main rotors, receiver and battery pack.

The Whirlybird is a true helicopter and is powered by a "torque reaction" system. The rotor head is mounted on the engine so that they rotate together. A small propeller above the rotor turns on a driveshaft. The engine spins the prop counterclockwise. The torque created by the prop—a reactive force—causes the engine and the rotor to spin in the opposite direction. This simplified system eliminates the need for a gearbox and makes handling easier.

The torque developed by a gear-driven rotor, as on a full-sized copter, tends to cause the fuselage to rotate in a direction opposite to the rotor's spin. This force must be countered by a small prop on the tail. On the Whirlybird 505, the rear prop functions merely as a rudder.

Still, learning to fly the Whirlybird takes practice and patience. As we learned

**WITH NOSE OF CRAFT REMOVED,** airborne electronic gear can be seen. The battery is up forward, ahead of the receiver and the four servos. Other radio-control systems may be used in the copter, provided the components are of the correct weight and size. Extra weight affects flight characteristics.

**COMPONENTS** of the Blue Max Mark II radio-control system include the ground transmitter (at top), the flight battery package (at lower left corner of transmitter), four servos, and the receiver. On transmitter, left stick controls the throttle and tail rotor. Right stick controls the copter's main rotor.

APRIL 1973
at the Du-Bro plant, under the guidance of Whirlybird designer David G. Gray, a training system involving tether lines is the best way to begin. A two-man “ground crew” holding the lines guides the copter.

First flights are at an altitude of 12-to-18 inches. While the pilot gets the “feel” of the craft, trim controls are checked and adjusted. Untethered hovering comes next. Directional flight capability is achieved only after a lot of practice. This is, after all, a totally new experience in R/C model flying. Even the experts are still improving their skills.

After our basic flight training at the Du-Bro plant, we had a brief trial with
Du-Bro's latest—a model of the Hughes 300. This bird has a gear-driven rotor, is about three times the size of the 505, weighs about 14 pounds and is powered by a 1-hp chain-saw engine that's been modified. This copter is shown in flight on our cover and on page 69.

Du-Bro officials say Hughes 300 kits will be available at dealers at about the time this article appears. The price, including engine, will be about $350. ★ ★ ★
PM OWNERS REPORT: OLDSMOBILE OMEGA
A nationwide survey based on 650,000 owner-driven miles

Omega: An alpha for size,

By MICHAEL LAMM, West Coast Editor
Photos by the author

OMEGA SPELLS Oldsmobile's version of Chevrolet's Nova. Pontiac began offering this same basic car as the Ventura back in late 1971 (see Owners Report: Pontiac Ventura, page 84, March '72 PM). Now Oldsmobile has it, too.

They're three very alike cars—so much so that an owner in Yonkers mentioned, "My Omega came through with NOVA on the dashboard." That's not surprising considering all three cars are built on the same assembly lines in Van Nuys, Calif. and Willow Run, Mich. and by the same workers. Oldsmobile does have its own inspectors supervising assembly. The Omega's front-end treatment, taillamps, steering wheels, and V8...
engines are different from Nova's and Ventura's, but otherwise they're all carbon copies.

Base prices of Novas/Venturas/Omegagas range within $230 of each other, meaning that the bare-bones Nova 6 lists for $230 less than the least expensive Omega 6 coupe. What does an Omega owner get for those extra bucks?

The Oldsmobile name, for one thing, and it's important to a good many customers. Olds enjoys very high owner loyalty. Our survey shows that past experience with Oldsmobiles definitely influenced quite a few Omega sales.

This car also uses an Oldsmobile V8, although its displacement—at 350 cu. in.—is precisely that of Nova and Ventura V8s. Bore, stroke and outputs are different, though, for all three.

The Omega "looks Oldsmobile," as an Ohio school teacher puts it. A New Jersey machinist: "I had a 1962 Olds F-85 for 10 years. It gave me good service. I could have bought a Nova for $400 less, but I think Chevrolet puts them together cheaper, too." An Alabama salesman states, "I bought the Omega because it's an Oldsmobile and because it's an economy car."

How much of an economy car is it, though? Not everyone came away convinced. "Mileage?" wrote a retired California naval officer, "For a car that's sup-

but economy rates a delta!

posed to be 'economy,' 10 mpg doesn't spell economy in my dictionary. I used to get better mileage from my Delta 88." An Ohio secretary says, "Would have bought another Opel if I'd known what a gas-eater it is." And a Mississippi dry cleaner: "I get far better gas mileage with my 1970 Chevy station wagon with the same size engine."

Ironically, poor gas mileage was the main complaint from 1972 Ventura owners, too, and they averaged 2-3 mpg more with both the Six and V8. Omega owners expected a lot better than the 12-16 mpg they're getting. An Oregon retiree wrote, "We wanted a small car that would give good gas mileage. The salesman said 22-28 mpg. We're getting 13-17."

Quite a few people bought the Omega for its size. It's neither too big nor too
SLOTTED BUMPER accepts the jack at its strongest point and makes the lifting steadier.

SOME OWNERS wanted more distinctive rear styling, objected to car's looking so much like Nova/Ventura.

Although Nova/Ventura also have 350-cu.-in. V8s, the Omega's isn't shared. The six, though, is Chevy's.

Hood Release in bumper slows both thieves and station attendants, should be inside car.

Small, they say. A North Carolina soldier opined, "Big-car ride from a small car." Many owners praised parking ease, maneuverability and handling in traffic.

On the minus side, we heard complaints (13.7 percent) that coupes lack rear legroom. A few sedan owners mentioned that both the front and rear floors were short of leg space.

Thirty percent bought Omega's hatchback coupe. Reactions: "I bought this car specifically to carry light loads, but it still looks like a car."—Nebraska cartographer. "I'd like easier access to get things in and out of the hatch. I have to climb in to get at stuff that's slid forward in braking."—Illinois accountant. "I like to be able to haul things I would in a station wagon without having to own one."—Michigan body layout man. "I do a lot of hauling, and for long trips and camping, the hatchback is hard to beat."—Missouri retiree. (Oldsmobile and several accessory manufacturers supply canvas flies and camp conversions for the hatchback.)

But then there's the seatbelt hassle. "Belt attachments are in the middle of the entryway to the back seat." This complaint was echoed by many owners of hatchbacks and standard coupes. Similar sore points: "The front inside lap belt is too short. I have to struggle to find it." And, "I have to yank retracted belt several times before I can fasten it." And, "Although I believe in seatbelts, the buzzer is quite annoying."

What do owners think of the quality of their Omegas? "Overall it's very good," reports a West Virginia insurance manager. Most buyers agree—59.4 percent gave it a better-than-good rating on

POPULAR MECHANICS
workmanship. "The car is very tightly put together," represents a typical comment. Another respondent wrote, "GM sends Omegas to Olds dealers with a few defects, and then it's up to the purchaser to ride herd on minor repairs." Lots of new-car owners feel this way: "Overall quality good, but it needs more attention in final inspection of paint and control knobs."

Ride was judged noisier than other Oldsmobiles but very acceptable nevertheless. The Omega got good marks on general comfort except for legroom plus a few gripes on rear-seat width.

Other minor annoyances included the Omega's lack of distinctive looks. "They ought to make it look less like a Nova, especially from the rear." And we got the usual mentions of dieseling, stalling, and flat spots in acceleration. These plus much of the poor gas mileage was blamed on smog equipment. Whether that's the real trouble, though, remains a moot question. An awful lot of mechanical failings that couldn't possibly have anything to do with smog stuff also get blamed on emission-control components.

Omega stands as the last letter in the Greek alphabet, but according to 32.6 percent of Omega owners, it's not the last word in automobiles. That percentage said they wouldn't buy another Omega next time. It's a high figure compared with similar cars we've reported on in the recent past.

### Summary of 1973 Oldsmobile Omega Owners Reports

<table>
<thead>
<tr>
<th>Total miles driven</th>
<th>657,846</th>
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<tbody>
<tr>
<td>Average miles per gallon</td>
<td></td>
</tr>
<tr>
<td>250-cu.-in. Six: local driving</td>
<td>13.9</td>
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<tr>
<td>long trips</td>
<td>14.7</td>
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<tr>
<td>350-cu.-in. V8: local driving</td>
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<td>Four-door sedan</td>
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<tr>
<td>250-cu.-in. Six</td>
<td>31.3%</td>
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<td>68.8</td>
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<td>Why did you buy an Omega?</td>
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<tr>
<td>Size</td>
<td>41.9%</td>
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<tr>
<td>Styling</td>
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<td>Price</td>
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<tr>
<td>Economy</td>
<td>10.6</td>
</tr>
<tr>
<td>Specific dislikes:</td>
<td></td>
</tr>
<tr>
<td>Poor gas mileage</td>
<td>26.2%</td>
</tr>
<tr>
<td>Rattles</td>
<td>10.9</td>
</tr>
<tr>
<td>Sloppy workmanship</td>
<td>10.9</td>
</tr>
<tr>
<td>Seatbelts get in way</td>
<td>6.3</td>
</tr>
<tr>
<td>Poor dealer service</td>
<td>5.5</td>
</tr>
<tr>
<td>Lack of power</td>
<td>4.7</td>
</tr>
<tr>
<td>What changes would you like?</td>
<td></td>
</tr>
<tr>
<td>More legroom (esp. rear)</td>
<td>13.7%</td>
</tr>
<tr>
<td>More distinct styling</td>
<td>13.2</td>
</tr>
<tr>
<td>Better fuel economy</td>
<td>9.6</td>
</tr>
<tr>
<td>Seatbelts laid out better</td>
<td>6.4</td>
</tr>
<tr>
<td>Had any mechanical trouble?</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>59.2%</td>
</tr>
<tr>
<td>Yes</td>
<td>40.8</td>
</tr>
<tr>
<td>What type of trouble?</td>
<td></td>
</tr>
<tr>
<td>Carburetor</td>
<td>18.4%</td>
</tr>
<tr>
<td>Electrical</td>
<td>13.2</td>
</tr>
<tr>
<td>Slipping transmission</td>
<td>13.2</td>
</tr>
<tr>
<td>Windshield wipers</td>
<td>8.8</td>
</tr>
<tr>
<td>Alternator</td>
<td>7.0</td>
</tr>
<tr>
<td>Did you repair it yourself?</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>92.0%</td>
</tr>
<tr>
<td>Yes</td>
<td>8.0</td>
</tr>
<tr>
<td>Dealer repairs satisfactory?</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>75.8%</td>
</tr>
<tr>
<td>No</td>
<td>23.2</td>
</tr>
<tr>
<td>Is the Omega your only car?</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>63.4%</td>
</tr>
<tr>
<td>Yes</td>
<td>36.6</td>
</tr>
<tr>
<td>Other cars owned:</td>
<td></td>
</tr>
<tr>
<td>Oldsmobile</td>
<td>45.6%</td>
</tr>
<tr>
<td>Chevrolet</td>
<td>23.5</td>
</tr>
<tr>
<td>Ford</td>
<td>10.1</td>
</tr>
<tr>
<td>Bulick</td>
<td>6.0</td>
</tr>
<tr>
<td>Volkswagen</td>
<td>5.6</td>
</tr>
<tr>
<td>Workmanship opinion:</td>
<td></td>
</tr>
<tr>
<td>Good to excellent</td>
<td>59.4%</td>
</tr>
<tr>
<td>Average to poor</td>
<td>40.6</td>
</tr>
<tr>
<td>Dealer service opinion:</td>
<td></td>
</tr>
<tr>
<td>Good to excellent</td>
<td>58.5%</td>
</tr>
<tr>
<td>Average to poor</td>
<td>41.5</td>
</tr>
<tr>
<td>Age distribution of owners:</td>
<td></td>
</tr>
<tr>
<td>15-29 years</td>
<td>32.5%</td>
</tr>
<tr>
<td>30-49 years</td>
<td>28.4</td>
</tr>
<tr>
<td>50-plus</td>
<td>39.0</td>
</tr>
<tr>
<td>Would you buy another Omega?</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>67.4%</td>
</tr>
<tr>
<td>No</td>
<td>32.6</td>
</tr>
</tbody>
</table>

*Percentages might not equal 100% due to rounding or insufficient data.

APRIL 1973
MOST HOME BUILT AIRPLANES are designed by aircraft experts. This one, however, was the brainchild of a boatbuilder so—quite naturally—it started out as a hull with wings and became a miniature flying boat. Dubbed the Osprey after the water-loving fish hawk, it's built around a center float that looks more like a step-type hydroplane racing hull than that of a conventional flying boat, being longer and flatter with a greater wetted area.

Oddly enough, the unusual design provides surprising advantages. The longer hull allows the step to be moved closer to the wing center of gravity. This helps to keep the ship stable while planing, and the flatter bottom pivots easily in the water, making possible tight-radius turns in cramped quarters. A retractable water rudder also improves maneuverability while afloat. Despite the greater wetted area, there's no problem getting the bird unstuck from the surface. It climbs up on the step fast, planes readily at low speeds and can take off in 250 feet—less than the length of a football field.

Developed by George Pereira of Sacramento, the mini single-seater flying boat is fun to build and fly because of its small size, easy handling and eye-catching appearance. Although it has no wheels and is not designed for amphibious use, its fold-back wings enable you to trailer it to any lakeside launching ramp and put it in the water just as you would a boat.

Overall length is 17 feet, 3 inches with a folded width of less than 8 feet—handily managed on any highway. Total height is a mere 5 feet, 3 inches, including the elevated pylon engine mount. Empty

(Please turn to page 134)

Flyweight flying boat you can build yourself

By SHELDON M. GALLAGHER
and HOWARD LEVY

Photos by Howard Levy

SIMPLE WOOD-FRAME CONSTRUCTION is demonstrated by designer George Pereira, trying out the cockpit fit in his back-yard "proving ground." Swimming pool in background came in handy for flotation tests. Note planing step in hull just aft of the cockpit. Frame is shown before addition of a Styrofoam nose and a fiberglass skin
PYLON-MOUNTED POWERPLANT, a 90-hp Continental, spins a pusher prop—the only item that must be custom-made because of engine's reverse rotation. Pylon's shroud houses two eight-gallon fuel tanks. The U.S. insignia indicates that ship is under test for possible military use as small police patrol craft.

COCKPIT VIEW shows single joy-stick control and simplified instrument panel. Ship is equipped only for VFR (Visual Flight Rules) instrumentation to keep the cost low. Foot pedals control the rudder directly through cable linkages without the use of hydraulic boosters—also to keep building cost to a minimum.

APRIL 1973

SITTING LOW IN WATER, ship is protected from wind effects until it reaches planing speed. Water rudder improves surface maneuverability, then retracts into tail rudder as the craft becomes airborne.
EMEMBER HOW SMALL the first cassette recorders looked? Now, those same book-sized portables tower over the latest in cassette machines—models so compact you can slip them in your pocket.

We managed to track down 18 mini recorders using standard cassettes (skipping those ultra minis that take the special, hard-to-find cassettes with limited recording time). They ranged in size from as little as 26.5 to as much as 73.4 cubic inches; but their weights ran a shorter gamut, from just over one pound to a hair more than two—apparently size differences are due less to what’s inside a machine than to how it’s packed). In price, they ranged from $65 to $229.

Most of them record far better than they can play back. Their compact designs leave room for only tiny speakers, two to two-and-a-fraction inches in diameter, and for amplifiers with one-quarter to one-half watt of output. So they’re no match for larger cassette recorders when it comes to music. With a good, commercial cassette recording, the minis will play back about as well as similar-sized portable FM radios.

But the recordings that the minis make play back surprisingly well on larger machines, including cassette decks used with hi-fi systems. For crisp sound pickup, most of the minis have built-in condenser microphones, distant relatives of those used in recording studios. And they all have...
automatic recording level circuits that keep loud sounds from overloading the tape with distortion, yet keep soft ones from being lost amid the tape noise. Unfortunately, those automatic circuits aren't too good for music recording; designed to iron out the rapid volume fluctuations that rob speech of its intelligibility, they also suppress the volume changes that give music much of its punch. For better music taping, the Concord F-26 has manual as well as automatic level control, and the Sony TC-55's automatic level control can be switched to work slowly and imperceptibly for music, as well as rapidly for speech.

Though you needn't watch a meter to get good recordings, nearly all the minis have meters, nonetheless. The needle's wiggling is your assurance that the mike is picking up properly. And in playback, the meters double as battery checkers. (On the Craig and GE minis, which have no meters, lights signal when the battery is about to go.)

And how those batteries do go! Doing all the work of a standard-sized recorder on three or four pen-light batteries, the minis gobble ordinary carbon-zinc batteries like peanuts, especially if you use your fast-forward or rewind controls a lot. While we didn't make precise measurements on all machines, battery life seemed roughly proportional to the number of
### SIZE, WEIGHT AND SPECIAL FEATURES OF 18 NEW MINI HI-FI SOUND PROFESSIONAL-MODEL TUNERS

<table>
<thead>
<tr>
<th>MAKE AND MODEL</th>
<th>PRICE</th>
<th>SIZE (in.)</th>
<th>VOLUME (cu. in.)</th>
<th>WEIGHT (lbs.)</th>
<th>BATTERIES</th>
<th>BATTERY HOLDER</th>
<th>AC POWER SUPPLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admiral CTR590</td>
<td>$90</td>
<td>1 3/4 x 6 3/8</td>
<td>40.7</td>
<td>NA</td>
<td>4 AA</td>
<td>Co</td>
<td>Optional, $7</td>
</tr>
<tr>
<td>Concord F-26</td>
<td>75</td>
<td>2 1/4 x 7 1/4 x 4 1/2</td>
<td>73.4</td>
<td>2.5</td>
<td>3 C</td>
<td>Co</td>
<td>Supplied</td>
</tr>
<tr>
<td>Craig 2605</td>
<td>120</td>
<td>1 3/8 x 5 1/2 x 3 1/2</td>
<td>26.5</td>
<td>1.7</td>
<td>3 AA</td>
<td>SCs</td>
<td>Optional</td>
</tr>
<tr>
<td>Crown CTR381</td>
<td>90</td>
<td>1 1/4 x 6 3/4 x 3 3/4</td>
<td>44.3</td>
<td>1.75</td>
<td>4 AA</td>
<td>Co</td>
<td>Opt., $8</td>
</tr>
<tr>
<td>GE M8700</td>
<td>70</td>
<td>1 1/2 x 6 3/4 x 3 1/2</td>
<td>32.2</td>
<td>1.7</td>
<td>5 AA</td>
<td>Co</td>
<td>Supplied</td>
</tr>
<tr>
<td>Hitachi TRQ-30</td>
<td>100</td>
<td>1 1/8 x 7 1/4 x 4 1/4</td>
<td>33.1</td>
<td>1.5</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Hitachi TRQ-21</td>
<td>110</td>
<td>1 3/8 x 5 1/2 x 3 1/2</td>
<td>26.5</td>
<td>1.3</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Lanier 1100</td>
<td>139</td>
<td>1 1/4 x 6 3/4 x 4 1/4</td>
<td>50.2</td>
<td>2.0</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Lanier 1300</td>
<td>229</td>
<td>1 3/4 x 7 1/2 x 3 1/2</td>
<td>45.9</td>
<td>1.6</td>
<td>4 AA</td>
<td>CSs</td>
<td>Optional, $10</td>
</tr>
<tr>
<td>Panasonic RQ-212S</td>
<td>70</td>
<td>1 3/4 x 6 1/4 x 4 1/2</td>
<td>45.5</td>
<td>1.7</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>RCA YZB387</td>
<td>65</td>
<td>1 1/8 x 7 x 4 1/4</td>
<td>55.8</td>
<td>NA</td>
<td>3 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Realistic Minisette II</td>
<td>80</td>
<td>1 1/4 x 6 3/4 x 3 3/4</td>
<td>40.4</td>
<td>1.4</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Sharp RD-428U</td>
<td>80</td>
<td>1 3/8 x 6 1/4 x 4 1/2</td>
<td>44.4</td>
<td>1.7</td>
<td>4 AA</td>
<td>Cs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Sony TC-40</td>
<td>100</td>
<td>2 x 7 x 4 2/8</td>
<td>61.3</td>
<td>1.7</td>
<td>4 AA</td>
<td>Cs</td>
<td>Optional</td>
</tr>
<tr>
<td>Sony TC-45</td>
<td>125</td>
<td>2 x 7 1/4 x 4 2/8</td>
<td>63.4</td>
<td>2.1</td>
<td>4 AA</td>
<td>Cs</td>
<td>Optional, $30*</td>
</tr>
<tr>
<td>Sony TC-55</td>
<td>140</td>
<td>1 1/2 x 5 1/2 x 3 3/4</td>
<td>34.1</td>
<td>1.9</td>
<td>4 AA</td>
<td>Cs</td>
<td>Optional, $30*</td>
</tr>
<tr>
<td>Unisonic 711</td>
<td>70</td>
<td>1 1/2 x 6 3/4 x 4</td>
<td>40.5</td>
<td>1.6</td>
<td>4 AA</td>
<td>SCs</td>
<td>Supplied</td>
</tr>
<tr>
<td>Wollensak 401</td>
<td>100</td>
<td>1 3/4 x 6 3/4 x 4</td>
<td>47.3</td>
<td>1.6</td>
<td>4 AA</td>
<td>SCo</td>
<td>Supplied</td>
</tr>
</tbody>
</table>

Footnotes: 1. See text; 2. Weights not strictly comparable—not all units weighed with batteries.

Batteries: we'd suspect the GE, using five AA batteries might get longer than usual battery life, and the Concord, which uses three large C cells, even more. In any case, it pays to use long-lived alkaline or mercury cells, use rechargeable batteries if possible, and run a mini from an external power supply whenever you can.

A.C. power adapters are supplied with about half the minis, and are available for all the rest. Unfortunately, these adapters can't be built into the machines without making them bulky (but the Hitachi TRQ-

(Please turn to page 135)

EVER-READY CASES, like that on Realistic (near right), make tape-changing and control operation easy. Pouches supplied with other minis, such as the Hitachi TRQ-21, are almost as handy. But Wollensak (not shown) had to be removed from its ever-ready case when cassettes had to be flipped or changed.

### KEY TO CHART ABBREVIATIONS

- **Acc**: Accessory
- **AC**: AC power supply
- **ASO**: Automatic shutoff (at tape end)
- **Cor**: Automobile adapter
- **Co**: Built-in battery compartment
- **Cs**: Case
- **FF**: Fast forward
- **L**: Locking
- **Mic**: External microphone
- **NA**: Not available
- **NL**: Nonlocking
- **PC**: Patch cord
- **RC**: Rechargeable batteries
- **RS**: Remote switch
- **SCo**: Sealed battery compartment
- **SCs**: Sealed, removable battery case
- **SP**: Shorting plug
- **TPU**: Telephone pickup

### EVER-READY CASES

![Popular Mechanics Logo](image-url)
### MINI RECORDERS THAT TAKE STANDARD CASSETTES

<table>
<thead>
<tr>
<th>BATTERY CHECK</th>
<th>PAUSE CONTROL</th>
<th>FF REWIND TIME (minutes)</th>
<th>SPECIAL FEATURES</th>
<th>ACCESSORIES SUPPLIED*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meter</td>
<td>—</td>
<td>2½, NL</td>
<td>Mic only, shoulder strap</td>
<td>Mic, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>L</td>
<td>1¼, NL</td>
<td>Switchable automatic or manual recording level</td>
<td>AC</td>
</tr>
<tr>
<td>Light</td>
<td>NL</td>
<td>2¼, L</td>
<td>Tape counter</td>
<td>Mic, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2¼, NL</td>
<td>Tape counter</td>
<td>Cs</td>
</tr>
<tr>
<td>Light</td>
<td>NL</td>
<td>1½, NL/L</td>
<td>AC fits on, handy controls, ASO, tape counter</td>
<td>Mic, AC, Cs, PC</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>3½, NL</td>
<td>ASO</td>
<td>Mic, AC, Cs, PC</td>
</tr>
<tr>
<td>Meter</td>
<td>L</td>
<td>2½, NL</td>
<td>Single-button record-play-rewind; printed index; tape-end light</td>
<td>AC, Rc, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>Yes¹</td>
<td>3, NL</td>
<td>Mic only, shoulder strap</td>
<td>Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2½, NL/L</td>
<td>ASO</td>
<td>Mic, AC, RC, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2½, NL</td>
<td>Mic only, shoulder strap</td>
<td>SP, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2, L</td>
<td>ASO</td>
<td>RS, AC, RC Service manual</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2, NL</td>
<td>Cue (no FF), shoulder strap, beeps at end of Sony cassettes</td>
<td>Cs, pause switch</td>
</tr>
<tr>
<td>Meter</td>
<td>Acc. suppl.</td>
<td>12/2, NL¹</td>
<td>Cue and FF, ASO, shoulder strap, tape counter</td>
<td>Cs, PC</td>
</tr>
<tr>
<td>Meter</td>
<td>L</td>
<td>1½, NL/2, L</td>
<td>Cue and FF, ASO, shoulder strap, tape counter</td>
<td>Cs, PC</td>
</tr>
<tr>
<td>Meter</td>
<td>L</td>
<td>2¾, 1½, L</td>
<td>Cue and FF, ASO, shoulder strap, speech/music switch, tape counter</td>
<td>Mic, AC</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>NA</td>
<td>Mic only, shoulder strap</td>
<td>AC, PC, Mic, Car, TPU, Cs</td>
</tr>
<tr>
<td>Meter</td>
<td>—</td>
<td>2¼, NL</td>
<td>Review, tape-end light, ASO</td>
<td>“instant record”</td>
</tr>
</tbody>
</table>

* Earphone, batteries and cassette supplied with most models; 4. Includes nickel cadmium batteries.

**DIGITAL COUNTERS** (this one is on Sony TC-45) are great help in finding your place on the tape—if you jot down the locations of taped items as you record or find them. But counter indications are not standardized, so tape locations logged on one recorder may be irrelevant when playing on another.

**BATTERY INDICATORS** tell you when short-lived batteries are due for replacement. Meter on Panasonic (left) and most others doubles as recording indicator. Lights on Craig and GE (which have no meters) are battery signal that’s harder to ignore. Wallensak’s light (right) signals end of tape, not of battery.
And now a new craze: Kooky clocks

Reflecting a new interest in unusual clocks is this sampling of oddities from Hammacher Schlemmer, 147 East 57th St., New York, N.Y. At top, there's a hideaway "book clock" that folds neatly out of sight between two dummy volumes. At center left, a "satellite clock" revolves in orbit, telling times in different parts of the country. At center right, a mouse runs up the clock, indicating the hour on a scale, in a whimsical design patterned after the nursery rhyme Hickory, Dickory, Dock. The clever two-faced version at bottom is for twin-bed sleepers who want to see the same clock from opposite sides. Prices are $15 for this up to $295 for others.

My! What sharp teeth you have!

If you're wondering what those little blobs of plastic are doing on the chainsaw teeth above, they're there to keep the teeth factory-sharp until use. Cutting chains often become dulled during shipment or through handling by dealers and customers. The protective coatings are applied to Omark's Oregon-brand saw chains.
THE LATEST PRODUCTS AND DEVELOPMENTS

Three for the road:
Far-out cars
from far-away Japan

From Japan's recent Tokyo Motor Show comes a new crop of futuristic car designs that may eventually get to try their wheels on U.S. highways. At top is Daihatsu Kogyo's electric-powered, clear-plastic-bodied "see-through" runabout—great to show off pretty mini-skirted riders. At center, the sleek, bubble-topped bullet is Mitsubishi's entry into the powerful sports-car field. The Nissan family sport sedan at bottom has a novel rooftop periscope giving the driver a road-wide rear view.

A plane you can crash and walk away from

Crop dusters used to look like old biwing relics from World War I days, but not this trim little Piper designed especially for pilot safety at low altitudes. Features include extra-long impact-absorbing snout, wheel-mounted wire cutters should the craft tangle with a fence, nonflammable fuel tanks, crushproof rollover canopy.

A 'primitive' tractor for primitive countries

It looks crude, but it beats a team of oxen. Designed for easy, economical cultivation of backward lands in Africa, the simplified Tinkabi tractor—named after the Swazi word for "many oxen"—has only a 16-hp engine, steering wheel and one control for forward or reverse.

APRIL 1973
Wheelless wheelchair climbs stairs on spokes

Climbing up stairs and over other obstacles is no problem for this electric-powered, spoke-wheeled wheelchair invented at Queen Mary College in London. Spokes are spring-loaded and rubber-tipped for a sure grip and smooth ride.

Rebirth of the dirigible?

These two new German dirigibles, developed by the WDL Airship Works at Essen, are the first in a series designed to bring lighter-than-air aircraft back into practical use. Over 200 feet long, they can carry 66,000-pound payloads—passengers or cargo—at up to 87 mph.

'Merry-go-round' clothes closet

You don't have to hunt for anything in this mechanized closet—it comes to you. Press a button and storage racks revolve around an oval track until the item is at your fingertips. $2500 at Hammacher Schlemmer, 145 East 57th St., New York, N.Y.
You can turn your motorcycle into a snowmobile with this handy conversion kit—a bit late for use this year, perhaps, but good to know about for future winters. The kit consists of twin crawler tracks that replace the rear wheel and a ski for the front. The drive linkage pivots to permit the cycle to tilt in relation to the tracks for making banked turns or riding upright across slopes. Priced at $778, Snow Job kits fit most cycles. Advanced Recreation Equipment Corp., 645 National Ave., Mountain View, Calif.

As everybody knows, getting up on water skis is the hardest part. This floating plastic launching slide lets you take off level without even getting wet. Aqua Slide is also said to reduce power requirements, enabling a small boat to pull skiers it might not otherwise be able to handle. Price not given. Aqua Ski Corp., Box 374, Sturbridge, Mass.
NOW

Dial-a-file finds it for you —no matter where you put it

With this ingenious electronic filing system, a harried office secretary doesn’t have to hunt through stacks of files to find the right one, doesn’t have to put it back in the same place and doesn’t have to worry about losing misfiled material. All she does is dial the number of the desired file and out it pops in clear view (far left). It can be refilled anywhere; an electro-optical scanner will still find it, making misfiling impossible. Supreme Equipment & Systems Corp., 170 53rd St., Brooklyn, N.Y. 11232, developed the automated system.

Low-cost ham transceiver you can build from a kit

Designed especially for beginning ham operators is this low-cost, kit-built three-band CW transceiver priced at $69.95. The HW-7 covers the 15, 20 and 40-meter amateur bands and has both VFO and crystal transmit capabilities. It can operate on 12-volt batteries or accessory a.c. power, making it ideal as a home or portable camping station. Heath Co., Benton Harbor, Mich. 49022.

Would you believe—now it’s a radio-controlled duck decoy

It had to come. Press a button and a hunter can send this radio-controlled duck decoy swimming along like a real one instead of anchoring it in one spot. The battery-powered duck will tow a string of other, nonpowered decoys, can retrieve a dead duck for you, even trails a trolling line for remote fishing from ashore. $300 from RaCo Enterprises, Box 182, Pittsburg, Kans.
Amphibious trike: Not too practical but a lot of fun

If you want a tricycle you can ride right off the road and into the water, this is it. The novel three-wheeler has large rubber-ball tires with paddles on the sides. On land, the balls give good support on soft ground and a soft ride on hard ground. In water, the paddles provide the propulsion. The amphibious trike is sold in Europe by Victoria-Werft GmbH in Munich, Germany. Price: 1280 marks—about $390 in U.S. dollars.

Mini drivers for small, hard-to-reach screws

Two sets of tiny screwdrivers for delicate work on clocks, cameras and electronic equipment are now available from Xcelite. Set M-50 contains five drivers for slotted screws with tip widths from .040 to .100 inches. Set M-60 adds one Phillips driver and a slip-on handle for increasing torque. For prices and catalog, write Xcelite, Orchard Park, N. Y. 14127.

Four-channel 'starter' attachment gives you quad sound at low cost

This simple adapter lets you try 4-channel sound at minimum cost. It requires only two additional speakers and your existing stereo system. Two added channels are "derived" through differential phase relationships of the original stereo signals. Basic model (left) $6.95; with volume and balance controls, $9.95. Robins Industries Corp., 75 Austin Blvd., Commack, N. Y. 11725.
NOW

New 'miracle' mini motor

Synchronous motors are the tiny muscles that run countless mechanisms from electric clocks to automated factories. Because they start in either direction, mechanical devices such as ratchets have been needed to keep them operating in the desired direction. These are noisy, can cause drag and frequently fail (ever see an old clock suddenly start to run backward?). Now the British firm of Elremco of Harlow, England, has come up with an electronically controlled synchronous motor that can be started either way, stopped in a fraction of a second and reversed at will—all without mechanical devices. The new mini motor comes in two sizes—small enough to fit in the palm of your hand (top photo) and powerful enough to turn a man standing on a turntable (bottom).

A bit slow, but still racy-looking

Russian students at the Institute of Kharkov work on what is said to be the world's first electric-powered racing car. The flashy Khadi-5 won't set any records yet, though—top speed is a modest 80 mph.

Fancy tuners with fancy price tags

Today's most advanced and expensive tuners are the new Sequerra model (top) at $1600 and Sony's new ST-5555 (bottom)—a mere $1200 or so. The Sequerra tuner incorporates digital frequency readout to show what station is tuned in, Dolby noise suppression and a built-in oscilloscope that displays tuning accuracy, signal strength, multipath, stereo separation and quadraphonic sound distribution. The Sony features computerized tuning with one pushbutton for each FM channel. Buttons corresponding to receivable stations light up, guiding your finger for one-touch channel selection. Or you can sweep automatically through all stations—except those you've specifically programmed the tuner to ignore. Sequerra Co., 71-07 Woodside Ave., Woodside, N.Y. 11377. Sony Corp. of America, 47-47 Van Dam St., Long Island City, N.Y. 11101.

POPULAR MECHANICS
Foolproof burglar alarm

This new Panasonic burglar alarm fills a room with an invisible field of microwaves. Any movement in the room disturbs the field, setting off the alarm. Unlike previous UHF and ultrasonic alarm systems, the device will detect slow motion and can't be set off by wind.

New AR speaker—smaller than ever

AR’s newest and smallest speaker is this compact AR-7 measuring 15⅝ by 9⅞ by 6⅜ inches. Said to offer the same high-quality reproduction as larger, costlier acoustic-suspension models, the walnut-finished enclosure has an 8-inch woofer and 1½-inch tweeter with adjustable crossover. $60. Acoustic Research, 24 Thorndike St., Cambridge, Mass.

Depth sounder really sounds off

This new kit-built depth sounder beeps an audible warning as you approach shallow waters or submerged objects at any preselected depth. Two switch-selected ranges read up to 60 or 240 feet. The MI-1031 kit is $99.95. Heath Co., Benton Harbor, Mich. 49022.

Flashy flash is full of tricks

First of a whole new wave of flashguns coming our way is this clever Braun 200 Vario Computer. It's an automatic strobe that saves unused flash energy instead of dumping it like conventional auto flashes so it recycles as fast as 0.3 second, gets up to 700 flashes per charge. Tilts for bounce flash. $120 and $140 models. Braun, Cambridge, Mass.
NOW

Easy one-step wood finishes

A wood finish that combines stain and wax works wonders with any porous wood surface. In six tones, it can be blended to match any wood and hide scratches (above). $1.29 per half ounce. Rub ‘n Buff, American Art Clay Co., Box 68163, Indianapolis, Ind. 46268.

Versatile receiver—it’s got rhythm

Plug one or two electric guitars into the front panel on this new KR-6170 Kenwood stereo receiver and you can play along with the music. If nothing on the air suits your mood, you can switch on a built-in rhythm section. $550. Kenwood, 15777 S. Broadway, Gardena, Calif. 90248.

Take the guesswork out of locating cutouts for electrical receptacles on a paneling job by using a Fox Box. Step 1 (in sketch): Box is located at desired point between wall studs, then telescoping gauge arms are extended vertically and horizontally (steps 2 and 3) to the position panel will occupy when installed. Step 4: Fox Box is laid on workpiece, and outlet box location is pinpointed and traced onto paneling for cutting. Price: $9.50 postpaid; The Dot Box Co., 1804 Whittier, Springfield, Ill. 62704.

POPULAR MECHANICS
Bib overalls, used by professionals for more than 40 years, are the latest find for the "now" generation. Type shown above by Sears, Roebuck and Co. features adjustable shoulder straps, watch-fob buttonhole, two utility pockets, pencil slot, pliers pocket, hammer loop and other pockets. Price: about $6.

Spruce up the family chariot the spray way

Unique valve produces a car-wash gun (top) featuring precise control, automatic shutoff, spray-rinse cycles and a reservoir. $6.95. Silicone upholstery cleaner (above) comes in a 14-oz. aerosol can; cleans leather, plastics, vinyl, fabric and floor covering; gives a dirt-repelling coating that restores finish. $1.35. Turtle Wax, Inc., 1800 Clybourn Ave., Chicago, Ill. 60614, makes both.

Low-cost digital watch

Most digital watches cost an arm and a leg, but you can have this modest version for $19.95. Hour and minute readouts are mechanical rather than electronic. Sharon J. Williamson Co., RR No. 8, Saint John, N.B., Canada 11B12.

Gardener's holster

Styled like a western gun holster, this leather sheath has belt loops and brass clips for keeping your pruning shears handy on belt or pocket when you are green-thumbing it. Designed to hold Wiss shears, it's $2.95 from J. Wiss & Sons Co., 400 W. Market St., Newark, N.J. 07107.

Little, big 'arbor press'

Mini press incorporates principles of arbor-press design in miniature. Frame is 4¾ in. high, ram is ½ in. in diameter, travels 2 in. Leverage ratio is 15:1. $10.95 ppd. Northwest Mfg. & Supply Co., 1285 Golf Rd. Des Plaines, Ill. 60016.

APRIL 1973
A frostproof outside faucet

Claimed not to freeze or burst in winter, this outside faucet eliminates need for shutting off water supply because—through an elongated stem—it turns off inside the building where it is warm. Available in 4- to 18-in. lengths, faucet is priced from $6 to $8 depending on size. Made by Mansfield Sanitary, Inc., Perrysville, Ohio 44864.

Lowest-priced Mini-Mac chainsaw

This ultralight, gasoline-powered chainsaw is claimed to be the first to break the $100 price barrier. Weighing under 8 pounds, Mini-Mac sells for $99.95. Oil for gas mix (shown with saw) is extra. At McCulloch dealers throughout the country.

Angle-indicating table

Printed on sheet plastic, the accessory Angle Cutting Table Surface provides a handy protractor guide with divisions of 1/2° for cutting bevels, miters and tapers on a radial saw. The graph is cemented to plywood and placed on the saw table. Guide is priced at $4.50 from Comparator Chart Engineering, Box 1250, Huntington Beach, Calif. 92647.

Octagonal shelter you can customize yourself

This octagonal prefab can be a summer home, beach cabana, back-yard playroom—anything you want to make it. Interchangeable interior and exterior panels let you locate doors, windows and partitions to suit. Basic shells of 32 and 40 feet diameter are $4950 and $7950, panels extra. Game Time, 903 Anderson Rd., Litchfield, Mich. 49252.
Once a boxcar, now a bridge

What do you do with an old boxcar? You make a covered footbridge out of it—at least that's what Topanga, Calif., did with this Santa Fe relic headed for the boneyard after 29 years of service.

Get an edge on your garden tools

A yard-tool sharpener from Stanley Tools, Div. of The Stanley Works, New Britain, Conn. 06050, features a tungsten-carbide sharpening bit (above) and a stone (top photo) for deburring and final honing of blades. At most hardware suppliers for $1.79.

Super-duper drain declogger

By simply connecting Drain King to your garden hose, the chore of unclogging downspouts, kitchen sinks and the like is made easy. When water is turned on, Drain King expands and locks itself in a pipe. Pressure forces strong jets of water through surge valve to dislodge blockage. $1 ppd. G. T. Water Products, Inc., Van Nuys, Calif. 91412.

Have wheels, will travel—anywhere

What has eight-wheel drive and can haul 15-ton loads equally well over paved roads or rugged back country? It's this giant all-terrain Dragon Wagon flat-bed trailer designed by Lockheed for go-anywhere use over wilderness trails.
A SIGHTSEEING RIG for skin divers can be a simple project when you use the plastic pontoons available from several sources. Bolt this surface skimmer together and you have a safety raft for divers. Add a little motor and it can tow you on a tour of reefs and underwater sights.

The snorkel-scooter shown here was designed by diving instructor Phil Adams, of Key Colony Beach, Fla., and measurements can be easily altered to fit your special needs. Using more of the pontoons, a raft craft or even houseboat could be constructed for sheltered waters. Cost of the tow rig shown here could come to less than $100 if you have some lengths of 2x6s and 2x4s around.

Power for the raft is best supplied by one of the newly popular little electric trolling motors, though a tiny gas outboard can also be used. With either, it is wise to fit a wire cage around the propellers as a prop guard so that there will

Tow rig for skin divers

Fit four plastic pontoons under a deck for less than $100, add pint-sized power, and it is a sightseeing skiff for skin divers.
snorkeling
By FREDERICK PHILCOX
Illustration by Roy Grinnell

STEERING for this easily built, slow-motion raft is simply a shove or a foot-flipper kick by the swimmer. Motor is set for about 2 mph, and skin diver gets a leisurely view of the bottom with minimum effort. Pontoons have buoyancy to let swimmers rest on deck.

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be no chance of divers bumping into blades. All power is shut off, of course, when divers are below the surface. One or two divers can be towed at up to two mph for about two hours per battery charge. Steering is accomplished by the diver angling himself behind the rig. Higher speeds would make steering—and sightseeing through your face mask—difficult.

Flotation for the scooter comes from four rotationally molded polyethylene pontoon modules made by Rotocast Plastic Products, 67 N.W. 36th Ave., Miami, Fla. 33147. Two three-foot body sections and two nose sections are required. The
EASY TO BEACH and light enough to be cartopped, diver’s scooter can also unbolt to fit a car trunk.

FLOATATION for almost 800 pounds allows passengers aboard, or use as a rest raft for swimmers, divers.

Body sections are about $21.45 each f.o.b. and the nose sections are $20.79 apiece. Rotocast has dealers around the country and can give you the address of the nearest local outlet. Experience in Florida waters indicates the pontoons don’t deteriorate and probably have a life of many years. Antifouling paint can be applied if they show signs of barnacle buildup in some coastal waters.

For the model shown, two 5-foot lengths of 2x6 were used for the side stringers. Cross members can be three 4-foot lengths of 2x4s. These can be screwed or lagbolted in place, secured with brackets, or special cross-member brackets are available at $1.05 each from the pontoon manufacturer. You’ll need six. For small motors, the forward 2x4 cross member provides a clamping spot for your power supply. Bolt a section of 2x6 across the front as a motor mount if you need to support a larger outboard.

The size of the afterdeck is optional, depending on your needs. As shown, a battery and equipment storage compartment with top hatch, about 4x3 feet and 1 foot deep can be constructed of ½-inch plywood. Swim fins, masks, snorkels and even wet suits and scuba gear could be carried along in a larger size box.

Some divers prefer simply to rest their 6 or 12-volt battery in a simple securing frame on the deck since it is easier to
ADD MORE PONTOONS, and a raft large enough for double-decker sunning or fishing can result. A houseboat could also be constructed, with snorkel rig in as “dinghy”

remove than lifting from the storage box for regular charging. Though the battery on deck will be well above water level, a fiberglass battery box, that secures to the deck with nylon tie-down straps, offers more protection from spray. These boxes cost about $5 at marine supply stores. Two batteries can be carried, of course to increase your range.

Most electric outboards come with heavy-duty battery cables and clamp grips. Keep the grips on the cables since you will be disconnecting regularly to charge the battery. Cut into one cable, however, and attach the leads from your on-off switch. This switch is mounted in the middle of your tow-handle grip. The tow handle can be a 12-foot length of aluminum or galvanized 3/4 or 1-inch pipe bent into U shape, with wires to the kill switch run inside. We used a switch from a Crowell bilge pump but any waterproof switch should do. It can also be mounted on the back of the storage compartment.

Forward of the decking, a fish net strung between the stringers and cross members will provide a handy catchall for gear or shells and objects brought up from the bottom during a dive. Eyebolts, secured fore and aft, can secure an anchor line or tow lines if the rig is to be pulled along to the diving area behind a larger craft. The pontoons, which are sealed at each end and designed to lock together, provide nearly 800 pounds of flotation and easily support a tired diver who wants to climb up and ride on deck.

Before assembling the components, it is well to paint the wooden parts with colored fiberglass resin or marine paint for waterproofing. The pontoons come in an attractive blue. The rig is light enough for cartopping, but can also be constructed so it can be disassembled by unbolting to fit into a car trunk.

BILL OF MATERIALS

<table>
<thead>
<tr>
<th>No.</th>
<th>Size and Description (Use)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2x6 stock lumber 5' long (stringers)</td>
</tr>
<tr>
<td>3</td>
<td>2x4 stock lumber approx. 4' long (cross members)</td>
</tr>
<tr>
<td>12'</td>
<td>3/4” or 1” aluminum or galvanized pipe (tow bar)</td>
</tr>
<tr>
<td>1</td>
<td>1/2” marine plywood (deck or storage box)</td>
</tr>
<tr>
<td>1</td>
<td>4-oz. colored fiberglass resin (waterproofing)</td>
</tr>
<tr>
<td>1</td>
<td>waterproof on-off switch</td>
</tr>
<tr>
<td>4</td>
<td>Pontoon sections</td>
</tr>
<tr>
<td>25'</td>
<td>2-wire electric cable (motor switch)</td>
</tr>
<tr>
<td>Misc.</td>
<td>assorted screws and 5/16&quot; lagbolts</td>
</tr>
</tbody>
</table>

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Underwater update

New and improved devices for diving are safer and more sophisticated

By WAYNE HARRIS

FOR SUBSURFACE BEGINNER and old expert alike, this year's diving gear and gadgets aren't radically different—but have been notably improved.

And even expert skin divers aren't so aged from years of experience. Self-contained underwater breathing apparatus (SCUBA) arrived during World War II and even such simple items as face masks and foot fins were hardly on the market until the late 1940s and '50s, although Leonardo da Vinci gets credit for working on a diving mask, among his many other projects, and Ben Franklin is supposed to have designed hand and foot flippers to make his swimming easier.

This year, however, a diver can select from a broad assortment of upgraded items to keep him warmer, safer, breathing with less effort, and photographing more easily what he sees underwater.

Starting from the top and working down, a diver can now wear a wet suit hood constructed to take pressure off his ears and, if necessary, add equalizing air from his back tank. Experienced divers will also check the variety of ear drops that help guard against inflammation and infection. Better face masks, in even greater assortment, can be selected in goggle form or with side glass for wide-angle vision, outside nose-pinch provision to help equalize ear pressure, plus a purge valve to expel water. Masks can be ground to eyeglass prescription, or lenses can be fitted or cemented inside. Better snorkels are now frequently topped with a fluorescent color for better visibility, and a diver may wear both snorkel and tanks to conserve his air supply while on the surface.

Regulators to provide the proper amount of air from tank to diver are offered this season with claims for even easier breath flow, more durability, a sonic reserve

WET SUITS now come in an assortment of colors, textures, styles and thicknesses. U.S. Divers Co. models are shown above.

AIR TANKS of aluminum or steel are now available with a lifetime warranty.

POPULAR MECHANICS
alarm to warn when tank pressure is getting low, and models that shut off free flow of air in seconds if the regulator is dropped in the water.

Tanks are more corrosion-resistant, can safely hold higher pressures, and may be fitted with harness adapters for a hookah hookup so an alternate surface air source may be attached by hose for shallow dives. Scuba tanks, regulators, and in fact all underwater gear should be chosen with the advice of an experienced dive shop, and only, of course, after the diver has had full instructions. Classes provide a chance for a diver to compare gear and get help in selection and individual fitting.

Flotation compensation is receiving more attention, and a variety of new buoyancy vests of the "Mae West" type is offered this year. Better models use one or two CO₂ cartridges plus a mouth tube for inflation adjustment. The new hip weights are reported to be more comfortable than smaller waist leads.

Wet suits come in a greater variety of colors, sizes and custom fittings. One remarkable new model, called the Unisuit, is available to professionals and certified divers with the claim that it combines wet, dry and hard-hat suit advantages. It can take air from a diver's tanks to inflate and balance-out buoyancy compensation. Special fin-guards are required to keep foot fins from popping off if the suit is fully inflated. The $300-plus model is said to keep you warm enough for diving underwater.

Swim fins now come in buoyant and nonfloating models with new rib designs and optional slots claimed to give an added venturi jet thrust to the swimmer. New flexibility is reported for rubber diver gloves.

And to keep a diver's hands full underwater—as well as decorating arms, chest and legs—there are improved spearguns, searchlights, plastic slurp guns to suck in small fish specimens, underwater metal detectors, knives, submersible decompression charts, depth indicators and compasses with tiny built-in lights, marker floats, intercom systems, and electric-powered towing rigs.

For taking pictures of the fish that got away, the well-known Nikonos now has a wide variety of wide-angle and fisheye accessories. Most other still and movie cameras can be bottled in custom plastic cases with exposure meters and flood, flash or strobe lights attached.

For fish that will not go away, a Shark Dart or hand-held Shark Dagger will dispatch one with an internal blast of compressed CO₂ that is claimed to be surer and quicker than the shot-shell bangstick.

For stings from jellyfish, sea urchins and coral, a diver's first-aid kit is also being supplied.

Ashore, sprays and powders help the diver suit-up, new compact compressors fill his tanks. But once he's in the water, the appeal of the undersurface world remains exactly the same. unspoiled by all of the clever gadgetry that makes seeing it possible.
Here's a homebuilt fifth-wheeler to hitch behind half-ton and imported pickups

**Big trailer for small trucks**

**MORE RIG** for less cost, offering maxi space and towing stability behind a mini pickup, are among advantages claimed for the Small Fry build-it-yourself fifth-wheel trailer shown at top. Secure hitch, similar to a semi's, is mounted in truck cargo bed.

**STEEL FRAME,** using channel iron and steel tubing forms basic structure. Wheels and axles can be purchased from mobile-home or travel-trailer suppliers. Interior arrangement (left) shows large double bed forward, dinette aft that can convert to sleep two more, full galley with furnace and water heater below, and enclosed bathroom. Rig carries holding tank, 25 gallons of fresh water, LP tanks at front.

**UTILITIES AND CABINETS** in prefab form can also be bought in a kit from Small Fry Enterprises. Included are double stainless-steel sink, water heater, 4-cu-ft. gas electric refrigerator, toilet.

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**EVEN A COMPACT** imported pickup can pull this roomy 18-foot fifth-wheel trailer you can build yourself. Only about 370 pounds of hitch load on the cargo bed of a Toyota, Datsun, Mazda, Courier or LUV is necessary to tow this 2800-pounder down the road. Or you could use your Ford Ranchero, Chevrolet El Camino or any standard pickup truck.

The trailer is called the Small Fry Fifth Wheel, and speeds of 60 mph at 15 mpg are claimed with some economy rigs. Electric trailer brakes on the Small Fry's wheels provide dependable stopping, and some states classify the fifth-wheel as a semi-unit safe enough for passengers to ride inside.

The designer, Small Fry Enterprises, Inc., of 3094 S.E. Tualatin Valley Highway, Hillsboro, Ore. 97123, estimates that an amateur builder can construct the trailer in two months of part-time work. The completed rig is fully self-contained with 25-gallon water supply, automatic pump, water heater, shower, toilet with holding tank, 10,000-B.T.U. furnace, three-burner stove with oven, gas/electric refrigerator, double stainless sink and bunks for four.

Tools needed for construction are a 1/4-inch router, 3/8-inch variable-speed reversible drill and a portable electric saw. Also helpful would be a metal-cutting saw, table saw, air staple gun, air compressor and welding rig. Building can be done from the detail plans available and parts assembled locally, or a complete kit can be ordered from Small Fry. A list of necessary components and suppliers is provided with the plans. Hitch can be purchased with the plans. Wheels and axles are obtainable from trailer suppli-
WHEEL WELLS can be formed out to local sheet-metal shop. When they're installed, flooring can commence.

WALLS are framed out with 2x2s, paneling is glued and stapled or nailed. Panel bit routs edges, windows.

FLOORING is shaped from ½ to 1-in. insulation board and ¾-in. exterior plywood, fastened by screws. Wheel wells can be fabricated by a local sheet-metal shop, using the detailed drawings provided.

Large-size fifth-wheelers are also available in plan form. The 18-foot and 21-foot plans are $35 from Small Fry Enterprises. For $40, complete plans for building a 25-foot rig or 35-footer can be purchased. Prefabricated kit parts include unassembled cabinets, plus construction materials, plumbing and electrical components and appliances.

KITCHEN COUNTER (below, looking forward) shows full-size cabinets and work areas, window above sink.

CLOSET with full-length space to hang clothes (left) has been called symbol of luxury trailering.

POPULAR MECHANICS
DINETTE at back of trailer becomes 4x6-ft. double bed. Sink is of stainless steel. On opposite wall is 4-cu.-ft. gas/electric refrigerator.

READY for insulation and aluminum skin after plumbing and wiring are installed, left side is pattern for right with door added.

HITCH for fifth wheeler secures to 2-in. ball on ¾-in. steel plate bolted through cargo bed to truck-frame cross members underneath. The connection (right) is locked in place with an insert pin.

DOUBLE BED forward is 54 by 81 in. Water heater, furnace under sink, stove

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Movie cameras:

What do you get for under $100?

By BURT MURPHY

The answer is simple operation and just enough frills to make your movies interesting

YOU DON'T HAVE TO SPEND a fortune to make good home movies. Sure, if you want to use all the tricks Hollywood has at its command, you'll have to spend a lot on your camera. But between $50 and $100, you'll find lots of cameras that can assure you reasonably sharp, well-exposed pictures. You'll still need ingenuity to put punch in your movies—you'd need that even with the most expensive cameras. But many of the low-price cameras are surprisingly versatile.

You'll find a fairly complete list of $50 to $100 cameras on page 110. But since cameras are so widely discounted, you'll often find models with higher list prices selling in the same bracket, so it's worth shopping for bargains that may not appear in the buying guide shown here.

Just about all movie cameras today—and certainly all those in this survey—have electric film drive and electric-eye, exposure-control systems. Both are major conveniences: With electric motor drive, you can shoot scenes of any length up to the full four minutes of an entire film cartridge; earlier, spring-driven cameras were restricted to shorter scenes—sometimes unexpectedly short if you'd forgotten to rewind the spring beforehand.

The electric-eye exposure system automatically adjusts the lens aperture according to lighting conditions and the type film you're using; you never have to measure the light and adjust the lens yourself. This feature, always handy, is especially useful if lighting conditions change during a scene—if your subject moves from bright sunlight to shadow, for example.

Electric eyes work indoors, too. Almost all of them today are adapted for Kodak's...
new ASA 160 High-Speed Ektachrome color film as well as for the standard Kodachrome II. Snap in a film cartridge, and the meter automatically sets itself to the film in use. (The Fujica P1 takes only Fuji Single-8 cartridges, which don’t fit Super-8 cameras though both can use the same projectors; its high-speed film is 200 ASA.) With high-speed films, you can often get surprisingly good (if grainy) color movies in brightly lighted rooms, especially with the fast f/1.8 or f/1.9 lenses found on most cameras. And if there isn’t enough light for that, or if you’re using the slower, standard film, you can illuminate your subject with a movie light.

This brings up another common feature, the built-in filter. Super-8 films are balanced for color accuracy with indoor, tungsten light. But since most home movies are shot in daylight, an orange filter, built into the camera, normally converts blue daylight to the redder light the film is balanced for. (With Fuji’s Single-8 system, though, you use either a daylight-balanced film or a tungsten film with an externally mounted filter.) It may seem odd to use a filter for more normal shooting conditions; but since filters cut down the light as they color it, it’s more sensible to “waste” daylight—there’s so much available.

To shoot by indoor light, of course, you must disengage the filter. Usually, attaching a movie light to the camera does that automatically. But when shooting by existing tungsten light, or when your movie lights are mounted off the camera, you must usually insert a filter key into the movie-light socket to disengage the filter.

Some electric eyes read the light actually passing through the lens; others have their own little windows on the world. The through-the-lens type has a slight edge, since it automatically compensates for any filters you put on the lens (which few home moviemakers bother with) and

**HOLD YOUR CAMERA STEADY** and you’ll get smooth, shake-free shots. Cameras should be braced against your face, held firmly in both hands. Pistol grips are a major steadying influence, but even cameras without them (second photo from bottom) can be held securely. Awkward, top-heavy grip (bottom photo) is a sure way to get wobbly pictures, especially with zoom lenses on telephoto settings; your hand should grip the camera body well as zoom control lever. Photos here show basic hand positions and must be adjusted, of course, so fingers can easily reach the shutter-release control on your particular model.
can help you get correct exposure when shooting a telephoto shot of a backlighted subject. Most of the time, though, you'll find little difference between through-the-lens and separate metering. Nor does it seem to matter much whether the electric eye has its own little battery or draws its power from the ones that run the motor—except that a separate meter cell is easier to forget accidentally when you change batteries. One meter feature that may make a difference to you, though, is a manual override that lets you deliberately under or overexpose for special moods and effects or in situations, such as backlighting, where the meter might read inaccurately.

To prevent accidental exposure errors, most cameras above $50 have warning signals in the viewfinder that tell you when there's too little light for correct exposure with the film in use: several warn when there's too much light as well. A few viewfinders give you even more data: What f/stop is in use (Eumig and Kolvex), whether or not the film is running (Eumig) and when you're out of film (Kodak).

The finders themselves are usually optical sight types, like reversed telescopes. On cameras with zoom lenses, the finders...
change their angle of coverage to match the coverage of the lens. Though several cameras in this class have reflex finders that look through the lens to see exactly what the film sees, hardly any have reflex ground-glass focusing; if you want to do much titling and closeup work, you’ll want that feature. Cameras with ground-glass focusing (and some others) have diopter eyepiece adjustments that let you focus your eyes clearly on the ground glass, even if you aren’t wearing your glasses. If you do wear glasses when you shoot, you’ll want a rubber eyecup to protect them from being scratched. And you’ll want to make sure you can see the entire finder (including exposure and other warnings) with your glasses on.

One reason few of these cameras have ground-glass focusing is that few of their lenses focus. Most are fixed-focus types, set to keep all objects from about six feet to infinity fairly sharp. The near focusing limit on zoom lenses will change as you zoom from wide-angle settings (where greater depth of field maintains focus over a greater range of distances) to telephoto (where depth of field is limited). Eumig’s “Servofocus” system even changes lens distance setting as you zoom to keep depth of field always at the maximum possible.

Zoom ranges are limited, in this price class, usually from 2X to 3X ratios (if the lens zooms at all), though the Kolvex has a 4X zoom range. Even 2X will let you add some variety to your home movies—and for beginning moviemakers, a limited zoom range may help overcome the temptation to zoom too often.

For best results, you should consider zoom lenses primarily as handy ways to carry both wide-angle and telephoto lenses, and use the zoom control to frame your scene before you shoot; zooming during a shot should be reserved for times when you need its special impact. Because telephoto settings give a bigger image, they’re often thought of as equivalent to moving the camera closer; that’s not con-

SLIDING ZOOM CONTROL atop this Hanimex looks like the rocker switches used for power zooming on some more expensive cameras. But it’s actually a manual control—and, if anything, a bit less conve-

SUPER-8 CARTRIDGES load in a jiffy, hold 50 feet of film for four minutes of shooting. A film-speed coding notch in cartridge (arrow) adjusts camera’s electric eye to match film’s sensitivity. Film type can be read through a window in the film-compartment lid. Most Super-8s load like this Bell & Howell

ni
t
ent than the average. Zoom ranges on under-$100 cameras are modest; Hanimex’s 2X range is typical, though one camera has a 4X zoom (and powered at that; see chart). Many Super-8s don’t zoom at all
pletely true. Move closer to your subject, and the background grows a little smaller by comparison. Zoom in, and both subject and background grow in size (move too close, though, and a subject's nearby knees or nose can loom frighteningly out of proportion).

If you do zoom while shooting, motor-driven "power zoom" controls will make the action a bit smoother. But since you may not want all your zooms done at the same speed, you'll still want manual zoom control so you can speed up or slow down at will. (Variable-speed power zooms are available—but not in this price range).

Most Super-8 camera lenses have maximum apertures of f/1.8. You'll find little differences between these lenses and those with a maximum aperture of f/1.9; but f/2.7 or f/2.8 lenses let in only about half as much light, which can make a real difference when you're using Kodachrome in comparatively dim conditions. The f/1.8's extra "stop" of light-transmitting capability is also important with reflex cameras, whose finders see only a portion of the light coming through the lens. All reflex models on our list do, in fact, have f/1.9 or faster lenses.

Trigger locks are about the only remaining controls commonly found on these cameras. Some cameras have a safety lock that prevents accidental running of the camera. Others have run locks that let you set your camera on a tripod, start the shot, then leave the camera running while you step into the scene. And quite a few cameras have both types of lock.

Under-$100 cameras are all fairly compact and lightweight—after all, they lack most features that add bulk to the more expensive models. That makes them handy to carry on trips. But some are easier to pack than others. The difference is in the pistol grips; on about half the cameras we surveyed, they folded or were removable.

### MOVIE CAMERAS IN THE $50 TO $100 RANGE AND

<table>
<thead>
<tr>
<th>MAKE AND MODEL</th>
<th>PRICE</th>
<th>LENS</th>
<th>ZOOM RANGE, TYPE</th>
<th>METER TYPE, FILM SPEED RANGE</th>
<th>FOCUS, NEAREST DISTANCE</th>
<th>FINDER TYPE, FEATURES</th>
<th>GRIP</th>
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<tbody>
<tr>
<td>Argus 818</td>
<td>$65</td>
<td>13-26mm/2.7</td>
<td>2X, M</td>
<td>TTL, 25-100</td>
<td>Fixed</td>
<td>Si, Ue</td>
<td>Fixed</td>
</tr>
<tr>
<td>Bell &amp; Howell 372G</td>
<td>55</td>
<td>14mm/2.8</td>
<td>None</td>
<td>EE, 25-160</td>
<td>Fixed</td>
<td>Si, Ue, Ec</td>
<td>Removable</td>
</tr>
<tr>
<td>Eumig Mini-3</td>
<td>100</td>
<td>9-28mm/1.9</td>
<td>3X, M</td>
<td>TTL, 25-160</td>
<td>Servofocus*</td>
<td>Rfx, Ue, F/S, Rl, Di, Ec</td>
<td>Accessory</td>
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<td>Fujica P1</td>
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<td>11.5mm/1.8</td>
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<td>EE, 25-200</td>
<td>Fixed</td>
<td>Si, Ue, Ec</td>
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</tr>
<tr>
<td>GAF SC-100</td>
<td>55</td>
<td>15mm/1.8</td>
<td>None</td>
<td>EE, 25-160</td>
<td>Fixed</td>
<td>Si, Ue, Ec</td>
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</tr>
<tr>
<td>GAF SC-102</td>
<td>80</td>
<td>12-24mm/1.8</td>
<td>2X, M</td>
<td>EE, 25-160</td>
<td>Fixed</td>
<td>Si, Ue, Ec</td>
<td>Fixed</td>
</tr>
<tr>
<td>GAF 64</td>
<td>80</td>
<td>12-24mm/1.8</td>
<td>2X, M</td>
<td>EE, 25-160</td>
<td>Fixed</td>
<td>Si, Ue, Ec</td>
<td>Removable</td>
</tr>
<tr>
<td>GAF Lentar 2MZ</td>
<td>80</td>
<td>NA/1.8</td>
<td>2X, M</td>
<td>TTL, 25-160</td>
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<tr>
<td>GAF Lentar 3PZ</td>
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<td>Removable</td>
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<tr>
<td>Hanimex Loadmatic M220</td>
<td>79</td>
<td>NA f/1.8</td>
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<td>EE, NA</td>
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<tr>
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<td>13-28mm/2.7</td>
<td>2/4X, M</td>
<td>TTL, 16-250</td>
<td>Rfx, 4½'</td>
<td>Rfx, Ue, Oe, F/S, Di, Ec</td>
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<td>EE, 25-40</td>
<td>Fixed</td>
<td>Si</td>
<td>NA</td>
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<tr>
<td>Mustang</td>
<td>60</td>
<td>9-23mm/1.8</td>
<td>2½X, M</td>
<td>EE, NA</td>
<td>Fixed</td>
<td>Si</td>
<td>NA</td>
</tr>
<tr>
<td>J.C. Penney 3906</td>
<td>50</td>
<td>12-24mm/1.8</td>
<td>2X, M</td>
<td>EE, NA</td>
<td>Fixed</td>
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<td>NA</td>
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<tr>
<td>J.C. Penney 3909</td>
<td>65</td>
<td>12-34mm/1.8</td>
<td>2X, P</td>
<td>TTL, 25-160</td>
<td>Rfx, Oe, Ec</td>
<td>Rfx, Ue, Oe, Di, Ec</td>
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<tr>
<td>Sears 3A 9128</td>
<td>50</td>
<td>11.5-22mm/1.8</td>
<td>2X, P</td>
<td>TTL, 25-160</td>
<td>Rfx, Oe, Ec</td>
<td>Rfx, Ue, Oe, Di, Ec</td>
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<tr>
<td>Sears 3A 9129</td>
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<td>10-30mm/1.8</td>
<td>3X, P</td>
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<td>Rfx, 5'</td>
<td>Rfx, Ue, Oe, Di, Ec</td>
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**THEIR FEATURES**

<table>
<thead>
<tr>
<th>BATTERIES</th>
<th>SPECIAL FEATURES</th>
<th>ACCESSORIES</th>
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</thead>
<tbody>
<tr>
<td>4 AA</td>
<td>SL</td>
<td>Lt</td>
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<tr>
<td>4 AAA</td>
<td>RL, SL</td>
<td>Cs, Lt</td>
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<tr>
<td>2 AA</td>
<td>Pocket-size, SF, MO</td>
<td>Cs, grip</td>
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<td>Single-8*, SL</td>
<td>(Cs), Tele, Filters, CU</td>
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<td>3 AAA</td>
<td>SL, RL</td>
<td>Lt, Cs</td>
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<tr>
<td>3 AAA</td>
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<td>Lt, Cs</td>
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<td>2 AAA</td>
<td>SL</td>
<td>Lt, Cs</td>
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<td>SL, RL</td>
<td>Cs</td>
</tr>
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<td>SL, RL</td>
<td>Cs</td>
</tr>
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<td>SL, RL</td>
<td>Cs</td>
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<td>2 AA, PX-13</td>
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<td>Cs</td>
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<td>4 AA, PX-13</td>
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<td>Cs, RC, Filters</td>
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<td>NA</td>
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<td>2 AA, PX-13</td>
<td>SL, RL</td>
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</tr>
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<td>SL, RL</td>
<td>Lt</td>
</tr>
<tr>
<td>2 AA, PX-13</td>
<td>SL, RL</td>
<td>Lt</td>
</tr>
</tbody>
</table>

EUMIG MINI-3 (above) is a pocket-sized reflex. Since a pistol grip would make it too large for pocket portability, none is supplied, but one is available as an optional accessory. The Mini-3 has 3X zoom lens with unique Servofocus system that shifts the lens focus as you zoom for maximum depth of field at all zoom settings. Tripod sockets vary in position from one camera model to another. Socket at the base of this Mustang’s fixed pistol grip (left) has good balance, raises camera conveniently for tall moviemakers. Some grips must be removed for tripod use; a nuisance (on one, the pocket-sized Eumig Mini-3, the grip was an optional accessory).

A camera’s weight makes a big contribution to its feel, too. The heavier the camera, the easier it is to hold it steady—but the harder it is to carry around on long shooting expeditions. Virtually no camera spec sheets mention weight; but in any case, none would cover the related and equally important question of balance. My preference is for cameras whose weight is biased slightly toward the rear to settle firmly against your face rather than toppling forward away from you; but see which cameras feel most comfortable.

Balance at another point—the tripod screws—is of some importance if you use cheap tripods whose tilt heads don’t lock.

(Please turn to page 134)

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**KEY TO ABBREVIATIONS IN CHART**

| BC | Battery check |
| BS | Battery case |
| Cs | Case |
| DI | Eyepiece diopter adjustment |
| Ec | Eyecup |
| EE | Separate electric eye |
| F/S | F-stop scale in finder |
| FE | Film-end indicator |
| Li | Movie light |
| M | Manual zoom |
| MO | Manual meter override |
| NA | Not available |
| Oe | Overexposure indicator |
| P | Power zoom |

**R** | Reflex |
| RC | Remote control |
| R* | R* indicator |
| RL | Run lock |
| SF | Single-frame release |
| Si | Optical sight finder |
| SL | Safety trigger lock |
| Tele | Telephoto-lens attachment |
| TTL | Through-the-lens meter |
| Ue | Underexposure indicator |
| Supplied accessory |

*See text*
PM OWNERS REPORT: FULL-SIZE FORDS

Ford faithful get great ride,

By MICHAEL LAMM
West Coast Editor

Photos by the author

PEOPLE SOMETIMES ASK US why we give such-and-such a car a bad, or good, writeup. We tell them we're only the instrument through which Owners Reports get written—we put together these reports from owner responses. What they say, we say. PM sends questionnaires to a random sampling of new-car owners through R.L. Polk & Co. in Detroit. When the questionnaires come back, responses are tabulated by the Statistical Service Center in Spring Valley, N.Y. Everyone involved tries to be as impartial as possible.

For this Ford report, we've decided to pick four typical owners' questionnaires and will simply run them as
A nationwide survey based on 650,000 owner-driven miles

but pay at the pump

THE FORD NAMEPLATE was more important than styling; car’s lines offended a few. Owners praise comfort, ride, layout of dashboard, and Ford’s overall quiet. Many feel, though, that the engines aren’t delivering full power, and gas-mileage gripes run rampant. Surprisingly, the three largest V8s all deliver similar mpg. Big bumpers, even with overriders, dip low in braking so other cars ride over, crack lamps. Handles are an unhandy reach

written. No punches. “Ask the man who owns one!” is an old advertising slogan; still a valid way to judge a car.

First is a 56-year-old architect field rep of Levittown, N.Y., who drives a two-door LTD with the 351 cu.-in. V8. Here are his answers:

Have you had any mechanical problems with your Ford? “Yes, dieseling after ignition turned off.”

Were the repairs satisfactory? “Yes, but it’s starting to diesel again after 3000 miles.”

What do you think of your dealer’s sales and service policies? “Satisfactory.”

Why did you choose a Ford over other cars? “Ford
gave me the best trade-in offer on my previous car."

What do you think of your Ford's workmanship? "Interior is poor."

What changes would you like to see in your car? "Return to movable front vent windows."

Is your car comfortable? "Yes, and quiet, but there's not enough rear legroom in the coupe."

What are your specific praises of the car? "Easy handling, comfortable ride, comparative silence."

How about specific complaints? "It's underpowered; also needs a better adjustment device on front windows to prevent squeaking. Too, water comes up through the floor in heavy rains."

Would you buy another Ford? "Yes."

Next, a 35-year-old Michigan office worker (male) who owns a two-door LTD Brougham with 460-cu.-in. V8:

Mechanical troubles? "Engine surge, front tires misaligned and out of balance, and right taillight filled with water."

Repairs? "Engine still surges but not so much. Tires shimmy at 70 mph. I emptied the taillight myself, but it's filled up again since."

Dealer opinion: "Salesman very courteous; service people seem too busy, but they listen and smile. On warranty work, I understand they do just what you ask."

Why Ford? "I like the ride, and the styling isn't too bad."

Workmanship? "Good but not the greatest. I found initials scratched into the underside of my hood. An upholstery button was missing. The dealer promised to replace it by October but hasn't yet."

Changes? "Better acceleration from the 460-cu.-in. V8 and better gas mileage."

Comfort? "Very comfortable."

Praises: "Quiet car. The stereo is great. Seats comfortable. Trunk adequate. I can use regular fuel."

Gripes: "Lousy acceleration and gas mileage. Window glass rubs against rubber weatherstripping and squeaks. Should
Summary of 1973 Ford Owners Reports*

<table>
<thead>
<tr>
<th>Total miles driven</th>
<th>651,071</th>
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<tbody>
<tr>
<td>Average miles per gallon:</td>
<td>10.4</td>
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<tr>
<td>Long trips</td>
<td>13.1</td>
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<tr>
<td>Average mpg by engines:</td>
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<tr>
<td>351-cu.-in. V8: Local driving</td>
<td>13.8</td>
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<tr>
<td>400-cu.-in. V8: Local driving</td>
<td>12.9</td>
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<tr>
<td>429-cu.-in. V8: Local driving</td>
<td>10.5</td>
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<tr>
<td>460-cu.-in. V8: Local driving</td>
<td>9.3</td>
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<td>Why did you buy a new Ford?</td>
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<td>Post experience</td>
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<td>Price</td>
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<tr>
<td>Styling</td>
<td>10.3%</td>
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<td>Specific likes:</td>
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<td>Handling</td>
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<td>Ride</td>
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<td>Style</td>
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<tr>
<td>Comfort</td>
<td>21.1%</td>
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<tr>
<td>Silence</td>
<td>9.4%</td>
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<tr>
<td>Specific dislikes:</td>
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<tr>
<td>Poor gas mileage</td>
<td>10.4%</td>
</tr>
<tr>
<td>Poor workmanship</td>
<td>9.9%</td>
</tr>
<tr>
<td>Lack of power</td>
<td>8.9%</td>
</tr>
<tr>
<td>Bad emission-control equipment</td>
<td>6.9%</td>
</tr>
<tr>
<td>Rattles</td>
<td>4.9%</td>
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<td>What changes would you like?</td>
<td>19.4%</td>
</tr>
<tr>
<td>Better gas mileage</td>
<td>8.6%</td>
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<tr>
<td>Different styling</td>
<td>7.4%</td>
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<tr>
<td>Vent windows standard</td>
<td>6.9%</td>
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<tr>
<td>Remove smog equipment</td>
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<td>Had any mechanical trouble?</td>
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<td>What type of trouble?</td>
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<td>Carburetor</td>
<td>17.9%</td>
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<tr>
<td>Cold starts</td>
<td>15.4%</td>
</tr>
<tr>
<td>Engine diesels</td>
<td>9.0%</td>
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<tr>
<td>Wheel alignment</td>
<td>9.0%</td>
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<tr>
<td>Would you buy another new Ford?</td>
<td>90.7%</td>
</tr>
<tr>
<td>Yes</td>
<td>9.3%</td>
</tr>
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</table>

*Percentages might not equal 100% due to rounding or insufficient data.

have tops to windows instead of bare glass.”

Buy another? “Undecided.”

An Illinois schoolteacher (female, 58) with 400-cu.-in. LTD Brougham coupe.

Troubles? “One power window wouldn’t lift after being lowered, and the intermittent wiper system didn’t work.”

Repairs okay? “Yes. Window only needed an adjustment, and a part was missing from the wipers.”

Dealer opinion: “Wonderful.”

Why Ford? “Best car on the road. Do they make other kinds?”

Workmanship? “Excellent.”

Changes? “I’d like to have a choice of colors and fabrics available in any Ford product. I wanted a white interior that was available only in Thunderbirds. I’d also like better gas mileage.”

Comfort? “I think the car is very comfortable, but a friend with back trouble considers the seats too soft and has to use a firmer seat cushion.”

Praises: “Handles beautifully, corners very well, starts immediately, quiet as they claim.”

Gripes: “None.”

Buy another? “Yes.”

A 24-year-old Chicago layout engineer who drives a two-door LTD Brougham equipped with the 460-cu.-in. V8 engine:

Mechanical problems? “FM radio floats and has static. Also had minor adjustments to doors to make them fit flush. Other than that she runs like a champ.”

Repairs okay? “No charge for the first three months on this type of repair work.”

Dealer opinion: “I believe that if you shop around for the best price and stick to your guns, you get a fair deal. If not, they take you for plenty.”

Why Ford? “Have owned four before and liked them all.”

Workmanship? “Ford seems to do better than the rest.”

Changes? “A couple of inches more legroom. I’m 6-3, and my legs feel cramped on long trips.”

Comfort? “Except as stated.”

Praises? “Ride, handling and silence.”

Gripes: “I’d like to see more horsepower from those engines, and that includes all makes and models.”

Buy another? “Not sure yet.”

The majority (90.7 percent) said they will buy Ford again. Most rated dealers high and thought well of workmanship.

Many of the owners blamed dieseling, poor gas mileage, and weak performance on Ford’s antipollution devices. This led 6.9 percent to recommend removal of smog hardware.
SAVE MONEY by following a preventive maintenance program. Pull your brake drums at intervals of about 12,000 miles to make sure that brake linings are not worn so low that brake-shoe metal or rivets are chewing up the machined drum surface. As shown below, bleeding and refilling your hydraulic system with fresh fluid can be done yourself. Length of hose connects to bleeder valve at each wheel.

How to get a
professional brake job at a do-it-yourself price

By MORT SCHULTZ

CAN YOU STILL SAVE MONEY when the brake job you are doing suddenly requires the use of professional mechanic's equipment that you don't have?

I got an answer to this question not long ago when I removed the brake drums from a 1968 Pontiac and found that two of them needed to be resurfaced. Drums are resurfaced (turned on a lathe and machined) to even out wear and remove glaze, but they must be replaced if machining will cut them beyond the minimum safety specification which is stamped on most units.

I took the drums to a professional brake shop which charged me $2.50 per unit for turning, for a total of $5.

"How much more would it have cost me if I had brought you the car instead and had you remove the drums?" I asked the mechanic.

"Another $10," was his reply.

I saved a quick $10, proving that lack of major equipment is no reason for not doing your own brake work. Brake-drum resurfacing and other tasks not generally considered within the province of a Saturday mechanic can be done by a brake specialist, but don't let him do all the work.

The first way to avoid unnecessary costs is to avoid unnecessary damage. You can't, of course, prevent brake linings from wearing out as they are used. But brake drum and disc damage can often be prevented by replacing linings before brake-shoe metal comes into contact with drums or discs.

Examine linings every 12,000 miles and replace shoes if any part of the lining is worn to within 1/32 inch of the shoe table of a bonded lining or the rivet head of a riveted lining. Always replace brake shoes in axle pairs in order to equalize brake action.

Although you will need a set of brake-service hand tools that you may have to buy, you can still save a considerable amount of money by relining brakes yourself. Using a 1969 Chevrolet Impala with drum brakes as an example, I found that brake shops in the New York City area wanted to charge from $40 to $65 to replace linings.

This cost, most told me, included inspecting and cleaning of all parts of the
brake system. However, this is a task that you can do just as well.

In checking out different sources of brake parts and tools, I found that one of the best deals is offered by Sears. The company will provide tools and instructions if you buy parts from it.

A set of linings from Sears for the Chevy costs $6.99, which is right in line with the prices of other part suppliers. They are bonded, made of brass chips and asbestos, and are guaranteed for 40,000 miles. If they wear out before this, you get a full refund or new linings free of charge.

Thus, replacing the linings on all four wheels of the Chevy would cost $13.98; this is a saving of $26.02 from what the least expensive brake shop wanted to charge.

If you bought your own brake-service hand tools, such as an adjusting wrench, wheel-cylinder clamps and wheel-cylinder pliers, they would cost about $10. As I mentioned, though, Sears will provide a toolkit for either drum or disc brake-lining installation if you submit a deposit of $30 with your order for new linings. The deposit will be refunded in full when you return the kit within 30 days. This offer applies only to American-made cars.

Before tackling brake work you should feel sufficiently confident that you can do the job without compromising safety. You'll need detailed instructions. Help is available from a number of sources if you don't have the car's service manual.

If you decide to buy linings from Sears, the company will provide installation instructions for your type and make of brake system. You can also get specific information pertaining to your setup at your local library from an automotive repair manual such as Motor's.

When beginning a brake job, you should first check the condition of drums or discs. Units that are cracked or deeply grooved should be replaced.

You probably don't have brake drum and disc micrometers available, but since you have to take units to a brake specialist anyway for possible resurfacing, it really doesn't pay to buy them. Many mechanics will check the trueness of units for you free of charge.

If a drum is scored deeper than 0.020 inch or exceeds an out-of-round tolerance of 0.006 inch, it should be resurfaced, if possible, or replaced. Drums on the same axle should be turned to the same diameter although one may not need it.

In turning a drum of a Chrysler Corp. car, make sure that the wheel and tire are mounted. Other manufacturers do not require this.

Don't compromise safety for economy. Never remove more than 0.060 inch of metal from a drum's original diameter. For example, the diameter of a drum with an original diameter of 9.000 inches should never exceed 9.060 inches after resurfacing.

If too much metal is removed, the drum will be weakened seriously and its ability to shed the tremendous heat of braking will be greatly reduced.

The reason for checking drums before buying new linings is to assure that you buy the correct linings. If the diameter of a drum after resurfacing is 0.030 inch or more oversize, you should install oversize linings. If the diameter of the drum

(Please turn to page 136)
ADJUST WHEEL BEARING TO ZERO LASH

PLUNGER CONTACTING DISC APPROX. 1” FROM OUTER EDGE OF DISC

DIAL INDICATOR

DISC IS MACHINED at left after being checked for lateral runout and parallelism as shown above. The cutaway shows parts of typical disc-brake assembly.
Pretty sharp idea
A simple clamping arrangement converts a pair of sharp-pointed scissors into a compass divider. Clamp consists of two stiff wood strips connected by a bolt with a wingnut through their centers. Install it across the handles as shown or across the blades when point separation is adequate. Clamp strips shown are 4½ in. long.
—E.B. Walters, Chicago.

Hot tip for cutting plastic webbing
When replacing plastic webbing on patio chairs and the like, ordinary cutting and hole-punching techniques leave frayed and raveled edges on the fabric. Run the hot tip of your soldering iron across the webbing where a cut is needed; the fiber ends will melt and join together so that you’ll find it easy to make a neat cut.
—Charles Hardy, Whittier, Calif.

Toothbrush holder in the shop
After trying several methods without success for keeping drill bits neatly corralled by my drill, I came up with the idea shown at left. I simply taped a plastic toothbrush case to my drill’s line cord for use as a drill-bit holder. Since I’ve done this, I have never had to search for a drill bit when using the drill.
—Louis C. Davis, Albany, Ga.

Stick with this labeling stunt
When labeling workshop jars, apply three labels equally spaced around each jar’s circumference, and you can identify the contents of a container no matter what position it was returned to its shelf. If you use rectangular or square jars for small-parts storage, apply a label to each side to achieve the same results.
—W. B. May, Oak Park, Ill.

Power to the punch
A paper punch can be used for making holes in material heavier than those for which it was designed, such as cardboard and soft-sheet aluminum. To do it, give the punch an assist by using a toggle-type wrench. The wrench is adjusted so it will squeeze the punch jaws together just enough to penetrate the material.
—B. W. Ervin, Kent, Ohio.
Don't shrug off this lug

If you find yourself in need of spade lugs during a late-night or Sunday work session when stores are closed, make your own from a piece of brass chain as shown: A, remove link B, cut off the ends; C, cut the link in half. You'll end up with D, a neat lug that can be soldered to the end of the conductor.

—Hugh M. Gordon, Burlington, Ont.

Scratchless tube-cutting

When using a cutter on highly finished metal tubing you can minimize surface scratches by first wrapping the tubing with two thicknesses of sheet plastic (such as the type used for bread wrappers, vegetable bags and the like). Hold plastic on tubing with clear tape, use low or moderate feed-pressure on the cutting wheel.

—Burt W., Skokie, Ill.

Ballpoint barrel pins down storage

Small and fine needles are frequently lost or tend to rust easily if not protected. A good holder can be readily made from the cap of a ballpoint pen and a small cork. Trim cork to fit cap opening tightly and stick needles into the cork so that when it is pulled, the needles will come out along with it.

—Harry Radzinsky, Charlotte, N.C.

Picture this clamp

Ordinarily, small, standard wood moldings are difficult to hold absolutely motionless in a miterbox because of their size. I've discovered that a pair of spring-type photolamp clamps will hold such pieces firmly while the molding is being cut. To do this effectively, fasten one clamp per side as shown in the photo at right.

—Ken Patterson, Regina, Sask.

Homemade stencils

Easy way to make stencils for use with airbrush, spatter-brush or similar applicator is to block squares selectively in a piece of wire screen. Stencil shown was made using household cement to block double rows of squares outlining figure, then painting over with lacquer. A toothbrush was used to spatter paint through.

—Walter E. Burton, Akron, Ohio.

APRIL 1973
Low-cost soil-conditioning tumbler you can make

By ROSARIO CAPOTOSTO

YOU MAY HAVE some soil on your property that could stand reconditioning from time to time. Whether you're planting a tree, setting up a garden, or working over some tired, eroded soil in a good-sized planting bed, the task can be handled efficiently with a minimum of labor with the help of this tumbler. Generally, soil that is mostly clay can be improved by mixing in peat moss and sand; a sandy soil can be helped by adding peat and humus.

Whatever the condition and need of your particular soil, your local nurseryman will gladly direct you to the best course of action—specifically, what nourishment should be added to your soil.

The usual method of mixing in soil conditioners with a spade, fork or rake can, indeed, be a tough job—laborious at best with chancy results. The ingredients must be thoroughly blended, and the best way to do this...
EASIEST WAY TO CUT ANGLES—nail a guide strip to paired plywood panels. It's important that nails are installed before the component parts are assembled (below) with waterproof glue, finishing nails...

END VIEW OF THE TUMBLER. Though optional, the wheels are desirable if your property is good-sized.

WHAT TUMBLER DOES FOR THE SOIL. Clayey soil below was much improved by quick treatment in tumbler. Hand-held finished product has sand and peat added, but the soil could need other ingredients as well.
is by tumbling. Open the trap door, shovel in the material, shut the door and crank the tumbler a few times. The material is thoroughly shaken between the angled box sides and numerous projecting nails. It's best to limit each load to about three or four shovelfuls, although the box will easily accept more.

Exterior-grade fir plywood is used for the box and 2x4 lumber for the frame. Hot galvanized 5-in. nails serve as shredders; galvanized pipe and fittings are used for the cranking mechanism. Use a waterproof glue and 2-in. finishing nails to assemble the box. Make certain to drive all of the shredder nails into panels before the final assembly.
**Spraying screwheads**

I've used the bottom of a cardboard box in the past for supporting screws when I wanted to paint the heads, but I've found that the bottom of a tin can does a better job. The paint soaks into the cardboard, causing the screwheads to stick to it.

—Burt Web, Skokie, Ill.

**Oiled cork holds tools**

A cork from a vacuum bottle attached to a nontip base makes a dandy workbench holder for pointed tools. Saturate the cork with light oil, wipe off excess and attach it to a disc made of hardboard. The oil keeps pointed ends from rusting.—W.E. Burton, Akron, Ohio

**Free toolholder**

When working from a stepladder, you can waste time fumbling in pockets for small tools. Here, a tin can attached to the top step by its lid and screws makes as simple and handy a holder as you can find. Screws let you remove it easily.—William Swallow, Brooklyn

**Lint trap for clothes dryers**

Here's a way to stop lint from scattering over the yard without investing a penny. I've found that by attaching an old nylon stocking to the end of the vent pipe, any lint that gets past the dryer will be collected by the stocking. It's simple to replace the stocking with another when it is filled.—Ned Killian, Costa Mesa, Calif.

**Ear syringe serves as plunger**

Recently the self-defrosting condensation line on my refrigerator clogged. How to open the tiny line had me stumped until I hit upon the idea of using an ear syringe. I filled this with water, stuck it in the opening and squeezed it a few times. This worked just like a toilet plunger and opened the drain in seconds.

—Fred Woehrl, Granite City, Ill.

**Acid removes silver coating**

After spending a couple of hours trying to scrape silver backing from a mirror, I was about to give up when I tried soldering acid. It worked like a charm. Be careful when using the acid; wear rubber gloves and protect eyes and clothing.

—William G. Waggoner, Sacramento, Calif.

**Door pinch-hits for pasting board**

Few do-it-yourself paperhangers are equipped with a regular pasting board; they use a table of some kind. But a table really isn't long enough. Instead, I remove a flush door from a closet and use that. It doesn't hurt the door at all since the paste can be easily wiped off afterward.

—Richard H. Gallot, Wantagh, N.Y.

**Glass-cutter caddy**

Storing a glass cutter in kerosene between jobs is a sure way of keeping it sharp. If there's rust on it or the wheel won't turn freely, the cutter won't produce a clean score. A metal or glass cigar container makes an excellent caddy for storing the cutter. Stuff cotton in the bottom of the tube and add a little kerosene.

—Albert J. Zulhowitz, Woodmere, N.Y.

**No-tangle extension cords**

A heavy three-wire extension cord is particularly prone to twisting and tangling when coiled lariat-fashion or when coiled around your arm. To avoid twisting of the cord, try coiling it in the opposite direction or around the opposite arm.

—Paul D. Fiebich, Utica, Mich.
From flush door to sofa—in a weekend

By W. M. RUDKIN

This attractive sofa is both comfortable and easy to make. The price is right, too, because the materials should cost no more than $55. All you need to build it are a 36x80-in. solid-core door, six foam-rubber cushions, four ball-type casters and four 51-in. lengths of 3/4-in. clear pine. The three seat cushions are 4x20x20 in., the back cushions measure 4x18x20 in.

When laying out the parts on the door, place them so any flaws or imperfections in the wood are in areas of the sofa that do not show. The cutting diagram on the opposite page shows how to lay out the pieces on the door. After marking the patterns, cut off the section to be used for the legs. The piece remaining after the seat is cut is used for the end panels.

You may find that your solid core is not perfectly solid. The interior planks may have knot holes or spaces may appear between the planks. Fill any exposed holes or cut edges with filler compound. (Sawdust mixed with white resin glue makes a satisfactory filler; when the mixture dries, it sands easily.)

The photo at top right on the facing page shows how the end panels are positioned on the seat panel. The pieces are bonded together with polyester resin and fiberglass cloth. Wood dowels hold the pieces in position while the resin cures. A metal strap fastened across both joints underneath keeps the pieces tight while glue cures. These straps can be left on permanently.

The seat with the end panels attached is then set on the legs. Use dowels to make the joint, placing some weight on the seat while the resin cures. After it has cured, put the back-support strips in the leg notches. To complete, fasten ball-type casters to front and back bottom edges of the legs.

FLUSH-DOOR SOFA is handsome as well as sturdy; materials you need to build it are readily available.
ONE SOLID-CORE DOOR provides the seat, panels and legs. Back-support strips are of 3/4-in. pine stock.

FOUR STRIPS are attached to back supports using glue and 4d finishing nails. The top strip is set back slightly.

SOFA-CUSHIONS—three for seat and three for back—are of foam rubber, can be covered to suit room decor.

LEG AND BACK SUPPORT

SIDE

CASTER LOCATION

CASTER LOCATION

CUT MEMBERS FROM SOLID-CORE FLUSH DOOR

1" SQS.

3/4 x 3/4" NOTCHES FOR 51" RAILS

APRIL 1973
EVER TRY TO SAND a 1-in. wood cube with a portable finishing sander? If you have, you probably wished you had the sander firmly anchored so you could manipulate the cube instead of the machine.

The wood stand shown here provides a firm mounting for a finishing sander and a convenient means of guiding small pieces, such as model parts, against its vibrating abrasive surface. The stand was designed to fit a Rockwell sander; other makes of machines can be used, of course, although the arrangement of the mounting blocks and other elements might require some altering.

The work-supporting table is of 1/2-in. plywood; almost all other parts are from 3/4-in. plywood. I used ordinary 3/4-in. pine lumber for the table column.

The sander platform was constructed first and mounted on the base with its outer longitudinal margin 1 in. from the base edge. The two vertical pieces were attached to the horizontal panel with glue and nails.

It is important that air circulate freely through the sander motor to prevent overheating. To avoid any interference with air
discharge from the vent openings nearer the platform when the sander is resting on its side, an opening was cut in the platform opposite these vents.

Three devices hold the sander firmly in position on its platform:

- A 1 1/4 x 8-in. strip of aluminum-siding sheet that projects 1/4 in. above the platform surface, along the edge next to the work-supporting table. A leather strip, 1/16-in. thick, was glued to the side of this strip toward the platform. This acts as a cushion to prevent marring the sander housing. This padded strip projects into the space between the sander-housing edge and the sander pad, and prevents the sander from moving toward the work table.
- Leather-faced wooden blocks installed to hold the sander against the leather-padded aluminum strip. Two of these blocks flank the housing near the sanding pad, the third presses against the outer tip of the motor portion. Two more blocks are under the sander. One supports the motor housing, the other supports the handle.
- A leather strap, attached to the platform with wood screws, and encircling the handle near the motor. Its purpose is to hold the sander in close contact with the two
leather-faced blocks underneath. This strap should not be drawn too tight—just enough to keep the sander from moving upward. (For some sanders, it might be preferable to install the strap around the motor portion.) One end of the strap is anchored with two wood screws and washers, the other end by a single No. 8 wood screw installed after the sander is in position.

When a sander has to be removed and replaced frequently, a bolt-and-nut arrangement might be preferable.

The two blocks flanking the housing near the sander pad are secured with single, No. 12 flathead screws 3 in. long, permitting the blocks to adjust to the angle of the housing surface. The block supporting the motor housing was nailed to the platform before leather was applied, and the handle block was similarly fastened with a flathead wood screw. Two No. 8 screws hold the third block.

When the sander is running, there is some vibration transmitted to the platform. No tests were made to determine the long-range durability of the anchoring system, but no tendencies for the blocks to loosen, or other restraints to lessen, were noted.

The workpiece is normally rested on an adjustable table made from $\frac{1}{2}$-in. plywood. Projecting downward from the table are two “pivot blocks,” each having a diagonal slot. These blocks straddle the ends of a table column in which there is a vertical slot that measures about $\frac{7}{16}$ in. wide and 2$\frac{3}{4}$ in. high. This slot was created by assembling the column from two $\frac{3}{4}$-in. pieces separated by a $\frac{3}{16}$-in.-sq. and a $\frac{3}{8}$ x 1-in. spacing strip. The column was mounted with the vertical centerline of its slot about 1$\frac{3}{4}$ in. from the abrasive surface.

Length of the table-supporting column is $\frac{1}{2}$ in. greater than the length of the sander platform. This provides clearance for the slotted pivot blocks to overlap the platform when the table is adjusted to a steep angle. Pivot blocks are positioned on
the table so the distance between them matches the column length.

The combination of diagonal slots in the pivot blocks and vertical slot in the column provides for an infinite number of settings for the table with respect to angle and vertical adjustment, and total vertical movement is nearly 2 in.

A ¾-in. rod, 13½ in. long, threaded at both ends, runs through pivot-block and column slots. It has a wingnut on one end and an ordinary nut on the other plus two washers. Tightening the wingnut compresses the pivot blocks against the column ends, securely anchoring the table.

You may have to trim the column top by trial and error so the table can be tilted up to 45° without moving the table edge too far from the abrasive edge.

Although the sanding stand could be used withoutanchoring it to the bench, it does have some tendency to “walk.” Use either a ¾-in. sponge rubber pad between base and bench or C-clamps to eliminate “walking.”

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**SLOTS IN PIVOT BLOCKS** are made by boring holes at both ends and finishing with a jig (or coping) saw

**TABLE-SUPPORT COLUMN** and table before mounting the pivot blocks. Spacing strips form a 7/16-in. slot

**ASSEMBLED SANDING SETUP** with table adjusted to an upper position for normal right-angle sanding

**WITH TABLE AT 45°**, the concave portions of work are easily sanded using the ends of the sander’s pad

APRIL 1973
Colorful clock kit lets you see what makes it tick

YOU'LL HAVE FUN putting this Color Clock together and more fun watching it tick. Its swinging pendulum and molded gears of red, blue, green and yellow plastic are mounted between two plexiglass sides to provide a clear see-through view front and back.

A product of West Germany, the colorful all-plastic clock is sold as a kit containing some 50 parts. It stands 11 in. tall, is spring-driven, nonstriking and has an 8-in. dial. The spring, housing and drive gear come already assembled as a unit.

The clear plastic sides are held apart by four spacers having threaded ends. A socket wrench that's part of the kit is used to screw unthreaded plastic nuts onto the threaded posts. By manipulating a regulator arm and pendulum weight, you "tune" the clock for accuracy. A scale on the back helps in adjusting the pendulum assembly to produce a uniform tick. You set the clock by moving the minute hand.

The clock has a distinct tick. No lubrication is required, other than a little soap applied to the escapement-wheel teeth. Because it's plastic, the clock should not stand in direct sun.

Besides being an accurate timepiece, the clock serves as a decorative conversation piece as well as a fine educational project for instructing youngsters in how a clock works and the measurement of time.

The kit comes with a detailed instruction sheet and sells for $9 postpaid from Caldwell Industries. Box 170, Luling, Tex. 78648.—Walter E. Burton

GEAR-TRAIN ACTION can be observed through transparent case (top photo). Except for four metal gear shafts, all parts are plastic (center photo). Pendulum weight is adjusted up and down for timing (lower left photo). Winged socket wrench is used to install threadless nuts that hold sides together (lower right photo)
Lathe dog for threaded shafts

Clamping a standard lathe dog to a threaded shaft is a sure-fire way to ruin the threads. Traditional shop practice calls for the use of small scraps of sheet metal to protect the delicate threads, but I prefer these homemade lathe dogs because of their gentle but exceptionally strong clamping power.

The dog shown here is for a 1/2-13 thread shaft. Holes are drilled and tapped first, then the dog is cut to shape and a saw slit made up the center. The driving tail is a section of a 1/2-13 bolt with the head cut off. To use this dog, you simply screw it onto the shaft and tighten the clamping screw.

While a different dog is required for each size thread, you'll soon have a number of dogs in the common sizes.

—Thomas H. Benham, Joliet, Ill.

Sabre saw requires large entrance holes for inside cuts

When cutting a rectangular or square opening in a panel with a sabre saw, you'll do the neatest job if the diameter of the blade hole is consistent with the width of the blade. When the hole is too small for the size of the blade (upper detail) you can't align the blade with the line of cut. The starting holes for a 1/4-in. blade should be no less than 1 in. in diameter. Only when the blade can snug up to the line (lower detail) can you be assured of a straight cut from corner to corner. When the blade hole is too small and you try to use a wood strip as a fence to guide the saw, you can't "steer" saw up to the line.—Rosario Capotosto, Greenlawn, N.Y.
FLYWEIGHT FLYING BOAT

(Continued from page 78)

weight is 600 pounds, with a gross of 900. The wings are a sight to behold in themselves. They pivot birdlike in two directions at once—backward and sideways—lying snugly along the fuselage when retracted, reminiscent of the famous folding-wing Grumman Hellcat and Avenger carrier-based aircraft of World War II. Folding the wings back instead of upward eliminates added height that would make the ship wind-sensitive on the road and difficult to stow.

Wings, hull and fuselage are all wood-framed with a fiberglass skin. The bullet-shaped nose, wingtip floats and other contoured parts are shaped from Styrofoam blocks and also fiberglass. The engine is a 90-hp Continental, mounted backward for a pusher-type prop. Despite such modest power, the Osprey becomes airborne at 55 mph, climbs 1200 feet per minute, cruises at around 100 mph, has a range of 370 miles on 16 gallons of fuel and can reach a service ceiling of 18,000 feet. So impressive are its flight characteristics, in fact, that the Navy is testing the design for possible use as a small police patrol craft in Southeast Asia.

Flying the Osprey is tricky at first, but you get used to it quickly, says Pereira. Because of the high thrust line, the nose dips as you apply power and comes up as you ease off—the opposite of conventional aircraft. Estimated cost is $1000, less engine and prop. Plans are $65 from George Pereira, 3741 El Ricon Way, Sacramento, Calif. 95825.

HIGH HORIZONTAL STABILIZER is deliberately located at top of tail to be directly in line with the prop thrust from elevated engine mount. This helps to provide maximum of elevator control and stability.

MOVIE CAMERAS

(Continued from page 111)

properly, or if you shoot movies from a unipod. If you do much tripod shooting, it also pays to check fixed-grip cameras to make sure their grips won’t interfere with tilt-head operation. On many such cameras, the tripod-screw socket is at the base of the grip, which prevents that problem and gives you an easier, stoop-free view through the eyepiece if you’re tall and your tripod isn’t. Some removable-grip models make you take the grip off to mount the tripod—that may be a nuisance.

Often, the grip doubles as the battery holder. But wherever the batteries go, a removable battery case is a good idea—it keeps leaky batteries from damaging the inside of the camera.

All the Super-8 cameras I’ve tried have windows that let you see what kind of film is loaded in their film compartments, and subtractive film counters that show you how much film is left. Most manufacturers put their film counters on the left side of the camera body, but Kodak puts its on the rear of the camera, just below the eyepiece: that sounds more convenient, but in practice it doesn’t seem to make much difference because you aren’t likely to look at the counter while filming anyway.

So much for what those cameras have (you’ll find a complete, camera-by-camera feature breakdown in the chart). What do they lack? Wide-ranging zooms, for one thing. Move a few hundred dollars up the scale and you can find zooms with 10:1 ranges, covering everything from a really wide 6-mm to a distance-eating 70-mm telephoto. You can get faster lenses and wider-opening shutters that let you shoot High-Speed Ektachrome in even normal room light. You can get single-frame releases for homemade animation and time-lapse controls that let you “speed” action up until the opening of a flower takes only seconds on the screen. You can get close-up focusing to as little as 1 millimeter from the lens, built-in lap dissolvers, sound synchronization and slow motion. But you pay for all this versatility—in money, bulk, weight and complexity.

Even if you aspire to movies with a Hollywood touch, you’ll find cameras in our under-$100 price group can teach you all the basics. And if you don’t aspire to professionalism, you’ll find about all the features you’ll really use.
RECORDERs BY THE POCKETFUL  
(Continued from page 82)

30's adapter attaches handily to the outside of the recorder. If you record in your car a lot, you can also get adapters that draw power from its cigarette lighter socket (one is provided with Wollensak's comprehensive set of supplied accessories). But be sure the adapter you buy, if not from your mini's manufacturer, is compatible with it—we blew out a Sony by trying it on Wollensak's automobile adapter, though each machine ran fine on its own power supply. Since polarities are rarely marked on recorders or adapters, you'll have to check their schematic diagrams or write to the manufacturers before you mix adapters.

The minis' closely packed controls are still easy to operate. But some minis will fit your hand better than others. The Lanier 1300, Wollensak and Hitachi TRQ-30 were especially well-arranged for dictation and note-taking: Hold the Lanier like a microphone, and your thumb rests on a single control that lets you record a thought, rewind it, listen to it again, then pop right back into record mode for the next idea. The Wollensak does the same, but uses separate controls, less conveniently placed. And the Hitachi TRQ-30's pushbuttons, though conventional in function, are very conveniently placed on the unit's microphone side.

The Lanier 1300 also has a paper index, with a built-in pen to mark the start and end points of letters or other items dictated: Lanier's cassette transcriber has a holder for this index strip. Several other minis have digital counters, which are useful if you write down the locations of items you'll want to find again (and if you play them back on the same machine—not all digital indicators count alike).

The Sonys had a unique "cue" feature: press the fast-forward control during playback, and the tape chatters past the heads at double speed, so you can skip unwanted material yet hear the beginning of the next item you're interested in. But one Sony, the TC-40 has no true fast forward, just cue; it takes 12 minutes to wind forward through a C-60 cassette (though its rewind takes just two minutes).

Some fast-forward and rewind controls are self-locking to save fingers when winding past long stretches of tape. But nonlocking controls are handiest for short skips along the tape. The same is true of pause controls, which stop the tape without taking it out of record mode: locking controls are better for long pauses, nonlocking for shorter ones. All play and record controls lock, of course, but a growing number of them automatically disengage when the end of the tape is reached, saving wear on batteries and mechanism. As to level or pushbutton controls, take your choice; I find levers easier to tell apart by feel, but buttons are less likely to snag pockets.

Though all but the Admiral and the RCA minis have built-in microphones, all but the Lanier 1300 have external mike jacks, too. External microphones are handy when you need to hold a microphone close to your mouth in noisy environments (even the lightest minis get heavy if you hold them long enough), when you need the longer reach of a narrow-beam directional microphone (the built-ins are all more or less omnidirectional), or if you want to mount your microphone on a stand or boom. If you use a telephone pickup to tape phone calls, it plugs into the mike jack, too. But make sure any mike or phone pickup you buy will fit your recorder—we discovered at least three different styles of microphone plug in our sampling.

The remote-control sockets next to the microphone jacks on cassette recorders are basically for use with the start-stop switches built into most cassette microphones. But you can also use them with hand-operated switches (useful when tapping interviews via the built-in microphone), and with foot-pedal switches for transcribing notes or dictation. If you want to buy a recorder for transcribing, check its start-stop time; some minis can start and stop between syllables of a word, while others coast to a stop and glide back up to speed, losing a syllable each way.

Would I buy a mini? Sure. In fact, as soon as I finish this story, I'll be taking off to cover another one with a mini in one pocket and a batch of cassettes in another one.

APRIL 1973
is less than 0.030 inch oversize, use standard linings.

Ideally, after you buy them, bring new linings to a shop for arcing. This will remove high spots and insure full contact with the drum. Arcing will cost you about 25 to 50 cents per shoe.

If you have to install a new brake drum, wash it thoroughly with lacquer thinner to remove the antirust preservative which was applied at the factory.

Discs (rotors) should be checked for lateral runout and parallelism. Lateral runout is the movement of the disc from side-to-side as it rotates. Too much lateral runout will produce brake shudder.

Parallelism refers to the thickness of the disc over its circumference. Variations in thickness will produce brake chatter.

Have the brake specialist check these conditions by first adjusting wheel bearings so end play won't be a factor. To check lateral runout, attach a dial indicator so that its stylus touches the face of the disc about 1 inch in from the edge.

Move the disc one complete turn. If the total indicator reading exceeds the maximum allowable limit for lateral runout for the particular disc, have the disc refaced, if possible, or replaced.

To check parallelism, measure the thickness of the disc in at least 12 different spots. If the total indicator reading exceeds the maximum allowable limit for the particular disc, resurface the unit, if possible, or replace it.

The allowable amount that a disc can be turned is stamped on the unit. Measure the thickness of the disc before and after turning to make sure that this amount has not been exceeded.

Doing a brake job involves a thorough inspection of the system's hydraulic part as well as replacement of linings and drum or disc refacing. Brake trouble occurs as frequently from hydraulic failure as from lining and drum or disc damage.

Brake trouble occurs as frequently from hydraulic failure as from lining and drum or disc damage.

The hydraulic parts of drum and disc brake systems differ. Both have a master cylinder and brake lines, but a drum brake setup uses wheel cylinders while a disc brake system uses a caliper equipped with a cylinder bore and piston to bring linings into contact with the disc.

If you have disc brakes on the front of your car and drum brakes on the rear, the system probably has a metering or proportioning valve. You will have to check the car or service manual to determine which one your car uses.

A metering valve is usually positioned near the master cylinder and is installed in the hydraulic line that goes to the front disc brakes. It keeps the front discs from applying themselves until the rear drum brake linings are in contact with the drums.

Problems associated with a faulty metering valve include front brakes not fully applied, hard brake pedal and brake grab. Pull back the dust cover on the valve and make sure the valve is not leaking.

A proportioning valve is positioned in the hydraulic line that goes to the rear drum brakes. Its job is to prevent premature wheel lockup by limiting the amount of hydraulic pressure going to the rear until braking has been achieved up front.

If you are experiencing rear-wheel skidding or grabbing, suspect a bad proportioning valve. Its condition will have to be tested with professional gauges that compare inlet pressure to outlet pressure.

Check the fluid level in the master cylinder. Make sure it's up to the mark and that the cylinder is not leaking. If the fluid is above level, air or water may have gotten into the system. Bleed the brakes to get rid of trapped air.

When water gets into a hydraulic system, the upsurge in fluid level is normally accompanied by a brake pedal that fades under pressure. The hydraulic system should be drained and flushed with alcohol, and fresh brake fluid of high quality should be installed.

Examine all hydraulic lines for dents and kinks, collapsed areas, leaking connections, and ruptured spots. Pull back the boots covering the master cylinder and wheel cylinders to check for leaks. Remember, if a defective cylinder needs machining, you'll save money by removing it yourself and bringing it to a shop.
Home Ideas Guide

- Exciting new ways to handle a basement recreation room
- New prefab bathtub enclosures
- Quick way to get an entry foyer
- New wall coverings
- Kitchen light fixtures you can make
- Low-cost ways to facelift your home
- How to beat attic heat
- How to lay imitation brick
- How to install a garage-door opener
- How to hang a door and install a lock
- Right way to paint a room
- How to install insulation
- New furnace that heats and cools
- How to put up ceiling beams
- New products that will give you ideas, ideas, ideas...
How to put up a beautiful new ceiling this
weekend and still have time for the big game.

We have a great new way to put up a ceiling. It’s called Integrid™. It’s both a new method of installation and—with Armstrong Chandelier® ceiling tiles—a great new look in suspended ceilings. It can be dropped to any height you wish—in any room of your home. And best of all, the job goes faster. In most rooms you can begin installing it Saturday morning and be finished in time for the game on Sunday.

The big difference with Integrid is its hidden grid system. The Chandelier ceiling tiles fit into the grid so that it’s covered completely. All you see is an elegant, uninterrupted expanse of rich-looking ceiling. It’s simply beautiful.

And it’s beautifully simple. To install the Integrid System, you nail up a wall molding; install the hanger wires for any height you desire; attach the main grid; and slip in the tiles and support runners. It’s fast. It’s easy. It’s the winning play for the home team.

Want more information? Write to Armstrong, 7304 Watch Ave, Lancaster, PA 17604. We’ll send our eight-page brochure and full instructions. Or, see your Armstrong Ceiling Center or other building materials dealer that carries Integrid. To find the one nearest you, call this toll-free number: 800-243-6000. (In Connecticut, call 800-882-6500.) Ask for the name of the Armstrong dealer who sells Integrid Ceilings.
“If you want a quality wall panel for less than $5.99, see the Paneling People. They make 46 beauties.”

Wally Bruner, host of the do-it-yourself television show "Wally's Workshop," knows what a difference quality wall paneling like U.S. Plywood’s can make in remodeling job. He all understands your budget.

“You don’t have to settle for lower quality paneling to get a low price.

"U.S. Plywood makes a complete range of wall paneling. They all cost $5.99 or less per 4’ x 3’ panel. And every one has that famous U.S. Plywood quality reputation behind the same as the most expensive panel they sell. That’s why they’re known as the Paneling People.

"Here are five of my personal favorites:

A. Tidewater. Lauan plywood with printed oak graining. Burled plus three more.

B. Gaslight. A cracked antique pattern, reverse printed vinyl and laminated to lauan-plywood.

C. Estate. Strong, textured printed grain enhanced by a multi-coat varnish. Dennison and five more.

D. Vinylgard. High-fidelity reverse-printed vinyl laminated to plywood. Amarillo and nine others.

E. Early Spring. Printed pecan or teak grains, ranging from golden white to deep brown.

"And the Paneling People nearest you have many more. Check the Yellow Pages under Plywood for a listing of U.S. Plywood Weldwood dealers."

It’s a promise — from the company that makes fine U.S. Plywood products, to the dealer in your neighborhood who carries them, you’ll get quality-at-a-price from..."
THE BASEMENT used to contain the “rumpus room”—for kids on a rainy day or for that occasional Saturday night party. But you wouldn’t want to live in it. A family room is a warm, livable area of the house. If you need one—or a larger one—don’t overlook the basement. And if you want your basement to pay its way as living space, plan it as a family room.

The room at right is in the basement of the home of Minneapolis designer Ann Ritz. It’s not a stereotype of many basement rooms that look like empty nightclubs when they are not being

Data by Annette Sukov
Photos by Les Turnau

APRIL 1973
used for parties. Its warm look comes from pecky cypress planks stained to achieve a weathered effect and from a bold use of color in draperies, carpeting and upholstery fabrics. Lighting was carefully planned so it could be controlled by dimmer switches to fit the mood or occasion—whether a quiet evening at home or a big party.

In the room at left, designed by Minneapolis architect Paul Albitz to suit the taste and living style of Dr. and Mrs. Thomas Pirisch, the elegant traditional look prevails. Though the result is expensive-looking, construction costs were kept down for two reasons: Sound, modern building techniques were used throughout, and the doctor did it himself.

The rich-looking walls are actually an inexpensive grade of ¼-in. fir-plywood paneling. For the sculptured look, standard wood moldings were glued to the plywood, then walls were stained, "antiqued" with burnt umber and varnished.

The rough-hewn simulated beams glued to conventional ceiling tiles are the foam-urethane type—easy to work with and prefinished. The attention given to small details is what "makes" the room. We have drawn three of the good ones for PM readers to duplicate. Dimensions, of course, can be altered to suit your job.

(For more family-room ideas, see page 159)

BRICK FIREPLACE was already in basement before facelift. Good wood-member treatments on its face now make fireplace the focal point of room. Sketches below show how they were created
Prefab baths: easy to install

FEATURING color-coordinated accessory panels to complement other bath fixtures, this four-piece tub-shower has sculptured shelves, wide rim seat and slip-resistant bottom. By Owens-Corning
CERAMIC TILE surrounding a bathtub looks nice, but it presents two problems for homeowners: All those grout lines between the tile are hard to clean, and as the house settles, there's the periodic job of recaulking the crack that invariably develops where the tile and tub meet.

Happily, several makers of tub/showers have done something about it and are offering sectional and unitized bath units in reinforced fiberglass. Interlocking sections become a single leakproof...

(Please turn to page 157)
Pretty, exciting wall coverings

BORED WITH BOARD LOOK? Consider mixing wood grains with textured panel such as Chapel White Stone (left) by Masonite. It's available at lumberyards in 4x8-ft. panels.

FOREST MURAL consists of 12 panels posted on a wall like a jigsaw puzzle. See text for the maker.
HOME DECORATING is more demanding than ever today. The emphasis is on smart looks—with minimum upkeep considered a “must” by most homeowners.

When wood prices started soaring, major manufacturers turned their attention to designing and manufacturing textured panels which would permit the use of lower cost materials. Most of the panels shown—except the forest mural on the facing page—are available at almost any local lumberyard.

For the nearest source of the forest mural (plus details on other styles), write to Environmental Graphics, Div. of Pandora Productions, Inc., 1117 Vicksburg Lane North, Wayzata, Minn. 55391.

DURABLE STONE AGGREGATE bonded to plywood can be sawed, drilled, glued or nailed. Sanspray, by U.S. Plywood

ELEGANT PANELS by Marlite feature lush look of velvet. Above: True Red Brocade and Royal Blue on Delphinium Blue (now being test-marketed and not immediately available)

TEXTURED OLD-BRIDGE SIDING with the adz marks of hand-hewn timber can be used effectively indoors. U.S. Plywood

APRIL 1973
How to make a good entry

A divider wall inside the front door will make you feel less like a fish in a bowl when someone knocks.

One disadvantage of most small ranch and tract-type homes is that the front door opens directly into the living room. Anyone at the door has full view of the room; family and guests have no privacy from strangers and delivery men, and in winter there's nothing to help block cold air and drafts from chilling the room.

Creating an entryway not only will provide semiprivacy, but can add convenient storage for boots, gloves, scarves and the like. Generally, a mirror can be a part of it, which guests and family members will appreciate whether coming or going.

There are many ways to add a "minifoyer" to your living room; just how depends on its shape, location of its front door and amount of wall space adjacent to the door. Here and on pages 150, 152 and 154 we present three ways to do it.

1. The single wall

The design shown above suggests a single, floor-to-ceiling divider wall fitted with pole drapes, a wall cabinet with drawers and shelves and a mirror installed above it. The floor is covered with tile.
Here are just a few of the new kits in this new '73 edition

<table>
<thead>
<tr>
<th>Kit Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>Heathkit 50-watt Stereo Receiver</td>
<td>$169.95</td>
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<td>Heathkit Deluxe Metal Locator</td>
<td>$89.95</td>
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<tr>
<td>Heathkit VHF FM Band-Scanning 6 channel</td>
<td>$119.95</td>
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<tr>
<td>Heathkit Inductive Timing Light</td>
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<td>Heathkit 25V Solid-state Color TV</td>
<td>$598.95</td>
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<td>40.50</td>
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<td>Heathkit 8-digit desktop Calculator</td>
<td>$79.95</td>
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Send Today for Your Free '73 Heathkit Catalog

HEATHKIT ELECTRONIC CENTERS

2. The 'vestibule'

When a coat closet is adjacent to the front door and there is sufficient wall space between the door and a window, two simple floor-to-ceiling walls (heavy black lines in floor plan) erected at right angles and tied into existing walls form an entry that corrals wintry blasts, blocks the view and provides a functional wall for furniture and pictures. Walls are framed by first nailing 2x4 plates to floor and ceiling, perfectly plumbed, then wedging 2x4 studs between. The doorway is framed to provide a 40x80-in. opening, with doubled 2x4 headers across the top. Both sides of the framed walls are covered with plasterboard; joints and all inside corners are sealed and taped with drywall joint compound, and a length of metal corner bead is nailed onto the outside corner. Both sides of the doorway are trimmed in the conventional manner, by mitering and nailing casing to an inner 3/4-in. frame, which is installed in the opening first. A shallow cabinet of counter height goes on an inner wall for glove and boot storage with a mirror above it.
An Aqua-Pure® Water Filter makes tap water taste spring fresh.

You or your plumber can install it in minutes. And, from then on, it's like having bottled water on tap!

You don't have to put up with funny tastes or smells, like chlorine and sulphur... or particles of dirt and rust... all of them are removed by the new Aqua-Pure Water Filter. Coffee, tea, soups and juices taste just as they should. You'll never have to lug heavy bottled-water because you'll be getting bottle-quality water for just a fraction of a cent.

CHECK WITH YOUR LOCAL PLUMBING SUPPLY DEALER OR WRITE AMF CUNO, 400 RESEARCH PARKWAY, MERIDEN, CONN. 06450.

APRIL 1973
3. The two-sided room divider

Standing ceiling high and set at a right angle to the door, a two-sided room divider can create a most practical, view-blocking entryway. Useful from both sides, it provides handy shelf, drawer and storage space, plus mirror on one side and a breakfront bookcase on the other. A tiled area in front of the door adds an entry look and provides an easy-to-wipe floor when youngsters and guests enter with wet gear and boots.

Being ceiling-tall, the cabinet has to be built on the spot (a foot or so out from the wall to facilitate assembly). Plans are given on page 154. To build it from the floor up, first cut a ¾-in. plywood bottom 22½ in. wide and 46½ in. long and add a 1x4 kickboard along two sides, 1 in. in from the edge. Glue and nail it to the underside.

Next, lay out two identical T-shape ends 24 in. wide and 92½ in. long and cut the upper ends 12 in. wide. Cut a shelf member 24 in. wide and 48 in. long and two scalloped fascia boards 12 in. wide and 48 in. long, all from ¾-in. plywood.

Now start adding the end pieces, butting them against the ceiling and lapping and nailing the lower ends to the edges of the cabinet bottom. Place temporary braces across the upper ends and nail the top shelf in place, first notching it to fit around the narrow sections of the ends.

Slide the cabinet in position against the wall and add the two scalloped members at the top, placing them against the ceiling and nailing them even with the end members. Complete with a ceiling molding. Six
There's nothing like it. Here's the staple gun with the power lever for extra heavy duty drive. Powerful enough to do any stapling job because it even drives through hardwoods (like oak) better than other staple guns. Ceiling tile, paneling, upholstery, fencing, insulation, name it—the Powergun 1000 does it. Easily. Uses 5 staple sizes. Sold separately or as a kit with staples plus wire, shade, screen attachments. Handsome carrying cases, too. Pick one up. It's easy to use. Hard to put down.

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12 x 22\%\textfrac{3}{4} \text{-in.} bookshelves are supported between the cabinet ends and a center divider which rests on the top shelf and extends behind the scalloped members.

A pigeon-hole and drawer assembly is made and installed as a unit under the top shelf, then edges of the center divider and end members are covered with \(3\frac{3}{4} \times 2\)-in. trim pieces, butting ends against the scalloped members. A solid panel closes one side of the base cabinet, while the doors are hinged to the other side. An adjustable shelf completes the cabinet construction.

A fluorescent light installed in the top of the cabinet will highlight greenery placed on the top shelves and spill out dramatically to light both the mirror and bookcase sides of the divider. A separate switch to control the light should be added and a cable brought up to it and the fixture through the cabinet from a junction box in the basement (or down from the attic).
Introducing a drill for the man who does more than just drill holes in wood.

Sears Craftsman Type-1 is a 3/8" heavy-duty drill that can do it all.

1. The Craftsman Type-1 has ball bearings built-in at key stress points, it develops a full 1/3 horsepower, and actually puts out more power than other similar drills.

   "Cut through an inch of pine in seconds"

2. The Craftsman Type-1 also has the variable speeds you need to start and drill a hole exactly where you want it without skipping or skittering around. Whether you're going into wood, steel, concrete, or even ceramic tile.

   "Fit dowels with precision"

3. While the variable speeds also help you drive screws, the reversible action enables you to take them out, too.

   "Drive or draw screws with ease"

4. And, of course, the Craftsman Type-1 is double insulated so it requires no grounding. Its two-prong plug fits any conventional outlet.

   Sears Craftsman Type-1 is also unconditionally guaranteed to give complete satisfaction for one year, or return to Sears for a free replacement.

Sears Craftsman Type-1 Drill Catalog Number 9 GT 1145.

(The Complete plans for building this Captain's Desk are available in the tool department of most Sears stores).

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Saw blades coated with TEFLON-S* hum through the woods.

Cleaner. Smoother. Cooler. And fast. That's the cut you get with a power saw blade coated with TEFLON-S. Compare it with an uncoated metal blade. After you're through,

give the TEFLON-coated blade a quick wipe and store it without worry about rust. For a fast finish on your next project, get the blade with the TEFLON-S coat.

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GOOD FOR 10,000 BATHS
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GENERAL ELECTRIC

POPULAR MECHANICS PM-BEE! Plan for a radio-controlled model that flies on CO2. Fuel is nonflammable and odorless. Sophisticated and simple to build! To obtain full-scale pattern from which you can trace off the parts directly, send $3.49 to POPULAR MECHANICS, Dept. FA, Box 1014 Radio City, New York, N.Y. 10019.
If you could look inside this New Holland garden tractor, you'd like what you see:

A direct-drive power system (1) to rear wheels. No old-fashioned belts!

A power-take-off shaft (2) replaces belt connections for attachments—makes hook-up surprisingly simple.

By eliminating these belts, New Holland 12 hp., 14 hp, and 16 hp. garden tractors save you trouble from slipping belts and adjusting belts and replacing belts. You get a modern, reliable power system. And, of course, attaching the mower is easier than ever—you don't even need tools.

You'll also appreciate how easy we've made routine maintenance. The front hood and rear deck tilt up easily.

drostatic drive handle (one control for forward, reverse, stopping—without clutching) is right where your hand rests naturally. A hydraulic lever (optional on 12 hp. model) lets you raise and lower attachments effortlessly. It makes work almost a pleasure.

Our warranty shows our confidence. No nonsense. No loopholes. It covers everything except tires, tubes and battery—for one year. That means engine, transmission, electrical system—the works.

Who's Sperry New Holland? We're a division of Sperry Rand. We've been doing business since 1895, mostly with farmers. The fact is, we're the country's #1 producer of specialized farm machinery. We build machines that work hard and last long, you can be sure of it.

Free Buyer's Guide. For your copy, write to Dept. 145, Sperry New Holland, Division of Sperry Rand, New Holland, Pa. 17557. For the name of the New Holland dealer nearest you, phone toll free 800/447-4700. (In Ill. 800/322-4400.)

Now is the best time to buy a New Holland garden tractor (or riding mower). Why? Turn the page.
Buy now and select a great gift!

See your New Holland dealer.

Buy a New Holland garden tractor (or riding mower) between April 2 and June 30, 1973 and we'll reward you with a bonus gift at no extra cost.

**Buying Options:**
- Buy a 12 HP., 14 HP., or 16 HP. model and select one of these:

**Personal Calculator by Sperry Remington.** An electronic marvel! Adds, subtracts, multiplies, divides, and flashes answers - up to six figures - on display panel. Works on four penlight batteries. Fits in your pocket. Complete with zip carrying case.

**Quiet-riter™ Typewriter by Sperry Remington.** For every family! The portable typewriter that gives office-machine performance.

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**Hot Comb™ by Sperry Remington.** For today's dry, natural look! Gives you 20% more air flow. Includes brush and two combs.

**GE® Spherical Radio.** A fine AM battery radio - and a great conversation piece! The "Orbiter" model spins freely but weighted base always brings it upright. Can be wall-mounted.

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Turn back for more reasons to buy New Holland.
PREFAB BATHS
(Continued from page 145)

assembly, making cleaning easier than ever before and ending crack filling for good.

From a remodeling and modernizing standpoint, these new no-tile tub/showers are made to order for the do-it-yourselfer. Being molded of lightweight but strong fiberglass, the tub and wall sections are easy for one man to carry upstairs, through doorways and into place. They can be installed in any standard 5-ft. alcove in a matter of hours with little more than an electric drill, screwdriver and level.

The series of pictures shown here and on page 158 show how easily Borg-Warner's Versa-Bath goes into place. Once the alcove is stripped of the old plasterboard and additional studs are added as required, installation is accomplished in four steps.

First step: The tub is set in place and

EXISTING FRAMING requires four additional studs (diagram) for attaching three panels in Versa-Bath system. Barbed fastener locks panel when inserted
TO INSTALL L-SHAPE CORNER PANEL, place in position as shown in diagram, spring panel slightly to clear edge of center panel and let it snap into place.

leveled. A leveling runner on the bottom of the tub permits shimming if necessary. Tub is held with four special fasteners attached to studs with screws. Overflow and drain connections are made and tested.

Second step: Center wall panel is attached to studs with fasteners and screws. Guides molded in flange of tub center the panel.

Third step: Holes for faucets, spout and shower head are located and drilled through corner panel with hole saw.

Fourth step: Finally, the two L-shape corner panels are inserted into fasteners along the center panel and pressed into place. Top and front edges of the panels are secured to the studs.

WATERTIGHT JOINTS are assured by caulking vertical and horizontal seams with mildew-resistant sealant. Surplus sealant can be removed with turpentine.
Handsome hearth
Rustic elegance gives this fireplace the role of room mood-setter. The post at center is functional (actually a pine-encased Lally column); beam it supports is also pine-covered. To maintain masculine atmosphere, equally spaced urethane beams are glued to ceiling tiles. Sketch of mantel details (below) shows how simple construction really was.

Window disguise
One of the easiest—and least expensive—ways to change from basement to family room is to disguise narrow basement windows. A good method is to install fixed shutters and standard window trim (casings, apron and stool) as shown. The muntins and bars over the single-panel lights are created by gluing and tacking together \( \frac{1}{4} \times \frac{3}{4} \)-in. lattice with members slightly longer than the sash opening. The idea is to create a force-fit when muntins are placed so they will be removable for window-cleaning chores.
Simple lights you can make to brighten your kitchen

Surprisingly simple homemade lighting fixtures can make a dull, drab kitchen suddenly come alive. Soft lighting under cabinets will emphasize colorful counter surfaces. Carefully spaced “spots” will capture the beauty of the cabinetry. And light spilling out from behind valance boards and cascading over draperies will add a strikingly dramatic effect.

When adding over-sink and under-cabinet lights, your biggest job will be running wires to them. This will be easier in a ranch house where wiring can be brought down from attic junction boxes; more difficult in a two-story house. Sometimes the cable can be brought up from a basement junction box by snaking it through a hole in the kitchen floor, between a base cabinet and the wall.

You may have to remove a wall cabinet temporarily to bring cable out through a hole behind it. Or you may have to cut a 1-in.-wide slot in the plaster behind a cabinet to permit fishing the cable from one point to another. And, when you’re up against a hidden obstruction with no way to bypass or bridge it, you may have to cut through an exposed portion of a wall, which can be patched later.

In working out individual wiring problems, you must keep in mind that over-sink and under-cabinet lights must be shadow-free light over countertop and sink helps to take eyestrain out of food preparation, while the overhead lighting prominently illuminates appliances, enriches the natural wood tones of kitchen cabinetry.
LIGHTING, COLORS AND FABRICS must be coordinated when kitchen and dining areas share a room. Here lighting tends to emphasize the colorful countertops, the wood tones and draperies controlled by conveniently located switches which, in turn, must be connected to nearby outlets or junction boxes in basement or attic.

Romex or BX (armored) cable is generally required wherever wiring is to be concealed inside walls (some areas require that such wiring be run through conduit) and such installations must conform to your local electrical code. There are several good books that show you how to make the proper connections. One, called *Simplified Electric Wiring Handbook*, is sold by Sears for 50 cents.

Adding a fluorescent lamp over a sink often requires nothing more than fitting a faceboard across the front between cabinets. Angle brackets can be used on the inside to fasten it in place, and it can be finished to match the wood cabinets or made plain or scalloped. A diffusing glass or grid, resting loosely on strips of quarter-round molding, hides the lamp from view.

(Please turn to page 194)
Facelifting—still the cheapest way to get a ‘new’ house

If your home is due for repainting, step back and take a long, hard look at it, then decide whether a paint job alone will give you the look you really want. Chances are the house, as well as its shrubbery, can stand some “pruning”—ornate but useless gingerbread and hardware, for example. In some cases removal of an “improvement” (something a former owner made that you probably wouldn’t have) might restore the house to its original architectural concept—resulting in aesthetic improvement. And older homes will nearly always benefit by grading and landscaping that brings them visually closer to the ground.

Several such low-cost ways to update your home are described here. While your particular house may not be shown here, you’ll find many ideas that will work for you.

Add charm and value

This tract-type single-level dwelling is typical of the most economical home that can be erected today. Yet its simple design lends itself to easy, inexpensive improvement. Note how colonial touches—windows, shutters, planters, lamps—add charm. Garage extension lengthens it and adds to convenience and value of the home.
Roomy, two-story frame home requires little more than a careful selection of color and removal of "improvements" that are out of character. Here removing wrought-iron railing and adding a carriage-house-style fascia restores balance and importance of the first floor.
Consider a change for the better

The principal change recommended here is the relocation of the porch steps to give direct access to the driveway. Moving them eliminates the need for a front walk that divides the house down the middle. The clean, unbroken lines of the new porch give the facade better proportions. Removing overgrown bushes and replacing them with low-profile foundation plantings lets the new front show to advantage. If the upkeep of a glass-enclosed porch does not pay off in well used living space, consider a change that will simplify maintenance and improve the exterior.
The difference a change in grade can make

The good features of this house are all but lost in its height. To bring it down to earth a retaining wall has been added parallel to the sidewalk. The area between that wall and the house has been filled and landscaped to conceal the foundation.

A colonial-style entry, new windows, (note special treatment of the bathroom window above the entry), the addition of dormers, shutters and coordinated coach lights add up to a rather ambitious remodeling but reveal the true potential of this house.

If your home has a roofed niche as shown above, it can be left as is or closed (sketch, right) for added living space.
Wind-powered ventilators beat attic heat

**Photos by Ken Rudine and Don Daily**

An efficient attic-cooling device, the rooftop ventilator is gaining acceptance in many energy-short areas of the country. Since it is powered by the wind, it uses no electricity. By cooling the attic continually, it eliminates oven-like heat which, in turn, saves on air-conditioning.

Since a wind-driven ventilator is turned constantly by the slightest breeze, it keeps attic air moving, preventing a heat buildup that often reaches temperatures up to 140-150°F. In a well-ventilated attic, less heat is absorbed by the insulation and there's less to radiate down through the ceilings.

Even when there's no wind, a turbine ventilator continues to draw out the heat. Being drawn in through attic vents and escaping through the ventilator, the air itself causes the unit to turn.

As a rule of thumb, one 12-in. ventilator is recommended for each 1000 sq. ft. of attic space; two units are best for 1200 sq. ft.

The series of photos on these two pages show how easy it is to install wind-powered ventilators. A product of Triangle Engineering Co., Box 7464, Houston, Tex. 77008, the ventilators sell for $29.95 or two for $49.95, postpaid.

---

1. LOCATE VENTILATOR from inside attic and at least 24 in. below ridge on rear side of roof
2. CENTER BASE over pilot hole in roof and use inside of base to scribe hole on roof shingles

**POPULAR MECHANICS**
3. USING CIRCLE AS A GUIDE, cut away shingles with sharp knife. Cut 3/4 in. outside circle.

4. CUT HOLE through roof boards with sabre saw or by hand with keyhole saw, following the circle.

5. WITH SCREWDRIVER, loosen the locking screw on adjustable-pitch base so you can turn it.

6. WHEN LOOSE, grip top section and turn sufficiently to make the top of the base level.

7. RETIGHTEN SCREW, then slide top half of flashing up under shingles, removing nails in way.

8. SECURE BASE to roof with eight roofing nails driven through the flange, then caulk the heads.

9. PLACE VENTILATOR over crimped base; check installation by placing level across the top.

10. USE BASE-RING HOLES as guide in drilling matching holes around and through base flange.

11. LOCK RING TO FLANGE with No. 8, 1/2-in. sheet-metal screws. Drive screws home for tight fit.

APRIL 1973
Trowel-on ‘brick’ looks like the real thing

Rough brick texture fools everyone; only you know it’s imitation
SEEING IS BELIEVING and certainly so in the case of this new simulated brick, for you must see it to fully appreciate its realistic texture and authentic look. It's "laid" in the most unorthodox manner with strange "bricklayer's tools"—a putty knife or trowel, pencil and razor blade.

The brick is actually spread on like thick butter over a brick design of stick-on tape. Pulling off the tape forms individual brick shapes and mortar joints.

Dacor's Brick-In-A-Can comes in a two-can kit, Formula I and Formula II. One is a base coat, which is troweled on first to simulate mortar joints. The other is the brick coat, which is partly removed by the tape to form the bricks.

The nine steps below show how it's done. As a final step, flat white and black spray paint can be applied here and there to add an "old" brick look. The two-can kit covers up to 35 sq. ft., costs less than $1 per sq. ft. and is a product of Dacor Manufacturing Co., Inc., Worcester, Mass. 01601.

---

1 USE TROWEL or wide putty knife to apply thin layer of base coat (Formula I) on wall
2 LET DRY OVERNIGHT; use trowel to scrape off roughness, ruler to mark wall vertically
3 MARK WALL horizontally with special ruler that comes with kit. Instructions explain its use
4 WITH HELP, stick tape to wall between series of vertical marks; then press tape in place
5 IN SIMILAR MANNER, stick tape to wall between series of horizontally made pencil marks
6 WITH RAZOR BLADE, cut vertical tapes at center where they cross each horizontal tape strip
7 FORM BRICK SHAPES by removing every other vertical tape in each row or brick course
8 TROWEL FINISH COAT (Formula II) over wall and tape; allow mixture to dry 2 to 4 hours
9 REMOVE TAPE from wall by grabbing end, pulling to produce natural-looking rough edges

APRIL 1973
PRESS THE TRANSMITTER (left) in the safety and comfort of car, and garage door slowly opens.

Aside from being a most worthwhile home improvement, a radio-controlled garage door affords you and your family the security, comfort and convenience of entering the garage without leaving the safety of your car. Press a button, the door goes up, a light comes on and you drive in. Press the button again and the door closes and locks behind you.

Getting out of the car late at night to open a garage door may be unsafe for the driver, whether it's you or your wife. And, of course, no one likes to struggle with a heavy door in a driving rain.

If a radio-controlled garage-door operator sounds too complicated for you to install yourself, you are in for a surprise. There's a simple do-it-yourself unit on the market, called Helpmate, which any handy home-owner can install in as little as four hours with common hand tools—for under $125. It's powerful enough to open a wood, metal or fiberglass door up to 20 feet wide, and you can work the operator from a distance of 100 feet or more. It has solid-state controls, and its transmitter and receiver are precisely tuned and matched so no other UHF (ultrahigh frequency) signal can open the door.

How the operator works. A 1-in. motor pulley drives a 7-in. pulley in the power head through a V-belt, reducing the motor.

POWER HEAD hangs level from ceiling joists held by two flat iron bars. Radio receiver is fastened to ceiling so its antenna is parallel to garage door.
Opener anyone can install

2 Door-opener light turns on at same time and then you can drive into a bright-as-day interior

3 Press transmitter again and door slowly closes, leaving you safely behind locked door

Speed by a 7:1 ratio. The larger pulley is on a shaft-and-sprocket assembly that drives a roller chain attached to a trolley. The chain moves the trolley along a 10-ft. 1 1/4-in.-dia. rail, and the garage door is attached to the trolley by an adjustable arm. Up and down lugs affixed to the chain limit trolley travel. When the up lug strikes its spring-loaded switch bracket, movement stops and the door is fully open. When the down lug strikes its switch bracket, movement is stopped and the door is tightly closed. The instant the motor is activated by the car transmitter (or wall switch), a 75-w. lamp lights and remains on for two minutes after the motor stops. If the door meets an obstruction during down travel, the chain will tighten, causing the pivot bracket to turn and close the safety reverse switch. This trips the latching relay and instantly reverses the mechanism to open the door fully. If power fails, the door can be opened by pulling a pin to unhitch it from the trolley.

For the opener to operate without undue labor, the door can't stick or bind in its tracks or opening, and it should be made to open manually with little or no effort before the operator is installed. The door can be track-type or trackless, one-piece or sectional. It is recommended that a rubber door seal be attached to the door bottom so it will close quietly and tightly. The seal will also keep out snow and rain and compensate for an uneven floor.

- Wiring the operator. Both the power...
Adjustable door arms attach to trolley with a clevis bolt. Arms are detachable for opening door manually and attach to door with two carriage bolts.

Top view of power head (left) shows how limit lugs on chain force open spring-held up and down switches as they pass and strike two pivoting brackets.

Head and the solid-state receiver come with 6-ft. plug-in cords that make "wiring" a simple thing when an outlet and receptacle are installed in the garage ceiling. When this is not feasible, surface-mounted extension cords can be used to plug the units into an existing nearby wall outlet. The receiver and wall switch are connected to the power head with a two-conductor wire which is furnished. Ideal location for the wall switch is at the door leading to the garage. Additional wall switches can be mounted at various locations to provide several control positions.

The diagram at the left shows how a two-conductor wire is connected to the terminal strip on the side of the receiver and to a similar one on the end of the power head. The receiver should be mounted on the ceiling, of course, on either side of the power head, so the antenna is fully exposed to the front of the garage. It is important that the receiver's antenna not point toward or away from the door.

Complete easy-to-follow instructions are provided with the operator along with a troubleshooting chart. For more information and exact prices, write to Helpmate Equipment Co., First and Lake St., Baroda, Mich. 49101.
A consumer's guide to better bathrooms

Like most people you probably judge bathrooms more by their decor than by their plumbing fixtures. Right?

Bad move. You change bathroom decor many times but you may only get one shot at selecting the right plumbing fixtures.

To help you, Eljer has put together this new brochure. It explains the differences between good, better and best bathroom fixtures and fittings. It explains when and why it makes sense to spend more, tells what the differences are between materials, helps you select the right fixtures for your home and your needs.

The brochure isn't technical, just factual and free. It's a must if you're about to buy or build, or remodel a home. If you'd like a copy, complete the coupon below and send it to us.

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Eljer Plumbingware Division/Wallace-Murray Corporation
How to hang a door

It takes carpentry skill to hang a door so it swings properly—opening and closing as it should. But the average handyman, armed with knowledge, the right tools and a little common sense, can accomplish the job successfully. Here, PM supplies the know-how (architectural standards plus techniques). Now it's up to you to supply the common sense and muscle. Once you have hung a door correctly, you have acquired a valuable basic skill.

(Please turn to page 176)

Door clearances you should use

Door clearances and locations for door hardware are standard, as shown. If a third hinge is needed (exterior door), space it midway between top and bottom hinges. On exterior doors, allow clearance at bottom for threshold.

Door frame and trim

To set an interior door frame (jamb), wedges or shingles are used between side jambs and the rough opening. When jambs are set flush and plumb, the wedges are driven tightly and jambs are nailed to studs with 8d finishing nails through the shingles. Casings are nailed to the framing studs and the jamb with 8d and 6d nails, respectively. Two types of casings are shown. Use mitered corners on shaped type, 4d finishing nails to hold miters closed tightly.

General types of interior doors

Basically, there are two types of interior doors—panel and flush. Thickness is 1 3/8 in. (exterior doors, 1 3/4 in.) and they come in varying widths and heights. Flush doors have plywood facings, lightweight cores; panel doors have solid stiles and rails with plywood panel inserts.
How to hang a door  continued

How to install a common lockset in a door

1. The lockset shown here is the most commonly used type. Template packed with it is used to locate exact points for drilling required holes. After marking locations, remove template and drill holes.

2. Next, bore large hole for spindle. If preferred, one large hole, usually of 2½ in. dia., can be used instead of 3-hole installation shown. You need a hole saw and you must drill a pilot hole for hole saw to follow.

3. Bore a 7⁄8 or 1-in. hole in edge of door to receive the latch. Insert latch and draw outline around latch-plate for the next step—mortising. Hold the drill perfectly level when boring all holes.

4. For craftsmanlike installation, use sharp chisel only. Remove stock and insert latch for test fit; plate must be flush with door edge or screwheads will project, effect fit.

5. How lockset is inserted in door: Latch is permanently installed with flathead screws, then knob sections are inserted through latch mechanism and held fast by two machine screws. Swing the door to an almost closed position and mark where striker touches the jamb. Then locate the striker position. To install, drill hole for latch and mortise out jamb for plate.

Fitting and installing the hinges

First, locate hinge positions by wedging door in opening with shingles. Then, with door on sawhorses, use a sharp pencil to outline mortise.

A trick professional carpenters use is to then score the pencil outline with a sharp utility knife. Next, make deeper outline, cut with your chisel.

Make repeat feather cuts (A) about 1⁄4 in. apart to depth of the hinge thickness. Hold chisel on depth line (B) and tap to remove scored stock.

Hold hinge in place, make pilot holes with awl. Turn screws so hinge is flush with door. If mortise is too deep, raise the hinge with shims.
A beautiful way to end paint failure.

Paint puts a film over wood. With time, it can crack, peel or blister. When you stain with Olympic, the finish goes into the wood. Let's it breathe. Never cracks, peels or blisters—brings out wood's texture instead of smothering it. If your home is painted, you may still be able to refinish with Olympic Solid Color Stain. They're so rich in pigment, you can stain light over dark.

How to install insulation

There are four good reasons why you should insist on adequate insulation when buying a new home or remodeling an existing one. First: The cost of heating and cooling in any given locale is proportional to the heat-loss/gain factor of the dwelling. You pay for heat and cooling that escapes through those walls. Second: Comfort. Insulation, installed properly, eliminates drafts and increases comfort appreciably and measurably (by the thermostat). Third: Acoustical privacy, particularly important if you own a multiple dwelling. Insulation in wall and floor cavities helps to reduce airborne noises, such as loud voices, and impact sounds, such as heavy footsteps. And fourth:

(Please turn to page 181)
PM’S PICTURE-TOOLS

are a great new idea to
take the confusion out of
what goes where on work-
shop and tool panels.

The complete PM PIC-
TURE-TOOL KIT consists
of seven big sheets (9½ x
11½ in.) of a special heavy-
weight paper with a pres-
sure-sensitive adhesive on
the back. On each sheet
are beautiful drawings of
hand tools and portable
power tools—all you’re
likely to have in your shop
(74 in total). Most are full
size; the others nearly so.

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

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die-cut. You simply peel
off the backing paper and
apply it to the proper spot:
on painted or unpainted
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and even perforated-hard-
board surface.

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move a few tools or rear-
range the entire panel, you
can peel off the PM PIC-
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know at a glance exactly
where each tool belongs.

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others.

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Gilson

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The Honda ATC is fun when the going's easy.

Or rough.

Sand or rocks, snow or mud, an ATC three-wheeler conquers them all. And makes each kind of riding its own special kind of fun.

Now there are two ATC models, the larger, more powerful ATC 90 for teenagers and grownups. The brand new ATC 70 for the youngsters. They each feature those three large, fat, soft tires which gives them the ability to roll over just about anything. And, of course, both have the Honda overhead cam four-stroke single-cylinder engine. Famous for its dependability.

Since these are off-road vehicles only, Honda has made them with the protection of the environment in mind. Both have quiet, spark-proof USDA-approved spark arrestor/mufflers. For your safety, each has an ignition cut-off switch right next to the throttle so you can stop the engine quickly. And for your convenience, they both can be disassembled easily for transporting in a car trunk or station wagon.

To see and ride these fun, funny-looking ATC models drop by the Honda dealership near you soon. They’re just two of the many different kinds of Honda motorcycles for all the different kinds of motorcycling — road, on/off road, trail, dirt or minibike. And fun is included with every one of them.

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For safety, we recommend that you always wear a helmet and eye protection, keep your lights on and check local laws before you ride. ATC is a Honda trademark. For a free color brochure, write: American Honda Motor Co., Inc., Dept. FT, Box 50, Gardena, Calif. 90247. ©1973 American Honda Motor Co., Inc.
HOW TO INSTALL INSULATION
(Continued from page 178)
A reason seldom considered when insulation is being discussed—its effectiveness as a fire barrier. Mineral-wool insulation is noncombustible; when it fills a wall cavity, it acts as a deterrent to the vertical spread of fire. In fact, if the walls in new construction are filled with insulation, then

(TEXT continues on page 184)

WHEN YOU USE pressure-fit blankets without a vapor barrier, wedge them into place and then cover the wall with 2-mil-thick polyethylene vapor barrier stapled to the top and bottom plates. Unroll the sheet to cover the entire wall area, including window and door openings, then cut to length. Staple to end studs, cut out openings and staple around openings.

IF OBSTRUCTIONS—ducts, pipes and the like—are located in your wall cavities, push insulation behind (to the cold side in winter) those pipes before stapling. Or you can pack the space with loose insulation or cut a piece of blanket insulation to fit the space. If you do pack the space with loose insulation, make certain you cover it with 2-mil polyethylene.

USE SCRAPS of insulation to stuff into small spaces between rough framing and door and window heads, jambs and sills. You can fill even the narrowest cracks by using a putty knife to force the pieces of insulation in until the crack is filled. Staple scraps of the insulation vapor barrier, or polyethylene, in place to cover those small stuffed spaces.

BLANKETS should be pushed into stud spaces so they touch siding or sheathing. Working from the top down, space the staples about 8 in. apart, pulling flanges to fit snugly over studs. Cut the blanket end slightly overlength and staple through the vapor barrier to the plates by compressing the insulation.

(Tight fit all around)

(TEXT continues on page 182)
Stick 'em up with Macco Liquid Nails®
a waterproof general-purpose construction adhesive for paneling • pegboard shelves • molding • drywall ceramic tiles • veneer brick
Do it yourself easier and better with the complete line of Macco adhesives and sealants. At lumber stores, hardware stores, and home improvement centers.
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**Presto Patch**

VINYL spackling paste
Ready to use right out of the can. For patching cracks, holes, dents and joints. Available where paint is sold.

The electric switch with the fluid transmission

Look inside GE’s new SUPER SWITCH electric control, and here’s what you see:

Not the traditional movable-blade contacts. Not the usual spring assembly. Instead, you see a contact capsule that contains mercury. The same 99.99999% super-pure mercury used in missile and rocket control systems. This liquid metal flows within the capsule when the switch handle is tipped, to make or break the electrical contact.

The fluid action makes SUPER SWITCH 100% silent — no snaps or clicks. Smooth-working — no moving mechanical parts. Smaller . . . easy to install. And so long-lasting, General Electric will mail a free replacement for SUPER SWITCH if it fails for any reason, in normal home usage, within 50 years from date of purchase.

You’ll find SUPER SWITCH electric controls with standard or lighted handles, for single or two-switch circuits, at electrical departments everywhere. For more information — and GE’s free illustrated booklet, “Handy Tips about Electricity and Wiring” — write to Wiring Device Business Dept., General Electric Company, Hathaway St., Providence, R.I. 02904
It's a crime the way some Johns operate. They leak, squeak, whistle and squeal. Usually due to out-dated ballcocks that are corroded and leaky.

But once Fluidmaster takes over, things really quiet down. Because unlike old-fashioned ballcocks with tank float and arm, Fluidmaster controls toilet tank water hydraulically. Working with water pressure, instead of against it. So shut-off is fast and positive. No leaks. No squeaks. No whistles or squeals.

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APRIL 1973
HOW TO INSTALL INSULATION
(Continued from page 181)

fire-blocking (fire stops) can be eliminated. What you will thus save on labor and materials can be deducted from your insulation cost. 

**EASIEST WAY TO INSULATE MASONRY WALLS** is to space nominal 1x2 furring strips 16 in. on center with nominal 1-in. pressure-fit masonry-wall insulation between strips. Cover with polyethylene vapor barrier. If you prefer 2x2 furring, and use R-7 insulation (with vapor barrier), strips can be spaced 24 in. o.c. This insulation backs up wall panels.

**FLOOR OVER UNVENTED CRAWL SPACE** usually can be insulated more economically as shown above than by methods given at left for floor over vented crawl space. Spread the vapor barrier over ground in crawl space, let it turn up onto the walls and hold it there with tape. Then place one edge of the blanket insulation on top of the foundation wall and let it drape over and against the inside of the wall. The vapor barrier must face inward.

**FLOOR OVER VENTED CRAWL SPACE** can be insulated if insulating material is held between joists, using either of these methods: (A) By using heavy-gauge wires pointed at both ends, made especially for this purpose. Just bow wires and wedge them underneath insulation between joists. (B) By lacing wires between nails placed in bottom of joists.

**HEADER JOIST** should be covered with insulation, too. You can do it by wedging oversize pieces of blanket insulation between joists behind the band of header joists and stapling edges to the joists. Or, when you are using insulation at the bottom of joists, you can insulate the header joist by "folding" the end of the blanket 90°, pushing it back against the header and then driving in a few staples.

**SLAB-FOUNDATION HOMES** should always be insulated. The correct way is to lay a 6-mil polyethylene vapor barrier over tamped gravel and use rigid insulation between barrier and slab. The same material should also be used for perimeter insulation, installed as shown. For any insulating job, don't scrimp on quality or thickness. The material is relatively inexpensive and you will recoup its cost in the form of heating and cooling savings.
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The right way to paint a room

If WIELDING a paintbrush or roller is a new experience for you, you're apt to do a first-rate job just because you are a beginner. In their eagerness to slap on the paint, many "pros" often can't be bothered with important points of wall preparation that make the difference between a hurry-up job and a professional-looking one.

Before you lift a brush or roller, examine plaster walls for cracks and mars. Fill small hairline cracks carefully with spackling compound, using a putty knife, kitchen utensil or even your thumb and finger. Larger cracks should be filled with special patching plaster. In the case of large cracks, it is best to chisel out a triangular channel in the plaster, narrow on the surface and wider inside. Press the plaster into the channel through the narrow opening. When the patching filler is thoroughly dried, simply sand the surface smooth, and you're ready to apply an un-

(Please turn to page 188)

COLOR DOS AND DON'TS

DO use light colors in a small room to create an impression of size.

DON'T use a bright color in a large area or the walls will detract from otherwise decorative furnishings and accent pieces.

DO have continuing color flow through your home—from room to room—using harmonious colors in adjoining areas.

DON'T paint woodwork and trim of a small room in a color which is different from the background color or the room will appear cluttered and even smaller.

DO paint ceilings of a room in a deeper color than walls, if you want it to appear lower—and in a lighter shade for the opposite effect.

DON'T paint unfortunate architectural features—such as radiators, pipes and similar projections—in a color which contrasts with walls or they will be emphasized.

DO study color swatches in both daylight and night-light, because colors often change under artificial lighting.

DON'T choose neutral, negative or "noncolors," just because they are safe, or you may forfeit attractive decorating.

DO emphasize horizontal lines in a room that is too tall, and emphasize vertical lines in a room with a low ceiling.
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RIGHT WAY TO PAINT A ROOM
(Continued from page 186)
dercoating or primer to seal the patch.
If your ceiling is quite high, it will be
necessary to rig a raised platform from
which you can easily reach its surface. Two
sturdy stepladders and a wide plank will
serve your purpose. Always remember to
place your plank so that it extends at least
a foot beyond the step of the ladder on
which it rests.
Next, remove all hardware from doors
and windows, loosen the canopies on your
lighting fixtures, or cover these areas with
masking tape and newspaper or cloth. This
will make your painting job easier and
give you a chance to clean and polish the
metal until it looks like new.
Dust your walls thoroughly with a dry
mop, except in the kitchen or bathroom,
where walls are likely to be covered
with grease, or steamed-on dirt. These
walls will need to be washed with a house-
hold cleanser before they’re ready to be
repainted.
You’re now ready to paint, but even
(Please turn to page 203)

When using a roller . . .

1 Brush on a strip of
color about 12 in. in
width just below ceiling
line. Paint out from all
inside corners from the
ceiling to the baseboard

2 Always roll upward
with freshly loaded
roller. Start short dis-
tance from brushed area;
work toward it. Limit
rolling to 2-ft. strips

3 After you coat area
of about 2x3 ft. with
up and down strokes of
your roller, go over all
of this area using side
to side roller strokes

4 At bottom of walls,
use a brush wherever
the roller can’t reach.
Use of cardboard guard
will help to keep the
paint off the woodwork
Meet the payments with monthly meetings.

Monthly meetings in the Army Reserve mean a steady extra income. Money to buy a bike. Or a new car. Money to save for a son's college education. Money to salt away for a comfortable retirement.

You attend one of these weekend meetings a month in the Reserve. And you also spend two weeks each summer sharpening your skills.

This all starts, of course, after four or five months of basic and advanced training.

If long-range success is just as important to you as instant money, you can keep moving ahead in the Reserve by earning promotions.

We'll even send you to school to learn a civilian career skill. We can offer you one of 300 courses, depending upon the specific skill requirements of your local unit.

You can see that the Reserve has a lot of good deals going. So get going with the Reserve.

Army Reserve Opportunities
P.O. Box 6634
Philadelphia, Pa. 19132
Tell me more about how the Army Reserve pays.

Name ___________________ Age ______
Address ___________________
City _____________________
State ____________________
Zip ______________________
Phone ____________________ PM 4-73

The Army Reserve.
It pays to go to meetings.
New compact heating/cooling system stands outdoors

A BASEMENT FURNACE in your home could be a thing of the past. Amana has moved it outdoors and put it inside a standard central air conditioner to provide a combined heating-cooling system that requires only 8 sq. ft. of space.

Using an HTM (heat-transfer module) burner only 9 in. in diameter and 9 in. high, this tiny forced-air gas "furnace" (left, and below) has the capacity—120,000 B.T.U.—to heat the average home more efficiently and economically than the usually installed heating plant. Its two-stage, fuel-saving burner adjusts automatically to outside temperature. A low "fire" at 80,000 B.T.U. heats your house on mild days; a high "fire" at 120,000 B.T.U. does the work on cold days.

Starting with a sparkplug instead of a

HOW THE HTM BURNER WORKS

1. Gas is pulled from the gas valve by the combustion blower into the HTM (heat-transfer module) burner.
2. A sparkplug ignites the gas-and-air mixture in the burner.
3. A flame probe monitors the burner to give proof of combustion. If combustion doesn't occur, the flame probe will close the gas valve.
4. The stainless steel burner provides 9000 tiny flames that produce extremely hot flue gases.
5. Heat is transferred to an energy-storing liquid in the tubes as hot gases pass through a porous matrix, creating high turbulence to produce rapid heat transfer.
6. High-temperature limit control keeps solution from overheating. If it should overheat, limit control will shut down the system.
7. Gas burned produces 7 percent more usable heat because less heat escapes through the exhaust flue.

HOW FURNACE WORKS

High-temperature gases created by the HTM burner (1) pass through a porous matrix of fused steel balls in which steel tubing is embedded. A liquid (ethylene glycol) is pumped through tubing (2) to carry off heat. Hot liquid flowing out of HTM then circulates through coil (3) and heated air is forced by blower through the fins and into ducts of the house. Cooled-down liquid is then returned to pump and another cycle begins. The increased volume of the heated liquid moves into an expansion tank (4) which provides a reserve storage area.

25 mg. "tar", 1.6 mg. nicotine av. per cigarette. FTC Report AUG. '72.
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Scraping ... caulking ... whatever the job, top-quality Red Devil tools and chemicals make it easy!

To prepare a surface for painting, remove loose, flaking or blistering paint with a Red Devil Paint Scraper. Its precision-ground blades reach into tight corners.

For sealing openings around door and window frames, use Red Devil Caulk. Unlike oil-base caulk, it flows on smoothly — and may be used under any paint without staining, bleeding-through or cracking. It requires no priming, and stays flexible for years.

It's easy ... with the Devil!

*Red Devil
Red Devil Inc.
Union, N.J. 07083

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INSTALL A FOYER FLOOR YOURSELF FOR AS LITTLE AS $29.00*

* Suggested retail: 5'x5' Amazon Teak

- Prefinished, waxed at factory
- Lays like tile, no nailing

Greet your guests on a stylish, prestige parquet floor of colorful teak — the wood of shipdecks. Perfect for damp foot traffic, hard wear. Exotic Teak lends elegance to any room. See your lumber or floor covering dealer.

Get Free Full Color Literature. Write today.

WOOD MICA PRODUCTS
DEPT. M
OLINKRAFT, INC. Building Components Div.
P.O. Box 21159, Louisville, Kentucky 40221

pilot light, the unit is claimed to deliver heat to registers in 15 seconds. Nine heat sensors and relay controls keep close tabs on its water thermostats and flame probes. Perhaps it's one of the safest gas furnaces made—the HTM burner holds only about 1/10 cu. ft. of gas/air mixture compared to 3 or 4 cu. ft. in a conventional furnace. And because of indirect heating with a solution, gas or combustion vapors can't get into the home.

For cooling, a standard central airconditioner (shown above, with side removed) is available in sizes ranging from 24,000 to 60,000 B.T.U. It's combined with the furnace in a case no larger than it
DUCT EXTENSIONS pass through wall of house to join unit to existing or new heating ducts installed inside.

would be to house the conditioner alone. The unit comes prewired; it needs only gas and electrical hookups. New or existing ductwork is simply extended from the house through an outside wall. For more information, write to Amana Refrigeration, Inc., Amana, Iowa.

CONVENTIONAL GAS BURNER shown with HTM burner that produces thousands of tiny, very hot flames.

Ridgeways come in 39 different lifestyles.

So you can match your taste and your home with one of the eight shown, or 31 others. In your choice of 12 wood finishes, 10 decorator colors, and three chime sets. All with fine Virginia cabinetry, precision movements from Germany's Black Forest, and surprisingly affordable prices. See them at your favorite store.
SIMPLE BOX FIXTURES with corners mitered are made to slip over inner wood sleeves attached to ceiling yet makes lamp replacement an easy task. Lamps under cabinets are shielded from view by a faceboard attached to the fronts. Use Deluxe Warm White lamps here; wattage depends on the total countertop area. Lamps over draperies are shielded so light spills out top and bottom. In all cases, rear side of faceboards should be painted flat white.

Attractive modern downlight fixtures are simple to make by placing boxlike assemblies over ceiling-mounted junction boxes fitted with porcelain sockets. ★★★

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POPULAR MECHANICS
How to install plastic ‘beams’

SIMULATED “hand-hewn” wall and ceiling beams offer one of the easiest ways to add decorator elegance to an interior remodeling job. Available prefinished and ready-to-install, the easy-to-work beams can even be cut with a bread knife. They’re applied using adhesive, nails or a clip-system designed by the manufacturer. Unfinished beams—which can be stained or painted as you prefer—are available by special order.

Ceiling beams come in 8 to 18-ft. lengths (in 2-ft. graduations); wall beams are sold in 8, 12 and 16-ft. lengths. The accessories available for use with the beams include matching corner braces with 45° mitered ends, recommended adhesive for best results, matching stains to disguise any marks, and simulated hand-hammered brackets for covering beam joints. For more information and sources, write Paeco, Inc., Dept. PM, 500 Market St., Perth Amboy, N.J. 08861.

PHOTO BY WILLIAM OAKLEY

Bathroom: WARMTH AND CHARM of 200-year-old beams is captured realistically with replicas of expanded urethane.

(please turn to page 191)

“ONE bathroom to go please.”

Introducing Versa-Bath, the latest innovation from Borg-Warner. Because the bathing area is such an important part of the total bathroom, Versa-Bath can transform an ordinary bathroom into a room that is a decorator’s delight. What is Versa-Bath? It’s a four-piece bath/shower cove made of fiberglass bonded together with sturdy, rigid, Miracril Acrylic®, it’s leak proof, stain resistant, acid resistant, and comes in Borg-Warner decorator colors to match other Borg-Warner bathroom fixtures.

The complete four-piece cove is packaged in a single carton that’s only 24" x 35" x 62" — which means you can take it home with a car as small as a Volkswagen and carry it through any standard doorway.

The unit’s wall panels are rigid and self-supporting and require no extra subwalls. And because Versa-Bath assembles entirely from the front, it can be installed in a bathroom as narrow as 6'. You will find cleaning your Versa-Bath a pleasure. Just wipe it down with a mild detergent and water, and it will retain its original luster.

This new unitized bath/shower cove system is just one of the many innovative products that make the Borg-Warner Bathroom — a concept that includes a colorful selection of coordinated bathroom fixtures for new homes or remodeling.

Remodelers will find Versa-Bath sold in carry-out form at leading building supply stores nationally. Why not stop and look at one today.

For your nearest Borg-Warner Dealer call this special number free.

800-564-6000, anytime, any day. Dial as you normally dial long distance. (In Connecticut dial 1-800-800-6000).

Or write Borg-Warner Corporation, Plumbing Products Division, Mansfield, Ohio 44902.

PLEASE TURN TO PAGE 191
When you plan your new bass rig, plan on a dependable, fast outboard. One that has won races. And bass tournaments. Like our top-of-the-line 135 hp.

It has MagFlash™ capacitor discharge ignition for quick, sure starts and long, long plug life. Exhaust tuning, which uses sound waves to produce more horsepower. On less fuel.

Power Shift II for easy, hydraulic-mechanical shifting. An automotive-type alternator to handle electrical accessories, like lights and fish finders.

Solid V-4 engineering that puts big power in a compact, easy to fish-see-ski over shape. And a low center of gravity to provide more stability in turns.

And you can add an extra-cost power trim and tilt accessory for on-the-move adjustments in boat attitude as load and water conditions change.

The 135. More engine than you bargained for.

For boats rated for less horsepower, look over our 115 and 85 hp Vs with the same features. Or the mid-sized 65 and 50 hp. Our 12 power choices start at 2 hp.

At your Johnson dealer's. Your boating and fishing headquarters.

First in dependability.

Division Outboard Marine Corporation. Write for our free catalog. Johnson Outboards, See-Horse Drive, Waukegan, Illinois 60085. Dept. PM-473
INSTALLING PLASTIC 'BEAMS'
(Continued from page 195)

Before cutting any material, you would be wise to make a scale drawing of the room indicating beam locations. If the room is long and narrow, run the beams crosswise to provide the illusion of a wide room. The apron around the room, at the wall-ceiling angle, is created by using half-beams to make it seem that the other half is in the wall.

To assure snug butt joints, cut beams one at a time and temporarily prop them in position with thin sticks wedged between floor and beam (use block of wood under beam to prevent damage). To install half-beam apron permanently along ceiling line, first nail furring strip in the angle, then use adhesive and 8d finishing nails.

(Please turn to page 198)
INSTALLING PLASTIC 'BEAMS'
(Continued from page 197)

A table saw equipped with a fine-tooth combination or plywood blade is ideal for cutting urethane beams. If you don’t have this equipment, the cutting will still be easy with a sharp, crosscut handsaw (and square)—it just takes slightly longer. To rip a U-shape beam, run it upside down (above) for safety and sufficient blade protection.

BEAM CAN ALSO BE RIPPED with a sabre saw after tacking a wood strip to the plastic for use as fence

WHEN CROSSCUTTING, if blade won’t cut beam with one pass, make initial cut and turn over to complete

(Please turn to page 200)
“For an amateur, he’s a whiz. How’d he get so good?”

Whatever practical skills you’ve been wanting to develop, Audel has comprehensive, step-by-step Guides to help you. They show you all the professional tricks of the trades in clearly diagrammed and illustrated “how-to” steps. They can save for you, over and over. Here are four of Audel’s many fields...

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Division of Howard W. Sams & Co., Inc.
Indianapolis, Indiana 46268

APRIL 1973
For the man who takes care of his own yard.

All the chain saw you need costs just $99.95*

It's the 6.9 lb* Mini Mac 1. Only McCulloch makes a saw this light, for this little.

The right tool for the right job—you know that's what counts. So if all you use a chain saw for is limbing, trimming and cutting firewood around your own yard—this is all the saw and all the power you need! It's lighter than any saw in the world for the price. Its 10" bar will cut a 6" log in just 5 seconds and even zip through 20" logs. And it comes with something you just can't acquire anywhere else—McCulloch's 26 years of professional chain saw engineering know-how. So, now you can get the best saw specially designed for your yard—the Mini Mac 1—for only $99.95*. Why pay more?

McCulloch
McCulloch Corporation. 6101 West Century Blvd., Los Angeles, Calif. 90045

*Manufacturer's suggested list price. including bar and chain. Prices slightly higher in Canada and Alaska.
**Weight less cutting attachments.

INSTALLING PLASTIC 'BEAMS'
(Continued from page 198)

Techniques for attaching plastic beams: When using self-sticking beams (above), you just peel off tab and stick into place. If installing beams to be positioned between joists (drawing below), strike centerlines where beams will be applied, and then install suitable-width furring strips using toggle bolts. Beams are then secured to the furring strips with adhesive and 8d finishing nails. When applying adhesive with a caulking gun (photo, below), add it sparingly down the center of the beam surfaces to avoid squeeze-out on ceiling or wall when you press beams in place. Finally, set finishing nails, fill heads. ***
ROOF WITH THE RANDOM, custom-style boldness of texture blends particularly well with most types of architecture—contemporary, colonial or mansard. Labeled Architect 70 Shingle, the heavy-duty material weighs 345 lbs. per square (100 sq. ft.) and carries the Underwriters Laboratories Class C fire label. Sold with 25-year warranty against manufacturing imperfection by Bird & Son, East Walpole, Mass. 02032

THESE SELF-ADHESIVE foam-rubber, cushion-backed carpet tiles create pattern through the use of texture. They can be installed in-line, color-mixed to personal taste, or laid for parquet effect—by laying tiles at right angles to one another. Called Colony Point Tiles, carpeting can be installed outdoors as well as in. Available in five colors, 12x12-in. tiles sell for 79 cents each. Ozie Corp., Libertyville, Ill. 60048

(Please turn to page 202)

For the man who needs power to go

McCulloch Portable Generators

Here's electric power where you need it, when you need it — on camping trips, outdoor building projects, for standby power during storms, blackouts and other power emergencies. McCulloch's super lightweight generators are small enough to fit in the back of your car. And the unique design, with only one moving part, means they're the most reliable you can buy. Three sizes, all with our Double Warranty.

H-1500. 1,500 watt capacity. 68 lbs. 115 volts. 60 cycles. Only $199.95*

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H-3000. 3,000 watt capacity. 129 lbs. 115 or 230 volts. 60 cycles. $399.95*

*Manufacturer's suggested list price. Slightly higher in Alaska and Canada.

McCulloch

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Stops Squeaks
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Loosens Rusted Parts
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Set your whole house FREE! WD-40 lubricates without any mess and prevents rust and corrosion. Makes sliding doors, windows or drawers work free and easy!

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No matter what Elmer's* you use, you can be sure it's going to hold.

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Elmer's. The glue that puts it all together. For good.

For Elmer's brand new handyman booklet containing ideas on how-to "make and fix" many things around the house, send 25¢ for postage and handling to Elmer's "Make-It & Fix-It" Booklet, Dept. MFS, Box 266, Medina, Ohio 44256.

*Registered Trademark of Dow Chemical Co.
RIGHT WAY TO PAINT A ROOM
(Continued from page 188)

before you pry the lid off the can, read the label. The paint manufacturer knows his product and the best way to apply it. Every suggestion on the label should be followed.

Before starting to paint, play it smart and rub protective hand lotion or cream onto your hands and arms. A film of lotion makes it easy to remove paint from your skin when the job is done.

Cover floors and furnishings with drop-cloths—old sheets will do. No matter how well you cover up, however, some splatters will always appear. Incidentally, paint is easier to remove when it is wet, so clean up as you go along.

When painting a ceiling, work across the width—rather than the length—of the room. This enables you to begin a second lap before the first has completely dried. Confine each strip you paint to a width of two feet, both for good lapping and to avoid unsafe reaching.

When you begin on the walls, start at an upper left-hand corner and work down toward the floor. Follow this procedure whether using brush, roller—or both. If you are left-handed, work from right to left.

When it comes to the woodwork, use a round 1-inch brush for window sash and a 2 or 3-inch one for the rest of the trim. When you're painting paneled doors, it's a good idea to coat the panels first, then the center rail. Top and bottom rails come next, then the vertical stiles and the edges last.

** **

![Light Reflectance of Various Colors](chart)

If you wish to make the most of the natural and artificial light within a room or to soften the sky-glare that sometimes enters through large glass areas, remember dark colors absorb light, while light ones reflect it. This chart will help you select colors that best serve your purpose. Numbers below indicate the percentage of light reflectance for 14 representative colors:

<table>
<thead>
<tr>
<th>Color</th>
<th>Reflectance</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>80</td>
</tr>
<tr>
<td>Ivory (light)</td>
<td>71</td>
</tr>
<tr>
<td>Apricot-beige</td>
<td>66</td>
</tr>
<tr>
<td>Lemon yellow</td>
<td>65</td>
</tr>
<tr>
<td>Ivory</td>
<td>59</td>
</tr>
<tr>
<td>Light buff</td>
<td>56</td>
</tr>
<tr>
<td>Peach</td>
<td>53</td>
</tr>
<tr>
<td>Salmon</td>
<td>53</td>
</tr>
<tr>
<td>Pale apple green</td>
<td>51</td>
</tr>
<tr>
<td>Medium gray</td>
<td>43</td>
</tr>
<tr>
<td>Light green</td>
<td>41</td>
</tr>
<tr>
<td>Pale blue</td>
<td>41</td>
</tr>
<tr>
<td>Deep rose</td>
<td>12</td>
</tr>
<tr>
<td>Dark green</td>
<td>9</td>
</tr>
</tbody>
</table>

TEFLON-S* coated saw blades cut quicker, cooler, easier.

When your power saw blade is coated with TEFLON-S you get a lot of work-saving advantages. With non-stick TEFLON-S finishes, you cut cleaner, smoother, cooler and faster.

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Learn how to decorate your bathroom with this booklet from Borg-Warner. Contains 25 plans and innumerable suggestions to help the homeowner be his own interior designer. 50c.

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Here's a bunch of idea booklets with colorful photos on how to decorate all the rooms of your house with wood paneling. All from U.S. Plywood. 25c.

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Excellent booklet details "Proper Uses and Common Abuses of Striking and Struck Tools". This info can save your thumb a lot of pain. 25c.

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Illustrated booklet gives 12 work-saving ideas on how you can fasten just about anything to anything with this amazing product. From Macco Adhesives, Div. SCM Corp. Free.

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New Brochure explains the differences between good, better and best bathroom fixtures and fittings and helps select the right fixtures for any home or need. Ejer Plumbingware Div. Free.
8 1/2 lbs. of Skil power cuts 24-inch thick trees. (All the important numbers aren't on the price tag).

Pushbutton safety switch helps prevent accidental starts even if trigger is squeezed.

Tough, lightweight construction (less than 8 1/2 lbs. without bar and chain) means easy handling, even in awkward cuts.

Centrifugal clutch helps prevent motor overloading.

Tough, lightweight construction (less than 8 1/2 lbs. without bar and chain) means easy handling, even in awkward cuts.

Handle and single trigger design provides excellent balance for all cutting operations. With simplified controls.

Powerful 2 HP electric motor starts instantly every time. Double insulation provides safe operation without grounding plug.

These days almost every manufacturer puts attractive numbers on the price tags of chain saws. But the most vital numbers to look for are on the fact tag. Where you learn what a saw can do. Skil gives you a choice of gas and electric saws that can handle all kinds of pruning, log cutting and brush-clearing jobs. The Model 1601 shown here, for instance, easily slices through trees up to 24 inches thick.

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(Manufacturer's suggested retail price.)

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A MEMBER COMPANY OF ALLEGHENY LUDLUM INDUSTRIES
Plug-in lunch box provides hot meals

IF YOU CARRY a lunch box to work, you can still enjoy a hot meal at noontime. All you have to do is install a light bulb inside the cover and have a place to plug it in. Three rectangular Pyrex containers fit nicely in the average-size lunch box for soups, vegetables and meats, and the heat from a 150-w. bulb will make them piping hot in 30 minutes. A 15-w. bulb, plugged in when you get to work, will keep the contents warm all morning.

I used such a lunch box for years prior to my retirement, and both my girls had one in their college dormitories where regular heating units were not allowed.

To install such a heater, drill or punch a 5/16-in. hole in one end of the cover for a 1/8-in. pipe nipple, then add a ceramic socket and wire it to a length of heater cord and plug.

—William J. Jeffers, Jacksonville, Fla.

Tape eraser subs as demagnetizer

Your bulk tape eraser makes an excellent demagnetizer for shop tools, watches and small steel parts such as bolts, nuts and the like. Place the tool to be so treated on the eraser and turn the power on for 30 seconds. Then slowly lift the tool until it is about two feet above the machine before turning off the power. Put the tool back on the machine end for end and repeat the power-lift cycle. After you have completed several such treatments the tool will be demagnetized.

—Parru C. Yob, Fair Oaks, Calif.

Hinge makes improvised viewer

A handy viewer for transparencies, stamps or negatives can be made by attaching a reading glass to a large strap hinge. First peen the end of the hinge pin with a hammer until the hinge opens hard and will remain in an upright position. Then attach the lens to the end of one hinge leaf so that you can adjust it easily to the best viewing angle. The handle is removed from the glass and a suitable nut is turned onto the lens screw.

—Ken Patterson, Regina, Sask.
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(Continued on next page)

BLOG SUBJECT: The impact of technology on the modern business operations. 

The integration of technology has revolutionized the way businesses operate today. From small local stores to multinational conglomerates, technology has transformed every aspect of business management. Here are some of the key ways in which technology has impacted business operations:

1. Automation: The automation of processes has reduced human error and increased efficiency. From automated inventory management systems to customer service chatbots, technology has streamlined business operations.

2. Communication: With the advent of email, instant messaging, and video conferencing, communication between departments and locations has become more efficient. This has led to faster decision-making and improved collaboration.

3. Data Analysis: With the help of data analytics, businesses can now make informed decisions based on data. From sales trends to customer behavior, data analysis provides valuable insights.

4. E-commerce: Online sales have become a significant part of many businesses. E-commerce platforms have made it easier for businesses to reach a global audience.

5. Mobile Technology: With the rise of smartphones and tablets, mobile technology has become essential for businesses. Mobile apps, mobile websites, and mobile payment systems have become integral to business operations.

In conclusion, technology has played a crucial role in transforming business operations. From improving efficiency to expanding reach, technology has provided businesses with the tools they need to thrive in the modern economy.

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