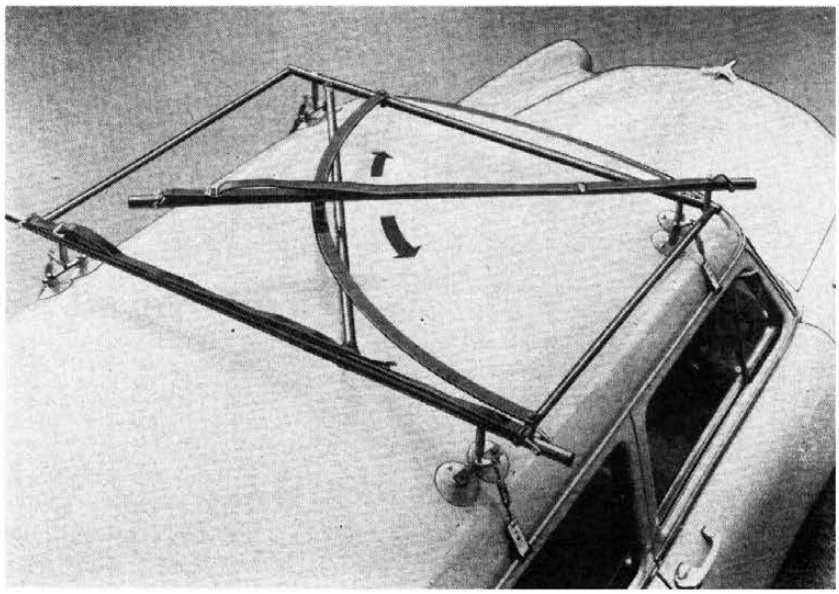
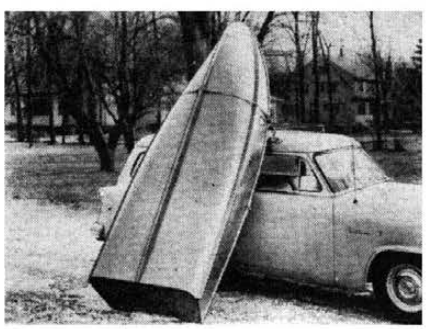


Arrows point out direction of travel that loading bar takes as one person hoists boat to be carried to the top of the car. It takes most of the weight in lifting.

New One Man Car-Top Carrier



Steps in loading the boat with a carrier: top, craft is leaned against the traveling bar where it's lashed into place; center, one man lifts and swings boat easily; bottom, rear is then secured to carrier.

PRO-WELD COMPANY, Jackson, Michigan, announces a new car-top boat carrier that can be loaded or unloaded quickly by one person. The carrier features a travelling bar which swings through a 90° arc. To load a boat, ladder or other such cumbersome object, the travelling bar is first put in a position parallel to the side of the car. The boat is then leaned against the bar and strapped down. The loader then lifts the stern and walks around to the back of the car. The travelling bar carries the major portion of the weight as it swings through the quarter circle on a roller which rides a rail. All that remains is to fasten the stern strap tightly and you're ready to go.

The frame of the carrier is of welded all steel tubing construction and is supported on eight off-white suction cups to protect the painted surface. Felt-faced eave clips firmly anchor assembly to the drip moldings. Adjustments are provided so that the unit is easily installed on any auto with drip moldings.

According to the manufacturer, the carrier will handle boats with beams up to 60" and weighing as much as 175 pounds. "Once the load is securely fastened," said Mr. Philip Reynolds, President of the company, "the driver can travel as fast as he would otherwise. The boat or other object is held so rigidly that there is no swaying or vibration. In fact, you would never know it is there." •

LOW COST AIR CONDITIONING

(*Continued from page 25*)

peratures that it will tend to freeze anything it comes in contact with. For this reason extreme care should be taken to prevent any Freon 12, in the liquid state, from getting on the skin or in the eyes.

Freon 12, incidentally, is not especially expensive. It costs from $4 to $6 or so for enough to fill a unit, depending on the size of the system and cost of the gas in that locality. It takes from about four to six and one-half pounds of Freon to fill the average system.

What does the future hold for automobile air conditioning? One of the foremost experts in the field, G. T. Etheridge, manager of automotive air conditioning, Kelvinator division of American Motors, discussed this in a recent talk before refrigeration engineers.

"We have the twin problems of lowering the price to the ultimate consumer and the ever-present problem of improving performance," he stated.

Etheridge also points out that equipment will have to be made more compact, controls simplified to eliminate unnecessary components and the cost of wiring and installation. He feels that systems should be set up so they will circulate either cool air in summer or warm air in winter. (The All-Season system used in American Motors products already does this, by the way. This means a big savings because it eliminates the extra expense of a heater.)

Etheridge predicts that "it will be only several years before automobile air-conditioner volume reaches the 1,000,000 per year sales rate." This indicates that he feels many of the problems mentioned above will be at least partially solved in that time and that prices will come down to a level which more buyers can afford. This is good news for car buyers, particularly in very hot climates where air conditioning is a real boon.

The market for automobile air conditioning is there, certainly. A survey covering the desires and habits of passenger car buyers taken last year revealed that 25 per cent of them would like to have air conditioning in their cars. This is only 12 per cent less than the number who want power steering and just slightly less than half the total who want automatic transmissions.

This is significant because the auto industry has always been alert to the desires of its customers and has made great efforts to meet and satisfy them. It is logical to assume that it will do so in the field of air conditioning, also.

Thus, it might not be too long before most of us will be spared the feeling of entering a Turkish bath when we get into our cars on a hot summer day. With the flick of a switch we will be able to reduce the temperature to a comfortable level, just as we now turn on our car heaters in the winter. •