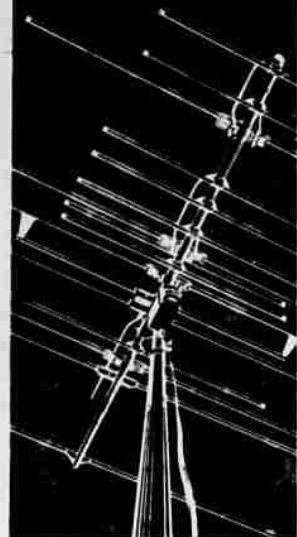


Winegard
develops new
Super-Sensitive
Antenna
for Color TV...



Winegard Colortron with electronic power pack extends reception distance, gives much sharper pictures.

No matter how expensive your TV set, its performance depends on the sensitivity of your antenna. This is specially true for color.

Designed for color, the new Colortron antenna is far more sensitive than ordinary antennas. In fact, the Colortron antenna is so good that it is the only outdoor antenna available with a written guarantee of satisfaction.*

There are two reasons Colortron outperforms other antennas. First, a patented Electro-Lens director system intercepts more TV signals . . . rejects interference. Second, signals are greatly amplified by a built-in electronic power pack with two RCA nuvistors.

The effect on your reception is this: Often you can pull-in stations ordinary antennas can't reach. Pictures become sharper . . . brighter. You can even operate as many as 4 sets simultaneously.

Dependability? Your Colortron is built to last. Gold Anodized: can't rust or dull for years of powerful performance.

Colortrons are available in 4 models, from \$24.95. Electronic power pack \$39.95. There's a model just right for you . . . Guaranteed, too. Get the full story. Ask your TV serviceman or send coupon.

*Guarantee in force for 90 days after installation.

Winegard 3026-10 Kirkwood
Burlington, Iowa

Send FREE booklet on Colortron
 Send information on long distance FM reception.

Name _____

Address _____

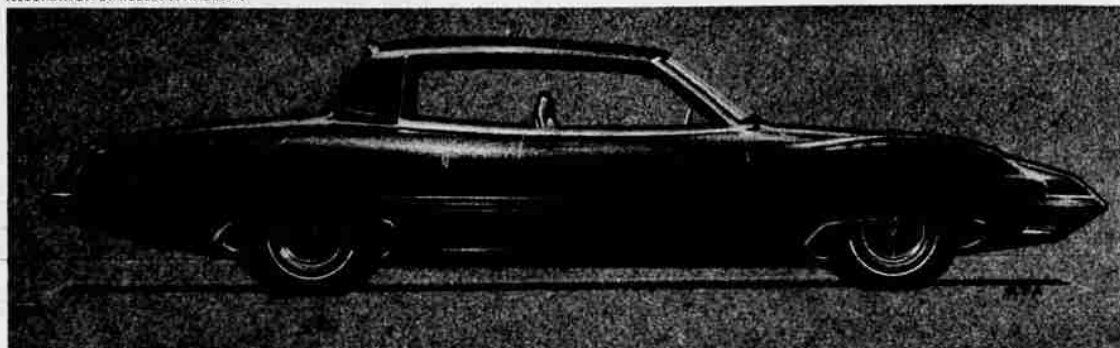
City _____ State _____

My nearest TV station is _____ miles away.

1963
AUTO
SHOW

Come with Me in My '83

ILLUSTRATION BY ROBERT F. ANDREWS



An artist's conception of the "future" car features a sleek-fitting body skin, with door openers and windows flush with skin; low body height, stained (not painted) finish, wrap-around pneumatic bumper, sliding doors, and skidproof tires.

A popular auto writer peers into the future and sees small, sleek cars powered by exotic new engines

By KEN PURDY

THE YEAR 1983 will be upon us too soon to bring us the atomic-powered automobile—if, indeed, any such device ever comes to pass. Still, some strange and wonderful motorcars will be running on the roads 20 years from now.

Over all, we can be sure that 1983's cars will be of medium size, despite the fact that today's trend is toward bigness again. Unless the peoples of the Western world are willing to lay solid sheets of asphalt or concrete over their countries, they must give thought to increasing populations, increasing wealth and leisure, and the stream of automobiles that these things invariably bring with them. Consider, for example, that England, which has more miles of road per capita than any other country in the world, is steadily running out of it—because 3,000 cars are added to the load every day!

Medium then, or compact, cars for '83 will "fit" our crowded roads, and they'll be smoother and sleeker in configuration than the 1963s. Perhaps the skin of the car will wrap all the way around it to make a completely aerodynamic package without even the running gear underneath the car exposed. In such a design it would be logical to do away with such relics of the horse-drawn coach as exterior door handles and window sills. Door openers and windows would be flush with the skin. This would remove one of the sources of annoying wind roar.

In 1983, it's probable that only special Jeep-like devices will run off-pavement, and roadways will be smooth and even. Cars can be really low then, like today's European grand-prix race cars, so close to the ground that the front end almost touches the road under heavy braking, the rear end almost touches under heavy acceleration.

The body metal used probably will not be painted. It will be anodized or stained, so that the finish, never polished, will last the life of the car—and then some. To clean the car, it will be quite practical to use an electronic system that will repel dust particles.

Engines have been diminishing in size and increasing in power output since steam was first harnessed. Viewed over a long period, the change is astonishing: today a strong 10-year-old would have no trouble lifting an engine that produces as much horsepower as was put out by a giant industrial engine of 100 years ago.

Smaller, lighter engines will make more room for the car's useful load: people, occasionally their luggage, and the inclusion of useful furniture. I imagine that television will be an optional extra in most 1983 automobiles. Rear-seat television offers no problem, and front-seat use may be legal, as it is in many states now, if the set is so tied in with the ignition that it can't be turned on with the engine running.

I think it's a certainty that 1983 will see tape recorders six inches square that will play for three or four hours, and I imagine thousands of automobiles will have them. Quick and flameless methods of heating and the disposal of waste by vaporization into the atmosphere will make eating in the automobile far more common in 20 years.

THE FULL wrap-around bumper, unobtrusive, perhaps pneumatic, may be a 1983 standard fitting, and I suspect there will be luggage compartments at both ends of the automobile. Because of the smaller over-all size of the automobile, their combined capacity will probably just about equal that of one of the trunks in today's cars.

Sliding doors may be common, too. Anyone who has ever tried to get into a car parked tightly near another—and that's everyone—will appreciate how much handier sliding doors are compared with the swinging type that we have inherited from stagecoaches.

I think the "greenhouse" tendency of modern cars is deplorable in its deprivation of privacy, but for all of me it may well flourish, and a sedan body made of clear plastic from the waistline up probably would not startle a 1983 shopper. This already has been done in custom bodies.

The flyable automobile (or roadable airplane) is an old dream, and one that has been more or less realized a num-

(Continued on page 20)