



BY
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Recapture the romance of the horseless carriage era! Be the man who owns one!

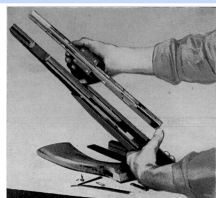
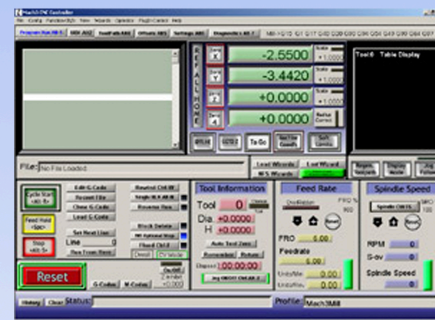
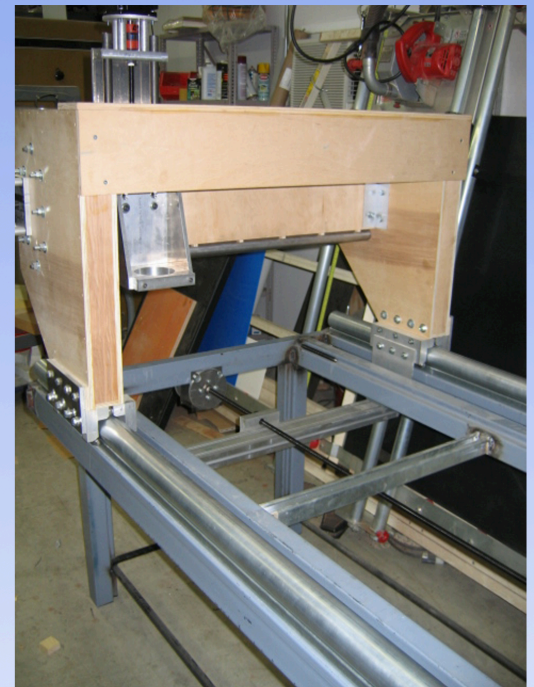
IT has been 63 years since the great-granddaddy of this bright-red 1901 Packard roadster purred its way down America's roadways. Our half-size version should bring a twinge of nostalgia to M1's senior readers—and delight the younger set.

Under the tonneau (that's the rear-deck lid, son) there's a modern two-hp gasoline engine with chain drive direct to the axle. Speeds up to 15 mph are possible. Designed to carry two youngsters in comfort, the car also is sturdy enough to haul two adults. Right-hand steering (as in the early days), an automatic centrifugal clutch, a foot brake and hand accelerator at your fingertips make operation of the vehicle a breeze.

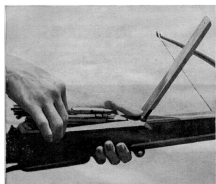
It was on Aug. 13, 1898, that James Ward Packard purchased the 12th car built by Alexander Winton. On his trip home to Warren, Ohio, some 50 miles from the Winton factory in Cleveland, the car broke down. The incensed purchaser returned to the factory to complain about his lemon and Alexander Winton told him, "If you're so smart, Mr. Packard, why don't you build a

120

Mechanix Illustrated



An assembly view of the two-piece barrel showing the pump slide, brass runners, and the top barrel in position. Stock should be handmade to specifications that fit individual user in the same way as a rifle or shotgun stock. Use hardwood for all parts.



Above, this repeating crossbow is loaded just like a bolt-action rifle. The quarrels being placed in the two magazine at one loading. Below, note the trim lines of the finished job. If desired, you can install either open or peep sights on the barrel.

depth in both halves. Then parts of both halves are cut away so that when assembled there will be an offset slot for the bowstring as in the lower detail in Fig. 2. Brass runners, fitted with $\frac{3}{16}$ -in. brass strips soldered edge-wise to them, are screwed to the lower barrel as in the center left-hand detail in Fig. 2. Care must be taken to space the runner strips so that the inner edges are exactly flush with the inner edges of the magazine lines. After making a trial assembly, it may be necessary to file the slanting ends of the $\frac{3}{16}$ -in. strips or the underside of the upper barrel to permit free passage of the bowstring through the offset slot. The purpose of the offset in the slot is to force the bowstring upward sufficiently to release it from the notch in the quarrel, permitting the latter to enter the bore in free flight.

In making the stock, it's a good idea to copy a rifle or shotgun stock that fits you and has a grip and tang shaped to your liking. Handshape the wood to the rough outline of the stock selected, then finish to contour with wood shaps and sandpaper. Care must be used in cutting and finishing the magazine slot in the stock, as the magazine liners must be spaced accurately so that the quarrels drop freely into firing position, Fig. 3. The inner rear corners of the liners are rounded to a smooth curve. To assure free movement of the quarrel in firing position, it may also be necessary to round the inner corners of the brass runners.

The pump slide, Fig. 2, engages the bowstring as in Fig. 1 when in the forward position. Overhanging brass strips, which are screwed to the guide blocks, Fig. 2, ride on the brass runners. In cocking, the slide is drawn back as far as it will go and the forward end is pulled



Tinkering and Hobbies

I enjoy finding a project from a vintage magazine and building a project to hone my skills