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Inside Story Of The
One-Of-A-Kind Limos



livelier than the old. Even with some 3500 pounds of elegant car to haul around, it now ranks as one of the hotter entries in its increasingly competitive class, favorably comparable with the Lexus SC 300.

Honda's Acura engineering team achieved the improved output without resorting to increased displacement or adding Honda's relatively exotic VTEC (Variable Valve Timing and Lift Electronic Control) technology. It's still the same smooth 3.2-liter sohc 24-valve V6, but with larger intake valves, modified induction, altered cam timing and revised camshaft profiling.

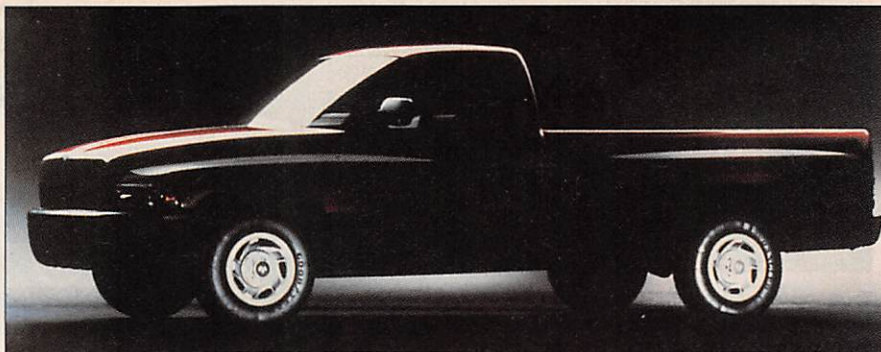
For drivers who want to make the most of the increased power, there's also a new 6-speed manual transmission. Honda was able to add the extra gear without the expense of designing a whole new gearbox. The sixth gear was simply added at the back of the existing transmission, and the powertrain team tightened the ratios of the other cogs. Since the Legend's engine and gearbox are longitudinally mounted, this solution avoided the severe packaging problems that would have gone with a more traditional transverse engine mounting.

Other changes associated with the power increase include a new clutch that makes smooth getaways easy and slightly harder suspension bushings. Like with all members of the Legend family, antilock brakes are standard, as are dual front airbags, and there's also a driver-select traction-control system.

Acura has eliminated fabric upholstery from the coupe's interior—leather is standard—and an upgraded Acura/Bose sound system has been added for '93.

Big Bad Dodge

This backlit profile is Dodge's first official teaser photo for its new line of full-size pickup trucks, due to roll into dealer showrooms this fall. While Dodge is keeping mum about details, it's apparent that the new Rams will combine traditional brawny Ameri-



Due for introduction this fall, the new Dodge full-size pickup line may offer V10 muscle.

can truck styling—note the muscular fender flares—with a rounded, aerodynamic appearance in the front end.

The key element in Dodge's drive to capture full-size truck market share, however, is likely to lie under the hood. Besides the recent power gains in Dodge's Magnum V8 truck engines, insiders suggest that a cast-iron version of the 8.0-liter Viper sports car V10 may be available for the new trucks, a suggestion that tallies with the long hood in this teaser shot.

Although the cast-iron V10 won't be tuned to produce the kind of peak horsepower that stirs the Viper, torque output will probably be as high—450 ft.-lb.—if not higher, making the new Ram one tough hauler.

Scheduled for unveiling in early January at the Los Angeles and Detroit auto shows, the new Ram pickups will be available this fall in 1500, 2500 and 3500 models, in both 2- and 4-wheel-drive editions.

Maxton Rollerskate

If you catch yourself yearning for the fresh-air fun of an old British roadster, but find the Mazda Miata either too civilized or too tepid, here's a

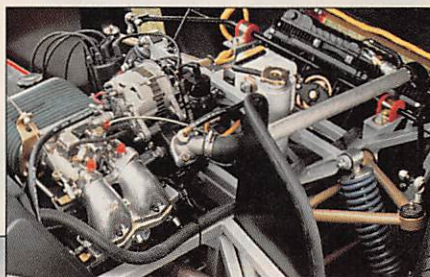
unique alternative. The Maxton Rollerskate conjures up the glory days of the Triumph TR-3 and Lotus Super 7, complete with spartan amenities, lively handling and a stimulating power-to-weight ratio.

The Rollerskate's fiberglass body rides on a tube steel frame with a 90-in. wheelbase. Suspension is a mix of adapted pieces and purpose-fabricated components: Ford front uprights with Maxton's own double A-arms and rear trailing links and a Panhard rod locating a Mazda RX-7 live axle, equipped with a Racing Beat limited-slip differential. The 9.3-in. vented front brake rotors are Mustang II, the rear drums are old RX-7, and there are antiroll bars at both ends.

Designed around Mazda's RX-7 rotary engine, the Rollerskate weighs in at just 1680 pounds ready to roll, which makes for pretty brisk acceleration. With a 13B rotary in 180-hp tune, Maxton claims 0-to-60 times of about 5.5 seconds, and quarter-miles of about 14.5 seconds at 92 mph.

Safety features include a rollover bar and competition-style 4-point seatbelts. The no-frills interior includes a heater, but even with the optional "emergency

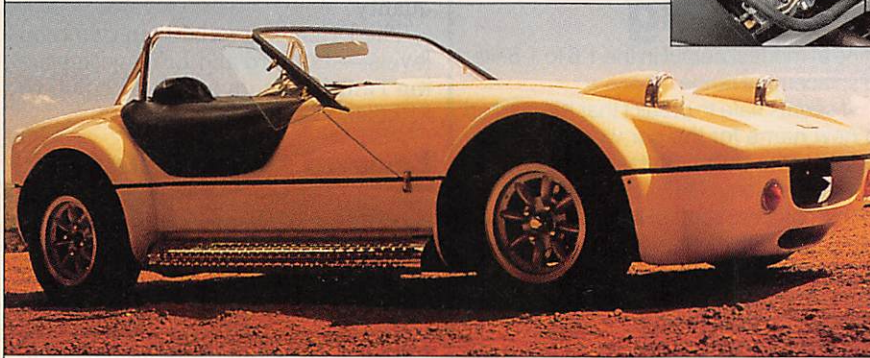
Available ready to roll or as a partially completed kit, the Maxton Rollerskate is designed to use a Mazda rotary. Low weight makes for peppy performance.



"emergency softtop and side curtains," it's plain that the Rollerskate, like those old British roadsters, is strictly a fair-weather flyer. It would be hard to love this car in the winter.

If you think the Rollerskate looks like a kit car, you're only half right. It's available in several levels of completion, up to and including ready to run. Pricing for a turn-key Rollerskate starts at \$26,500. A rolling chassis—complete except for engine and exterior finishing—sells for about \$20,000.

For further information on the Rollerskate, contact Maxton Concessionaires Ltd., 3774 S. Lipan St., Englewood, CO 80110; (303) 781-1945. **PM**



Maxton Rollerskate's open cockpit revives the glory days of British sports cars.