-'World Car'

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to the basic engine design and Ford of Britain handled performance development.

A five - man task force from Ford's U.S. engine engineering operations had responsibility for ensuring that design, development, durability and feasibility objectives were met for the North American market.

The result of the worldwide engineering effort was the smallest engine in the history of Ford U.S., but one which also produced one of the highest horsepower ratings per cubic centimeter of displacement.

The secret is the engine's ability to "breathe"—the hemi - head design and compound valve angles facilitate the largest possible valve openings in the combustion chamber.

The engine also is exceptionally clean. Piston crowns are fully machined and contoured to wet up a "squish" effect on air and fuel entering the chamber, providing a better mix and more efficient combustion than more conventional designs. Placing the spark plug closer to the center of the chamber also contributes to more efficient combustion.

The valvetrain system — operated by a single overhead cam — is unique to Ford's hemi - head design and Ford has applied for a patent on the concept. The carburetor is a two - barrel Holley - Weber model 5740, and the cylinder head and intake manifold are both aluminum for lighter weight.

The CVH engine will be manufactured at Ford's totally renovated Dearborn (Mich.) Engine Plant, and at a Ford of Europe engine plant in Wales for European Escorts.

By 1982, the U.S. plant will have an annualized capacity of more than one million engines and the Welsh plant will have capacity for more than 500,000 engines.

The Lynx

The 1981 Lynx — the new "World Car" from Lincoln - Mercury — is expected to require 23 percent less time and money for service over a five - year period than Lincoln - Mercury's previous four - cylinder cars.

With its standard 1.6-liter four - cylinder engine, the Lynx will need only six scheduled maintenance procedures a year, requiring only one hour of service.

This is in marked contrast to the eight or nine procedures needed for cars equipped with 2.3-liter engines — previously Ford's smallest four - cylinder offering.

"Besides saving customer time, the five - year costs should amount to an expenditure of less than $160 — a figure we believe to be among the lowest, if not the lowest, in the industry," said Gordon B. MacKenzie, Ford Motor Company vice - president and Lincoln - Mercury Division general manager.

In addition, in five years of normal driving, the new Lynx will require only about 27 service checks compared with the 33 procedures required for Ford's 2.3-liter engine.

Maintenance costs for cars equipped with the slightly larger Ford engines averaged more than $200 for five years—still low, but higher than the expected maintenance of the new 1981 Lynx, MacKenzie said.

The car's first service stop requires only two changes and four checks — replacement of the oil and oil filter and an inspection of the engine coolant, carburetor - idle speed, automatic - transmission linkage and drive belts.

Owners can forget such details as adding water to the battery because, like other Lynx features, it is maintenance - free in normal service.

Other top maintenance - free items include self - adjusting brakes, lubed - for - life wheel bearings and front suspension, pre-set carburetor fuel mixtures, hydraulic valve lifters, front-end alignment with fixed caster and camber settings, and self - adjusting clutches on models with manual transaxles.

No longer are fluid changes or band adjustments required in normal service.

"The 1981 Lynx comes as close to being maintenance - free as any car we make," Mr. MacKenzie said.

Here are the reasons why:

The design of the Lynx engine compartment was based on simplicity and easy access, with owners expected to have no trouble finding fluid - fill locations for the automatic transaxle, power steering, brakes, windshield - washer reservoir, radiator coolant and engine oil.

The carburetoc air filter can be checked and replaced easily. Spark plugs can be replaced with an ordinary spark plug wrench. Spark plug wires are numbered to eliminate confusion in replacing them.

The front brakes can be inspected for wear by removing the wheel with the tire jack provided with the car. On rear brakes, a rubber plug provides access to the brake shoes without removing the wheel or brake drum.

In fact, the owner who performs his own maintenance will find the Lynx loaded with features for easy service. For example, fuses, most exterior bulbs, and windshield wipers can be replaced without any tools.

Only common tools are needed to replace the battery or headlamp, drain and replace the engine coolant, or replace the exhaust system. The tailpipe-and-muffler assembly is below the independent rear suspension for easy replacement.

Rear shock struts, mounted outside the springs, can be replaced without compressing the springs. Access to the top mount of the rear struts is inside the car.

With simple tools, the owner or technician easily can do even more sophisticated repairs. Radiators, fan shrouds, oil pans, front fenders, front and rear bumpers, grilles, doors, hatchbacks, liftgates and glove - box doors are secured with simple fasteners for easy removal and replacement.

Finally, many features of the Lynx make major repairs easier and less time consuming, such as:

An accessible front-brake design

An easily removable oil pan

An easily serviced camshaft

An automatic or manual transaxle that can be removed without disturbing the engines

An accessible distributor

A windshield - wiper motor conveniently located in the engine compartment

An accessible air - conditioner blower motor

And easily serviced heater core.

-Rick James

(Continued from page

message through to a large group of people.

A Love Story

"The movie is an autobiography based on the book I wrote called 'The Spice Of Life.' It's a love story, it's a musical, it's about the power of love. I also produce Teena Maria and The Punk Punk Horns who have an album coming out."

Was your family well off when you were growing up? I asked.

"We were always comfortable. My mother raised us alone, but we never needed anything. My mother made money hitting the numbers. I'm not kidding. She sent my oldest brother to law school. I was into music."

Do you ever trip out on the fact that you're Rick James? Do you feel any differently now that you have lots of money?

"The group is from Buffalo, N.Y. and we still live there. We bought homes close to each other and when we're not on the road the whole group stays together. I'm surrounded by my family and friends and they help keep my head together.

"We have horses and a lake and enjoy riding together. One of my priorities is dealing with positivism. Sometimes I meditate.

"I don't mean by doing transcendental meditation or yoga. I just concentrate on something beautiful like a flower or my mother. There's the Rick James people see on stage, but I'm also James Johnson and he's completely different."

At this point I asked Rick his astrological background, and found that he is also into astrology.

Rick was born on Feb. 1, when the sun was in the independent, somewhat eccentric sign of Aquarius. The moon was also in an airy, mental sign at Rick's birth — Gemini.

This lunar position is one of continuous mental change, making it almost impossible to maintain one lasting relationship. (Rick has been married once, said "it just didn't work out").

Aggressive Nature

Scorpio on the rise indicates a passionate, aggressive nature and Rick is certainly all these things and more — a born leader.

I asked him if he had any advice for today's youth? Rick's answer:

"I believe in perseverance. I'm also very spiritual. I give thanks to the Almighty on every album. I'd tell anyone interested in getting into the record industry, that it is a massive business.

"This is no time to star-trip or get drugged out or emotional. You must be organized and business-like if you want to succeed in this field.

"I'd say the most important thing is to learn as much as you can. The less you know, the more you blow!"

—Masonry Focus Shifting

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being in an area that is becoming one of the city's poshest areas.

In No Danger.

Problems nothwithstanding, the Masons have fought to hold the property, and are in no danger of losing it. On several occasions, when funds for improvements have not been approved from 300 to 500 Masons have gone to the building with equipment and supplies purchased either personally or through the treasury of the Masons and made the improvements themselves.

"What are you going to do?" asked Scott. "We made a commitment to the people to give them decent housing when we bought the property. If HUD and the city won't help us, we have to help ourselves.

Because that project keeps them financially wary, Scott says there are no long-range plans for another massive project of the same sort in the near future.

The Baltimore chapter recently purchased 65 acres of land in southern Maryland and will eventually build a senior citizens' home there, in addition to providing day camp facilities for summer groups, but other than that, there are no plans for another property purchase.

At least not for now.

Major Concern

If there is one concern of the Masons, it is the springing up of fraudulent masonic groups.

"These groups are out to make money and that's it," said Scott in disgust. What apparently is happening is that men who for some reason cannot join the bona fide Mason groups are turning to these fraudulent groups for masonic membership.

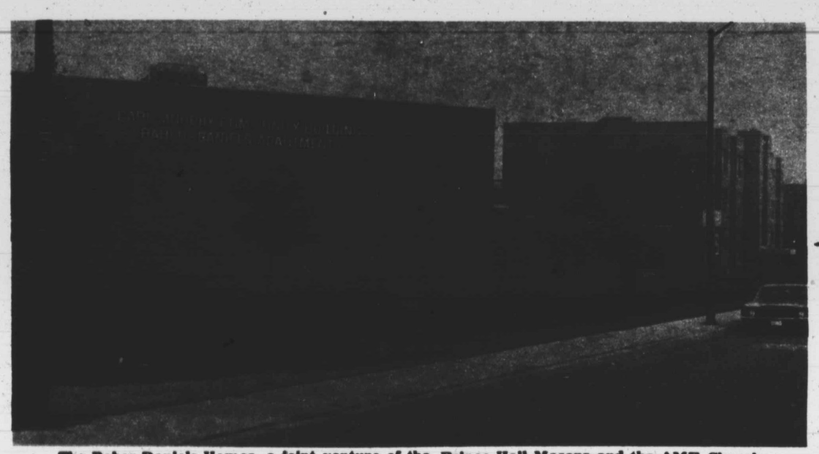
"We can prove they exist but we do not have the money to fight them right now," Scott said. "In Oklahoma the Grand Lodge did try to outlaw the groups, and even using attorneys from within the organization and their secretaries, the fees still came to well over $10,000."

The Oklahoma case brought partial positive results; positive because one fraudulent group was outlawed; partial because the decision was not a blanket case, outlawing all such groups. Each group would have to be brought to trial separately. And that, says Scott, is just not something the Masons can afford to do.

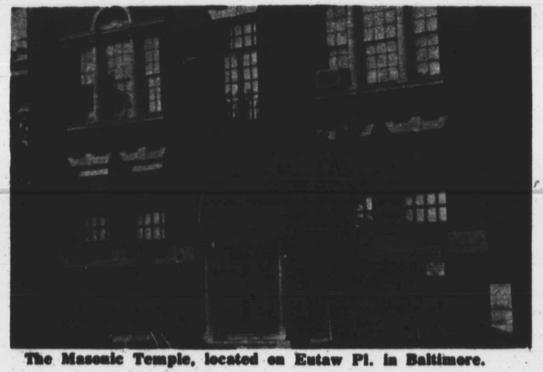
He does hope that any person seeking membership to any Mason organizations takes the time to check them out.

"We've built a long tradition," he said. "These organizations offer nothing to the community but a rip-off."

In the meantime, he said, the Masons will continue to grow and flourish. And while the group may not be "philanthropic," the fact remains that as lone as there is masonry, there will always be an ear to hear pleas of people in need.



The Baber-Daniels Homes, a joint venture of the Prince Hall Masons and the AME Church.



The Masonic Temple, located on Eutaw Pl. in Baltimore.

—K-cars

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standard on all body styles and steel - belted radials are optional. A high - pressurs spare tire is standard and is stored vertically behind the rear seat on two and four-door models and beneath the load floor in wagons. A conventional spare for wagons is offered as an Reliant and Aries benefit from improved corrosion protection used on all 1981 Chrysler models. This includes expanded use of galvanized steel, a new process for protecting selected chrome parts, introduction of precoated steel for a variety of body parts, plastics in critical areas and use of thicker primer.

The first oil filter change interval has been doubled to 15,000 miles and in addition to this and engine service - ability to help reduce customer cost, other items include face - side service on all instruments and most panel lamps, sill jacking, self adjusting clutch linkage, front suspension camber adjustment capability, and self adjusting cables on heater and air conditioner controls.

There are a dozen exterior colors from which to choose — Nightwatch Blue, Burnished Silver Metallic, Graphic Red, Light Seaspray Green Metallic, and Glencoe Green Metallic.

Then there's Formal Black, Pearl White, Spice Tan Starmist, Baron Red, Sunlight Yellow, Natural Suede Tan, and Daystar Blue Metallic.

Optional Landau vinyl roofs are offered on two - door models and full vinyl roofs for four - door sedans. Vinyl roofs are offered in seven colors: Dark Blue, White, Light Blue, Red, Tan, Yellow, and Green.

Chrysler's placed a lot of big hopes in a small package and their motto "We Can Do It," might well be changed to "We're Doing It."