

## How To Prepare Outdoor Pools

By F.J. Lanigan  
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With the arrival of warm weather, the average home owner is anxious to get out and do his annual yard work. The other members of his family are just as anxious to get the family swimming pool ready for use.

Private pools are divided into two classes, above ground and in ground. Many above ground pools especially the smaller ones, are of the fill and draw type, which means they are filled with water, used until the water becomes turbid and slippery, then drained, the interior scrubbed and flushed then refilled for use again. Large above ground pools have a circulating system similar to in ground pools including filters, which with proper main-

tenance, may go a year or two without draining and refilling.

The following steps may be taken to get a pool equipped with a recirculating system ready for use:

1. If pool water is reasonably clean with no sign of algae growth, raise pool water level to normal height, and;
2. Super-chlorinate - to at least three times normal level, using 3.0 to 5.0 ppm chlorine.
3. Test for pH and adjust to between 7.2 and 7.6;
4. After 24 hours brush down sides of pool, then vacuum pool;
5. Start recirculating pump and after backwashing filter allow pool contents to recirculate at least 24

hours, or until water turns blue and sparkles.

6. Check pH and chlorine levels. Do not allow bathers to use pool until both are at recommended levels of at least 0.3 ppm and pH range between 7.2 and 7.6.

**WATER SAFETY SERVICE**  
Store pool chemicals out of reach of children. Always allow sufficient time after adding chemicals before using pool.

A heaving line, light pole and ring buoy should be provided within the pool enclosure, always readily available for immediate use.

Persons suffering from possible eye, ear or nasal infections or similar discomforts should be discouraged from using the pool.

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## Super Station Wagons Designed For Pulling Power, Says Bishop

Families and sportsmen interested in towing a travel trailer while looking for their particular favorite locations in the great outdoors now can choose a special vehicle designed especially for them.

Built on rugged truck chassis, and specified with heavy-duty engines, transmissions, axles, tires and suspension systems, "super station wagons" such as the International Travelall can handle any recreational towing job and then some.

Any doubt about this was disproved last summer when Barry Bishop, a noted explorer and geographer (he climbed Mt. Everest with the National Geographic Society team in 1963), transported his family of four in a Travelall more than 10,000 miles from Rotterdam, The Netherlands to Katmandu, Nepal while pulling a 26-ft. travel trailer.

Bishop's route took him over some of the most rugged terrain in the world, through 12 countries including Turkey, Iran, and Afghanistan where the "road" often consisted of two tire ruts in a desert and

the nearest thing to a bow truck was an ox cart. Yet he managed to complete the trip without serious difficulty.

The Travelall that Bishop used for trailer towing, while not unusual by super station wagon standards, certainly bears little resemblance to the average passenger car in terms of components. Just for an example, consider the equipment he specified for his towing vehicle.

First of all, four-wheel drive was a prerequisite, so Bishop selected a 1200 4x4 Travelall — the largest model available. The front driving axle had a 3,500-lb. capacity and a 4.88 ratio while the 5,500-lb. rear axle was equipped with a limited slip differential and a 4.88 ratio for maximum traction. Tires were eight-ply 7.50x16s on 5.50" rims.

The engine was a 345-cu. inch V8 rated at 187 hp, but the real pulling power for steep grades was provided by a five-speed transmission to allow the engine to operate at the highest horsepower output possible at any given speed. The front and rear springs were rated at 4,480 lbs. and 6,500 lbs. respectively.

If this were not enough, Bishop also included a 14-gallon auxiliary fuel tank, a 70 amp. hr. battery and 61 amp. alternator as well as power steering, power brakes, bucket seats and air conditioning. In



Explorer-Scientist Barry Bishop adjusts the home-made top carrier of his Travelall station wagon prior to entering the "Valley of the Assassins" in Iran. Bishop and his family traveled more than 10,000 miles from the Netherlands to Nepal in the Travelall over some of the world's most primitive terrain.

case of serious problems on the road, Bishop mounted a winch on the front bumper.

Naturally not many people decide to drive through the mountains of Afghanistan when they tow travel trailers but Bishop's unit did not carry one bit of equipment that is not available to anyone else who orders an International Travelall. Whatever the requirements, the power and stamina is available to tow just about any size trailer al-

most anywhere in the world.

After such a description of rugged components, it would not be unusual to visualize a Travelall as a cross between a bull-rhino and a Sherman tank. Nothing could be farther from the truth.

Current model Travelalls for all their strength and power feature modern, squared-off lines with side panels enhanced by wood-grain appliques. The front end boasts an integral grille-headlight design. A wide choice of exterior colors are coordinated to match the interiors, and full carpeting, bucket seats and even stereo tape players are available.

Current-line Travelalls can be ordered with a factory-installed hitch.

**Chart Your Cruise**  
Finally, chart your cruise. Automobile road maps usually won't do the trick; they're great for highways, but they just don't show everything the cruising boater needs to know for safety's sake.

Marine-oriented maps — available from a variety of sources — relate water depths, marinas, obstructions, points of interest, necessary facts not contained on the usual roadmaps.

Boat cruising is fun. All it takes is boating sense and a little advance planning.

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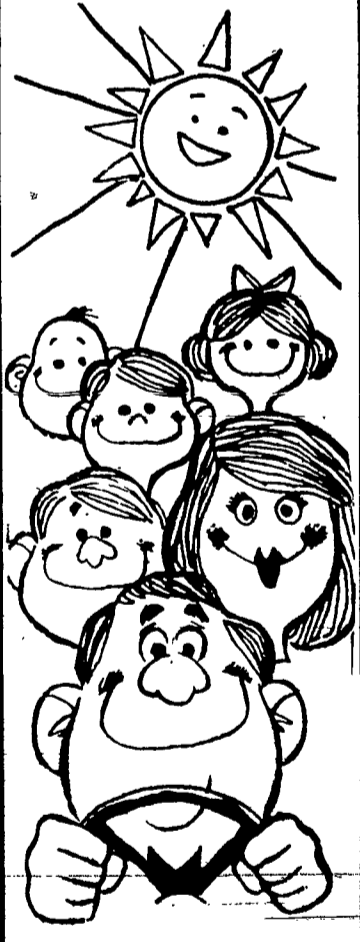


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