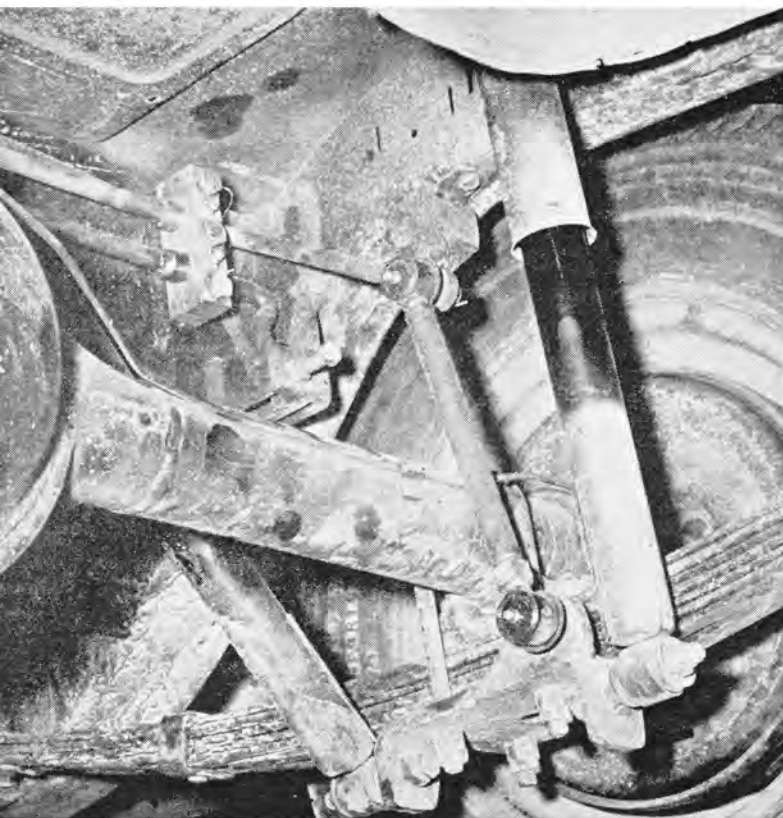




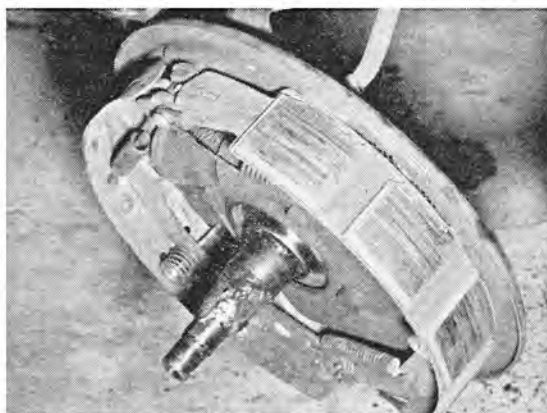
MAKING IT CORNER

Stock car racing mechanics employ varied means to adapt sedans to the race track. The ride is stiff but the car is swift.



TOP CARS. We don't recommend road racing for our readers with their stock cars and the two pictures above reveal just why not. The car in the top corner is fresh from the dealer and reacts violently on a fast corner. The other car has been modified as allowed by racing rules and corners with ease.

LEFT. Through a bit of stretching of racing rules which permit extra stabilizing devices on stock cars, this '57 Merc has been equipped with adjustable cross torsion bars in addition to heavy duty leaf springs on the rear. Combinations of dual shocks can be used to get desired control for races.



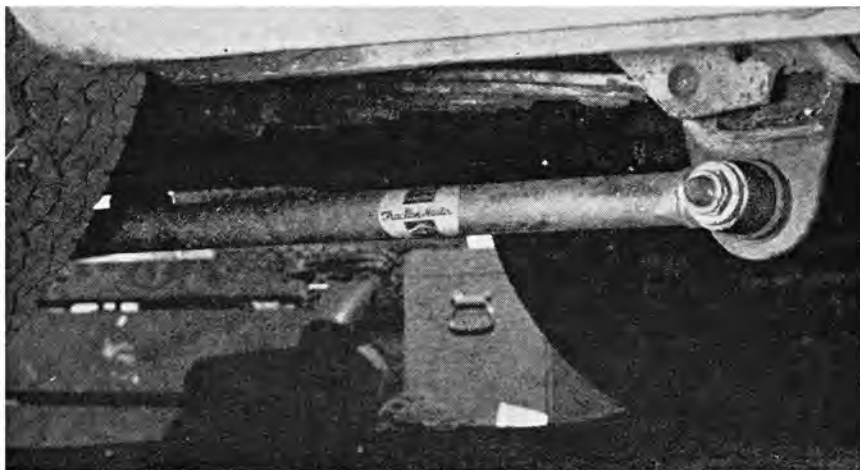
Popular brakes for racing stocks have sintered-bronze blocks bonded to the shoes. This metallic lining will give good brakes even when extremely hot but cannot be used for street sedans since it gouges drums quickly, forcing replacement often.

The two cars at the top of the left page are both '57 Fords and that is just about where the similarity ends. The lighter colored car is completely stock from the dealer's showroom and the other is a specially prepared model built 100 per cent for racing. The stock job is on the ragged edge in a tight right curve at 70 miles per hour while the special model

assumes a much flatter attitude as it negotiates a slightly tighter curve at almost 80 miles per hour. Just goes to prove to you what a bit of chassis work can do, as the pictures on this page will show.

Stiffer springs both front and rear, multiple heavy duty shock absorbers at each wheel, extra stabilizing devices, racing tires and lowering both front and

rear for a lower center of gravity are all widely used in stock car racing. To drive such a car daily on the city streets might be a back-aching experience but a little wise application of some of the ideas can improve your car's handling greatly without making it ride like a truck. Take a look at how it is done and then apply with moderation to your car.



LEFT. Extra stabilizing given by Traction Masters under extreme braking or sudden acceleration makes a big difference when car is subjected to road racing conditions.

BELOW LEFT. Your stock car has one shock per wheel. This racing stock has a special bracket above upper A-arm holding two heavy shocks and an Air-Lift pillow.

BELOW RIGHT. This '57 Ford has a heavy front stabilizer bar and oversize brakes. Special wide, finned drums have holes drilled through lining surface for better venting, receive ducted cool air.

