

FENDER FORUM

Radial Comments

Your test on the Dodge Dart GT (CL, Oct. '65) was well done. However, I feel that the tire comparison was unfair. Since the car was being evaluated under competition conditions, the proper tire pressures should have been used. Under racing conditions, Blue Streaks require between 35 and 40 psi, whereas the radial F-100s are designed to run at lower inflation pressures. Using the correct pressure on the Streaks, you would have found them to be at least the equal of the Firestones. The roll-under and subsequent wear of the Goodyears is not typical of these tires when properly inflated. F-100s are vastly superior on the street, however, and Chrysler should fit them on all HD-suspended cars.
Bronx, N.Y. Michael E. Wiener

Control Question

Your road test of the Dodge Dart (CL, Oct. '65) leads me to suggest to you one added test of this combination. How do the radial tires handle in snow? Do they satisfactorily substitute for snow tires?

This might be a very important factor

in the acceptance of Firestone radial tires. I am correct, am I not, that the substitution of standard ply snow treads in the winter for radial ply summer tires would change the handling characteristics of the car markedly?

Rittman, Ohio William S. Holt
You bet! The change would be between excellent stability to questionable control.
—Ed.

Wraparounder

Your article on wraparound windshields (CL, Oct. '65) failed to bring out an important point. The so-called return to "normalcy" in late model windshield shapes has brought with it the same malady the wraparound designs purported to (and did) cure; a blind spot caused by the windshield pillars, falling at a dangerous angle relative to pedestrians in a crosswalk or other autos at an intersection. The "modern" design of my 1963 model's windshield has resulted in more than one narrow miss that never occurred with the sweptback windshield on my previous 1960 model.

One of the reasons advanced by the

manufacturers for discontinuing the wrap-around windshield was high cost. Yet nearly all have adopted more expensive curved side glass as a styling gimmick. The logic of automobile styling escapes me. Perhaps your quote should be turned around. It's the stylists who "Don't Care."
Richardson, Tex. Stuart E. Bonney

Don't Cross Xs

It would appear from your letter from George W. Hoffman and article (CL, Oct. '65) that use of radial tires on domestic automobiles is gaining considerable interest.

You are extremely remiss in not pointing out that when only two radial tires are fitted, they are fitted to the rear wheels only. They are completely incompatible when used at opposite corners with normal tires and extremely treacherous when used on the front alone.

I have been a user of Michelin X tires for a number of years and can point out that the optimum results are achieved only when a complete set of four tires is used.

Toronto, Ont.

Albert Strauss

Radial Snow Tires

You described the '65 Corvette 396 and mentioned the advantages of radial ply tires for this car (CL, Oct. '65). Since then *Ski* magazine has mentioned the advantages of radial ply snow tires for the Corvette.

But I'm unable to find radial ply in

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this area . . . distributors for American manufacturers report they aren't being made while Dunlop and Michelin dealers say they've been unable to get delivery on them. Is this a matter of heavy demand or a marketing idiosyncrasy?

Right now I'd like a pair of radials with snow tread and studded—I'm told they could be studded if not manufactured that way—and with whitewalls, if available, though this is of no urgent concern. Can you suggest any place where they could be supplied and shipped immediately?

Omaha, Neb. E. D. Hoaglan

You're in luck. Semperit has just announced a radial-ply, studded snow tire—the first of its kind. And it's guaranteed for a sustained 110 mph.

If you have no local dealer for Semperit, order directly from Semperit Austrian-American Rubber Corp., Empire State Building, New York, N.Y. 10001.—Ed.

Steel a Corvette?

It's my understanding that the Corvette's body has always been made of fiberglass due to the low production of the car. In the past few years I would suspect that production of this car has been considerably increased. Has the factory ever indicated it would change over to steel bodies? What is the present production rate of the Corvette?

Houston, Tex. James W. Black

Our guess is that Chevrolet may consider steel as an economy factor if Cor-

vette production should reach 40,000 units per year. Production was 18,500 in 1964 and 26,000 in 1965.—Ed.

The Brakes

I enjoyed your editorial "Slipped Discs" (CL, Nov. '65), but I would like to point out that you are also guilty of not practicing what you preach. Contained in the same magazine is a table of characteristics and performance of the 1966 cars, but nowhere did you state in the table what their stopping characteristics were.

It is up to people like yourself, who review and analyze the performance of various vehicles offered by the industry, to bring forth such information on the various cars as well as to elucidate the conditions under which these tests were run, i.e., wet, paved surface, pebble covered surface, downhill, uphill, etc.

Piasecki Aircraft F. N. Piasecki
Philadelphia, Pa. President

The specifications in that issue were "preliminary." We include brake data in all our road tests.—Ed.

He's No Piquer

I am writing this letter in an effort to rectify that of J. R. Piquer (CL, Nov. '65). His remarks about '57 (and '58) Chevrolts were especially cutting since I happen to own a '57 Chevy.

I've never been to Florida, so I don't know what happens to be in vogue among their automotive circles, but "snap-on

mags," racing stripes and anything fake is made a laughing-stock in this area.

Pertaining to Mr. Piquer's stab at the "tachometer on top of the dash in full view," I wonder how many potent cars he has seen that turn consistent times at the drags with the tach hidden from the driver's view?

Has Mr. Piquer ever tried to get off a good quick shift with the standard "vague" column linkage and have it lock up? No, a floor shift doesn't add speed, but you can't turn respectable times if you can't shift quickly and accurately.

Atlantic City, N.J. C. Shaud

0-60 Average

Of all automobiles of U.S. manufacture that were sold during the 1965 model year in this country, what is the average acceleration time for 0-60 mph?

Corona, Calif. Sheldon Lewis

Hoo-wee, what a question! Considering all the Sixes and lower-powered Eights, the average 0-60 mph mark must be somewhere around 11.8 sec.—Ed.

No Superlocks

With all these Supercars coming out, how can a person without a garage protect his car from larceny?

Nobody wants to put an ugly looking chain on the hood. Why hasn't any company put a lock on the hood like the one on the trunk?

Uniondale, N.Y. Joseph Ptacek

It's cheaper to build 'em without.—Ed.



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