

Corvairlations

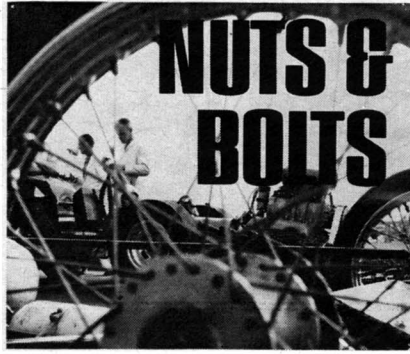
In reply to reader Sturkey's letter (Sputtering Spyder—N&B, Sept. '65), I also own a '63 Corvair Spyder purchased new in April 1963. I have found the use of nickel-cadmium spark plugs greatly improves performance and reduces tuneups to about one-third as often. I have put over 30,000 miles on one set of these plugs, only changing points and condenser (I also changed the rotor after 65,000 miles) every 7000 to 10,000 miles. I set dwell at 30° and timing at 25°. Points should be heavy duty. It runs tip-top this way.

Also I have installed fast steering arms and an Empi camber compensator, which improves handling a good deal. Tire pressures vary, but I find that mine grab best at 34 lb. rear—22 lb. front.
Dunbar, W. Va. Cecil L. Stone

Glazed Brakes

There is a serious braking fault in my 1964 Bonneville. This condition appears to be consistently glazed brake linings which result in an inability to stop this unit from even moderate speeds in anything like a satisfactory distance. After many pleadings, requests, and almost threats, we eventually did get a representative from Pontiac to come by and look at the car; but before he even got in the car, he said that he presumed that these were the same brakes that were put in by Pontiac and therefore they were satisfactory in all respects. However, he ran into the same condition on a road test, but he couldn't offer any suggestions on how we could restore this brake condition to anything near normal.

Belle Glade, Fla. Howard P. Holman
Your glazing problem is certainly un-



usual. The following items, singly or in combination, can cause the trouble; severe usage during the brake break-in period, drum interior surface too smooth, drum material not to proper specifications, oil on linings, improper or incompatible lining material.

Have you tried sanding the linings to remove the glaze? The only sure cure is to have the drums checked for hardness (and flaws), then have them turned and new oversize linings installed. One of the premium grade linings such as Grey Rock or American Brakeblok is recommended. Have the work done in a reliable brake specialty shop, and beware of cut-rate bargain places.

Anyone For Darts?

Could you give me some advice on improving the handling characteristics of my 1965 Dodge Dart? It is a convertible equipped with the 273, 4-barrel and 4-speed gearbox coupled to a 3.55 rear end. The performance is enough to satisfy anyone, but the suspension is not equal to the car's abilities.

In a hard shift from first to second, the car's rear wheels escape rubbing in the wheel housings by a hair's breadth. In high-speed cornering the rear end heels over far too much for optimum stability. Heavy bumps also cause a loss in the rear end stability. In short, the rear suspension just doesn't seem muscular enough to handle the demands that this engine and drive-line put on it.

I would like to do something about the suspension, but I'm limited by a rather small-scale budget. It's been suggested that coil springs fitted around the shocks on the rear wheels might be an economical answer to the problem, but I wonder if I might not be buying wheel hop and even poorer stability over rough surfaces with this solution. If coil springs were put on the rear, would that necessitate changes in the front suspension also, or would adjusting the torsion bars compensate for the rear end changes?

Ann Arbor, Mich. Paul E. Anders

The Dart is considered one of the better handling U. S. cars, but you can make some changes. An obvious change is to use suspension parts from the Barracuda rally kit. These all will fit, except for rear springs.

The Groaner

We have a 1964 Oldsmobile F-85 with the 330/230 bhp engine and the 2-speed Jetaway automatic transmission. There is a queer "groaning" noise with the summer and winter thermostats at 140° and 180° respectively, I think it is the thermostats opening, but our mechanic says it is the transmission, a valve opening. Who is right?

Oak Park, Ill. Mark Gotsch

Can't be positive, of course, but your mechanic probably is right.

What's in a Name? ... **CLUTCH**



JON DAHLSTROM

BECAUSE THE MIDDLE Ages were so filled with war and strife, it was not strange that men should admire birds and beasts that had good weapons. That was the case with both the household cat and the hunting falcon. So the cruel, sharp *clokes* (claws) of these predatory creatures formed a frequent topic of conversation.

Two verb forms, *clliche* and *clucche*, were used to name the act by which a cat or hawk seized its prey in its clokes. Gradually the terms widened in usage and became applied to actions of humans. Meanwhile there were changes in spelling, so that by the 16th century a person holding an object in his bent or closed hand was said to clutch it.

Long after falconry was abandoned and traps became more efficient than cats, the ancient term born of appreciation for the seizing power of claws retained its vitality. It was natural, therefore, for early builders of steam engines to use "clutch" as the name for a mechanical coupling that served to seize (and release) working parts of a machine. Operation of such a clutch served to throw an engine into action or bring it to a halt.

Adopted by early auto makers, the venerable title became attached to a foot pedal having no resemblance whatever to the claws of a cat or the talons of a falcon. Yet whether operated manually or automatically, the *clutch* of a modern car does serve a grasping function that is reminiscent of an animal or bird pulling its claws together to hold its prey.

—Webb Garrison