Check Up on Your Clutch

By Martin Bunn

“I’m sorry, mister,” Gus said, shaking his head, “but your clutch is shot. It’s slipping so badly it won’t drive the wheels.”

“The clutch?” echoed the man. “Gosh, now I am in a pickle! Something like this would have to happen, when I’m sixty miles from home!”

Gus pulled his watch from his pocket. “It’s just two o’clock now. Why not let me coax the car over to the Model Garage. If we work fast, and have any luck, we ought to be able to fix the car up by five.”

Once Gus had donned his overalls and cap, he wasted no time. In less than three quarters of an hour he dropped the transmission, loosened the clutch cover, and had the main clutch assembly out on his work bench.

“So that’s what a clutch looks like!” exclaimed the car owner. “Sort of a combination of springs and plates, isn’t it?”

“That’s right, and it’s these springs and plates that hook up your motor with the main drive shaft when you let out the pedal. This particular clutch is what is called a single dry-plate type. See this?”

Gus held up a thin metal disk about ten inches in diameter; on each side it had a flat ring of hard, fabric-like material. “That’s the clutch disk. It’s fastened to the shaft that drives your transmission, and rides between the inside of the flywheel and a heavy plate attached to these springs. When your clutch pedal is out, the springs force the pressure plate toward the flywheel, clamping the clutch disk in between. Naturally, it binds against the flywheel and turns every time the flywheel is turned by the motor.”

“Now,” continued Gus, stopping for a breath, “when you push your clutch pedal down, the springs are compressed, the pressure plate is moved away from the flywheel, and the clutch disk is free.”

“But what’s this stuff for?” interrupted the car owner, pointing to the ring of fabric on one side of the disk. “Looks like brake lining.”

“And it is something like brake lining,” agreed Gus. “That’s the friction surface that makes contact with the flywheel and the pressure plate when the clutch pedal is all the way out. And, incidentally, it’s the one thing that wears in a clutch and causes trouble.”

“Take your case, for instance. Your motor ran swell, but it wouldn’t drive the rear wheels on a hill. Why? Look at these friction surfaces. They’re worn down smooth, and are only about half as thick as they should be. Of course, it wouldn’t bind between the pressure plate and the flywheel. It. (Continued on page 68B)
New kind of tire protects you from dangerous, high-speed blow-outs

If you rather try to 'bring back alive' a roaring lion than bring yourself safely through another blow-out accident, says FRANK BUCK. "When that tire blew out—when my car plunged off the road at those rocks—there was nothing I could do to avoid the crash. When I take my family or friends out for a ride I want to be sure to 'bring'em back alive.' So now I'm playing safe by riding on Goodrich Silvertowns."

When a man like Frank Buck says a blow-out is more dangerous than capturing wild animals, don't you want to do all you can to avoid having one yourself? Can you afford to risk your life with these high-speed blow-outs, when Goodrich Safety Silvertowns cost no more than other standard tires? Get a set of Silvertowns now. You'll get real blow-out protection and months of extra mileage FREE.

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