

destruction. This is a brute force test, used for many years, but considered to be one of the most significant. The value of the wire reinforcement becomes very important when you see this test unit.

The friction test units are basic, tried and true, reliable and relatively unsophisticated. As Mr. Hermanns said, all the test operations invite improvements but results are so reliable and relate so well to performance, that he hesitates to spend money at this time to change them. We agree with him on these points.

The basic test concepts are wear and destruction. The tests do reveal the different characteristics of the various facing constructions and also reveal the matched characteristics of facing grades from different vendors.

CLUTCH & MARINE PRODUCTION PARTS

Following our visit with Mr. Hermanns, we went to the Auburn Plant to meet with Messrs. Bud Lemper, Plant Manager, and Chief Fac. Engr., Howard Sink. Mr. Lemper took us on a tour of the plant and we picked up several samples of clutch facings, identified as follows:

- * 1838-19G Rusco - Russel Mfg. Co.
- * 1959G Rusco - Russel Mfg. Co.
- * 219X 120 Thermoid - H. K. Porter Co.
- * 219X 16 " "
- * U.S. 1133 R-M - Raybestos Manhattan
- ** 1488 R-M - Raybestos Manhattan

- * Samples attached.
- ** Sample to be obtained

CLUTCH FACING MANUFACTURING METHODS

We asked each individual about the manufacturing process. The comments seemed to indicate that clutch facings call for a combination of traditional art, witches brew and brute force engineering. Mr. Zink said, when he saw the operation, that 90% seemed to be a yarn factory and 10% clutch facing.