

Sept 1997

# Sparkplug

NEWSLETTER OF THE  
DEEP SOUTH REGION

A.A.C.A.



## 1997 OFFICERS

PRESIDENT:	John Reid	666-3761
VICE PRESIDENT:	Mike Williamson	473-3442
SECRETARY:	Greg McDonnell	476-7178
TREASURER:	Carl Bailey	947-5262
ACTIVITIES COORDINATOR:		
MEMBER AT LARGE:	Jim Martin	661-6133
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Vol. 30 No. 9 Sept. 1997 EDITOR: Patt Paquet

## Any Day is a Good Day for a Car Show, but... by Jim Martin

Promise Larry Nelson a cup of coffee and a donut and he will follow you anywhere. There was out-of-town company at the home of the author, but Larry arrived early and we were delayed only slightly in meeting our group at the Battleship.

When we arrived at the designated location, Larry must have said something mean to the guard because I was told to not even get out of my car as the guard wanted us to move on!

The later model vehicles took the high road while we in the Model A's took the low road to meet a member in Robertsdale. Carl, being so domineering, plus knowing the way, took the lead. As I reviewed the trip to the West Florida Region AACA's 30th annual show held in Pensacola's Seville Square, I decided he ran only one red light.

Parking under the trees was cool and restful for me but some of the members jumped out and began to clean, polish and fondle their cars. I jumped out of mine, got my chair and sat down, worn out from just watching all this activity. I guess I am the only one who grumbled about not getting a dash plaque since I figured that was all I would get. That wonderful little piece of metal was somewhere in the UPS turmoil but I was assured it would be mailed to me, which it was.

After the trophies were handed out, we all started back to Mobile. People in the good-looking classic cars were all smiles, headed for the Interstate. They soon ran upon DSR friend, Lawrence Moseley, who had broken down being assisted by the Reids. All of the group stopped to offer help and the car was nursed along with more



stops along the way until Mr. Moseley was near enough to home to have his wife meet him and tow the vehicle the rest of the way. Isn't it good to know that DSR members are so ready and willing to help when help is needed?

The A's were making the trip home via Gulf Shores where Larry was to leave us and spend the rest of the weekend. In that Carl couldn't tell a red light from a green light, the author was now the leader and we didn't want to take the "Buddy Paquet Scenic Route". However, the leader failed to tell everyone that Larry was



dropping out and we stopped at the state line to regroup. Uh oh...no Larry which was OK but no Carl either. Woe is us! One of the drivers went back to look for Carl who showed up soon but had not seen the driver who was looking for him. The search ended when the scout returned and we continued to Robertsdale to drop off Carl. Now there were but two of us. The other vehicle took the Interstate as we neared Mobile but "Chicken" author stayed on the old road. Big mistake! It was being repaired and was very, very rough. By the time I arrived home, it was hard to see. I'm going to work on my headlights so they will be brighter before I stay out late again.

Attending the show were 2 Andersons, 1 Bailey, L. Crowds, J. Martin, E. Lunsford, 2 Musgroves, L. Nelson, 2 Paquets, 2 Reids, 1 White and 2 Youens. Visitors were R. Coker and G. McDonnell. DSR friends entering cars were Marien Brent and Lawrence Moseley.

As I said in the beginning, any day is a good day for a car show but...this had been a great one. Plus, when I got home the company was gone.

## Minutes

### Deep South Region AACA Meeting August 28, 1997

The August meeting was exceptionally well attended with 52 members and one guest present when the gavel fell at 7:30 PM calling the meeting to order. President, John Reid asked Don Dillehay to offer the invocation in the absence of Hershel Whigham, Chaplain.

**Old Business:** The President asked the membership to approve an approximate expenditure of \$500 for the clubhouse dedication on September 21. This will cover invitations, which were distributed to those present and the remaining ones will be mailed. Other expenses include refreshments, the memorial plaque for the clubhouse, postage, etc. A motion to approve John's request came from Pat Francis with a second from Melvin Neese. Motion carried. Vice President, Mike Williamson, reminded members that September 13 will be set aside for clean-up at the clubhouse. After several months of attempts to find a willing volunteer to build a bookcase for the clubhouse, John announced that Larry Nelson has agreed to undertake the task. The minutes from July's meeting were approved on a motion from Joyce Francis with a second by Eddie Anderson; motion carried. Ed Lunsford offered an account of the wedding transport he coordinated.

**New Business:** DSR has been invited to participate in a display for the Mobile Museum of Art on September 6. Eddie Anderson will coordinate the event. Ray and Katherine Harper are hosting the September outing in the clubhouse on September 14 at 2:00 PM. *Polo at the Point* is scheduled for October 12 and DSR's involvement will be handled by Scott Henderson. Jane Bruton gave a brief account of the nominating committee's progress in this year's election. John requested someone to be in charge of the DSR Christmas party and Susie Anderson volunteered. The Treasurer's Report was distributed by our resident "money man", Carl Bailey. After the membership had an opportunity to review the report, a motion to approve came from Melvin Neese. Raymond Cochran seconded; the motion carried. A plea from Theodore High School for DSR to furnish vehicles for the October 3 Homecoming Parade has been received. Buddy Paquet moved that we help the students, a second to the motion came from Al White; motion carried. This will be coordinated by Buddy and Patt. DSR's Editor, Patt Paquet, brought to the attention of the membership the number of copies covered by the current copy machine contract has expired. After a brief discussion, Bob Hedberg moved that Patt, being directly involved with this matter, should pursue obtaining a new contract that will be in the club's best interest. This motion was seconded by Melvin Neese; motion carried. Hooters Car Show Chairman, Mike Williamson, noted there are still some vacancies on the committees. Mike asked for volunteers and Bob Hedberg accepted the duty of heading the 50-50 pot. Door Prize Committee Chairwoman, Ann Rowell, reminded those present to bring their donations of door prizes to the September meeting.

**Announcements:** Cecil Pugh won the 50-50 pot. Raymond and Sharon Cochran had ten month old Emily Laura Cochran, their new baby, at her first DSR meeting. Being no further business, a motion to adjourn came at 8:20 PM by Melvin Neese with a second from Buddy Paquet; motion carried so members could make a hasty retreat to the refreshment table!

Respectfully submitted,

Greg McDonald

## A Brief History of Tires and Rubber

Although Charles Goodyear discovered the secret of vulcanization in 1839, the first air-inflated tire was not manufactured until 1845.

A young Scottish engineer, Robert W. Thompson, filled rubber tires with air, encased them in leather, and put them on carriage wheels.

But it would not be until nearly 45 years later, in 1888, that John Dunlop, an Irish veterinarian, would develop a successful pneumatic tire.

Until the early years of World

War II, tires were made entirely from natural rubber. During the war, the U.S. government began a concentrated effort to manufacture synthetic rubber from chemicals obtained from petroleum and farm products. The first major synthetic was GR-S (government rubber-styrene). GR-S is a general-purpose synthetic, a copolymer of butadiene and styrene. It is not as elastic as the natural, but it wears extremely well. Early GR-S could not be used by itself because the high speeds of

vehicles generated heat and rapidly destroyed the tire. The composition of wartime tires was one-third to two-thirds natural rubber with the balance GR-S.

Its applicability was extended in 1948 by development of low-temperature GR-S or "cold rubber", so named because it vulcanizes at 41 degrees F.

When combined with an improved carbon black, this new synthetic showed superior wear resistance over other tread materials.

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## Don't Blame Retreads for Rubber Litter on the Nation's Highways

Most times when you hear a "thump-thump-thump" coming from your car, you have little choice but to pull over and change the flat tire. But when a driver of an 18-wheeler hears a "thump-thump-thump" from the back of his rig, he can ignore it. He has 17 more tires to carry him to the next truck stop or on to his destination.

The result of the driver's decision to keep on trucking with a flat? Tire debris on the roadway. Chances are one out of two that the rubber came from a new tire that was improperly inflated or matched, says the Tire Retread Information Bureau (TRIB).

Rubber litter on the highway is a maintenance problem caused by tire abuse and it doesn't matter if the tire is new or retreaded. According to TRIB representatives, many motorists assume--incorrectly--that all the blown tires they see on the highways are failed retreads. Not so. U.S. Department of Transportation studies show that new tires blow out just as often as retreads if they are poorly maintained or improperly used. Dual tires on vehicles take a severe beating. The tire on the outside always travels farther and when both tires are locked together, the outside tire is dragged the extra distance and

scuffed by the pavement. Heat is an enemy of all tires. A tire that is under inflated, overloaded or unmatched to the others on the vehicle will overheat and eventually blow--whether it's new or a retread.

### Retreading is recycling

Did you realize that a retreaded tire is a recycled tire? Every year the retreading industry saves more than 400 million gallons of oil bringing worn tires to life again. Tires are basically petro-chemical products. According to TRIB, it takes 22 gallons of oil to make one new truck tire. (See Retreading page 5)

## DSR Antique Vehicle Display Is Piece 'd Resistance for Museum

Don't ever think that just because we are into antique cars, we have no refinement or polish! Members participating the display of cars for the Mobile Museum of Art on Sept. 6 strolled along enjoying the 80 drawings, lithographs, paintings, prints and photographs of the *Art from the Driver's Seat: Americans and Their Cars* exhibit. It was a nice change from the glossy magazine pages usually perused by those who brought their cars.



The cars were parked in front of and behind the main driveway entrance to the museum. A total of 19 cars, ranging from a 1908 Sears to a '93 Mustang Limited Edition, created quite a commotion as Mobilians arrived to view the presentation inside. Coordinators Eddie and Susie Anderson provided an excellent variety of vehicles for the event.

Enjoying food, drink and music in the auditorium while visiting with each other plus acquaintances who came to view the exhibition were **2 Andersons, D. Breland, 2 Brutons, B. Cammon, R. Coker, J. Finley, P. Francis, R. Jones, E. Lunsford, G. McDonnell, J. Martin, 2 Neeses, L. Nelson, 2 Paquets, 2 Whites and 2 Youens.** DSR Friends assisting for the evening were Marien Brent who was attired in period dress, Buddy Laurendine with Debbie Smith and Coy Turner. Lending moral support were Bill and Mickey Cox.



The Sparkplug is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:30 PM in the clubhouse at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this region. Annual local dues are \$15 and national AACA dues are \$24 single/\$25 joint. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA.

## Cars, Copters and a "Twirl Wind"

by Larry Jordan

Who would ever guess that the sunny morning would end the way it did? But, traditionally, what we have come to know as the Labor Day Car Show always gets a shower before the day is over.

The Southwest Alabama Labor Council held its 52 annual Labor Day Celebration at the Greater Gulf States Fairgrounds on Sept. 1 with 59 cars, trucks and streetrods entered. There were a number of activities to keep everyone busy and the "Battle of the Bands" kept the ground vibrating.

Some of the car show participants found shelter from the sun under the pine trees and others pitched tents. The judging had been completed and we had been treated to helicopters flying around getting a birds-eye view as well as stirring up a bit of a breeze. Suddenly, around 2 PM, the skies began to darken and right in front of the cars, a small "twirl" of wind started picking up paper, grass, straw and, of course, sand. Everyone ran for the cars to put up tops and windows and to close hoods and trunks. The wind was faster and slammed a few trunks ahead of the owners. As this demon came over the cars it took lawn chairs and tents, foam ice chests and paper bags. People near by and under the tents grabbed on to poles and anything else to keep debris from hitting the cars. The whole thing lasted perhaps two minutes if that long. When the excitement was over, you could see paper bags and other bits and pieces 500 to 600 feet in the air still twirling away. Show organizers got busy handing out trophies but not quick enough to beat the rain which came right after the flashes of lightening and booming thunder.

DSR entries were **2 Andersons, 1 Annis, 1 Bailey, 2 Cammons, 1 Finley, 1 Francis, 1 Grimes, 1 (L) Jordan, 2 Kaesers, 1 Martin, 1 Musgrove, 2 Nelsons, 2 Paquets and 2 Reids.** Visitors were G. Demetropulos, R. Jones, 2 Lowes, 2 Lunsfords, C. Pugh and M. Williamson.

Why does it never rain where you need and want it? Not a drop at my house when I got home!!

## Retreading

Since most of that oil is found in the tire casing that is reused in the retreading process, only seven gallons of oil are needed to retread that same tire. Retreading is great for the environment, but it also costs less. Last year, truckers bought 16 million retreads.

"Tires represent the third largest item in most trucking company operating budgets, right after labor and fuel costs. The lowest possible cost-per-mile can be achieved with a good tire mana-

gement program that includes the use of quality retreads," says Harvey Brodsky, managing director of TRIB. Retreads are not only cost-effective, but they are also dependable, reliable and safe. Retreads are used by truckers with scheduled delivery times, small package-delivery firms with guaranteed delivery times, on commercial and military jets, by most school bus operators and by emergency vehicles. Statistics compiled by the U.S. Department of Trans-

portation show that nearly all tires involved in any tire related accidents were under inflated.

"If, magically, all retreaded tires were removed from all vehicles on our highways today, the amount of rubber on the road would not significantly change tomorrow," said Brodsky.

This article was produced by News USA and copied from the Apr. 15, 1997 issue of *Gosport*, newsletter of the Pensacola Naval Air Station



## Get More Mileage From Your Tires

With proper care, today's tires last longer than ever before. Here are a few tips to follow to add years of performance

- Inflate your tires correctly. Underinflated tires will also affect your fuel economy and other safety factors.
- Check your air pressure monthly when tires are cool with an accurate air pressure gauge. Always check right before a long trip.
- Rotate your tires every 6,000 to 8,000 miles.
- Have the car's alignment checked twice a year, once in the spring and again in the fall.
- Inspect your tires for wear, cuts and bulges. Remove anything wedged between the treads. Uneven wear is caused by misalignment, improper balance or even suspension problems.
- Check the treads to see if a wear-indicator mark, usually a smooth band across the tire, is visible. If it is, it's time to replace that old tire.
- Buy the correct size tire. Never buy a smaller tire than what the tire manufacturer recommends.
- Avoid poor driving habits such as fast turns on curves and corners, driving over curbs and potholes, and too fast
- Don't spin your wheels if your car gets stuck. A free-spinning wheel can and will accelerate to very high speeds in seconds which can cause the tire to disintegrate or explode.

The above is copied from *Friend to Friend* Vol. 11, No. 1, published by the Bankers Life and Casualty Company.





## Historical Highlights

### 1912 Hupmobile

**Body Style:** Roadster **Model:** 32  
**Cylinders:** 4  
**Maker:** Hupp Motor Car Corp.  
 Detroit, MI and Cleveland, OH

Hupmobile introduced its first car in 1908 with four cylinders, 20 horsepower and a price tag of \$750. The company slogan was famous in its day: "The Smartest and Best Little Car Ever Marketed in America at Anything Like the Money". The model, a roadster, appeared only a few months after Ford bowed in. It was smaller and had pair-cast cylinders plus the conventional sliding-type gear box. This system offered on two widely-spaced ratios was not much of an improvement of Ford's pedal-controlled system. It was a racy looking machine; low in horsepower, built on a short wheelbase. By 1912, this was stretched out both in length and width, thus allowing for a full four-seater in the closed models. There are some who contend that the Hupp coupe of 1912 was the first car to use an all-steel body.

Robert C. Hupp worked as an engineer with Ford between 1905 and 1907, as well as having been an employee of the Olds Motor Works. He started in business for himself in 1908 as head of the Hupp Motor Car Company. In 1909 he produced a much improved roadster featuring a fuel gauge on the gasoline tank, two side and tail oil lamps, repair kit with tools and tire pump.

In 1911, Hupp left the company after a dispute with Charles Hastings, the real organizer and business brains behind the scenes. This type of conflict was commonplace among early auto companies, the technical enthusiasts versus the financial hard heads.

In 1913 Hupmobile introduced a three passenger coupe, followed over the years by numerous body types, both open and closed. A combination of the trend to lower priced cars, poor dealerships and difficulty in obtaining parts all contributed to the company's increasing problems in the 1930's. In 1941 Hupmobile ceased production.

**Ed. Note:** See previous issues on source and lack of information on author.

## 6th Annual Magic Carpet Car Show & Swap Meet

**Eddie & Susie Anderson, C. Bailey and B. L. Cammon** entered vehicles in this event Aug. 30 held in Pensacola, FL. Reports are that it was an extremely hot day with no shade and lots and lots of home cooking.



### Don't Forget!!

**Ann Rowell**, Door Prize Chairman for the Hooters Car Show, has asked that each family bring two door prizes to the September meeting. By getting them to her early she can get a better idea of how we stand with them. It can be anything that you would like to receive yourself. **Bob Hedberg** has volunteered to head the 50/50 Pot Committee and can use several members to help. There are still vacancies in some committees. If you are willing to work for just a few hours on Saturday, Oct. 25, please contact **Mike Williamson**, Car Show Chairman.

**Congratulations to Raymond & Sharon Cochran** on the arrival of 10 month old Emily Laura Fuxing Cochran. Also **congratulations to Jerry Finley** on winning Post-War Best of Show at the Edgewater Mall show. A great big **thank you** to **Larry Nelson** for volunteering to build the bookcase to store all of the books the club has acquired. Rumor has it that **Oct. 18** will be the date for the now-famous **Cammon gumbo outing**. The granddaughter of **Bill & Mickey Cox** was married on Sept. 20 here in Mobile. The **Hendersons**, the **Neeses** and the **Whighams**, are all out of town on vacation this month.

## LOUGH-KAESER

SARALAND — Shelton Road Baptist Church was the setting Sept. 6 for the wedding of Tara Lynn Kaeser and Troy Christopher Lough. The Rev. Gary Shockley officiated.

The bride is the daughter of John Kaeser and Shirley Shockley. The bridegroom is the son of Mr. and Mrs. James Lough.

Given in marriage by her father, the bride was attended by her sister, Tina Kaeser, as maid of honor. Christy McCammon of Creola also attended the bride.

J.C. Wade served as the bridegroom's best man. Groomsmen were Jason Middleton; Charles Brealand of Satsuma; and Jimmy Turley of Tampa.

A reception was held at the home of the bride's father. After a honeymoon cruise to the Bahamas, the couple will reside in Saraland.



Mrs. Lough

## Clubhouse Gets Spiffed Up for Sept. 21 Dedication

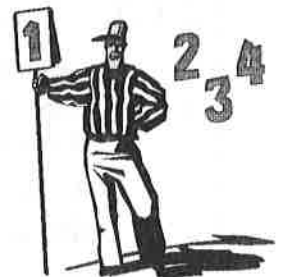
Carrying buckets, mops, papertowels and other cleaning supplies, DSR members attacked the grit and grime which came with the installation of the tile flooring in the addition to the clubhouse. Even the original portion of the building was scrubbed from top to bottom and some of the furniture was rearranged. When the 12 members who were there on Saturday morning, Sept. 13, left, everything sparkled and shined. Thanks to C. Bailey, G. Cammon, L. Crowdus, R. Jones, L. Nelson, 2 Paquets, A. Rowell, A. White, M. Williamson and 2 Youens for a job well done.



## DSR Scores 50 Yard TD...or the Grand "Re-opening" of Ladd Stadium

On Saturday evening, Sept. 13, ten vehicles with 18 members met at Ladd Stadium to assist with the ceremonies. On hand were 2 Annises, D. Breland, 2 (S) Hendersons, R. Jones, 2 Musgroves, 2 Neeses, 2 Paquets, 2 Rowells, 2 Whites and 2 Youens. Originally the plan was for the cars to carry the Mayor and the seven City Councilpersons. But then it was decided by the "powers that be" that it would be nice to include the six Directors of Ladd Stadium. Closer to the date, we were advised that two of the council members would not be attending. As it turned out only the Mayor, one Councilman and the stadium's six Directors rode in cars.

The last laugh was on DSR, however. As we entered the field, we were directed to drive upon the walkway directly in front of the stands, very close quarters for vehicles. When we reached the 50 yard line,



the cars were stopped, the doors opened so the riders could get out! We continued down the walkway and exited at the other end of the grandstand where it was necessary to make a hard left turn executed only by backing up and making a second attempt to get out. Adding insult to injury so to speak, all of the street entrances/exits had been barricaded closed and the only way to get out was to "jump" on and off the sidewalk in order to make our getaway.



A lady was telling her husband about the fine new automobile their neighbor was getting:  
 "What is the name of the car?"  
 "I can't remember, but it starts with T."  
 "That must be a Ford. All the others start with gasoline."

From the *Flat Tire* newsletter of the NKGK Region, Tom Bauer, Editor

## Everything You Wanted to Know About Modern Tires... But Didn't Know Who or What to Ask.

Howard V. Scotland, Jr.  
Safety Chairman

How many times have you looked at all of the writing on the sidewalls of the tires on your modern car, truck or trailer and wondered what it all meant. Perhaps you have wanted to know more technical data about the tires you planned to buy or the ones you already have. The simple diagram below provides the answers to most of your questions and is provided through the courtesy of Bridgestone-Firestone.

Breaking the Tire Code: Sample of Lettering/Meaning

### P215/65SR15

<b>P</b>	P=Passenger LT=Light Truck
<b>215</b>	millimeter width of tire LT tires in inches
<b>65</b>	Ratio of height to tread width (higher numbers mean smoother ride but sloppier handling. LT tires do not give ratio, but tire diameter in inches.
	The next letter indicates speed rating. This code applies to the tires maximum safe speed when properly inflated and in good condition
<b>S</b>	S= 112 mph    H = 130 mph T= 118mph    V = 149 mph U= 124 mph    Z = 150 plus mph.
<b>R</b>	Radial
<b>15</b>	Wheel diameter in inches

**I 89H** 89=89% of maximum load. The higher the I number, the more weight the tire can carry. Sidewall of tires is generally 2 plies tread Number of plies (layers) of material making up tire. 4 plies

**Treadware 220** How long the tread should last. Not specific to a certain number of miles, but a tire rated 220 should last twice as long as a tire rated 110.

**Traction A** How well the tire stops on wet roads in government tests. Best:A Worst:C

**Temperature A** How well the tire resists heat. Best:A Worst:C

**DOT MAL9ABC056** Final digits of manufacturer's code tell when the tire was made; 056 on this example means 5th week of '96. Rubber hardens with age; look for recent date of manufacture.





### Some New Auto-Related Web Sites to Visit

If you have a PC and an on-line service, here are a few places you might not have found yet. They provide some interesting and helpful information.

<http://www.mapquest.com>

What? Trip routing from virtually anywhere to anywhere, address to address.

<http://www.kbb.com>

What? Find out how the Blue Book got started, look up what your car or truck is worth.

<http://www.edmunds.com>

What? Automobile Buyer's Guides. Consumer advice since 1966. Tons of free information.

<http://www.spectrapremium.com>

What? Information on over 400 different fuel tanks and related products for most makes and models.

### Members Treated to Video of DSR Tours

What's a better way to spend a Sunday afternoon than watching a good video with friends? That is what 20 DSR folks did on Sept. 14. There were 20 of us who laughed and shed a tear or two while watching the one-hour tape that showed put together by Ray Haper. It was extremely well done with clips from TV shows and great music and audio effects. It was odd, however, how young some of the people in the movie were. Seeing some of the children who are now grown, some of whom are already of out college and working and some who are now married with families of their own. Enjoying the outing were **2 Andersons, C. Bailey, L. Crowds, G. Demetropulos, 2 Fews, 2 Harpers** (our hosts), **2 Lunsfords, 2 Musgroves, 2 Paquets, J. Reid, 2 Whites and 2 Youens.** Thanks to the Harpers for a very entertaining afternoon.

### It's Never Too Early to Start

Believe it or not, from Sept. 21 there are only 94 short shopping days until Christmas! Where has the year gone? Anyway, that's the bad news. The good news is that I have got some help for you and it doesn't matter which gender you are.

Ladies first, of course. Are you looking for just the right present for hubby? Why not get him a pair of DSR magnetic decals for displays, parades, etc? They can be ordered from Smitty's sign shop (661-1389 or 666-7600) for only \$26. They are red and white with our club logo on them.

Now, for you fellows who always seem to think you never know what to buy. Well, it just doesn't get any easier than this. The new AACA cookbook is hot off the press with no less than 329 pages of recipies plus more pages filled with household hints, measuring charts, and other good information. Our very own **Katherine Demetropulos** has her gumbo recipe on page 289! The price is a tiny little \$15 including posage. I have order forms and if you let me know you want one, I'll slip it to you at the next meeting or give me you money and I'll order it for you so your secret is safe.

### Remarks From the Nominating Committee Chairperson



Members of the Committee are working diligently to have a full slate of officers to present at the October 23 meeting. If you are asked to serve as an officer, chair a committee, etc., it is hoped you will accept this responsibility. Moving responsibility around helps with new ideas and keeps the club active. When you are contacted, please give serious consideration to serving YOUR club. It only take a few hours of your time each month. With YOUR participation, DSR can continue to grow and move forward..

**Jane Bruton**

## Happy Birthday to Radial Tires

This year the radial tire is 49 years old. It was first introduced in 1948 by George Michelin as a commercial tire.

The radial technical breakthrough brought the costly production change-over in the tire industry. In fact, more than 50 tire manufacturers went out of business or became bankrupt.

While the introduction of radials put turmoil into the industry, the tires found consumer acceptance for a few big reasons: (1) Doubled tread mileage; (2) At least 10% better fuel economy; (3) Better starting and stopping traction; and, (4) Probably another great factor was the improved handling and cornering.

The radial is so named because its reinforcing cords run at 90 degree angles to the wheel. Then, in order to keep the tire body from flattening under the load, a restraining belt is placed over the radial cords running around the tire and under the tread.

Again, as we say in the antique car business, nothing is really new. The first radial ply construction dates back to 1913 when the concept was first patented by Christian Hamilton Gray and Thomas Sloper of India Rubber, Butta Percha and Telegraph Works in Silvertown, England.

Further development of the radial tire was at a virtual standstill because of World War I. After the war, Michelin started the development of the tire and the French Car (Citroen) was the first to use the steel belted radial. Since this was patented, other European tire manufactures turned to textile belted radials which were superior to bias tires and less expensive to produce than steel belted radials. Pirelli took the lead in this area with its rayon belted radial.

In the 1960's Uniroyal followed Michelin's lead by developing a steel belted radial. Then, one by one, other European based tire manufacturers joined the move to the all steel radial.



But it wasn't until the 70's when radials received the blessing of Detroit automakers. This was mainly due to the fuel crisis in 1973 and regulations to increase fuel economy imposed by good old Uncle Sam.

Bias belted tires dominated as original equipment up to 1973 then faded very rapidly until today when virtually 100 % of the sales are for radials, except for temporary spares.

Coker Tire has available several new catalogs on tires and includes new additional sizes available in radials for your antique cars. Coker Tire is also planning on coming out with their own brand of radials in the near future.

However, a word to those wishing to enter their cars in competition for national AACA awards. Even though companies are introducing antique replacement tires in radials, AACA does not recognize them and they will be considered incorrect when judged at an AACA national Meet.

Excerpted from a program presented by Coker Tires to Earl Muir's Region in May 1997. Mr. Muir is AACA VP of Regions. The article appeared in the August 1997 *Rummage Box*.

### Editor's Notes

As you saw on the cover, this edition was called the "Tire-d Issue". There is no question the summer heat has taken its toll on all of us and we admit to being tired from a hot and busy summer. The *Sparkplug* staff has been on the road often this year with two of the major trips in July and August; logging a little over 3,000 miles on just those two. Hence, the word "tired". I was very fortunate to have some excellent material regarding tires to share with you. It is hoped you find it not only interesting, but helpful as well.



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**1965 Rambler Marlin 327 V-8,  
 Auto, Red & Black \$2500 Keith  
 Sanders 2323 Copter Rd.  
 Pensacola, FL (850) 478-3171**

Pair of slip-on extension mirrors to  
 fit 1988 and up GM or Dodge Pickups. \$20 for  
 pair. Buddy Paquet (334) 661-4009

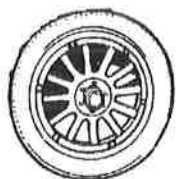
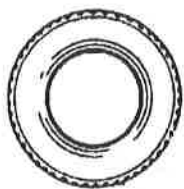
**16' Tri-Hull Boat with 115 Hp Mercury motor,  
 trailer. \$2500 Ray Donald (334) 666-9705**

# IMPORTANT DATES

1997

- Sept. 25 DSR Meeting at 7:30 PM in Clubhouse  
Sept. 27 9th Annual Mobile Bay Mustang Club's Regional Mustang & Ford Show at Sam's Club  
West side of I-65 between Cottage Hill Rd & Airport Blvd-Info (334) 675-7391
- Sept. 27 4th Annual MOPAR ONLY Show at Dalgo's Chrysler - Pascagoula, MS  
Info - Don (601) 872-0378
- Oct. 11 20th Annual New Orleans Antique Auto Show & Swap Meet - Boomtown Casino Westbank  
Info - Al Woodruff (504) 888-1710 or (504) 885-2712
- Oct. 8-10 **HERSHEY!!! 'Nuff said!**  
Oct. 9-12 Crusin' the Coast-Open event with free entertainment & drawings for registered entries  
Info-1-800-808-1188 or (601) 867-8811
- Oct. 23 DSR Meeting at 7:30 PM in Clubhouse  
Oct. 25 4th Annual Hooters Open Car Show to benefit United Cerebral Palsy and Bay Area Food Bank  
39 classes with 1st, 2nd, and 3rd places trophies in each class -Info (334) 666-3761
- Nov. 1 15th Annual Antique Car Show & Southwest Alabama Forestry Festival - Jackson, AL  
Contact Sara Smith (334) 246-4182 or Barbara Pulliam (334) 457-2339
- Nov. 1 7th Annual British Car Festival - Bellingrath Gardens - Mobile, AL  
Contact Jack Ross (334) 344-2471 or Mike Thomason (334) 343-0726
- Nov. 20 \*\*\*\*DSR Meeting in Clubhouse\*\*\*\*Note date change due to Thanksgiving holiday  
Nov. 23 DSR Thanksgiving Get-Together in Clubhouse coordinated by Al & Anna White

Deep South Region  
Antique Automobile Club of America  
4963 Freeway Lane  
Mobile, AL 36619-1716



The "Tire-d Issue"

