



GAS BUGGY GOSSIP



NORTH FLORIDA REGION AACA, JACKSONVILLE, FLORIDA

WEB SITE : NEFLAACA.ORG

JUNE 2023 VOLUME 45 NUMBER 6

June 8th at 11:00 AM. The location is Tom and Betty's Restaurant on Park Ave (US Hwy 17) just South of the Kingsley Ave intersection.

OFFICERS

PRESIDENT:
KEN LAWSON 509-5539

VICE PRESIDENT:
RICHARD WAGNER 860-8113

SECRETARY:
JOAN WAGNER 860-8113

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EDITOR:
RICHARD BENDETTI 631-2046

ACTIVITY/SUNSHINE

KRIS GEDDINGS

50/50

WOODY WITCZAK

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WOODY WITCZAK
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PREZ SEZ... WE HAVE A ROAD TRIP/GARAGE TOUR AND MUSEUM TOUR FOR OCTOBER, STILL IN THE PLANING STAGES. WE HAVE BRIEFLY DISCUSSED SAME THE LAST COUPLE OF MEETINGS. WE MAY RENT A VAN SO THAT WE CAN CARRY 10 -15 PEOPLE IN ONE VEHICLE. THE ITINERARY WOULD CONSIST OF A GARAGE TOUR AT NORM AND KATHY MASNEN'S HOME. NORM HEADS UP THE FLORIDA PACKARD CLUB; HE AND KATHY HAVE A COLLECTION OF EARLY BRASS ERA VEHICLES...BUICKS ; MODEL T'S; PACKARDS;FRANKLINS ETC...FROM THERE WE WILL HAVE LUNCH AND THEN VISIT THE TALLAHASSEE AUTOMOBILE MUSEUM BEFORE HEADING BACK TO JACKSONVILLE. TRIP DDURATION SHOULD BE IN THE 12-13 HOUR TIME FRAME. WE HAVE TWO DATES IN OCTOBER TO PICK FROM. FRIDAY THE 6 TH. OR FRIDAY THE 13 TH. WE WILL BE WORKING ON DETAILS AND PLANNING OVER THE NEXT TWO MONTHS. THIS SHOULD BE A FUN CLUB EVENT.

OTHER EVENTS....CAR SHOW JUNE 10 SACRED HEART CHURCH...FLYER ON LAST PAGE OF THIS NEWSLETTER...

GREAT RACE....JUNE 24 TH 2023 AT FRANCIS FIELD IN ST AUGUSTINE. 25 WEST CASTILLO DRIVE (THE OLD BALLFIELD) START 8 AM TO 1 PM...WE WILL DISCUSS AT THE MEETING.

BIRTHDAYS:

MARY VANATTA	JUNE 8
RICHARD BENDETTI	JUNE 18
LYNDA ORTH	JUNE 20

ANNIVERSARIES:

THE BECKERS	JUNE 11
THE McCRORYS	JUNE 16
THE DALYS	JUNE 26
THE DANIELS	JUNE 28 (IN MEMORIAM FOR JOEL)

AACA MINUTUES MAY 10, 2023 – SANDOLLR RESTAURANT

MEETING CALLED TO ORDER: Ken Lawson

PLEDGE: Jerry Johnson

MINUTES AS PUBLISHED IN NEWSLETTER: Motion to accept: Jim Orth, Seconded – Jerry Johnson

TREASURER’S REPORT: Ken Lawson, Bank Balance \$4,221.72 Accepted by all.

ATTENDANCE: 20

The following members attended:

The Dalys’, Bendettis’, Lawsons’, Jim Orth, Wagners’, McCrorys’, Johnsons’ Dee Scott, Sandy Wintz, Linda Crider, Dave Pinter, Easleys’, Dan Lyman.

BIRTHDAYS: Mary Ann Witzak, 5/18, Janice Bendetti, 5/25, Woody Witzak 5/31

SICK: George Bresslin is home and recovering, Gerry Geddings recovering.

OLD BUSINESS: Cruising to the Creek Show April 15, attended by Richard Wagner, Jim Orth, Jim & Judy McCrory, Rob Daly, and Ken Lawson. The McCrory’s 1950 Jeepster won a “Top Ten Antique Award!”. Congratulations!!

Tallahassee Trip: - We discussed doing this trip in the fall, possibly October. There were 7 people interested in riding in a rental van, and another 4 cars. 12 members interested. More discussion to follow.

Vendor List - Discussed putting together a list of vendors used by club members who do good work.

ARCHIVED CD – Rob Daly will try to locate.

NEW BUSINESS:

Moosehaven Car Show Saturday May 12.

First Coast Car Council Meets the First Tues of each month at Cross Creek Steakhouse.

They have decided to eliminate the Spring “Cruising to the Creek Show”

City of Green Cove Springs have car show 1st Sat of the Month 4:00 – 8:00 pm at the Plaza.

50/50 DRAWING : \$47.00 - \$23.50 to Sandy Wintz.

CAR STORY: JIM ORTH

SHOW & TELL: Ken Lawson brought a book dated 1915 about Ford Cars.

JUNE MEETING WILL BE AT TOM & BETTY’S - ORANGE PARK

Minutes submitted by Joan Wagner, Secretary.

Tires and Wheels

The following excerpts and formulas are from a WRSDC winter technical seminar.

Tires manufactured before 1964 were all manufactured with a 90% aspect ratio meaning the sidewall height was 90% of the section width. The size number was in inches and had a decimal point in it such as a common Studebaker size 6.70-15. This tire had a section width of 6.70" and a sidewall height of 6.03 (6.7 X .9 = 6.03). If you multiply the sidewall by 2 and add the rim diameter to the sum you get the tire outside diameter. 6.03 X 2 = 12.06 + 15 = 27.06" outside tire diameter. Tread width varied by brand but it was about 4.5" wide.

Starting about 1964 up into the 70s, most tires were made to an 80% aspect ratio. The decimal point was dropped from the size marking. A 775-15 was in reality 7.75-15 (the replacement for a 6.70-15). This tire is 7.75 section width and 80% aspect ratio. 7.75 X .8 = 6.2 X 2 = 12.4 + 15 = 27.4" outside tire diameter. Again tread width varied by brand on this size tire but it was about 5" wide. It was harder to measure because these tires with an 80% aspect ratio also got wrap around tread meaning the tread corners were rounded onto the sidewall, not squared off like the earlier version.

Around this same time as above (1964) tires were also made with letter designations in the size. The higher the letter the higher the load carrying capacity and the larger the size. These tires were made with aspect ratios of 78%, 70%, 60%, and 50%. The 775-15 from above was about equal to a F78-15. There was a lot of confusion and this sizing designa-

tion was dropped after about 10 years.

Sometime in the 70s metric size designations started to appear and it became the industry standard sometime in the 80s. The same criteria apply to tires with metric sizing. The first 3 numbers are the section width in millimeters. The next two numbers are the aspect ratio. Next is a letter denoting carcass construction type. "D" denotes diagonal bias ply, "B" denotes bias belted, and "R" denotes radial type. The last two numbers are the wheel size which is in inches. There is an optional prefix denoting type or class of vehicle the tire was designed for. "P" is for passenger car, LT is light truck, "T" is temporary spare, and ST is special trailer. The 6.70, 775, or F78 replacement is P205/75R15. 205MM X .03937 (converting metric to inch) = 8.07 (section width) X .75 (aspect ratio) = 6.05 X 2 = 12.1 + 15 = 27.1" tire diameter. Tread width varies by manufacturer but is about 5.5"

To calculate tire outside diameter

(Section width in inches) X (aspect ratio) X 2 (top and bottom of sidewall) + rim diameter.

To calculate revolutions per mile

Tire diameter X π (3.1416) = circumference in inches. Divide by 12 to get circumference in feet. Divide 5,280 (1 mile) by circumference in feet = revolutions per mile.

205/75R15 which is 27.1" calculates to

$$27.1 \times \pi = 85.14 / 12 = 7.095$$

$$5280 / 7.095 = 744.2 \text{ revolutions per mile.}$$

The 6.70-15 is 746 revolutions per mile.

The 775-15 is 736 revolutions per mile. Rim width should be equal to or slightly wider than tread width.

775-15 and later equivalent size tires should be used in 5" minimum wide wheels.

In 1965 Studebaker issued a service bulletin stating 15 X 5 wheels will be used on all new models to accommodate the use of wider 775 X 15 tires.

Radial tires must be installed on radial approved wheels or wheel failure and loss of control may occur.

Other tire sidewall information.

- The tire serial number DOT code lists the manufacturer code followed by four numbers in a box. The four numbers in the box are the week and the year of manufacture. 1017 would be the 10th week of 2017. 2014 would be the 20th week of 2014. This designation started about 1999.
- The traction rating is a letter designation. It could be AA, A, B, or C with "AA" being the best and "C" being the worst.
- Treadwear is a wear rating against a standard. The higher the three digit number, the longer a tire should last from wear out. A 400 wear rating tire will run more miles to wear out versus a 200 wear rated tire.
- **All (tire and auto) manufactures recommend inspecting tires at 5 years of age minimum and not using any tire older than 10 years old.**

Jim Pepper

Tire Design and Studebaker Wheels

I think we are all familiar with the tires that were available on Studebakers in 1964 and prior years. They were 6.45 or 6.70 X 15 bias ply tires with a square cornered tread measuring about four inches wide. Some Hawks used 7.10 X 15. The wheels of the day were 4 1/2 to 5 inches wide and were engineered with enough strength to meet the demands those tires could exert.

Fast forward to today. Contemporary tires are steel belted radials. The tread is made flat and stiff in order to maintain traction and reduce rolling resistance. The sidewalls do all the flexing. Today's tires have considerably greater road adhesion than those of 1964. What this means is that they have the ability to exert loads and stresses on stock wheels far exceeding their design strength.

Add in the fatigue factor of 50 years of use and we could be asking for trouble. During normal city use, this condition will seldom be a problem though with enough miles (cycles) could generate wheel cracks. A panic maneuver at freeway speeds can result in a catastrophic wheel failure. That could ruin your whole day, not to mention your car and yourself.

Radial approved wheels are manufactured with higher strength or thicker gage steel for the wheel ring and wheel center. The corner radii are a little larger and the bead angle is changed slightly. These revisions were made in order to maintain the proper safety margin under all conditions. Wheels are tested for radial, lateral, and impact loads. A predetermined load is exerted on a wheel and it is run for a number of cycles. This could be up to a million. After each test, the wheel can not exhibit any signs of cracking, fracture, deformation, and fatigue. A wheel that passes these tests is then approved for use.

The test criteria for radial approved wheels are dramatically different than that of old Studebaker wheels. What this all means is you should change wheels when you change to radial tires. Many people will tell you they have been using radials on their Studebaker wheels for years with no problem and that is true. I would bet that the average yearly miles put on our cars is under 5,000. Most of those miles are controlled easy driving. That is different than daily rush hour abuse.

The problem occurs when you decide to take a cross-country trip to a meet. **You are cruising along at 70**

mph, your car is loaded to the max with luggage and parts, and a truck cuts you off. You brake and swerve to avoid the collision and in doing so; **you fracture the wheel bead or pull the lugs through the wheel as the center fractures. This causes you to loose complete control and only the laws of physics determine where you end up and in what shape.**

We are all aware of the large amounts of money spent by auto manufacturers on recalls of possible faults or failures. This is the same situation. There is no guarantee that a failure will, in fact occur, but the possibility certainly exists. It is like buying auto insurance or carrying a fire extinguisher. You may never use it, but we buy this protection because of the possibilities and it is money well spent. The bottom line is, always mount radial tires on radial approved wheels.

Now the question is, what wheels to use? The most logical choice is the wheels from rear drive Chrysler products from 1974 on up. They share the same 5 on 4 1/2 diameter bolt circle and are made to use 3/4 hex lug nuts like on a Studebaker. They are made in widths from 5 to 7 inches. Some upscale cars had attractive aluminum wheels. Chrysler used 14-inch wheels on some models, so measure the diameter before you buy anything. The only drawback of these wheels is that a dog dish hubcap will not fit. Full wheel covers will be okay.

Another possibility is rear drive American Motors of the same years. Most of their cars used 14-inch wheels, but some Matadors and Ambassadors used 15-inch. They also used a 3/4 hex lug nut. I am not sure if a dog dish hubcap will fit these. Ford wheels of these same years with a 4 1/2 inch bolt circle will work, but you must use 13/16 hex lug nuts. Always bolt up a wheel and check it for fit and brake clearance before mounting tires on them. It may save you a lot of work. The size tire you use is up to you. A 195-75R15 is about the same width as an original tire, but is smaller in diameter. It will affect your final drive ratio. A 205-75R15 is the correct diameter, but wider. It will increase steering effort slightly. This won't be a problem on cars with power steering. In fact, the increased resistance can help dampen the pressure-induced shimmy on Bendix linkage type power steering systems.

I hope this clears up some of the confusion about tires and wheels.

Jim Pepper



THE GANG AT MOOSEHAVEN ON MAY 13
IT SEEMS WE ALWAYS MANAGE
THREE CLUB CARS AT THESE EVENTS !!!



WOODYISMS

June 14 is Flag Day. What we know fondly as the “Stars and Stripes” was adopted by the Continental Congress as the official American flag on June 14, 1777, in the midst of the Revolutionary War. Colonial troops fought under many different flags with various symbols—rattlesnakes, pine trees, and eagles—and slogans—“Don’t Tread on Me,” “Liberty or Death,” and “Conquer or Die,” to name a few.

June 14 is also the US Army Birthday. Join the celebration of the U.S. Army Birthday on June 14 as we remember its creation in 1775. The army originally consisted of volunteer soldiers with roots in the Continental Army — and was formed to fight the Revolutionary War under the command of General George Washington. Today, as the largest branch of the U.S. military, the proud men and women of the U.S. Army continue to provide peace and security for all of us.

June 18 is Father’s Day. Father’s Day celebrates and honors the men who have embraced the essential role of fatherhood. On this day, we also thank fathers and father figures (uncles, grandfathers) for the sacrifices they make, for embracing the responsibility of nurturing and raising children, and for their devotion to their families. Father’s Day is celebrated annually on the third Sunday in June in the United States, United Kingdom, Canada, India, and a number of other countries around the world.

June 19 or Juneteenth. On June 19, 1865, U.S. Maj. Gen. Gordon Granger delivered to the people of Galveston, Texas, General Order No. 3, which read, in part: “The people of Texas are informed that, in accordance with a proclamation from the Executive of the United States, all slaves are free. This involves an absolute equality of personal rights and rights of property between former masters and slaves, and the connection heretofore existing between them becomes that between employer and hired labor.” This day soon became known as “Juneteenth,” verbal shorthand for June 19. On June 17, 2021, U.S. President Joseph R. Biden signed into law the Juneteenth National Independence Act, which establishes June 19th as a federal holiday.

June 21 is the summer solstice. This day heralds the start of summer in the Northern Hemisphere. It’s the day with the most hours of daylight. In the Southern Hemisphere, winter begins at this time and has the fewest hours of daylight.

Now let’s look at the status of financial documents. First is Cash flow for the month of May. Little activity this month with only income activity. We received a total of \$78.00 this month consisting of \$24.50 which was the club’s portion of the 50/50 raffle and \$23.50 in donations which were provided by Sandy Wintz who was the winner of the 50/50 drawing and donated her winnings back to the club. Thank you Sandy. In addition, we received \$30.00 as reimbursement payments from members for name tags that were purchased for them.

Our Budget versus Actuals is tracking well as we approach the mid-point of the fiscal year. There are no significant variances that indicate we will not adhere to the established budget. The only variance that looks large is under Miscellaneous Expenses which contains our expenses for name tags that we receive reimbursement for under Name tag payments under Income. So, the variance there is offset by the income amount of \$80.00.

As of the June 1st we have \$4,299.72 available funds in our bank account.

Knights of Columbus

50/50
Prizes
Vendors



Hamburgers / Hotdogs
Soft Drinks
Blessing of the Cars

Father Maher Council 648

with

Hot Rods
Vintage / Classic

CATHOLIC

CHARITIES

Transforming Lives

Trucks / Jeeps
Imports
Trailer Parking Available



Inaugural Show and Shine
General Fund Raiser and Ukrainian Refugee Relief

June 10th, 2023
10:00am - 2:30pm

Gates Open @ 8am

For Mail In Donations
Father Maher Council 648
5752 Blanding Blvd
Jacksonville FL 32244

Sacred Heart Catholic Church

5752 Blanding Blvd
Jacksonville, FL 32244

\$25 Entry Includes Lunch For Car Owner

***Please Respect The Location**

4

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