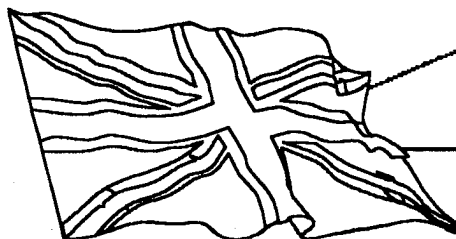
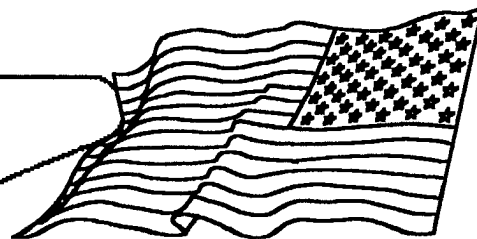
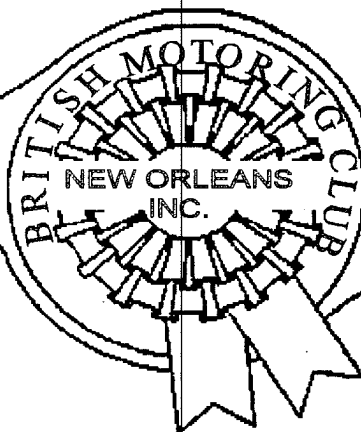


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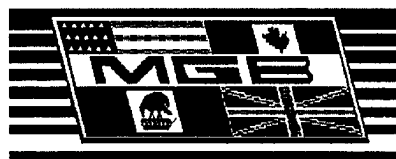
The MORRIS GAZETTE
A MONTHLY PUBLICATION
by Jim Jones



THE OFFICIAL NEWSLETTER
of the BRITISH MOTORING
CLUB - NEW ORLEANS, INC.

Dues Due: 02/28/97
James D. Jones
800 West 16th Avenue
Covington, LA 70433

JUNE 1996



North American MGB Registry Chapter

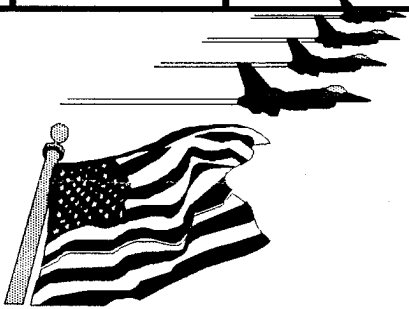
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JULY 1996

BMCNO EVENTS CALENDAR

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13 BUSH RUN
14	15	16 OFFICER'S MEETING	17	18	19	20
21	22	23	24	25	26	27 CAR DAY PARTY
28	29	30 GENERAL MEETING	31			

UPCOMING CLUB EVENTS



- JUNE 22
SONIC RUN – An evening cruise to the Sonic Drive-Inn Restaurant in Laplace, La. Southshore convoy leaving the Pickadilly parking lot in Metairie, Northshore convoy leaving the Office Depot parking lot at the Holiday Shopping Center, Covington (Hwy 190 north of I-12), both at 6:00 PM. Snowballs at Casey's on West Esplanade in Metairie will follow.
- JUNE 25
GENERAL MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. at 7:30 PM.
- JULY 13
BUSH RUN – A cruise to the Bush House of Seafood in Bush, La. All you can eat seafood buffet. Southshore convoy leaving the rear of the Lakeside Shopping Center in Metairie at 5:30 PM. Northshore convoy leaving Claiborne Hill Shopping Center in Covington at 6:30 PM.
- JULY 16
OFFICER'S MEETING – Bill Breithoff's place at 7:30 PM.
- JULY 27
APPRECIATION PARTY – "A Thank You" free pool party with free pizza in Mandeville, La. for those club members who worked the '96 Car Day. Call a club officer for more information.
- JULY 30
GENERAL MEETING – New Orleans Hamburger & Seafood Restaurant, 817 Veterans Memorial Blvd., Metairie, La. at 7:30 PM.

IN MY TRAVELS by Jim Jones

Cliff Hughes road with me in my Toyota Previa to the Swap Meet. I drove the van to the meet, because it is the only vehicle I own that can carry the large folding tables which I was transporting to the event. Cliff road with me, because it is the only vehicle, I own, which is air conditioned.

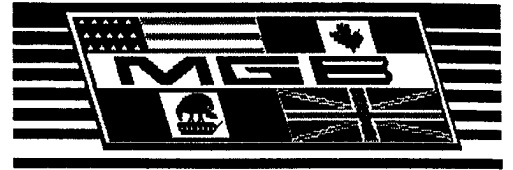
After the meet, Cliff left the spares and the oil filters that he had brought to the meet in my van. The next day, I was looking for something to do. I remembered that I had a used spin-on oil filter head for an "A" series engine. Not throwing away old parts does have advantages. The Morris Minor engine has the old canister type of oil filter assembly and I like the convenience of a spin-on filter. I located the oil filter head, no small feat in the cluttered 10' X 10' building which I call my work shed, and took it out to the van. I found two types of oil filters, one short and one long which would fit the spin-on oil filter head.

The installation of the spin-on filter head was easy and quite straight forward. The only modification to the engine was to remove the two long studs which mounted the canister type head and use two much shorter bolts with which to mount the after market spin-on type head. After some searching, I found two new bolts of the proper size, length, and thread in my crowded work shed. I chose the long spin-on filter to use on the Morris for there was ample room. My '64 MG 1100 with a '71 Austin America 1275 cc engine installed has a stock spin-on filter head, but must use the short oil filter as space is limited. The stock filter head still uses the long studs for mounting.

I will be more inclined now to change the filter at oil change time. But, now I have two wires which do nothing, The one for the clogged oil filter warning light which connected to the old oil filter head and the one for the oil pressure warning light as I have installed a lighted oil pressure gauge. Maybe later on, I will install a tee fitting in the oil pressure gauge line and reinstall the original electrical sending unit, there by, regaining a functioning oil pressure warning light.

Hydraulic units tend to self-destruct after being idle for twenty years or so. Such was the case with the units on my Morris Minor 1000. I rebuilt the master cylinder, honed it twice, but I will just have to bit the bullet and buy a new one. At the normal wallet destroying price, of course! It works, but not properly. The brakes were pulling to the right, so I decided to investigate. The Morris has front drum brakes and two wheel cylinders on each side. I found that the left hand front cylinder was bound up. No effort on my part enabled me to free it up and the other wheel cylinders were in really bad shape. I ordered all four cylinders (\$35 X 4) and a new set of shoes. I removed all the necessary parts, cleaned everything, and had the drums turned after ordering the replacement parts. When the new parts arrived, installation was neat and easy. Except for the shoes, they were the wrong ones. The part number that I ordered was correct, Mini Mania had correctly marked the box, and ABS had labeled the box correctly. But, inside the box was a set of front brake shoes for an early mini. Correct shape and all, but much to small. They will be sending me the proper shoes, but only after a few weeks. The old brake shoes had to be reinstalled temperately.

For the Schrantz's '64 Jaguar Mark II, the news is both good and bad. Peter Brauen has completely installed and evacuated the A/C. All the wiring has been replaced with a new hand made harness (just as made up by the American company which installed the system) and tested. All that is necessary now is inject the freon. The car is or was very close to completion. I say "was" because we ran the engine, tuned the carbs, and checked for any small leaks (the way British cars mark their spots), I found a number of large and small bits of old flat rubber under the car. Where did it come from? The 30 year old plus harmonic balancer's rubber packing was coming apart and out! O' well, better it happened with the car sitting in the garage than with it on the road. Several days later Mary D acquired a rebuilt balancer. Mike and I removed the old one and installed the rebuilt one. Mike, Mary D, Mimi (their daughter) and I all went for a drive through the subs showing off the dark blue Jaguar in the bright summer sunshine to envious neighbors.



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HOT FUELS AVAILABLE BY Mr. Goodspanner

Need high octane fuels or even leaded fuels? Daniel A. Kattan of Fuelman Performance Fuels says that he has them for sale. He has Sunoco, VP, Trick, UNOCAL 76, Turbo Blue, Racing Methanol, and NOS Refills in stock. These fuels cannot be not pumped into your vehicle, but will be sold by the gallon in metal containers of 5 gallons or more. Some of these fuels are not "Street Legal" and should be used with discretion. Performance lubricants by UNOCAL 76 are also available. Contact Mr. Kattan at 504-347-5500.

YOU ARE STILL IN CONTROL by Jim Jones

A lot of junk in the guise of quality merchandise has been pushed on us in the past few years. Many of us have accepted it as the norm. Most of it comes from China. The big retailers carry it to be competitive, but you are the one who get "screwed". If you buy cheap, you get cheap.

It is a big world out there and we tend to think that we have no influence over what we purchase. That is not true! Do not buy this trash! It may mean injury or your life! This is not a "Made in America" thing. This is a "Quality" and/or "Safety" thing.

This inferior merchandise is everywhere and it is distributed by companies who could care less about you. They even select company names which mimic the name of good American ones. They are cheats from the get go! The chrome plating peels off of their wrenches and cuts your hands. Their dies and taps are off specs and destroy your work. Their lifts fail causing damage and possible injury. I could go on and on! How you recognize this stuff? It is cheaper than it should be. Compare it to the price of known quality merchandise.

What can you do about it? Do buy it! Complain to the retailer, write letters. These methods work. Lower priced quality merchandise is available now on the American market. Let us get it on the shelves. There, I feel much better now.

OFFICERS FOR CALENDAR YEAR 1996

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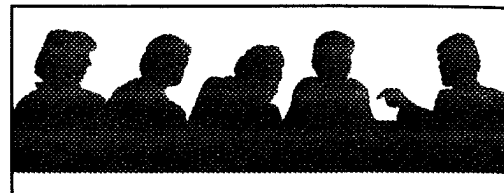
CAR CLUB DUES

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next MORRIS GAZETTE!

MINUTES of the GENERAL MEMBERSHIP MEETING by Jim Jones.

The general membership meeting was opened by club president Keith Vezina at 7:45 PM. Future meeting guest speakers were discussed. It was announced that Lafreniere Park donated four tickets for a local event to the club. The tickets were presented to the club two days before the event, making it impossible for club officers to properly award them to the general membership. I spoke on the Crayfish boil Event at Bouge Falaya Park in Covington. Floyd Friloux reported on the Gulf Coast Picnic Event. Bill Breithoff talked on the Longview Gardens event. Jimmie Brown brought in a TV and video player to share his 1996 Car Day tape with us. (See article) Keith related information on the various car shows. He also spoke on the Swap Meet Event, and the many coming events. A pool party is being set up for all the members who volunteered their time for the past Car Day. The Mardi Gras T's announced an event to be held on Sept 21 in the Baton Rouge area. The 50/50 was won by club member Roy Richardson at \$22.50. Keith closed the meeting at 8:30 PM.



CLUB REGALIA

BMCNO T-SHIRT \$ 7.00

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ORDER FROM CLUB TREASURER ANNE FRILOUX AT GENERAL MEETING.

MISUSE OF A TERM by Jim Jones

I could be in error. I know that you will correct me if I am. What is the difference between a "Roadster" and a "Convertible" automobile? In Friday's Times Picayune Automotive Marketing Section article "Quick Takes" by Jim Mateja, two cars are referred to as "Roasters". One is the Mercedes-Benz SLK and the other is the Porsche Boxer. Both are new cars and I am sure that both have roll up side windows.

I am of the opinion that only a two door drop top car with or without side (side screens) curtains can be called a "Roadster" and that if the car has roll up side windows it must be called a "Convertible". A TR3 is a roadster, a TR4 is a convertible. A MGA is a roadster, a MGB is a convertible. I do not know what to call a MM series Morris Minor drop top. The front side windows roll up and the rear side windows are (side screens) curtains. A "Roadverible"? (Have I coined a new word?)

It seems to me that many automotive writers today are not researching the terminology they use. If I make a mistake, it is no big deal for I an unpaid amateur. These people are professionals and get paid for what they do.

CITY BUSINESS ARTICLE by Jim Jones

Christi Daugherty of New Orleans City Business wrote a very extensive article about the British Motoring Club-New Orleans, Inc. and its member's British automobiles. Christi talked on the phone with many club members and used a number of their quotes in her article. Club president, Keith Vezina, had a photo of himself kneeling besides his MGB included. Thanks for the great write up, Christi.

BRITISH CARS & SPARES

'71 MG MIDGET – With Hard Top, White, Needs Attention.

Call Judge Steve J. Mortillaro at 504-838-4295 Work (Metairie, La.).

'67 TR4A IRS – Red, Knockoff Mini Mags, New Top & Interior (Extra Interior), '94 BMCNO Car Day 1st in Class. Call Pat Akins at 504-466-3745, leave message. (Metairie, La.)

'60 MORRIS MINOR 1000 - White, \$1000. Call Peter Brauen at 601-467-0519 for details.

SEAT FRAMES – Wanted '75 TR6, Most Any Condition if Usable. Call Ted at 504-885-7597. (Metairie, La.)

AMP GAUGE – Wanted Jager Type, To Fit Sunbeam Tiger.

Call Jim Kennedy at 601-798-5537 after dark. (Mississippi)

MG 1100 – For Sale 1098 cc engine block, crankshaft, & assoc. parts, rebuilt trans/diff unit. Front & rear suspension components for 1100/1300 & Austin America. Good bonnet, useable bumpers, etc. Call Jim Jones at 504-892-7774.

BOOT LID - For Sale MG Midget, New, Fits '61 to '79 Model, \$50. Call Spud at 601-467-8402. (Mississippi)

FOG LAMPS - For Sale Round Clear Fluted Lens in Chrome Housings, Lucas Replica supplied by Moss, Set of Two. \$100 for the Pair. Call Robert at 601-452-0003. (Mississippi)

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A GENEROUS OFFER

Club member Jimmie Brown, who is by trade a news photographer and cameraman for WWL Channel 4 Eye Witness News, recorded a video of our 1996 Car Day. Jimmie is willing to share his video with his fellow club members. Just give Jimmie a blank video tape at the general meeting with your name on the label and he will re-record his Car Day video onto your tape. What a deal! This offer should keep him busy for a while.

FREE!

W O O P S !

Mr. Goodspanner made a goof! In his article "Solutions to Engine Overheating", the length of the long neck thermostat was listed as 1-13/16". No, no, it is really 1-3/16". Sorry, guys and gals! Thanks to Peter Brauen for catching that one.

A GUIDED HISTORY OF MOTOR VEHICLE TIRES

by Albert Mroz repinted from "This Old Truck".

Contributed by club member Cliff Hughes

Until the discovery of vulcanized rubber, wheels were made of wood or metal, even stone, and the word "tire" referred to "attire". This was used to describe a wheel having an outer leather or metal hoop, Metal protected the wood. Leather softened the contact as it rolled.

Rubber changed all that. Vehicles could roll faster, quieter, and longer when what came between them and the tortuous surface of roads and cobblestones was a durable and pliable material, a cushion that wore gradually. That substance was rubber, but its useful qualities for tire application did not become apparent until many years after vulcanization was discovered.

The story of rubber goes back to the trade established with the Orient in the middle of the second millennium. For centuries, rubber was known in Europe as a gummy substance derived from the sap of rubber trees and rubber plants, such as Hevea Brasiliensis and Ficus Elastica. At That time, Brazil was a major producer. Later production shifted over to Asia and Africa.

Rubber treated with nitric acid was used to make shoes as early as 1836. This was the year that Edwin M. Roxberry of Massachusetts developed a calendaring machine, which applied rubber directly to fabric in a uniform coating without the use of solvents.

It was Charles Goodyear who discovered vulcanization by accident in 1839. Goodyear was a persevering inventor who believed that rubber could be cured or tanned much like leather. While adding different substances to a batch of rubber, a mixture of sulfur and rubber fell onto his hot kitchen stove. Goodyear left the spilled rubber to melt and congeal. When he did scrape up the rubber spill, he noticed that it was smooth, dry, and flexible. He placed it outside in the cold winter air overnight and was ecstatic the next morning to find it was not brittle, but fully flexible. The combination of heat and sulfur indeed cured the rubber, and "vulcanized" rubber was the term derived from the name of the Roman god of blacksmithing, Vulcan.

Charles Goodyear patented the vulcanizing process in 1844, but financial success completely eluded him. His experiments had cost him his savings, and perfecting the vulcanization process had sunk him deeper into debt. At one point, according to his book, Gum-Elastic and Its Varieties, he pawned his five children's school books, justifying his actions by stating that "the certainty of success warranted extreme measures of sacrifice". Instead, Goodyear was sent to debtor's prison, and when he died on 1860, his family was left with \$200,000 in bills and unpaid loans.

The patent for vulcanized rubber sat for ten years after Goodyear's death. In 1870, Benjamin Franklin Goodrich, who had been a Civil War surgeon, turned his attention to vulcanized rubber for use in medical applications and in industry. Goodrich had no problems persuading investors to help his company, the B. F. Goodrich Company of Akron, Ohio.

Cotton-covered rubber hose became the first best-selling product. By 1871, there were also rubber gaskets, jar rings, bottle stoppers, clothes wringer rollers, and also tires, among other products.

Invention of the inflatable rubber vehicle tire was a separate development that took place in England. Robert W. Thompson was experimenting with pneumatic tires for horse-drawn carriages.

His first tires were made from leather with an internal coating of natural rubber to create an air chamber. His patent was issued in England in 1845. In 1846, he was granted a patent in France, and in 1847, he received a United States patent. But, his efforts stalled and the pneumatic tire sat forgotten for decades.

In 1888, John Boyd Dunlop tested vehicles with solid and inflated rubber tires. He received a patent later that year, and investors poured in. In 1890, the Thompson patent was uncovered, and the discovery of this "prior art" resulted in Dunlop's patent becoming instantly insignificant. Within a few years, hundreds of companies sprang up to manufacture inflatable tires. These were intended only for the lightest application, which at the time was the bicycle. And servicing the "ruptured tire" was something Dunlop had overlooked. His tire was attached to the wheel with 70 bolts.

The first wire-bead tire was invented by Charles Kingston Welsh in 1890. Later that year, the design was refined by William Bartlett, who was first to obtain a patent on a detachable pneumatic tire. His design was called the "clincher", because bead wires would fit into a flange of the wheel. At this time, the Michelin brothers, Andre and Edouard, were already in the rubber and leather business. They patented a pneumatic tire in 1890. Their de-mountable tire was intended especially for bicycle wheels. That same year, another important advance in pneumatic tire design became available: the two way tire valve. It was invented by Charles H. Woods. The first Michelin automobile tire was introduced in 1895.

Meanwhile, in the United States the first inflatable tire was built by the B. F. Goodrich Company for Alexander Winton of Cleveland, Ohio. This was on a special order basis, and it was not until 1891 that a company by the name of New York Belting and Packing began manufacturing pneumatic tires for bicycles. Charles R. Flint bought this company while building up the Rubber Trust. After the enactment of antitrust laws at the turn of the century, the Rubber Trust became the United States Rubber Company, which would later absorb the Morgan and Wright Company of Detroit, Michigan in 1914. Up to that time, Morgan and Wright held about 70% of the bicycle tire market in America.

The rubber curing press, which allowed the molding of tread patterns and lettering directly in the tire during vulcanization, was invented by H. J. Doughty in 1896. Two years later, George H. Schrader invented the screw-in valve, which has been used up to the present day.

Harley-Davidson, Indian, and others began manufacturing motorcycles a few years into the new century, so a new market sprang up, and at the same time over 200 bicycle companies expanded into automobile manufacturing. One of the best known was the Gormully and Jeffery Manufacturing Company, which later became American Motors Corporation. The first "Rambler" was actually a bicycle.

Tires were originally reinforced with linen, then later with cotton. For more than a decade, they were the color of natural rubber-milky white. By 1904, it was discovered that adding carbon black to the rubber helped its structural integrity. This innovation was first accomplished by Sidney C. Mote in Silvertown, England. Another significant improvement took place in 1906 when George Oenslager of the Diamond Rubber Company discovered chemical accelerators for the curing time of rubber.

Tires for heavy-duty applications, including most truck and commercial vehicles, remained composed of solid rubber. Battery powered electric trucks benefited from the lower rolling resistance of very narrow hard rubber tires, and at that time heavy steam-powered trucks competed with internal combustion powered vehicles. Ten ton capacity trucks were available by the end of the century's first decade, but none could possibly use pneumatic tires. Another in a series of developmental milestones was the invention of the Banbury mixer in 1916. The Banbury mixer, which speeded up the manufacturing process dramatically, is still used today, much like a calendaring machine.

Hard rubber trunk tires were most commonly wire-held and later molded into a dovetail groove of the wheel. By 1917, the Goodrich hard rubber tire design had been greatly refined, but all hard rubber tires were well known for their lack of cushioning. According to A. W. Hays, founder of the Hays Trunk Museum, during World War I soldiers often had to wear kidney belts in order to be able to stand the endless jarring of a stiffly suspended F.W.D., Nash Quad or other early trucks.

In pneumatic tire development, a significant patent by Christian Hamilton Gray and Thomas Sloper in 1913 remained forgotten for decades. Their design used radial-ply construction, as opposed to the bias-ply that held on for many years, until Michelin introduced the Michelin X radial tire in 1948. Radial-ply construction was superior in tread life, rolling resistance, manufacturability, and allowed the addition of steel wire belting, which had been patented by Michelin in 1946.

Meanwhile, tire technology slowly improved, but it was the Goodyear Tire and Rubber Company of Akron, Ohio that embarked on an effort in 1920 to engineer a pneumatic tire for heavy-duty applications. The company had pneumatic tires for five ton capacity trucks at the end of World War I. Goodyear built several of its own six-wheel trucks to prove a point.

One of the first problems was the mismatch of the truck's cargo surface area and the loading dock. Goodyear used the tandem bogie design to reduce tire sizes to solve this problem. Automotive engineer, Ellis W. Templin, helped in the design of the Goodyear trucks.

In 1924, Harold Gray at B. F. Goodrich and Sidney M. Cadwell at United States Rubber Company were both credited with the discovery of antioxidants for use in rubber. This further advanced the strength and durability of tires, which were still known for their frequent punctures, ruptures, and blowouts. The flat tire was a regular occurrence at that time, just another one of life's headaches. At this time, Firestone introduced the balloon tire, a low pressure design which the industry emulated for many years.

The Goodyear tire truck promotional program ended by 1926 as truck operators realized the advantages of heavy-duty pneumatic tires. Kicking tires became a well known sight among truck drivers. With multiple tires at the rear of the truck, the driver could tell which tire was deflated by its solid "thud" sound, as opposed to the more "thunk" sound of an inflated tire. With only four tires on a vehicle, it would be easy to tell which tire was flat. Passenger car drivers did not understand the significance, and the notion of "tire kicking" became a sort of contemporary mythology.

Germany began developing the first synthetic rubber in 1931. Buna S was first developed by inventors Walter Bach and Eduard Tschunker. By 1933, Semperit of Austria introduced its first synthetic rubber tires.

Rayon was developed in 1931 in the U. S. It was the first man-made cord material, which was derived from wood pulp. The first rayon reinforced tires appeared in 1938. It was not until 1940 that the first American-made synthetic tires were introduced by B. F. Goodrich.

During World War II, an all out U. S. effort was made to develop synthetic rubber, which was just developed and would soon lead to the mass production of styrene butadiene rubber. The supply of natural rubber from Asia could not be relied upon, and by the end of the war synthetic rubber would replace natural rubber as the main source of material for vehicle tires. Further development in low temperature polymerization in 1948 by Carl S. Marvel of the University of Illinois led to the universal acceptance of styrene butadiene rubber (SBR) as the best material for vehicle tires to the present day.

For more than a decade nylon, which was developed in 1947, and rayon competed in the market place as the two materials most often used in tire ply reinforcement. But, nylon's tendency to flat-spot led to further development, and in 1962 polyester was developed. Polyester had the high strength of nylon but none of the cold distortion problems, and polyester remains as the main body-ply cord material in tires to date.

In 1965, Armstrong pioneered the bias-ply belted tire, which used lower cost manufacturing methods and equipment, but also offered the strength of fiberglass belting. Within a decade, however, the radial tire became the most common design for passenger cars and light trucks. The bias-ply tire has remained in use for many truck and trailer applications. Hard rubber tires are still used for rail, caster, and various industrial uses.

On-the-fly inflation and deflation capability, available on the AM General Hummer and other vehicles, as well as the Burns airless tire, represent the latest in tire technology. Tire cord reinforcement, belting, and rubber formulations for specific needs will continue to be a vast field of opportunity in a far reaching technology that most of us depend on for our transportation and safety.