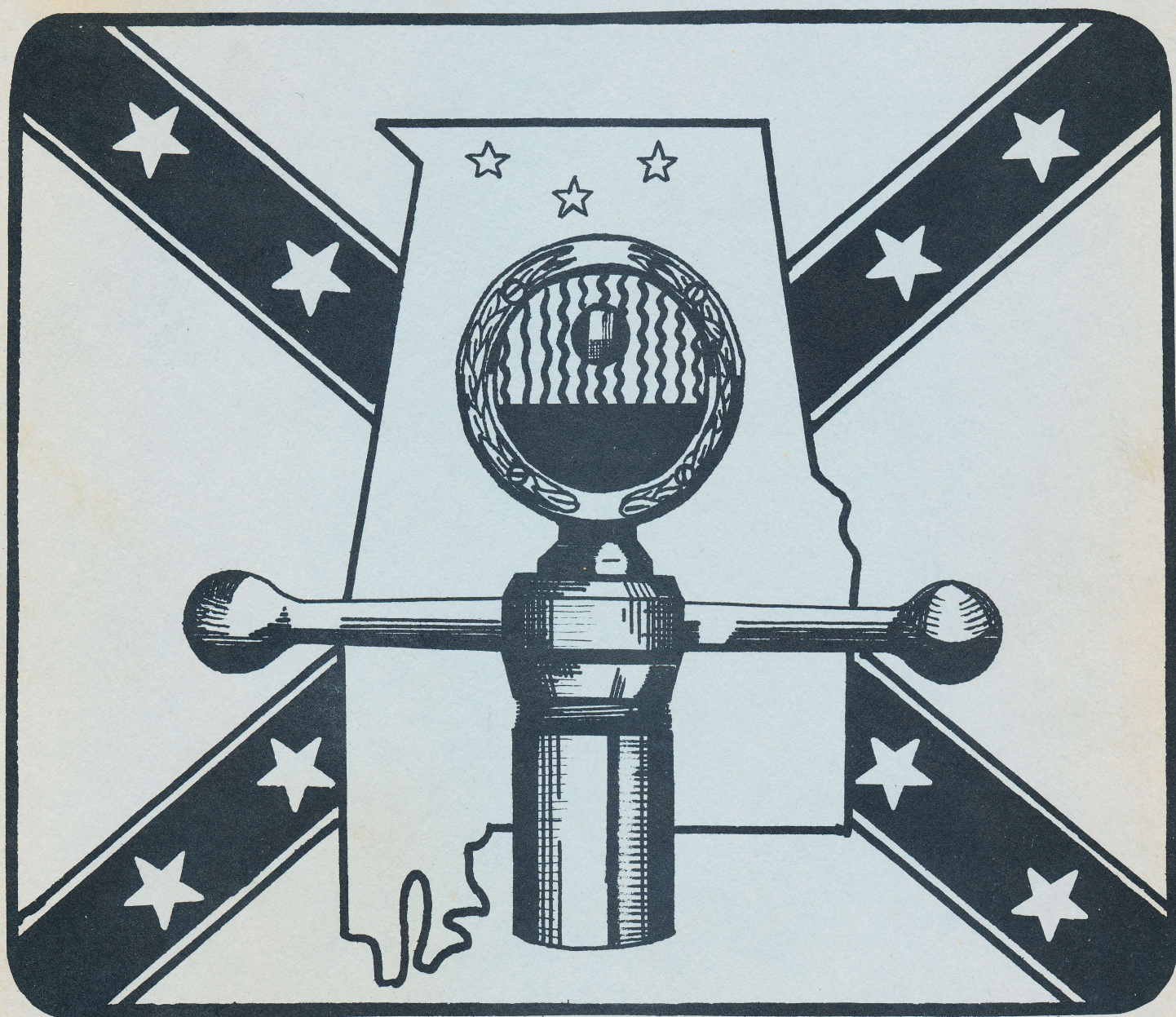


# AUTO ANTIQUARIAN NEWS



*From the heart of Dixie*  
**NORTH ALABAMA REGION**  
**A.A.C.A.**



## A U T O A N T I Q U A R I A N N E W S

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error.



## ANTIQUE AUTO MARKET TRENDS

by Gene George

Have you ever heard someone say that a specific car is overpriced? If the car actually sells at that price it's not really overpriced, but maybe your evaluation is outdated.

I divide cars into three very general classes; Sleepers, movers, and steadies.

I think a very good example of a sleeper is 1937-1942 Cadillacs. These cars are powered by a straight forward design flat head V-8. This engine was used until 1948. It is a sturdy powerful engine and parts are very easy to locate. Late thirty Cadillacs are classics and very well built, but now sell for about half the price of a comparable Packard or Lincoln. These cars will probably be selling right up there with the other classics in a few years.

There are several cars which I think will become much more valuable within the next few years. A good example is Pierce Arrow. All antique autos move up in value but I feel the sleepers will increase in price more rapidly. Buicks of all ages and early thirty Chrysler Airflows, and special interest Imperials fall in the line of the far off sleepers.

Since price is determined by supply and demand, sometimes interest is not completely based on rational evaluation. For example, the MK II Lincoln Continentals sold eight years ago for \$200-\$800. One year ago \$2500-\$4000 was their range, but now \$1600-\$3000 is more the bracket. They have made their move and will have to wait for a lot of interest to be redeveloped.

The best example of a mover I can think of is the senior thirty Packards. They were the sleepers for many years, but not any more. Packards will probably increase in price for several more years for they built large numbers of the high quality senior series cars. Edsels have become hot movers and are enjoying prices as high as \$5000.

The Model A Ford has enjoyed many years of being a prime mover. Their steady increasing price will slow down but never stop. The vast number of A Fords and their followers create an atmosphere of enthusiasm that will never dim.





LEONARD BROWN AND HIS 26 CHEVROLET



## LEONARD BROWN'S '26 CHEVROLET

by Gene George

Our feature car this month is a 1926 Chevrolet Superior Model K Coupe. The car is superbly painted green with black fenders. The striping on both the body and the wheels is done in a contrasting orange. This car's total restoration took just over a year to complete. This is amazing when you consider the pressing schedule Leonard undergoes. Leonard acquired the car in 1967 from a retired Chevrolet dealer in Winchester, Tenn. The '26 was traded in in 1946 and the dealer stored it for 21 years. Leonard believes he is the fourth owner of the car and it has never left Franklin county since new.

The restoration was done by very high standards as all of Mr. Brown's cars. On its first outing at Stone Mountain, it was declared "Best Antique". At Maggie Valley, N.C. it took a first place. Next it went to Pensacola, Fla. and took another first. At Red Bowling Springs, Tenn. it took a first and Leonard won the Doe Trophy for the best restored car of the year. Leonard had also won this trophy in 1967 with a Model A Sports Coupe.

Leonard expresses thanks to Ernie Cross and Herb Fulmer for the fine woodworking on the '26 Chevrolet. Mr. Charles Todd of Murfreesboro, Tenn. is given credit for engine parts and mechanical help. Mr. Tiny Grant of Winchester, Tenn. gets credit for the trim work. Leonard also expresses thanks to many friends who pitched in and helped from time to time on the car as it progressed in his shop.

Since Leonard's real specialty is body preparation and painting, I hope we can get him to write us an article on the dos and don'ts of quality laquer painting.



THE BROOKS STEVENS  
AUTOMOTIVE MUSEUM

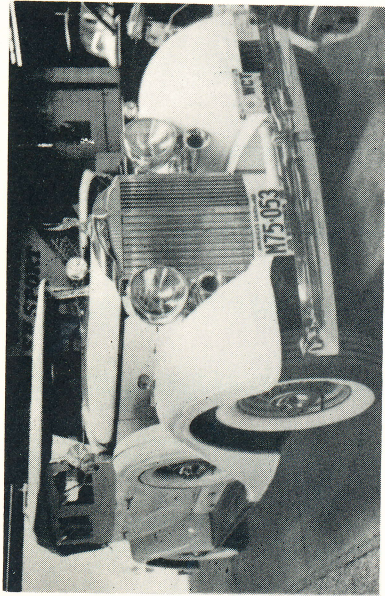
By

Dick Blazich

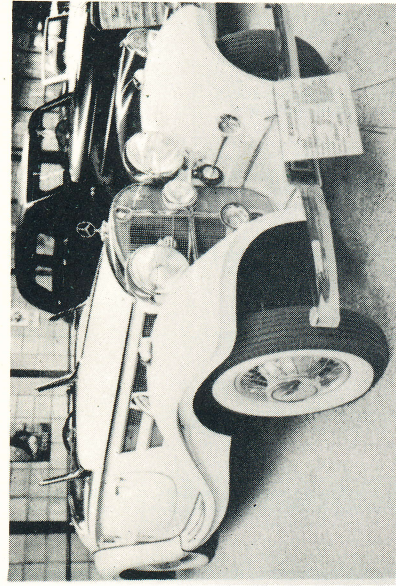
Located a few miles north of Milwaukee, behind an old 75 year old farm house, is the Brooks Stevens Automotive Museum. Mr. Stevens, a noted industrial designer, first became interested in automobiles at a very early age. His father, William Stevens, was a pioneer in the invention of the preselctive transmission of the early 20's. After graduation from Cornell University in 1933, he foresaw the future of automotive design evolving as a professional and aspired to one day become an automotive product designer. It was also about this time that he began his collection of classic cars. The collection began with a converted Cord Cabriolet and has in the thirty years of time since then, grown to around 90 vintage, classic, sports cars, prototypes, and special interest cars. He also, during this time, realized his dream as a automotive designer having designed for such companies as Willys-Overland, Kaiser-Fraser, Studebaker, and the Excalibur sports cars he built during the early 50's. Presently some of his accounts include Willys in Brazil, Evinrude outboard motors, Alpha Romero, several other European firms, and American Motors where he was instrumental in designing the AMX, Javelin, and the new Hornet. Along with his other automotive endeavors he also manufactures a limited number of Excalibur automobiles, 150 to be exact, through his company SS Automobiles Inc. The Excalibur, is a reasonable replica of the 1927-30 Mercedes Benz SSK. Since there were only 26 of these SSK's originally built, it makes it rather impossible for everyone who would like one to own one. So now for \$9-10,000 a person can own a car with all the classic styling of the SSK but with the modern chassis and drive, still constructed in the same tradition as the original SSK in that each car is custom built to the customer's own requirements.

When the collection of automobiles became too large, Mr. Stevens built a permanent display building to house all the cars. It was also his intention to display the cars to the general public. Finally in 1961, the Brooks Stevens Automotive Museum was officially opened and work is still being done to the grounds of the four acre site which includes a lake, a picnic area, and a research and development building. The operating hours of the museum are from 10-5 o'clock daily. After paying a nominal 75¢ admission and signing the guest register, a visitor is free to roam among some of the more famous automobiles of both this countries and foreign manufacturers. Such famous names as Stutz,

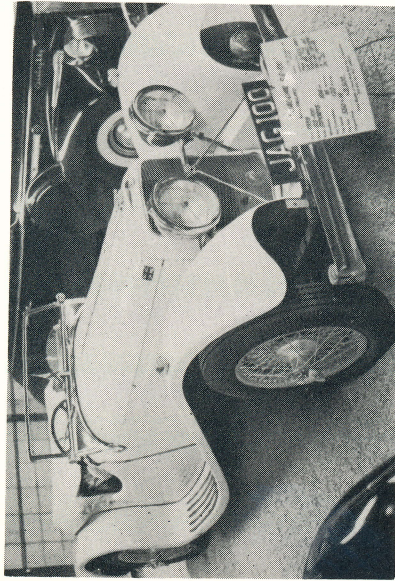
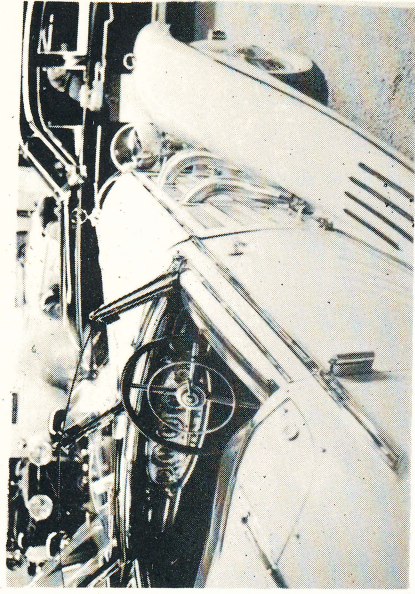




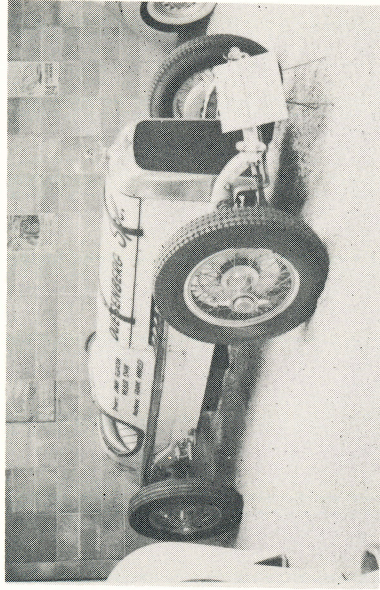
34 Packard



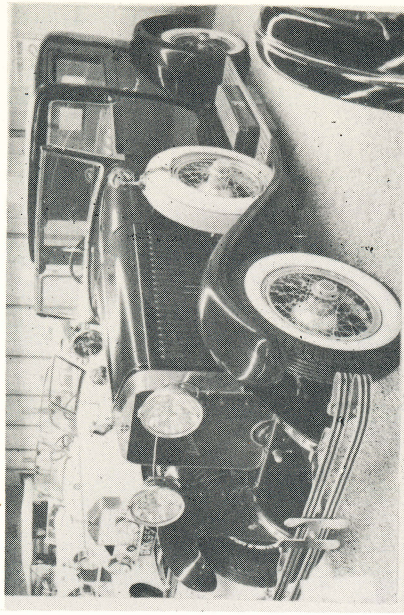
38 Mercedes Benz 540K



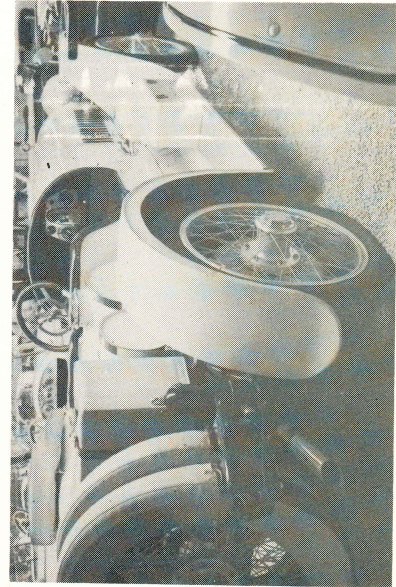
39 Jaguar SS-100



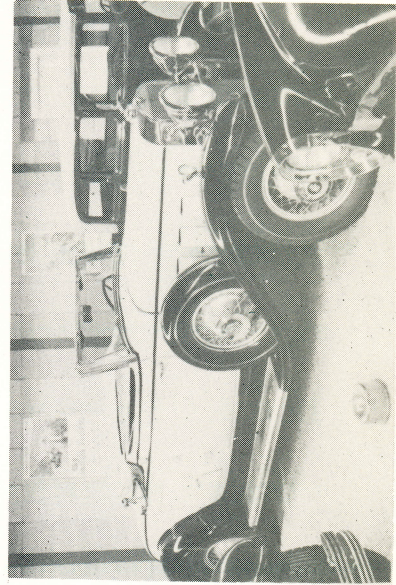
30 Duesenburg



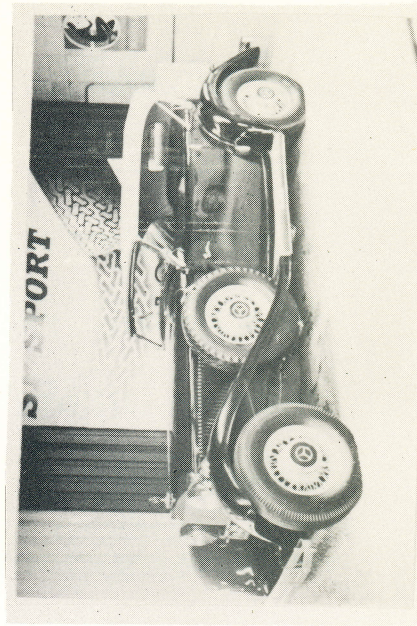
Hispano Suiza



33 Marmon



31 Cadillac



770K Mercedes Benz



Packard, Cord, Cadillac, Mercedes Benz, Hispano Suiza, Rolls Royce, and Alpha Romero to mention a few. Normally a curator is on hand to answer any questions and explain points of interest to the visitors. There are no ropes around the cars which helps add to the casual atmosphere of the museum. Not all the cars on display belong to Mr. Stevens, but are on loan from friends and local companies for use in the museum. Likewise, not all the cars are classic or vintage, but rather represent a cross-section of the automotive history between 1905 and the present. Some of the special interest vehicles include the last Kaiser to be manufactured, the last Fraser, various prototypes including a Rambler featuring dual cowl windshields, and a Marmon of 1933 vintage that cost a reported \$380,000 to develop and build. One rather unusual car is a 1935 Hoffman. This Volkswagen sized car was built in the U.S. and came equipped with a rear mounted X-8 engine. Some of the other cars on exhibit include a beautiful 1938 Mercedes Benz 540K which was one of the last to come out of Hitler's Germany, four Cords of which three are 1-29's, a 1939 Jaguar SS-100, five Packards, the earliest being a 1920 Twin-Six and including a 1941 Le Baron, a 1925 "baby" Rolls Royce once owned by King Alphonso of Spain, and a Hispano Suiza Towncar that cost \$18,000 new. Many early American makes are represented by such cars as a 1905 Cadillac which has been left in original condition, a 1910 Metz Daytona, a 1913 Buick Model 48 Touring, a Marmon Wasp Raceabout from 1914, a beautiful 1917 Stutz touring outfitted with a Stutz Speedway Engine, 1918 is represented by a very nice little old lady's Detroit Electric, and a 1919 Paige-Daytona Roadster that had a top speed of 121 m.p.h. There are actually many more cars than this on display in the main building, so many in fact that if you ever plan to visit the museum and take pictures it would be a good idea to take along a wide angle lense because the cars are placed very close together.

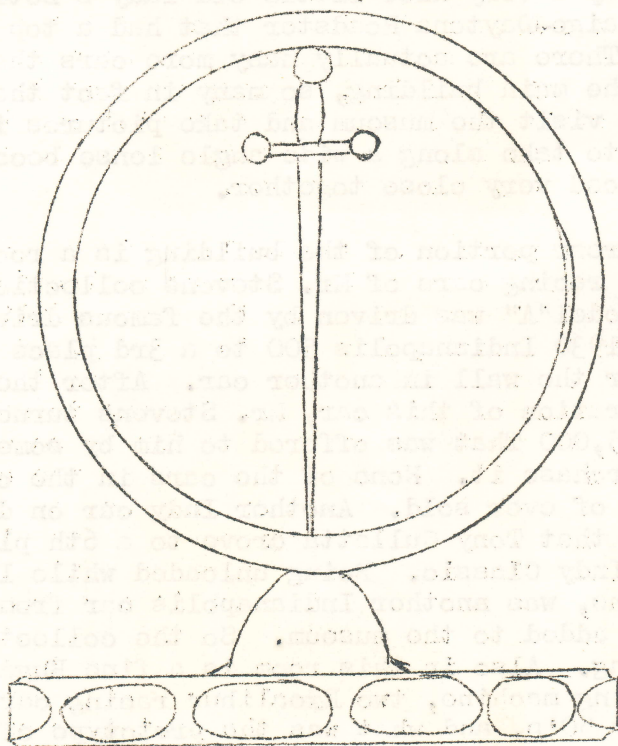
In the rear portion of the building is a room which contains the racing cars of Mr. Stevens collection. A Duesenberg Model "A" was driven by the famous driver, Wilbur Shaw in the 1930 Indianapolis 500 to a 3rd place after he had gone over the wall in another car. After the completion of the restoration of this car, Mr. Stevens turned down a check for \$25,000 that was offered to him by someone that wanted to purchase it. None of the cars in the collection are for sale or ever sold. Another Indy car on display is a Studebaker that Tony Cullatta drove to a 6th place finish in the 1933 Indy Classic. Being unloaded while I was talking to Mr. Stevens, was another Indianapolis car from the 40's that will be added to the museum. So the collection is always growing. Also in this room is a fine Bugatti Roadster roadracing machine, two Excalibur racing cars built during the early 50's, and what was the prototype of the Jim



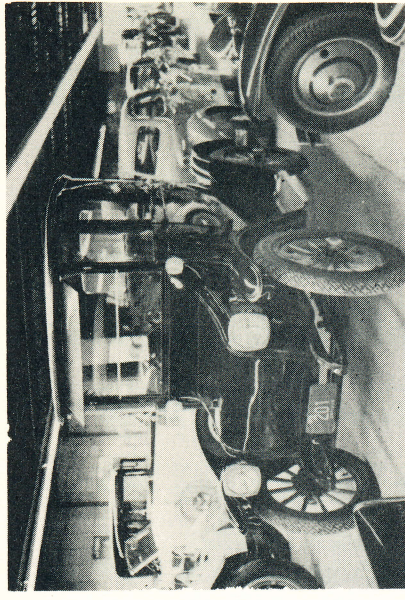
Hall transmissionless chaparel which was first developed and tested by David Stevens. One rather unique thing on display is not an automobile but a boat. The Heli-Boat is a boat with a helicopter prop on it that is driven by the outboard motor.

A very well equipped restoration shop is also located in the rear of the main exhibit building. Frank Newschwanger is the man responsible for the restoring and maintaining the automobiles to their original running condition. He has been doing this for more than 20 years for Mr. Stevens. Mr. Newschwanger said the average cost of restoration is around \$7,000, with the most expensive job costing \$18,000 to restore the 1919 Paige Daytona. His first restoration, a 1913 Buick, is still on display in the main exhibit area. In the shop while I was there, was a 1928 Mercedes Benz SS-180 Phaeton with starter gear troubles. This car once belonged to Al Jolson, the famous "Mammy" singer. To the left of it sat a 1929 Stutz Blackhawk in the beginning stages of being restored. One other feature in the shop is a group of 3 Studebaker prototypes automobiles which were designed in 1962 by Mr. Stevens for the production years of 1964-1966.

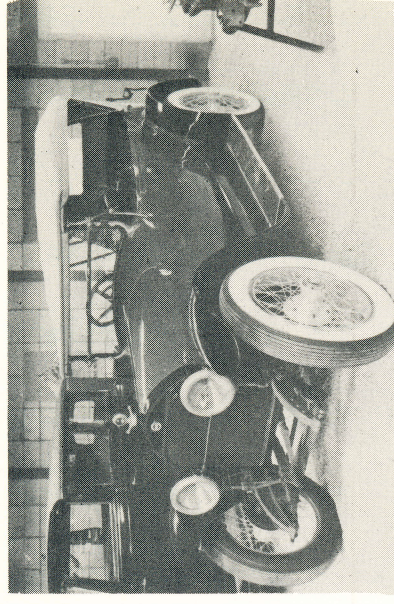
This completes a quick verbal tour of the museum and a little of the background of its creator, Brooks Stevens. As you can see a wide variety of cars are on display and will have something of interest for everybody. So if you are ever in the Milwaukee area make a point to stop and see this magnificent collection, it will well be worth the time.



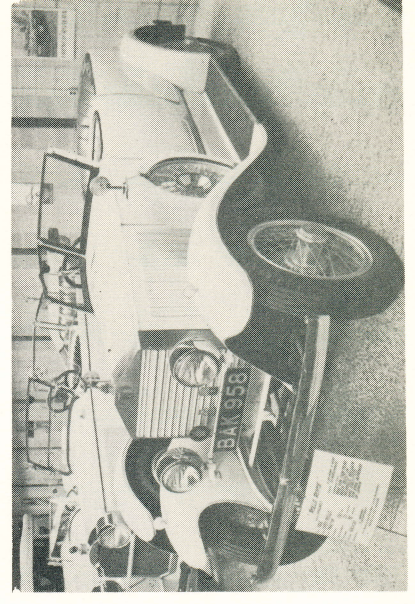




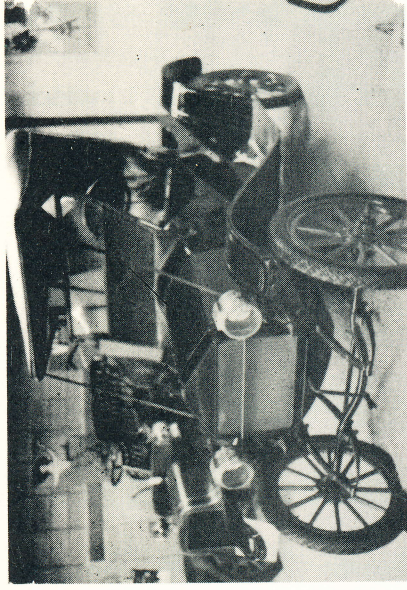
## Detroit Electric



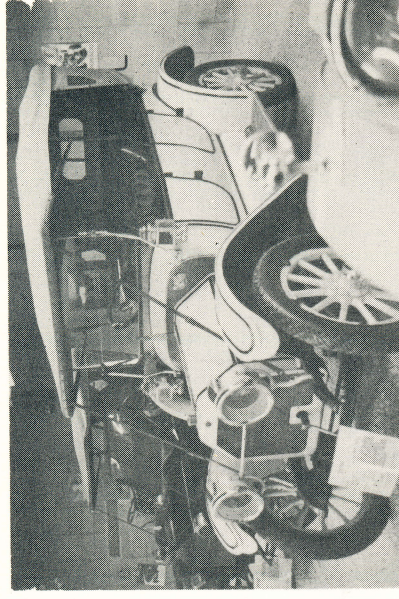
## 17 Stutz



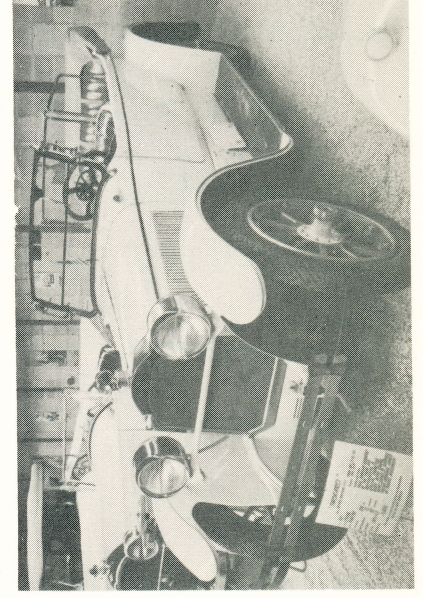
25 Rolls Royce



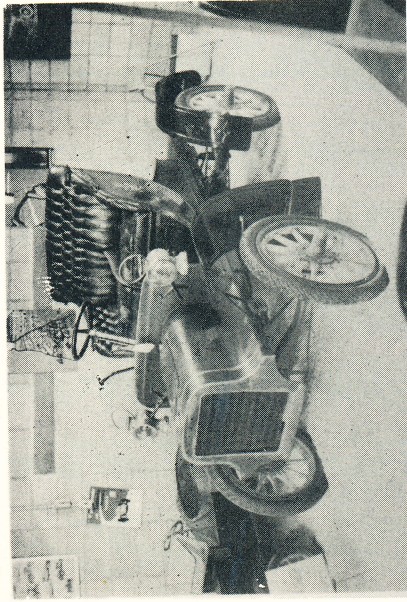
## 10 Metz



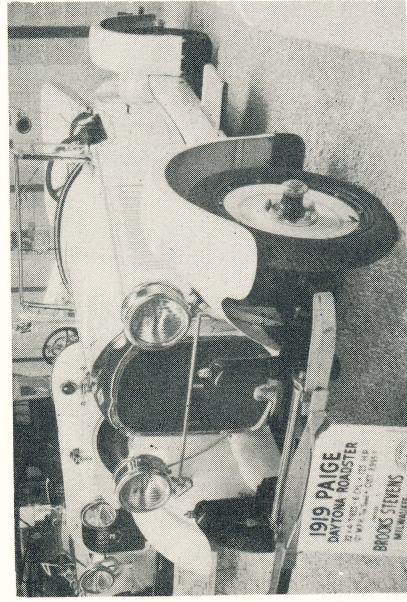
# 13 Buick



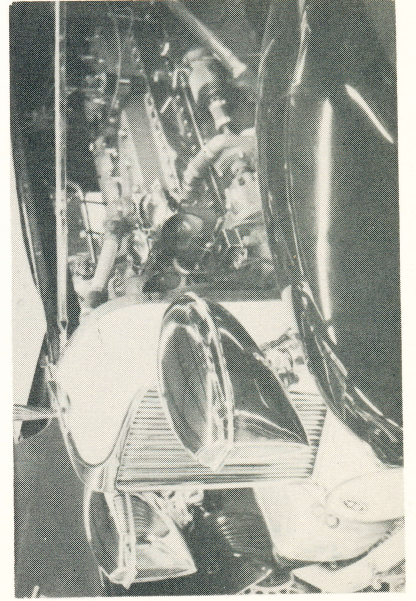
20 Packard



## 05 Cadillac



19 Paige - Daytona



L-29 Cord



FOR SALE

FOR SALE...1931 Chevrolet. L. E. Brooks. Decatur, Alabama.

\*\*The following ads, courtesy of the "Peachtree Parade".

FOR SALE...1931 Horch Convertible Sedan-Best reasonable offer. ALSO 1927 Buick Brougham Sedan, perfect condition, original. ALSO 1937 Ford coupe, original upholstery, real nice car. ALSO 1936 Packard Custom Body for hauling passengers, 6 wire spoke wheels, big front bumper, \$250. ALSO Completely enclosed Custom Car Trailer, \$1,500. Larry Bailey, 99 North Ave., Buford, Ga. 30518. Tel. 945-5463.

FOR SALE...Early 1928 2-Dr. Ford Sedan, \$450.00; four new w/w 17" tires, 525X550, \$100. Howard Nash, 755-1923

WANTED.....T-Model rear-end, small hub type or complete T-Model chassis and running gear. Howard Nash, 755-1923.

FOR SALE...1930 Ford 2-Dr. Sedan, completely restored. Brian Cooper, 435-8338

WANTED.....Ford C-Model block, standard. Jack Buffington, 284-2089.

FOR SALE...Early model V-8 Ford parts, new old stock. Mike Elias, 344-7543

FOR SALE...Starter-Generator, wheels with rims, hub caps and miscellaneous parts for 1925 Buick; 1928 Dodge hubcaps; universal set of snubbers for cars-1920's; Ford B-Model Water Pump; matched set 1938 Georgia license tags. Marc Wimberly, 941-8019.

WANTED.....Left fender skirt for 1955-56-57 T-Bird. Roy Nichols, 758-1754

FOR SALE...1954 Cadillac Eldorado Convertible, wire wheels, needs restoring, \$245; '27-28 Chevrolet engine, \$35; new old stock Rentz spark plugs for A's, T's and others, 75¢ each. Sid Konkle, 443-6330.

FOR SALE...1956 Lincoln Continental - 1918 Maxwell Touring. Marlyn Couch, 469-6505.

WANTED.....1936 metal transmission cover plate, 1 set of head-



(cont.)

lights & reflectors, cigarette lighter & receptacle,  
right rear roadster fender and any other parts for  
1936 Ford roadster. Fred Williamson, 451-9089.

WANTED....1925 and '28 License Tags. J. W. Yancey, 428-7656.

FOR SALE...One set almost new blackwall 650x16 tires; one new set  
6-ply narrow white walls, 650x16. Fred Williamson,  
451-9089.

LEAD.....Know where you can get good English cloth; also  
Have lead on 1926 Nash Touring, bad condition, party  
will give away to get carried off, Roy Wilson, 252-5990.

FOR SALE...Four new Demman tires, 650x16, wide white-walls, still  
in wrappers, 4 new tubes...all for \$140.00. Bill Bickers,  
974-4940.

FOR SALE...1937 plymouth 4-Dr. Sedan, good mechanical condition,  
reasonably priced. Larry Mayfield, 443-0057.

FOR SALE...1929 Ford Phaeton, 6 wheels, new top, side curtains, up-  
holdstery & paint; 1938 LaSalle Convertible Coupe, near  
mint condition, machanically perfect; 1938 Buick Road-  
master 4-Dr. Convertible sedan; side mounts, near mint  
restoration, machanically perfect. Must sell..Make offers.  
Bon Massell, office-522-7932 - home-435-0057,.

FOR SALE...1931 ford Model A Deluxe Coupe, fully restored with all  
the goodies, recently replated...READY TO GO! Make offer.  
Bob Garrison, 443-9267.

FOR SALE...1937 DeSoto Business Coupe, bought from 80 year old  
lady who bought it new; sound, runs and drives good;  
a good buy for \$695; ALSO, FOR the collector of  
good second hand cars, 1953 Chyrsler New Yorker;  
Immaculate inside and out; bought from original  
owner who retired it 3 years ago; carpets look new;  
upholdstery never been used-seat covers since new;  
service records with bills, owner's manual and tools;  
bill of sales and title; no dents; good paint and  
perfect chrome... a steal at \$895. Jack Stowe,  
1792 Twin Pines Dr., Macon, ga., Tel. 912-742-2797.

FOR SALE...DESPERATE!...(Must finish restoration of Packard)-  
1937 Ford 4-Dr. Convertible, unrestored, \$1,150;  
1929 Ford Touring, unrestored, \$2,000 with well  
fenders - \$1,700 plain; 1930 Roadster Ford Pickup,  
disassembled, \$1,800. Come and see - many miscel-  
laneous parts will be sold after cars are sold.  
Charlie Adams, 253-7525, 21 Camellia Cir., Nownan  
or 2836 Martin St., East Point, 761-0667



## ANTIQUE APPAREL

by  
Harriet Coble

Having been forewarned by the editor that cars of the '30's and their owners are very important, we spent some time researching this article to make certain that any off-hand remarks we made were historically correct.

Cars of the '30's enjoyed many of the safety features we know today and women's clothing also embodied such new items as lastex and zippers. Rayon and nylon became available and ladies who could afford them had different costumes for town, car, theatre, sports, travel and home.

As the range of styles available in automobiles became wider, so did the silhouette, no doubt to remind men what the female form was supposed to look like--the curvaceous Mae West.

And the '30's were daring! The early days brought backless bathing suits (with halter neckline used in both swim and evening wear), barelegged tennis players, and Sally Rand in a few feathers and a smile.

By 1938 fashion commentators announced that the American woman should be gloved, veiled and corseted. The slim waist and expanded skirts were later cut off by the necessities of the war. Schiaparelli presented eight-button kid boots for evening and a new color--shocking pink. She was also responsible for the ugly broad square padded shoulders on dresses and suits.

The skirt lengths hovered between midi (mid-calf) and maxi (full length). For the most part the waist remained where it should.

Ladies hats were small or non-existent in the '30's with headwear consisting only of veils. All types of shoes and boots were seen during the '30's with the introduction of the high slim spike heels replacing the wider Louis heel.

At the end of the 1920's men were wearing one-button single-breasted coats. Baggy trousers were pleated at the waistline. By the late 1930's the English suit with high two-button closing had been adopted.

Men stepped out in sportswear with gaucho and lumberjack shirts and the new low Oxford shoes.

Perhaps the foreshadowing of what was to come in



magnificent cars of the '30's was the Bugatti Royale, (the Type 41) which carried a prediction of its fate by using a white elephant as a radiator ornament. The wheel base was 14 feet 2 inches and its straight-8 engine went from three to 125 miles per hour. The bare chassis reportedly sold for from \$20,000 to \$30,000.

The Auburns, Cords and Duesenbergs died with the Depression problems by the late '30's, but not before the Model 810 Cord, boat-tailed Auburn roadster and fantastic J and SJ Duesys showed the world what exceptional engines and styling are.

The handsome classic Harley Earl-styled LaSalle made its impression on the early 1930's before the mid-30's economic slump caused the wheel base to be shortened from 134 to 119 inches and the car lost much of its prestige.

Buick came out with several firsts--the vacuum-operated clutch and rear coil springs. Cadillac introduced its lavish V-16 with Fleetwood body. Chevrolet pioneered with the first all-steel station wagon body and the Chrysler Airflow design appeared.

In the midst of the economic Depression, Rolls-Royce came out in 1936 with its fabulous Phantom III containing a V-12 engine and sporting independent front suspension. These cars were outfitted with rare woods, bars, and vanity sets--possibly the last truly great luxury cars ever built.

The '30's saw squarish bodies become rounded, and the chrome and frills of the earlier eras disappear. Whether it was styles in dress or styles in cars, they all seemed to lose their glamour by the end of the 1930's, saddened by the Depression and held back by the eventual world war.

We regret that the Wall Street crash of 1929 placed a holding hand on the imagination and determination of the engineers and stylists who made the cars of the late 1920's and early '30's the most exciting and desirable antiques and classics we have ever known.

Last of a series



## WHEELS AND TIRES

by Gene George

Few parts of the motor vehicle have undergone such extensive changes since its inception as the wheels. Most of the earliest cars had wood wheels, a type then in common use on horse drawn vehicles. Some were equipped with wire wheels which had been developed for bicycles a short time before. Neither type was entirely satisfactory. Wood wheels were rather heavy, and during extended dry spells, their spokes would dry out, shrink and come loose. Wire wheels in many cases were too light for the service and gave trouble from breaking of spokes or stripping of threads.

Ford Motor Company and Packard Motor Car Company for a number of years used a wire wheel of special design in which the spokes were welded to the hub and rim instead of threaded nipple type technique. Wire wheels have become impractical for passenger cars today since the small wheels used have such a short distance between hub and rim that any saving in weight due to the use of spokes is insignificant and does not warrant the higher production cost.

Following the horse drawn vehicle era, wheels of comparatively large diameter were used. One argument in favor of large wheels was that they would not drop so deeply in "pot" holes. For a long time passenger cars were equipped with wheels of from 32 to 36 inches in diameter. A few wheels were even 40 inches in diameter. Today wheels have rolling diameters ranging from about 25 to 30 inches. However, the diameter is now rarely used as a measure of wheel size instead the tire and rim sizes are given.

There were a number of reasons for the reduction of wheel diameters. The average was approximately 34 inches during the high pressure tire era to an average of 27 inches today. For example, it led to a lowering of the center of gravity of the car, which is conducive to greater safety and improved appearance. Lateral thrusts on the wheels due to



side skids impose less strain on the axle and axle shafts since the movement arm is shorter. With smaller wheels, less gear reduction is required, and with the same torque the rear axle torque is lower. This permits the use of lighter and cheaper drive and axle shafts. Finally and most important, the smaller the tire, the lower the production cost.

Today wheels are cold pressed of carbon steel and range from 13 to 15 inches. Cast wheels are popular on racing cars and with the speed set.

All highway vehicles now are equipped with pneumatic tires. Such tires are being manufactured in a number of different types for different classes of service. Most passenger cars today have tubless mounted tires for light duty. Trucks and race cars stick to the safer tube type. Again cost reduction wins over safety.

Three basic types of rims have been developed and widely used. First came the clincher rim, which is used together with a clincher cover having extensible beads. When the tire is inflated, the air pressure forces the beads firmly against the clincher, whereas when it is deflated, one of the beads can be pushed out of the clincher. Then it is stretched and pried over the rim so the cover can be removed from the wheel.

Next came the straight-side tire and rim or so-called split rim. The straight-side tire is made with inextensible beads having wire embedded in them.

The third type of tire, like the clincher, is mounted on a one piece rim, but unlike the clincher tire, it has non-extensible beads and is mounted on what is known as a drop-center rim. This type of tire and rim combination was developed by the Dunlop Rubber Company in England. It came into use in this country when the low-pressure or balloon type of tire was introduced during the middle twenties.

Early pneumatic tires were of what is now known as the high-pressure type. Recommended inflation pressures averaged



20 P.S.I. per inch of width, and 3 inch tire carried 60 P.S.I., and a 5 inch tire had 100 P.S.I. Modern 2 ply tires are inflated to about 5 P.S.I. per inch of width.

The two most important ratings of a tire are the load and maximum sustained speed. Tire manufacturers prefer to rate tires as premium, first line, etc. which of course means absolutely nothing. Passenger car tires range in load ratings from 600 pounds for a 5.00-13 to 1800 pounds for a 7.50-17 size tire. The load rating is the maximum weight a tire will carry and maintain the proper operating temperature. Standard ASA (Automobile Society of America) test conditions are maintained during the test (surface texture, temperature, altitude, etc.). The U.S. Government has specified that all tire manufacturers will put the load rating on their products in 1970.

Since autos are getting lighter, larger, and more powerful, it follows that the tires should be safer with the same load ratings and should have higher sustained speed ratings.

EXAMPLE:

CHEVROLET

|              | <u>1956</u>    | <u>1966</u>          |
|--------------|----------------|----------------------|
| Model        | "210" 2 door   | Chevelle "300" 2 dr. |
| Wheelbase    | 115 in.        | 115 in.              |
| Engine       | 265 cu. in. V8 | 328 cu. in. V8       |
| Power output | 205 h.p.       | 275 h.p.             |
| Weight       | 3725 lb.       | 3190 lb.             |
| Tire size    | 6.70-15        | 7.35-14              |

Racing has changed tires and wheels greatly in modern times. Tires are getting wider and smaller in diameter, new materials are being introduced and the basic construction is being questioned. Look first at the construction of a conventional modern tire: In both the traditional width and the newer wide-thread versions, layers of fabric called plies (made of rayon, nylon or polyester) crisscross the body of the tire at an angle of 30 to 38°. A two ply tire has only two layers of material, a four-ply tire has four layers, etc. The cross-ply or bias tire has strength and flexibility to



absorb bumps and road noise and to produce a soft quiet ride.

The design allows the tread to move from side to side while the car is rolling forward on the highway, causing a "scuffing" or "squirming" effect. This rubs the tread off the. As much as half of the total tread wear may be caused by this motion.

For thirty years another type of tire has been manufactured in Europe, this is the radial-ply tire. The body plies, usually rayon, run straight across from bead to bead. On top of the body plies, on the circumference of the tire, is a two- or four-ply belt of either steel wire or rayon. The result is a tire with rigid tread and flexible sidewalls. It lasts up to 100% longer than conventional cross-ply tires, has better handling characteristics and traction, run cooler, has lower rolling friction (which means better gasoline mileage), and is greatly resistant to road hazards.

Some manufacturers firmly believe radials are the tires of the future. They do have some built-in disadvantages: The cost is about 40% greater than for conventional tires of original-equipment quality. They have a rather harsh ride at speeds under 35 or 40 m.p.h. They tend to be somewhat noisy. They should be installed in sets of four or five.

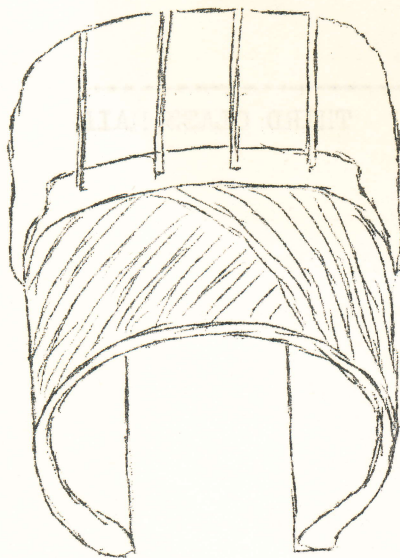
The other type of tire is new but is only a hybrid of the other two. The belted bias-ply tire has the bias-ply body for a conventional cross-ply tire and the circumferential belt of a radial.

In some belted bias-ply tires the ply material is rayon or nylon, but the material that is sweeping Detroit and Akron is polyester. The reasons for its popularity are comfort, strength, and cost. Polyester is regarded as stronger than rayon and just as comfortable. It is not as strong as nylon. The belt portion is made of fiber glass, which is stronger than any of these materials. It will not stretch and runs cool on the highways.

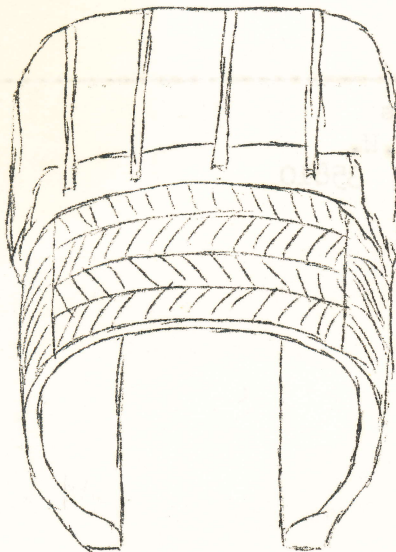
In the combination of polyester plies and fiber glass



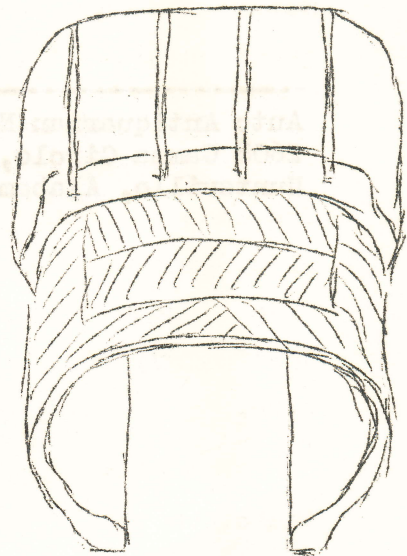
belt, manufacturers believe they have come up with a high profit compromise. The polyester is strong, cheap and still soaks up road shock. The fiber glass belt keeps the tread firmly in contact with the road. The results are a tire which combines the response to acceleration, braking, and cornering (especially on wet or slick roads) of a radial tire with the low cost of a cross-ply tire.



CROSS-PLY  
or BIAS



RADIAL



BIAS-BELTED



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