

Calculating MPG. Tires and speedometers in Vintage cars

Written by Double Dragon

Friday, 22 October 2010 20:52 - Last Updated Friday, 19 August 2016 16:48

CALCULATING YOUR MPG/ TIRES AND SPEEDOMETER READINGS IN VINTAGE CARS

oneownercollectorcar.com

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CALCULATING YOUR MILES PER GALLON

If you have a modern car chances are it has a trip computer which tracks your MPG. For those of you who lack a trip computer, or who wish to directly check the mileage for yourself here is the procedure.

Completely fill up your tank each time you get gas. Write the mileage from your odometer on the receipt that comes out of the pump. Some prefer to record the mileage and amount of gas in a log book. Some readers simply use their cell phone to take a photo of the odometer and the gas pump reading after fill-up. The cell phone automatically date stamps the image so the two numbers can be easily matched up.

Take the current mileage; subtract the previous mileage at the prior fill up to determine how far you went between fills. Divide the distance by the number of gallons printed on each pump receipt to get the miles per gallon. Canadian and European readers can convert this figure to L/100k by googling 'conversion' and finding an online site to convert MPG to metric.

True fanatics wanting more precision should use the same pump at the same gas station to ensure that the car sits on the same angle each fill up. This ensures that the 'shut off' happens

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at the same point. For exactness you need the same load distribution in the car, too. If you have a passenger and items in the trunk, and next time you don't, the angle of the gas tank changes which can alter the tank 'full' point. Obviously, some modern luxury cars have solved this issue with load leveling air suspension, but for most cars variable load distribution changes car angle. Use the same fill speed on the pump gun so that the automatic shut-off happens at the same level.

Below is a nifty little MPG 'computer' printed on the back of a Rand McNally 1975 San Francisco, CA map.

Tires, speedometers and MPG in Vintage cars

Aside from low mileage originals and cars using reproduction tires, most collector cars no longer ride on tires of the same configuration as the factory stock tires. Bias Ply tires have been phased out on autos for decades now. Even truck and heavy machinery tires have switched to radial design. Advances in handling technology have led the change in affect standard wheel diameters and widths on modern cars. New cars have wheels that are gigantic compared to the 1960s. These large wheels have increased in tandem with diminished tire profiles.

Tires had tall sidewalls back in the 1960s: about 78 to 82% of the width. As tires moved towards 'low profile', the 78 series tires (78% as tall as wide) became the norm for passenger cars. The 70 series tires were considered performance tires, with names like 'Wide Oval'. 15 inch diameter rims were rarities seen only on Hemi Cars or heavy full size cars. 14 inches was pretty universal and 13 inches was still common on smaller cars. Pontiac's original compact Tempest and the tiny VW Bug were two exceptions to this rule, both running with 15 inch wheels. Rim widths of 4, 5 or 6 inches were normal back in the 1960s.

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custom wide tread

the new Polyglas[®] tire for double the mileage.

A NEW CONCEPT IN THE TIRE INDUSTRY

- the superior mileage of fiberglass belted construction
- the riding quality of bias angle polyester cords
- an improved Tufsyn Rubber traction compound
- all 3 combine in one great new 70 series tire

GOODYEAR

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THE INSIDE STORY

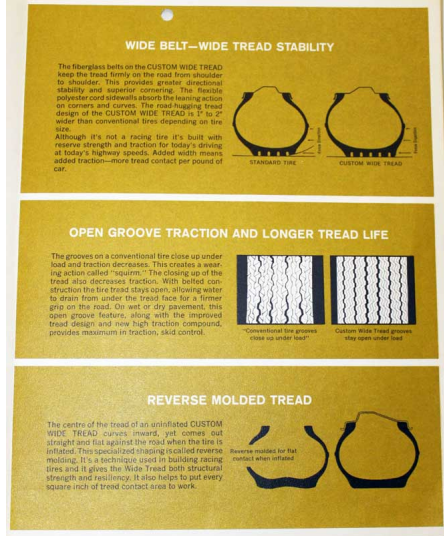
FIBERGLASS CORD BELT
 Found for pounds, fiberglass is stronger than steel. The fiberglass belt in the CUSTOM WIDE TREAD is bonded to the underside of an improved tread, holding the full width of the tread against the road, even at high speeds as proven by race track testing up to 130 M.P.H. New belted fiberglass construction, combined with improved tread design, gives up to 100% longer mileage.

GIANT-SIZE BIAS ANGLE POLYESTER CORD BODY
 Around the sidewalls and under the fiberglass belt there are plies of polyester cord on a bias angle giving maximum shock absorption quality. The smoothness of rays and the strength of nylon are present in the polyester cord developed exclusively by Goodyear.

TUFSYN RUBBER—IMPROVED WITH A NEW TRACTION COMPOUND
 Tufsyn rubber—the toughest rubber ever put into tires by Goodyear—has been improved by a new high traction compound that delivers up to 14% greater wet traction than previous standard compounds. Result: Tufsyn rubber's greater wet traction, faster pickup, faster stops and improved skid control.

A GIANT STEP IN TIRE DEVELOPMENT
 The Custom Wide Tread combines polyester cord, bias plies, fiberglass cord belt, high-traction tread compound and the new wide construction in one great tire with superior styling—counter-striped sidewalls. Red one side white the other.

Goodyear's new Polyglas[®] tire.
 —GIVES UP TO DOUBLE THE MILEAGE!



WIDE BELT—WIDE TREAD STABILITY

The fiberglass belts on the CUSTOM WIDE TREAD keep the tread firmly on the road from shoulder to shoulder. This provides greater directional stability and superior cornering. The flexible polyester cord sidewalls absorb the steering action on corners and curves. The road-hugging tread design of the CUSTOM WIDE TREAD is 1" to 2" wider than conventional tires depending on tire size.

Although it's not a racing tire it's built with reserve strength and traction for today's driving at today's highway speeds. Added width means added traction—more tread contact per pound of car.

OPEN GROOVE TRACTION AND LONGER TREAD LIFE

The grooves on a conventional tire close up under load and traction decreases. This creates a wearing action called "wear-in." The closing up of the tread also decreases traction. With belted construction the tire tread stays open, allowing water to drain from under the tread face for a firmer grip on the road. On wet or dry pavement, this open groove feature, along with the improved tread design and new high traction compound, provides maximum in traction, skid control.

REVERSE MOLDED TREAD

The centre of the tread of an unsplittable CUSTOM WIDE TREAD curves inward, yet comes out straight and flat against the road when the tire is inflated. This special molding is called reverse molding. It's a technique used in building racing tires and it gives the Wide Tread both structural strength and resiliency. It also helps to put every square inch of tread contact area to work.

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custom wide tread
ENGINEERING DATA

| Tire | Rim Width | Load #24 P.S.F. | Max. SG | Max. CG | Tread Width | Rev. Per Mile | SLR |
|--------|-----------|-----------------|---------|---------|-------------|---------------|-------|
| D70-14 | 5½ | 1120 | 7.85 | 25.32 | 6.20 | 818 | 11.67 |
| E70-14 | 5½ | 1190 | 8.05 | 25.76 | 6.42 | 807 | 11.86 |
| F70-14 | 5½ | 1280 | 8.30 | 26.24 | 6.70 | 793 | 12.05 |
| G70-14 | 6 | 1380 | 8.75 | 26.88 | 6.96 | 779 | 12.32 |
| H70-14 | 6 | 1510 | 9.10 | 27.50 | 7.35 | 759 | 12.57 |
| E70-15 | 6 | 1190 | 8.10 | 26.40 | 6.24 | 786 | 12.10 |
| F70-15 | 6 | 1280 | 8.35 | 26.92 | 6.52 | 771 | 12.43 |
| G70-15 | 6 | 1380 | 8.60 | 27.46 | 6.81 | 756 | 12.64 |
| H70-15 | 6 | 1510 | 8.95 | 28.10 | 7.20 | 738 | 12.91 |

GRAND PRIX LOOK—HIGH PERFORMANCE HANDLING
This is the newest member of the Wide Tread family, with everything the Wide Treads have—and more! It is a "70 series" tire—meaning that its average height is 70% of its width. It is up to 2" wider than conventional tires, and it sports a robust 7 rolling ribs, 6 traction grooves. It has the look of a Grand Prix racing tire, and it is made with Tuflyn rubber in a new high-traction compound. It is an ideal combination that delivers tread stamina, long mileage, muscular strength, and up to 17% more traction than previous construction compound combinations. It's a big step beyond all other Wide Tread tires—with two stronger-than-steel fiberglass belts that add wear, a new compound for added traction and skid control... plus handling characteristics that are impossible to obtain with conventional construction. Add the strength and stability of triple-tempered 3 T polyester cord in the bias angle plies and the Custom Wide Tread sets a new standard for all types of high performance tires.

RECOMMENDED USAGE
Custom Wide Tread tires are "low profile" tires with a wide cross section. Handling characteristics of belted tires are so different from conventional designs that use of these tires and conventional tires on the same vehicle is not recommended. It is suggested that Custom Wide Tread tires be installed on all 4 wheels. The spare tire and wheel should also be of the same design, i.e., Custom Wide Tread tire and conforming rim.

THE GOODYEAR TIRE & RUBBER COMPANY OF CANADA, LIMITED
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