



Seaway Cruisers Classic Car Club

January 2017

News letter



This is a new ornament Sandy bought from Avon for Christmas 2016. Do you have vehicle ornaments you might like to show and tell at a meeting next fall?



From the President

John Miller III

Happy New Year Cruisers

The January meeting will be on Sunday, January 22 at the Ogdensburg Moose Lodge at 6 p.m.

Sandy has asked me if we can have a "show and tell" about automotive trading cards. Do you have any? I have part of a set from the Long Island Automotive Museum, I went there in the 1960's. I have some cards that came with Johnny Lightening toy cars.

I have a lot of cards from the Atlas Editions Classic Cars Collection, they are a larger size with great photos and a lot of information on the back.

So, if you have any trading cards bring them to the meeting for "show and tell".

With a new year comes a reminder that your 2017 membership dues should be paid, still only \$12.00.

I hope to see you Sunday, January 22 at the Ogdensburg Moose at 6:00 p.m.

Happy New Year,

John Miller III

From the Secretary

Brandon Baldwin

Some of the students at SUNY Canton Automotive are Matchbox/Hotwheels car collectors like some of the Seaway Cruisers. They would like to participate in that part. How can we do that?

March 23rd looks like the evening for the Valve Cover Races at SUNY Canton this year.

The Seaway Cruisers park bench that normally sits at the Gas Station at the Madrid Gas & Steam Engine Museum is still at my house wanting someone to restore it.

Frank Howie is in the Riverledge Nursing home in Ogdensburg and needs us to visit him.



Submission Deadline

Jan. 27, 2017 for February

Seaway Cruisers Classic Car Club, Inc.

~ Established 1986 ~

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Ask a Tech: Tires

By Brandon Baldwin

Tires! The most important part of your car.

The tires are responsible for holding the car up, getting traction to the ground for "go" and getting traction to the ground for the "whoow". They change the way we can go around turns, or not. They even change the look. Wide tires makes the car look sporty, while skinny ones make it look like it is either classic or ready for winter.

Speaking of ready for winter, it's the pounds per square inch that makes one tire better than another in the snow. You want the tire to have thinner contact patch to cut through the snow to the pavement. Some people say they want "pizza cutters" for snow tires. Snow tires are easy to identify with the small "snowflake symbol" on the side of the tire and many, many small cuts in the tread called "sipes." These "sipes" are what grip to the imperfections in the ice as they bend over to conform to the surface. Most snow tires are even made of a different compound than summer tires. That's why they wear so quickly if you run them in the summer. There are some all-season tires that work rather well in the snow as they have a small block design or many sipes, but nothing works as well as dedicated snow tires. In fact, the best method is all 4 snow tires. Historically people have mounted snow tires just to the drive wheels, but this results in impredicable steerability or stability. Stability is the greater of the two. Ever have the rear end come around when you weren't trying to? That's lost stability. That's why the best tires you have need to be on the rear for winter. Most tire installers are required to tell you this, and won't put new tires on the front.

As for summer tires, many like stock size or larger in width or height. The width is for performance cars where many people with trucks like a taller tire for increased height. But, since this is the Seaway Cruisers with a majority of members with cars, we will address that. When you install a wider tire on a car, you can stay with the original outter diameter so that the speedometer is still correct. (Hey, maybe that's why some of you get speeding tickets!) are larger outter diameter (tire is taller) makes your speedometer read lower than what you are actually moving. Some will use GPS to get the right reading, while some will take their car to the dealership to be recalibrated, while others use the green mile markers while going 60mph for 60 seconds to figure out how far off their speedometer is.

But, an increase in width makes a car look more performance oriented. Guess what? It's not just a look. If you want to get more grip in the summer on dry pavement, a larger contact patch (wider or taller) is the way to get that. Greater width obviously creates more contact patch from side to side (racetrack cars), where greater height creates more contact patch front to rear on a car (dragsters). There is one drawback though: wear and a changed contact patch. This leads to the need for a customized alignment. Increasing the width or height creates negative camber (tire tips inward more). Even if the alignment specs are asking for a little negative camber to begin with, you still need to make it a little more positive (unless you plan to race with turns included, then there are different variables to consider, and if you want that, well, that would have to be another whole article just on that, and only one kind of racing at a time). But, if you are a cruiser with a different tire size, get a customized alignment to go with your customized tire combination. I'll give you an old example. I had a customer with an early 1990's Chevy pickup that had 235/75R15 tires to begin with. Then, he bought some wider rims and installed 275/60R15 which are the same outter diameter which will allow the speedometer to remain the same but give it a sporty look. He asked for the alignment to be right to manufacturer's specs, which I told him that would cause wear on the inside edges of his front tires. Sure enough, a month later he complained about the wear and had me realign it. I intentionally set it up for the extra tire width by increasing the positive camber. He was happy then, well as happy as that guy could be. You know what I mean. 🚗

Motor Trend Car of the Year 1969-78

From The Great Auto Trivia Book

Answers on page 4

The auto manufacturers were going through some turbulent times during the seventies, and it was getting harder to pick outstanding autos to receive the respected "Car of the Year" award. One year a French make even beat out all American brands.

Match the various car names listed below to the correct year in which they won.

1969	A. Chevrolet Vega	1974 1975	F. Citroen S.M. G. Dodge Omni/ Plymouth Horizon
1970	B. Plymouth Road Runner		H. Chevrolet Caprice
1971	C. Chevy Monte Carlo	1976	I. Ford Mustang II
1972	D. Dodge Aspen/ Plymouth Volare	1977	J. Chevrolet Monza 2+2
1973	E. Ford Torino	1978	

2017 Membership Form

Seaway Cruisers Classic Car Club, Inc.

Seaway Cruisers Classic Car Club members share an interest in classic or antique automobiles. Annual membership is still only \$12.00 and includes a monthly newsletter, an email list, social and technical meetings, and more!

Name _____

Address _____

City, State, Zip _____

Phone # _____ Mobile # _____

Email _____

I prefer to receive my newsletter via Email Postal Mail

Vehicle(s) you own (Year, Make, Model) _____

Mail this form with a check for \$12.00 made payable to Seaway Cruiser Car Club to
Glory Martel, Seaway Cruisers Treasurer, 404 Mansion Ave., Ogdensburg, NY 13669

My age group is:

- 18 - 25 46 - 55
 26 - 35 56 - 70
 36 - 45 71 +

Ideas for meeting topics or
other activities:

Answer to puzzle on page 3

Q-8L
H-7L
D-9L
P-9L
I-7L
C-7L
J-7L
V-7L
W-7L
E-7L
B-69
MOTOR TREND CAR OF
THE YEAR 1969-78

Check Your Label

Membership Paid Thru

2016

Chris Cruiser
123 Automobile Lane

2017 MEMBERSHIP FORM IS ENCLOSED

Seaway Cruisers Classic Car Club , Inc. promotes interest in antique, classic and customized vehicles and aids in the restoration, preservation, and enjoyment of these vehicles. The Club is organized exclusively for social and recreational purposes including the increase of communication and fellowship among persons interested in these objectives through social activities. Annual membership is open to anyone who supports the organization's mission and submits an application.

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