Memorandum

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Subject: Forwarding documents to public file
Related to NHTSA's Petition Analysis

Date: September 30, 2011

From: *Bob Young*

To: Public file, DP10-002

During the course of conducting NHTSA's petition analysis, the following documents were produced. Please place them in the petition's public file.

Better Business Bureau
15 West Fourth Street, Suite 300
Dayton, OH 45402
Tel: (937) 222-5825 Fax: (937) 222-3338

SEP 29 2008

September 22, 2008

Mr. Joe Guilfoyle
Dayton Wire Wheels
115 Compark Rd.
Dayton, OH 45459

RE: Case # 42016945: [redacted]

The Better Business Bureau has received further correspondence from the consumer regarding the above-referenced complaint.

Generally, resolving a complaint requires both parties to move from their current position to a middle ground. In your response, please state your position and if possible indicate what steps can be taken by both parties to resolve this matter.

The details of this complaint are included on the reverse.

We encourage you to use our ONLINE COMPLAINT system to respond to this complaint. The following URL (website address) below will take you directly to this complaint and you will be able enter your response directly on our website:

http://data.dayton.bbb.org/complaint/view/42016945/b/771[redacted]

If you are unable to respond using the internet, then please respond in writing to the address above.

In the interest of time and good customer relations, please respond by October 2, 2008.

We look forward to your prompt attention to this matter.

Sincerely,

Leighann Bayliff

BBB Complaint Department

Better Business Bureau

COMPLAINT ACTIVITY REPORT Case # 42016945

Consumer Info: [redacted]

Las Cruces, NM [redacted]

Business Info: Dayton Wire Wheels

[redacted]

Consumer's Original Complaint :
On 19-June-2008 I ordered a set of custom wire wheels and matching rotors for my 2008 Harley-Davidson Motorcycle, Order # SO96416.
An email a few weeks requesting the status of my order informed me that the parts would ship on 28-July-2008. On 04-August-2008 I inquired again about my order with an email request which was never answered. I had to call the company and ask about my order status on 05-August-2008 and was told that somebody would call me back. Nobody called me back and I called again on 06-August-2008 and was told my order was still being manufactured.
A Mr. Brad Crutchleo of the Sales Department informed me that parts would ship on Friday, 08-August-2008. Instead of expedited shipping the order was shipped using three day delivery and a delivery attempt was made on 13-August-2008. Since I was at work during the delivery attempt and the fact that I was traveling out of town I was not able to receive the order until Monday, 18-August-2008.
Upon inspection of the parts I discovered numerous flaws in one of the motorcycle wheels I had ordered. I took pictures of the damage with my cell phone camera and forwarded them on to Mr. Crutchleo.
Mr. Crutchleo's response was that:
1) American Wire Wheel is known for their quality and customer service
2) The damage they saw could not have been shipped from their assembly plant
3) American Wire Wheel would pay for repairs

Consumer's Desired Resolution:
My suggestion to Mr. Crutchleo was that American Wire Wheel (AWW) manufacture me a brand new wheel. Upon receipt of the new wheel I would pay for removal of the old wheel and installation of the new wheel and all shipping and freight to return the defective original.All through this process AWW has not been proactive in offering any solutions to this problem, relying instead on me to suggest possible resolution. The solutions I have suggested do not seem unreasonable due to the fact that I paid over $1100 per wheel and expected a quality product manufactured correctly the first time. Their offer to repair the original wheel is not a viable solution since it leaves me with a motorcycle I cannot ride for an indeterminate period of time.

BBB Processing

09/05/2008 **web BBB** Complaint Received by BBB
09/08/2008 **ebla BBB** Complaint Validated by BBB Operator
09/08/2008 **Otto EMAIL** Send Acknowledgement to Consumer
09/08/2008 **Otto MAIL** Inform Business of Complaint
09/17/2008 **WEB BBB** RECEIVE BUSINESS RESPONSE : Contact Name and Title: Brad Crutchleo
Contact Phone: 937-438-0100
Contact Email: bcrutchleo@dwpco.com
As I stated to Mr. [redacted] will repair or replace the wheel per our warranty procedure. These wheels were custom built for Mr. [redacted] and were inspected for quality as all wheels are before shipping. Judging by the pictures that were sent it does look as though the damage to the paint was done after it left our manufacturing plant. Mr. [redacted] did state that he removed the wheel to see it and then repackaged the item to take to his dealer. It was at the dealer when unpacked the second time that the damage was noted. As a good faith offering even though the damage most likely happened after it left our facility we would still repair the item or replace it under warranty. This procedure is usually done at the time the defect is found before it has a tire mounted or is put on the bike. Mr. [redacted] said he wanted to install the wheel anyhow so he could ride his Motorcycle. Even though the warranty should have been handled right away and since this process would involve Mr. [redacted] removing the wheel and sending it to us for evaluation I offered Mr. [redacted] the option of finishing out the riding season and we would then still offer the warranty on his wheel when he is ready. This is where we still stand on the product. We will do our best to expedite this repair process at his convenience.
09/17/2008 **BBB** MORE INFO RECEIVED FROM THE BUSINESS : Business supplied email: [redacted]
Use this address for any contact with the Better Business Bureau
09/17/2008 **ebla EMAIL** Forward Business response to Consumer
09/19/2008 **WEB BBB** RECEIVED CONSUMER REBUTTAL : (The consumer indicated he/she DID NOT accept the response from the business.)
I do not agree with proposed resolution for the following reasons:
One, the comments by Mr. Crutchleo concerning the removal and re-packaging of the front wheel from its shipping container seem to indicate that this could have caused the chipped paint visible in the pictures sent to him. If that is the case then why was the rear wheel exempt from such damage? I was informed by the AWW sale staff that the paint coating on the wheels was just as durable as the powder coating originally requested. If the previous statement is to be believed then why would the paint coating be damaged simply by removing the wheel from the shipping container? What about after a few thousand miles on the road?
Two, the statement by Mr. Crutchleo about the damage occurring after manufacture of the wheel suggests malfeasance, or fraud, which is a very serious charge. What motive would I have for perpetrating such a crime? Would it be so that I could experience the four or six or even eight weeks of delay while the part was repaired? Or maybe I want to again experience the AWW website and its malfunctioning Contact Us web page? Certainly it would be so that I could spend more time making phone

calls that are not returned, sending emails that are not replied to and generally, investing more time, energy and money with a company that considers outstanding customer service to be comprised primarily of excuses and I am sorry statements?
Three, during the whole time I have had to deal with AWW there was never any course of corrective actions taken by them to help address the issues at hand. I was simply told excuses and offered apologies that did nothing. When I did suggest solutions they were ignored.
Fourth, when Mr. Crutchleo indicates that he stated AWW position to me he did so using voice mail on my work cell phone. I have no documentation as to what the proposed warranty solution is, what it would cost me and how long it would take.
Finally, I would have thought that after spending $2700 on the items ordered from AWW that I would receive the products I paid for and that they would be of such quality as to justify the amount of money spent. That was not the case. I have made repeated attempts to express my dissatisfaction with the product I received and have proposed solutions that were not taken seriously. No attempt was made to offer me any recompense or other financial incentives so that I could attempt to repair the product myself so that I no longer would have to wait for AWW and their perception of customer service.

09/19/2008 **BBB** MORE INFO RECEIVED FROM THE CONSUMER : I have additional documentation, including email correspondence, receipts and pictures that can be provided upon request

09/19/2008 **ebla BBB** Forward Consumer Rebuttal to Business

Motorspot, Inc. 760-731-8303	Discount Wire Wheel Headquarters Home Page
Wire Wheel Menu • Thunderbird 1955-1967 • Cadillac Rear Wheel Drive • Cadillac 1977-1996 Rear Wheel Drive • Cadillac Seville 1976-1979 • 1971-1978 Cadillac FWD • 1979-85 FWD Cad, Olds & Riviera • Chrysler & Imperial • Buick • Ford, Mercury and Edsel • GM - Chevrolet-Olds-Pontiac • Packard • Truespoke Wire Wheels • Hot Rod Wire Wheels • Dayton Wire Wheels • Wire Wheel Restoration Services • Tires - Whitewalls - Discount Prices • Measuring Guide • Warranty • Cleaners and Accessories • Customer's Photo Gallery • Wire Wheel Blog • Frequently Asked Questions • Installation Instructions **The finest wire wheels that money can buy. As used by America's top collectors, restoration shops and kustomizers.**	**Frequently Asked Questions** • **Q: What are the differences between stainless steel spokes and nipples and chrome steel spokes and nipples?** • **A:** Stainless steel spokes and nipples do not rust while chrome steel does. Stainless is also stronger than chrome steel and is better suited for heavier cars or where the horsepower and handling of the automobile have been improved. Sadly, without expert polishing, stainless steel is not as shiny as chrome steel and has a satin-type patina to it that some owners find objectionable. For owners who are not able to keep the spokes and nipples as dry as possible or who live in a high humidity locale, stainless steel is a good consideration. However, the wheel cannot be ignored simply because stainless steel spokes are in-place. It does little good to have rust-free spokes if the chrome surfaces are rusting away. The wheels will still demand attention and the need for drying away water and keeping the surfaces clean. The nipples will trap water and are a starting-point for rusting to begin. Stainless steel nipples will prevent rust. Please be aware that in all applications, the wheel hub and outer rim are still chrome steel and must be maintained to avoid rust or corrosion. Please click here to view the differences between stainless steel and chrome plated steel surfaces. • **Q: Do wire wheels require a lot of maintenance?** • **A:** Wire-wheels will require more maintenance than a conventional steel or mag wheel. They are not as easy to clean as the aforementioned style. It is not as easy to get between the spokes to remove any dirt or debris. If your car is in daily service as opposed to a weekend driver or trailer-queen, you can expect to have to clean your wheels frequently if you want to keep them as attractive as possible. Some enthusiasts have no problem with this task and consider it part of the overall detailing demands of owning a collector car, while other owners are less tolerant with the task and may even consider it a burden. You should not consider purchasing wire wheels if you are not prepared to perform regular maintenance. Over time, if you keep your wheels relatively clean, it will hardly seem like it is taking that long at all to keep them like new. In our view, no other form of wheels looks as great as wire wheels.
• **Q: Is it true that wire wheels are prone to rusting out?** • **A:** Due to the architecture and design of wire wheels, they tend to trap water. Our wire wheels use a style of chrome plating that is of a very high standard but permitting water or moisture to accumulate or remain on the chrome surfaces can eventually lead to a surprisingly rapid appearance of rust or corrosion. This is true with nearly all chrome wheels, not just ours. Our warranty against rust is 90 days from your receipt of your new wheels. Although this short period of time may surprise you, our competitors offer no warranty against rust at all deeming it to be an issue of owner maintenance alone. • When considering the purchase of wire wheels, you should be mindful that if your wheels get wet, you should take steps as soon as reasonably possible to dry off your wheels. If you wash your car, start by driving it around the block a few times to get water out of and off the surfaces and then dry the wheels thoroughly. If you have an air hose or even a garden blower, you should use this to remove any remaining water. Some owners will apply a thin application of WD40 or other rust inhibitor on their wheels, especially if the vehicle is going into winter storage. • **Q: How can I keep my wheels looking show quality?** • **A:** This is a question we feel confident we can answer because our wheels are used by many owners of Concours cars and we have received many thank you cards, emails and phone calls from our show-winning customers. We recommend using soap and water to keep your wheels clean. A dish-washing liquid detergent is sufficient. Even though our chrome plating is rugid, harsh detergents and especially abrasive	• **Q: Do you have any advice on how to mount tires on wire wheels?** • **A:** It is best to find an installer who has some experience with wire wheels. They are not as easy to mount tires on as a common steel wheel and do require the utmost of care. Find an installer that use a "touchless" type mounting system where no metal comes in direct contact with the rim itself. Our wheels are build as "lug-centric" and must be balanced from the wheel bolt holes or on the car. An experienced tire installer should have one or the other option available. Most quality tire shops have "finger" attachments that enable balancing from the wheel bolt holes. Balancing by the center hole instead of by the wheel bolt holes will result in a poor job of balancing. • Sadly, a lot of tire shops have little or no experience with wire wheels and may not realize that wire wheels have very small amounts of movement or wobbling compared to a modern CNC'd or billet aluminum wheel. Aggravating the situation is when the installer attempts to balance wire wheels from the center hole using a cone for centering. Few installers bother to have their cone checked for accuracy and if the center hole is not perfectly round, the wheel appears to have a side-to-side or up and down movement. This is normal. Do not let an installer balance your wheel from the center hole and look for an installer with the proper equipment and knowledge. Don't let an inexperienced installer tell you that your wheels are bad or defective when the installer doesn't have the equipment or knowledge to make such a statement. It is not unusual to have as much as 5 to 7 ounces of weight required to balance a whitewall tire and wire wheel combination. The whitewall tire may require 3 to 5 ounces of weight alone without considering the wheel. The proof of the pudding is how your wheels perform on your car. Do not get into arguments with inexperienced installers, just put the wheels and tires on your car and discover for yourself that they are performing properly. • For cosmetic reasons, the weights should be attached from the rear, not on the front side of the rim. It will spoil the appearance of your wheels although it may result in a superior job of balancing, having weights on both sides of the wheels. We favor the glue-on or stick-on type weights over the clip-on style which can harm your chrome if the weights scratch your chrome finish. Inspect your wheels carefully before and after to make sure there are no scratches or dents left on the rims by the installer. An experienced and responsible installer should not damage your finish. We have seen dents, scratches and other marks left by careless installers or by out-of-date equipment. Any questions regarding balancing should be referred to us for friendly advice. • **Q: Can I use my current tires on the new wire wheels or must I buy new tires?** • **A:** It is perfectly O.K. to run your current tires if they are the correct size for your new wheels. It is important to make sure that you return the tires to their original position on your car once mounted on the new wheels. In other words, if you take a tire off the left front wheel, you should return the same tire to this location. Also, we recommend checking your alignment once the new wheels are installed and realigning your car if necessary. • ***Please carefully follow our balancing instructions for maximum performance of your new wheels. Read all instructions carefully before installing.*** • **Q: Do I need to run inner-tubes with wire wheels?** • **A:** You must run tubes with our Thunderbird wire wheels and any wire wheels that are "lip-laced" or "bead-laced". These wheels feature spokes that are close to the outer rims as shown on this link: BEAD LACE. All of our other style wheels such as our center-lace or

and bleach containing products can cause serious harm to your chrome surfaces. This may not occur suddenly but rather, over time. Harsh cleaning agents will eventually spoil your chrome. If you insist upon using a cleaner, we recommend the Wizard's brand cleaner we sell and also Simple Green. Between cleanings, spraying on a very thin coat of WD40 may help to minimize rust or corrosion, especially during winter storage. Some customers of ours report success using polishes available from Maguires, Mothers or X-treme.

classic cross-lace Cadillac wheels are prepared as tubeless and do not require inner-tubes. Please click on this link to view a Center or Cross Lace wheel. Our warranty provides that if we sell you a wheel that is designated as a tubeless type and it subsequently leaks, we will send you free of charge an inner-tube. Because there can be many causes for a leaking wheel, including installer's negligence, rather than trying to prove what was the cause and origin of the leak, we will simply send you an inner-tube so that you can get on your way as soon as possible. Some customers choose to run inner-tubes in their tubeless type wheels as an extra precaution against leaking. We think this may be a good idea, especially if you do not drive your car very often.

- It is imperative that if you run inner-tubes in your tires that you carefully and thoroughly check that any inspection tags in your tires are removed. Do not cut them out. Use a hair dryer to heat up the tags and remove them. These tags can puncture your inner tubes and cause flats or rapid loss of air. Do not trust your tire installer to check for these tags alone. Double-check that all tags have been removed. Also, look for any sharp edges in your tires such as "mold-marks" that could puncture your tubes. Do not place electrical tape or any tape inside your wheels. This tape can become brittle and end up puncturing your inner tubes.

- **Q: Where can I purchase new tires, especially whitewalls at discount prices?**
- **A:** Please visit our discount tire website at: www.widewhitetires.com for the best selection and prices on the web. We also offer wheel and tire packages at attractive prices that are a convenient way to purchase wheels and tires.
- **Q: Do you recommend your wire wheels for modern cars, 1990 and newer?**
- **A:** Our collector car wheels are best suited for cars 1980 or older. The collector series wheels are made just like they were built in the 50's, by hand. Although our replica wire wheels are built to precision standards for this type of rim, more modern cars require more precise tolerances and using this style of rim may lead to unwanted vibration. For modern cars, we do have other styles of wire wheels that will offer better performance. We can help you select the best wheel for your application.

- **Q: When it comes to tires, which is better, bias-ply or steel belted radials?**
- **A: The advantages of bias-ply tires are:** 1) Most authentic, period-correct look for a vintage car. 2) Less expense generally. 3) In most cases, wider whitewalls and more choices of brands and whitewall sizes and appearances. 4) The most notable appearance features are the straight up and down or vertical side walls, the attractive "pie-crust" edges of the tires that resemble scallops and the period-correct looking tread patterns. A good example of a bias-ply tire with a wide four inch tire can be seen on this link: BIAS PLY TIRE. The *disadvantages* of bias-ply tires are that they do not ride as nice as steel belted radials will or perform as well on cornering or in wet conditions. They tend to follow cracks or seams in the pavement and they will "flat-spot" if they sit too long without use, although the tires will smooth out after driving for a given distance. If you are running bias-ply tires presently that are over 9 years of age, they are probably in need of replacement and new bias-plys will probably perform much better than outdated rubber will. Bias-ply tires probably will not have as long of an estimated tread life and may not have a high enough speed rating if you have a need for speed.
- **The advantages of steel-belted radial tires are:** 1) Superior ride and performance. 2) Attractive design. 3) Period-correct appearance and whitewall stripes for more modern cars. 4) Longer tread-life and 5) Speed rated for higher speed driving. The disadvantages are: 1) Higher cost. 2) Can cause cracking or harm to antiquated wheels. 3) May detract from a vintage presentation on an older car. 4) In tight quarters, a steel belted radial may be wider than needed and could rub or make contact with a fender skirt or body panel. Please click here to see a fine example of steel belted radials on a collector car: STEEL BELTED RADIALS.
- To discuss the correct choice for your car, please feel free to call or email us with your questions.

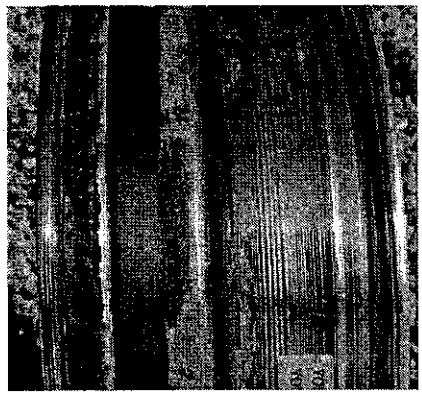
- **Q: My wire wheels need repair. Can they be fixed?**
- **A:** Yes. Simply let us know the nature of the problem and we can give you advice on how to remedy the situation. We work with repair facilities that can perform repairs such as fixing leaks, straightening out dents and replacing spokes.
- **Q: Do you think it is a good idea to purchase used wire wheels?**
- **A:** Unless you intend to have them restored immediately or you collect old wheels, we would recommend against it. Most used wheels we have seen have unknown histories. They could be 10, 20, 30 years old or even older. Sadly, the spokes could have small cracks or defects in them that are hardly visible. Rust can be hiding like a cancer eating away at the spokes which could lead to a serious failure. The wheels could leak from dried out or damaged inner liners resulting in costly towing bills. We have seen cases of wheels that have suffered catastrophic spoke failures which could lead to a loss of control of the automobile. You just can't be sure enough to risk your safety on used rims.

- **Q: I own a set of wire wheels already and I am thinking of restoring them. Does it make more sense to just purchase new wire wheels or restore the ones that I have?**
- **A:** We are one of the few wire wheels vendors that can offer restoration and also sales of new wire wheels. For a general explanation of our restoration services, please click on this link: RESTORATION SERVICES. In most cases restoration costs will exceed the cost of purchasing new wire wheels. However, a show-quality restoration can be justified for the following reasons: A) The wheels are unique to the car and originality is required. B) Sentimental reasons (for example, the wheels belonged to the owner's late father). C) The wheels have unusual hubs, spoke counts, offsets that cannot be duplicated. D) The restored wheels will add great value to the car and can be restored to a higher standard than purchasing new wheels. E) The hubcaps or center emblems are not available anywhere else.
- Restorations can take from four to eight weeks depending upon the nature of the services required and materials specified by the owner such as stainless steel spokes or copper plating.
- Purchasing new wheels has its advantages because new wheels may be much stronger and safer than even old, restored wheels. Thicker metals, more spokes, stronger outer rims and better suited off-sets are available in new rims. Most styles are available off-the-shelf or can be prepared within a few days or weeks.
- **Q: I own a late model Cadillac. Can I put your Collector Style Cadillac wire wheels on my car?**
- **A:** We discourage using our Collector wheels on post 80's or 90's automobiles. Our wheels are made by hand and although they are precision-built, the tolerances and specifications we use may not be adequate for more modern cars where modern construction techniques result in much higher levels of precision. Also, some modern cars have tire pressure monitoring systems which our wheels do not have. We can fit more modern cars with Dayton brand wire wheels as shown on this link: Dayton Wire Wheels.

- **Q: During the balancing of my new wheels, I saw the front lip of the wheel weaving up and down very slightly, as though the edge is not straight. Is my wheel out of round or defective?**
- **A:** Before any wheels leave the factory, they are triple gauge-tested for accuracy and roll out. No wheel is ever shipped that isn't within specification. However, the front edge of our wheels are not perfectly flat and smooth like an aluminum rim would be. These outer rims are formed in the same manner as the originals in the '50's and 60's, and in most instances have slight rises in them that can appear to look like a wobble upon rotation. If your wheel was not damaged during shipment or during mounting, the most probable cause of this condition is the edge of the wheel not being perfectly straight. This does not affect performance and in most cases is concealed by the mounted tire. Tire installers



- **Above:** An un-restored 1953 Kelsey Hayes Skylark wheel that ran an inner-tube its entire life. Owner installed duct tape to cover the nipples. This is not recommended. The tape can become brittle and cut the inner-tube.



- This wheel is just over 3 years old and has significant rust showing in the bead area of the wheel. An inner-tube most probably would have prevented this by keeping the moisture-laden air away from the surface of the metal. This wheel now requires restoration.

who are not familiar with wire wheels and this type of outer rim will often report the wheel to be "out-of-round" or to be wobbling, when in fact it is not. The outer rims are made by the same people who make Cragar wheels in California and are of the highest quality. If you aren't certain about this, please feel free to call us for technical support. Don't be surprised to see weights attached in the amount of 3-5 ounces or more. If higher amounts are called for, ask the installer to rotate your tire 180 degrees and re-balance.

- **Q: Is it a good idea to run inner-tubes in my new wire wheels?**
- **A:** With inner-tubes, there are strong arguments to be made for and against having tubes. A lot of people think that an inner-tube by itself is a dirty-word or taboo. We respectfully disagree. The wheels we sell are "tube-friendly". The wheels are specially prepared to accept inner-tubes and there are no sharp edges in our wheels that could harm a tube. Despite our best efforts and the best efforts of the technician you may choose to install your tires, the sad fact is that leaks can happen when an owner elects to go tubeless. An inner-tube can prevent this and also solve a leakage problem no matter who caused it. Additionally, since we restore wheels, we frequently receive wire wheels that are 50 years old or more. Surprisingly, the wheels that used inner-tubes have much less or even, no rust on the interior as opposed to wheels that are run tubeless. The top photo on the left shows a 57 year old Kelsey Hayes wheel that ran inner-tubes. No rust is visible. Below the Kelsey Hayes wheel is a 3-year old wire wheel that ran without tubes. The water content and moisture in the air has caused rust in the bead area of the wheel. An inner-tube would have probably prevented this. Most wire wheel owners run collector type tires like those found on our whitewall tire website (Coker, BFGoodrich, Goodyear and Firestone). These tires work well with inner-tubes which are not discouraged by the manufacturers. It is a matter of safe practice to carefully inspect the inside of your tires to find and remove any inspection tags or mold marks and sharp edges that could cause a hole in your inner-tube if you choose to use tubes. Inner-tubes also hold the shape of the tire better and safely secure the tire on the rim with vintage wire wheels that do not have a safety-bead. If you run a radial type tire, please make sure you select a radial type inner-tube and if you have bias-ply tires, the correct tube is a bias-ply tube. With inner-tubes, the disadvantage is that if the tube should be punctured, the air will escape rapidly which could cause poor handling or even loss of control of the vehicle. A puncture to a tubeless tire will only cause air to escape from the point that the puncture occurred and leakage will most likely occur at a slower rate.

Hobbycar.com

Discount Wire Wheels
Discount Whitewall Tires
Motorspot, Inc.
Fallbrook, California
Telephone: 760-731-8303 (all calls returned)
email: sales@hobbycar.com

TRU-SPOKE® wire wheels
Truespoke is a registered trademark
America's Favorite Wire Wheels since 1974
M-F 9-6 PST
Fast & Friendly Service is a telephone call away

July 2, 2011

Thunderbird Wire Wheels Cadillac Wire Wheels Chrysler Wire Wheels

Buick Wire Wheels Ford Wire Wheels Chevrolet Wire Wheels GM Wire Wheels

Packard Wire Wheels Wire Wheel Restoration Truespoke Wire Wheels

Wire wheels for your Thunderbird, Cadillac, Ford or Chevrolet. Hot rod wire wheels, steel wheels and more. Artillery wheels

Motorspot, Inc. is pleased to offer wire wheels for vintage cars. Our rims are triple chrome plated over a nickel base. We can supply wheels for your Thunderbird, Cadillac, Chrysler, Edsel, Ford and Packard. Roadster brand wire wheels are made in California of the highest quality materials. The rims are similar in appearance to the original Kelsey Hayes wheels. You will be very pleased with these hand built wire wheels that should give you years of motoring pleasure. Whether your T-Bird, Cadillac, Packard or Chrysler is used for show or street, you couldn't make a better choice for wire wheels. Please call or email us for friendly advice. We hope to ship you a set of wire wheels.

British-Cars.com

MG MGA Defective 'DAYTON WIRE RIMS' BBS discussion at British-Cars.net



British-Cars.net

Welcome to the DMR Site for British Car Information.

Print this page

Parts

MG parts spares and accessories are available for MG T Series (TA, MG TB, MG TC, MG TD, MG TF), Magnette, MGA, Twin cam, MGB, MGBGT, MGC, MGC GT, MG Midget, Sprite and other MG models from British car spares company LBCarCo.

MG MGA - Defective 'DAYTON WIRE RIMS'

I would like to respond to R Fisher regarding my rims from a previous post but I feel the need to inform everyone on some difficulties I am having with them. The rims are "Dayton chrome 60 spoke wires" Model# DU60-155. These are 15"x5" tubeless type.
I am presently engaged in a disagreement with the company because of a defect with one of them. I have three spokes that have pulled out of the hub with less than 1000 miles on them (See Photo). They are presently under a three year warranty; however Dayton has been trying to find every excuse not to warranty them! They finally agreed to honor the warranty and determine weather it needs replacing or

can be repaired. But they say it will be 6 to eight weeks! I want them to send me a new one that I would pay for until they received the damaged one and then credit me back. They refused. Needless to say I will not be buying Dayton wheels for my TR restoration. I would think in these economically difficult times that Companies would put more of an effort in pacifying a customer. I guess the good thing about a recession is it does weed out these bad apples!

WMR Bill

Correction on rim size! It is a D452 15X4.5 60 spoke

See "Dayton" site;
http://www.daytonwirewheels.com/britishcars.html

WMR Bill

This is troubling as Dayton was becoming the prefered supplier due to quality problems with the Dunlops after they moved their production to India. I agree with you, a 6 to 8 week turn is too long, especially at this time of year with the event season just kicking off. They need to get this wheel back in house quickly and find out what caused the failure before they have a wreck caused by a wheel failure and get a multi million dollar lawsuit. That's next as you now have put the word out if they don't respond quickly they'll leave themselves open to huge liability.

Bill Young

2 days UPS to Dayton, two more max to examine = phone call to you saying either a new wheel is on its way as of today's UPS or a VERY good explanation of how it's your fault.

Get the CEO's name and address him - it's his job!

If that doesn't work, inform them via reg letter that this wheel WILL be on display at events far and wide.

It's hard to tell from the picture (take lots, in different light!), but are there substantial differences in how the spoke heads are formed, and how they sit in the hub? They should be pretty much all the same. Can you tell if the holes are bigger/deeper in some cases than others, or if the spoke heads vary in size and thickness? You have 240 examples to look at - look at all of them, from both sides!

I've seen an awful lot of junk/rusted/abused wheels, but I've NEVER seen a spoke pull through a hub.

I have sold people Daytons and have never heard of a problem, but if your story is verified, I'd sure remember it. OTH, IF they fix it NOW, pay the freight, and give suitable apologies - and maybe the offer of a discount on your TR wheels - I'd be relating that to any future customers too. With about 100 years of experience, they shouldn't be having this sort of problem.

FRM

FR Millmore

You should not have to ever offer to BUY another wheel for a later credit. What would happen if the reject the credit. Then you have another wheel you have paid for and no repairs. Why not email the company the link to this forum and let them see for themselves the exposure this fault may gain. Can you use your spare for the short term, but if one wheel has failed im not sure if i would want to

challange any corners.

Im aware of another Dayton Chrome wheel in Australia which suffered a total collapse on a highway a number of years ago. The spokes collapsed. The car was fine and the wheel was replaced.

Where are Doyton wheel made anyway?

Further to all this if the other wheels do fail in the future you have at least recored the original event on the world wide web. That would be good to prove the history of the fault.

Best of luck.

DJ Lake

For whatever it's worth, I sent the link to this thread to Dayton, noting that the classic car community takes such complaints very seriously and that the current widespread preference for Daytons over Dunlops is importantly the result of our networking. Let's hope that Dayton does the right thing.

Ken

Ken Korey

Wow,
They should send you a new wheel and pay to have to failed one returned for evaluation. I can't believe they don't want to evaluate it to determine what happened. Be sure to check your other wheels for signs of a similar problem.
By all means, escalate this issue. Sales people (no offense guys) sometimes try to gloss over these issues. Take it to the "Top"
Good luck,
GTF

G T Foster

It may be the light/angle in the photo, but a number of those spoke 'heads' appear to not be sitting evenly against the surface of the inner rim. I would have expected quality manufacturing to have ensured a high degree of uniformity in that aspect.

I'll follow this thread closely as Dayton were emerging as a most probable option in respect of a wheel update I'm looking into.

Regards
Roger

Roger T

Further to my previous comments, i bought a set of DUNLOP wheels from the local MG supplier in Brisbane and cannot complain about them at all. They are paint finish and not chrome. Just the way I like them.
And in the the hidden side of the hub the spoke ends all sit neating within the chamfered hole.

Quote from a Dayton sales page "the most ruggedly built wire wheels in the industry"....."most durable

wire wheel on the market today"...really.

DJ Lake

I copied and pasted this entire link. Then I looked up their website and snet it to them in it's entirity. This way maybe somebody will read it.
Sandy

Sandy Sanders

This is a serious problem! When a company that thrives on the quality of their product...is willing to disregard a situation where by deaths may occur, there is a problem.

It could be compared,in similarity to the Ford Pinto gas tank expolsions of passed years. After due consideration and several deaths,Ford decided that it was less costly to pay off the death suits than to recall the car. Do you see many Pintos these days?

Dayton is WRONG and this is seriously going to affect my purchase thoughts. I will be sixty in June and I was going to "treat" myself with a set of 60 spoke chrome wires. Now I am not sure. Gordon

Gordon Harrison

Well I would like to update everyone with the responce from Dayton and my responce to them. Thanks everybody for your support and suggestions.

Bill,

I have been informed by both Tor and Jim of the situation. I do appreciate the pictures but I am not able to tell what caused the issue without inspecting the wheel. We will do our best to expedite the process but as you mentioned this is the beginning of the season and we are extremely busy. Please send us the wheel with the original receipt of purchase that so it can be properly checked in. The repair process can take approximately 2 to 3 weeks. Of course the sooner the better. Again we will do our best to expedite the process. Please make sure the RMA is noted on the outside of the package.

Best regards,

Brad Crutchleo
Sales Manager
Dayton Wire Wheels
115 Compark Road
Dayton, OH. 45458
937-438-0100
1-800-862-6000 ext:212
fax: 937-438-1215

WMR Bill

And my responce:

Dear Mr. Crutchleo
I am quite disappointed with both your response as well as the response of your sales representative Jim. I would think from a liability standpoint you would have a little bit more concern let alone the thought of keeping a customer happy. It's bad enough that you imply that you're very busy and you will 'Do your best to get to it". But what a slap in the face for Jim to try and force a sale of a replacement on me at a $100 mark up above the cost of your own distributors. Then to suggest that if the defective rim is repairable, I would be stuck with both rims! All this while my car sits on Jack stands for several weeks if not months, until you get to it! NO THANKS! I will NOT be doing business with your company. I have purchased another rim from a reputable company and will be sending back the defective one to you for repairs as soon as I receive my new one. Meanwhile I have already begun circulating amongst the different clubs and forums the "DANGER" of your product and your lack of concern and cooperation. I will also be forwarding my complaint to the attorney General of Ohio and the auto consumer groups. This is a potentially dangerous situation that should be investigated immediately. Should other rims fail resulting in death, this is your notice that you were notified of the defective hazard.
Please govern yourself accordingly
Bill Robinson

WMR Bill

Like tens (or hundreds) of thousands of classic car owners around the world I have wire wheels on my cars and, like a high percentage of those owners, plan to purchase more wheels in the near future. Like many others I have been watching this thread and the other threads on wire wheels to keep up to speed on the best manufacturer (and outlet) to use.

I had been pleased to hear about the recent improvements in the Moss Dunlop wheels, but was recently heavily swayed by the praise of the Daytons.

I cannot believe the poor response from Brad above. How many hundreds of thousands of dollars he has lost his company with that approach even he may never know.

To have a customers car off the road, not to mention the potential safety issue already covered, his response is more than a little bizzare.

Surely they would like that wheel back in the most extreme urgency - what better way to expedite that than than sending a replacement?

I have previously worked in the auto industry for a leading global manufacturer for over 25 years and I can state quite categorically that if anything like this happened to a part on recently manufactured vehicle, there would be a company representative there on the spot the same day, or soonest time physically possible.

This is a huge black mark against Dayton, and a shame as their reputation was building quickly thanks to forums like this across the classic car communities.

Come on Dayton, provide a better response; fail to at your peril.

Neil McGurk

I hope Dayton will reconsider, but I doubt it. Looks like the market to LBCs is getting smaller and they would prefer to deal with the lowriders with the 20" gold plated wires than deal with us. That wheel should have been replaced immediately and then if repairable they could sell it at a discount in a "scratch and dent" sale later. You should have been back on the road in a matter of days, not weeks. Just my tuppence worth.

Bill Young

Please note the item has been successfully resolved to be benifit of Bill and the entire classic car community. Refer to the link. Or Dayton Wire Rim Update in this forum.

<http://www2.mgcars.org.uk/cgi-bin/gen5?runprog=mgbbs&mode=thread&access=&subject=6&source=T&thread=200804031820214237>

DJ Lake

I am updating this post from a previous thread for archaive purposes to indicate that Dayton is resoliving this matter:

I wanted to stat a new thread to update everyone on a call I received from The President of Dayton Wire Wheels. He gave me a personal phone call to apologize and to send out a replacement ASAP. He stated that they are greatly concerned with the problem and would like there engineers to evaluate why the problem occurred. I was greatly impressed with his response and help as well as the response from this forum. He did indicate that as an owner of several British Cars himself, he was aware of the "Talk" from these forums on this issue. However I do feel his response was sincere regarding the safety rather than the PR it was getting. I will expect them to share the results with us as to why this problem occurred in the event that someone else may have the same problem.
Many thanks to everyone including Charlie C of Dayton Wire Wheels.
Sincerely, Bill Robinson

WMR Bill

This thread was discussed between 02/04/2008 and 04/04/2008

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MG MGA Dayton Wire Rim Update BBS discussion at British-Cars.net



British-Cars.net

Welcome to the DMR Site for British Car Information.

Print this page

Parts

MG parts spares and accessories are available for MG T Series (TA, MG TB, MG TC, MG TD, MG TF), Magnette, MGA, Twin cam, MGB, MGBGT, MGC, MGC GT, MG Midget, Sprite and other MG models from British car spares company LBCarCo.

MG MGA - Dayton Wire Rim Update

I wanted to stat a new thread to update everyone on a call I received from The President of Dayton Wire Wheels. He gave me a personal phone call to apologize and to send out a replacement ASAP. He stated that they are greatly concerned with the problem and would like there engineers to evaluate why the problem occurred. I was greatly impressed with his response and help as well as the response from this forum. He did indicate that as an owner of several British Cars himself, he was aware of the "Talk" from these forums on this issue. However I do feel his response was sincere regarding the safety rather than the PR it was getting. I will expect them to share the results with us as to why this problem

occurred in the event that someone else may have the same problem.
Many thanks to everyone including Charlie C of Dayton Wire Wheels.
Sincerely, Bill Robinson

WMR Bill

Hear, hear! This is excellent news, Bill! I have renewed regard for the Dayton leadership and wish you a fine season on yer shiny new spokes.

Ken

Ken Korey

Good for them. It's great to hear that they are doing the right thing.

One suggestion if I may, Bill. I think you should update the original thread with this latest info so that when that thread gets archived it's contents are read at some point in the futur, the reader won't take it out of context as a black mark against Dayton.

Andy Bounsall

This is encouraging news. But it should never have gone this far. Customer service is the one element that distinguishes a good copmpany from a bad one. How much business has SF lost due to their negative attituide. (I am still trying to justify buying a rear parcel shelf and headliner kit from them) It could be said that most purchases by LBC car owner are well investigated...motivated by quality,origionality and guarantee. We either have the excess cash for these higher end purchases or we make do...saving until we can make the purchase. To be sent a faulty product and then refused proper service etc. leaves a bitter taste in ones mouth.

I once worked for an enormous retail corporation (1989-1993) and at that time poor customer satisfaction was finacially calculated at over $120,000.00 dollars in lost sales.

My hat is off to the President of Dayton wheels for having picked up the ball and acting accordingly. Congratulations sir, You have mended the leak in the dam and prevented a flood.

Gordon Harrison

That's why I suggested addressing the CEO directly. He's the man in a case like this; lower level types just won't do. Now, I suggest that anyone with Daytons examine them to see if there is any systemic pattern in this - Dayton will thank you in the end, as will all of us.

FRM

FR Millmore

Bill, I'm glad you had such a good response and will have your wheel and car back on the road. Looks like someone out there is paying attention to these boards. It's a shame that it took the intervention of the president of the company, but as FRM said sometimes it takes that. Either the folks on the lower rungs don't want to help or think they shouldn't. Sometimes their supervisor is the roadblock and they don't have the horsepower to go around either. I'm sure the blockages will be removed now that the big guy is involved and any further warrenty issues will be handled differently.

Bill Young

Congratulation on Dayton wheels coming to the party.
You never stand alone with a community behind you.
Go people power.

David

DJ Lake

That is a very encouraging response from Dayton. Will be interested to follow this to a conclusion.

Regards
Roger

Roger T

Bill, perhaps you could contact the CEO of dayton and ask him to

Gordon Harrison

Glad to hear about the response. I purchased a set of 60 spoke Dayton wires about 8 years ago to put on my car, but they are still in the box (restoration was on hold for a while...in progress again now). I hope that mine fare better than yours when I get around to installing them. I am currently looking for an inexpensive yet workable set of tires (tyres?) for them.

JIM in NH

AJ Mail

Jim
Treadepot sells Kumho Powerstar 758 in 165-80-15 for $38.00. They seem to be the most reasonable new tire. They can be mounted by hand on MGA wheels, disc or wire. I just bought 8 for my coupe and my MK11. The MK11 has Dayton wires and should drive soon for the first time in over 35 years.
http://www.treadepot.com/groupdetail.html

R J Brown

Gents (and Ladies)

My twopence worth

Normally browse the 'C' Board - but read you comments on Dayton.

I purchased direct from Dayton a set of alloy rimmed wire wheels – the service, which by comparison with what I have read here, was outstanding.

They were admittedly slow, and indeed I ended up on first name terms with the administration lady in question, having cut the intervening dealer out and going direct to Dayton in desperation – however they contacted me to tell me that the dealer had ordered the wrong wheels once they knew the car they were destined for and stood by (the admittedly extremely) good deal already set up.

Guess it's down to the man on the end of the phone and luck

Regards

Kevin

K Whitehead

Just wanted to send the final response from the President of Dayton Wheels and comment on what a wonderful job he did and seeing this problem thru. It turns out the three of the spokes had the wrong angle bent in them resulting in undo pressure on the hubs. They received my rim on Wednesday and are returning it on Thursday. His letter speaks volumes about how a company should run.
Sincerely, "A Happy Costumer" Bill

"Letter from Charlie Schroeder"

Bill,
Your wheel is rebuilt with all new spokes and nips. It has been sealed tubeless and will ship back to you today via UPS. I have confirmed my suspicion about spoke bend angles.
As I told you yesterday, I will stand behind my product and invite you to contact me directly should you have any problem.
If you have any additional questions, please feel free to give me a call.
Charlie

WMR Bill

Well, you have got to respect that. A good outcome for the customer and a reputable company reinforces its status.

Thank you.

Regards
Roger

Roger T

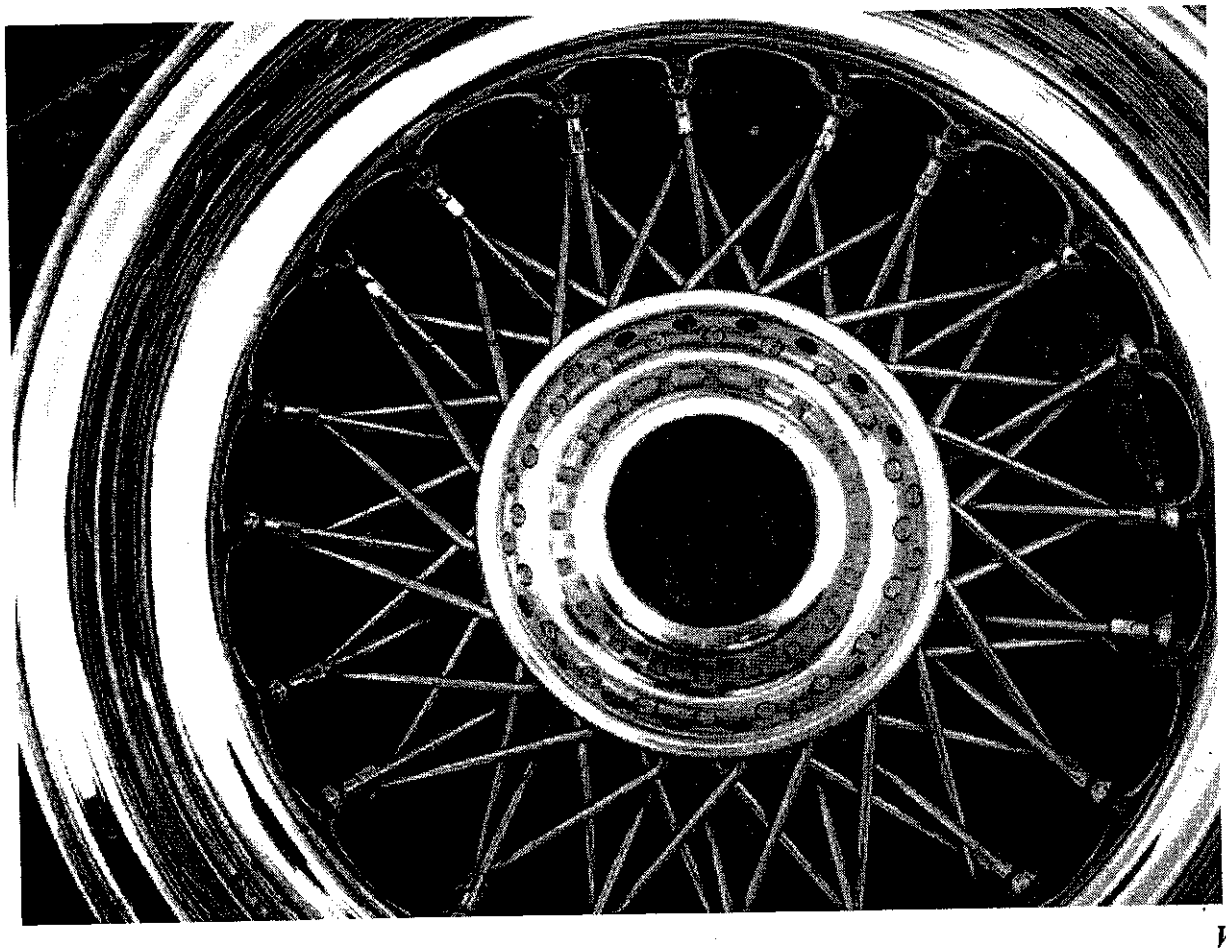
This thread was discussed between 03/04/2008 and 11/04/2008

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Hey Jim! Well they, (Dayton), repaired two of them and replaced the other two. On the repaired ones I had another broken spoke occur. The New ones have had no problems. Dayton has been really good with me on dealing with it, but the cost of removing and re-mounting tires has gotten old and exspensive. I'm going to settle with the one broken spoke and hope it stops there. It was determined that the wrong "angled" spokes were used in the production of my rims. I have a feeling on the repaired ones they replaced only the broken spokes and not all of them. I still luv the rims and feel there product is of great quality and I will still purchase new ones for my TR3 restoration. I enclosed an old pic so that others no what we are talking about.



WMR Bill

Dayton quality - excellent.

Best size for an MGA - probably 5" but 5.5 fits.

Chrome - matter of taste.

Spare - use original wheel (found that out when running MGB competition 14 x 5.5" wires on a TR3 - rims that wide don't fit in the spare compartment!)

Used alternatives - MGC - 5", TR-6 - 5.5" but watch condition of splines.

I actually run neither 48, 60 nor 72, but rather 70 spoke triple laced AC Cobra wheels on one of my cars.

Bill Spohn

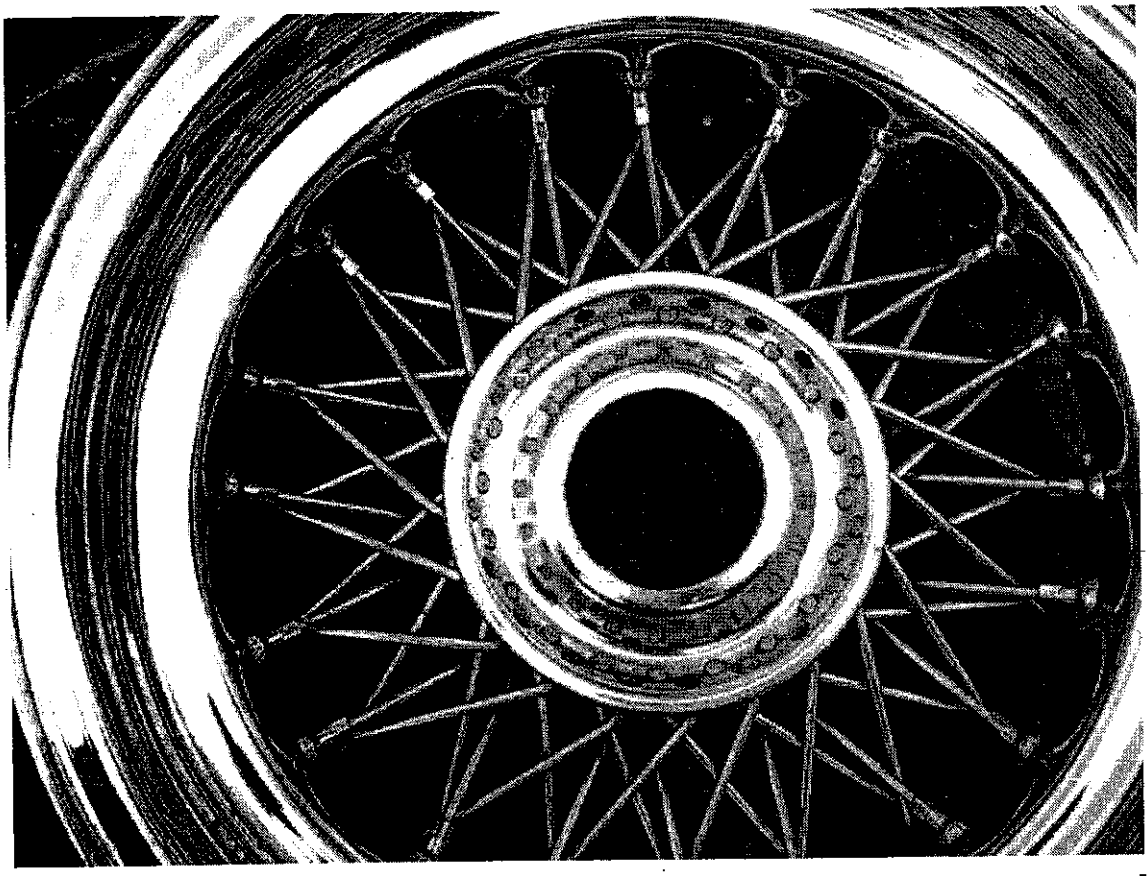
Just a note, 60 spokes allows you to get your fingers behind the spokes to polish with just but a few bruised knuckles. The 70 spoke you a relying on just spraying them down to clean them, so as grease builds up they become very difficult to clean.

WMR Bill

WMR Bill, How did you fair on your recent broken spoke?

James Johanski

Hey Jim! Well they, (Dayton), repaired two of them and replaced the other two. On the repaired ones I had another broken spoke occur. The New ones have had no problems. Dayton has been really good with me on dealing with it, but the cost of removing and re-mounting tires has gotten old and exspensive. I'm going to settle with the one broken spoke and hope it stops there. It was determined that the wrong "angled" spokes were used in the production of my rims. I have a feeling on the repaired ones they replaced only the broken spokes and not all of them. I still luv the rims and feel there product is of great quality and I will still purchase new ones for my TR3 restoration. I enclosed an old pic so that others no what we are talking about.



WMR Bill

WMR Bill, have you tried changing your own tyres? It's easy on a 15" rim. I just removed and replaced all four of mine so that I could re-spray the wheels; armed with just a pair of tyre levers. Both operations took under an hour for all four. Just in case you've never tried it!
Lindsay.

Lindsay Sampford

Yes, I concidered it but I wouldneed them balanced as well

WMR Bill

I guess I'm not a purist either, but for me, 60 spoke Dayton chromes are the way to go - i got tired of broken spokes on the 48's, and painted spokes seem to corrode at the hubs and then break. Dayton chromes use stainless spokes, so no problems with corrosion there. Daytons are better than Dunlops, superior chrome, truer, and made in the US, not in India.

J.A. Rapson

Bill, Thanks for the update.

James Johanski

If any one comes across a good sale on 60 spoke chrome Dayton's Post it here.

Chris Velardi

I have been using TR6 wire wheels on my A since 1969. They are 72 spoke, 6" wide and fit well. I replaced them a couple of years ago with the Daytons, and have been pleased. I did "treat" my A to a set of chrome wheels, I like the look.They are on in the picture to the left. I use a 4" long bristle paint brush to clean them, blow them dry with compressed air. The painted wheels looked great too. BTW, I have the old set of TR6 wheels sitting around in my garage. No broken spokes, hubs are fair, they are noticeably out of round and need trueing if anyone is interested.
Russ

Russ Carnes

I see in Anders Clausager's book Original MGA that there was a factory - fitted racing and competition equipment 60 spoke wire wheel with aluminum rims . Anyone have these ? The aluminum rim have different look with a substantial rim shoulder. A nice solid looking wheel. A set of these would solve my search for the perfect MGA wheels

Chris Velardi

This thread was discussed between 13/08/2009 and 07/09/2009

MG MGA index

This thread is from the archive. The **live forum** is active now.

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The Triumph Experience

www.triumphexperience.com

Registry: 1958 MG MGA



"LiL Red"

Owner:	Bill Robinson [Bill Robinson]
Location:	West Chester, Pa, USA
Status:	Running

VIN:	16161515141
Model Year:	1958
Current Colour:	Red
Odometer:	4000 miles

Engine Type: 1600
Transmission: Orig
Last Updated: 2009-01-13 06:56:51

Magic VIN Decoder

16161515141
Assembly: Abingdon, England
Make: '1' Unknown!

Contact the webmaster
for additions and corrections
to the Magic VIN Decoder.

Comments

Comments on Bill Robinson's 1958 MG MGA – *No comments yet...*

- Please **sign in** or **register** to post a comment.

Vehicle History

This vehicle's information was last updated on 2009-01-13 06:56:51

Ownership History

Transfer Date	Owner ID
2009-01-13	Bill Robinson

If this vehicle has been sold and you are the new owner, sign up to become a member (or if you're already a member, make sure you are signed in) and ask the current owner to click the "Transfer Vehicle" button from this car's page. If you have any difficulty with the process, please contact the webmaster.

Return to The Triumph Experience Registry

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Chrome Plated Spokes - Danger - Will Robinson

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Retro/Classic Sports Car Wheels MG A/B/GT Triumph TR2-6 Datsun 240Z
www.retrosportwheels.com

May 06, 2011 11:01:51
Be Coming

This poked up on another thread, so I thought I'd address it directly.

I've seen a lot of people parroting that chrome plated wire wheel spokes are in some way unsafe or undesirable because they are weakened by various forces including Hydrogen Embrittlement.

I will bow my head to a more experienced poster, such as a wire wheel repair shop owner. But my experience is that historically chrome wire wheels have about the same frequency of spoke failure as painted wires. I've not

seen any correlation between the surface finish and breakage.

This would indicate that the manufacturer of the spokes is aware of the procedure needed to manufacture correctly designed spokes.

The current two manufacturers on the market: Dayton and MWS/Wheels India use polished stainless and chrome plated, stainless respectively. The design specifications for these spokes have been upgraded over the years such that spoke failure is extremely unusual.

I'd be interested in opinions on this.

Kelvin.

May 06, 2011 11:16:10
bleteaches6

Of the 4 chrome spokes that I have had to replace in the last 3 years, they have all broken at the joint between the head and the shaft. All of them have been the short spoke on a 60 wire MGA wheel.

May 06, 2011 11:18:39
Jedster1

I'm going to capitalize on this opportunity to STFU!!!! :devil:

May 06, 2011 11:23:41
Blake Sonnier

I had two break on a Dayton MGA wheel.. I believe it was done by the tire shop when they mounted the tire.. They of course said they didn't..

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May 06, 2011 11:48:41
cfrantz

Hydrogen Embrittlement does occur if the proper handling/processing is not followed. If the parts are processed correctly it is not a problem.

Information: http://www.duro-chrome.com/docs/article.pdf

May 06, 2011 11:56:34
Steve S

A brief word on spoke breakage...

It will usually be the shorter spoke that breaks on a wire wheel such as those found on MGBs. Reason being, these are the inner spokes, and the rim is dished toward the outside. This places a direct line of shock into the inner spokes, which because of the wheel dishing are also under much greater tension than the outer ones.

Spokes that break from corrosion often do so at the nipple because this is the one point on the spoke where water can become trapped on bare metal. Spokes that break from stress often do so at the spoke head because there is a bend and the spoke head is not always exactly lined up to transmit the force away from itself. To reduce the chance of these type of breakages, make sure the hub holes are properly chamfered and that the spokes have some sort of anti-corrosion compound on them.

Spokes that are old and tired will become fatigued and eventually break. You can reduce this by ensuring the wheel is kept at the proper tension, and that the tension between spokes is as balanced as possible. When truing a wire wheel, never adjust a single spoke to straighten the rim. Everything is done in the largest set possible to distribute the change in balance.

To comment further on this aspect of spoke breakage, a wheel that is run loose will become fatigued as quickly, if not quicker, than one that is run too tight. It is important to remember that your car is not being supported by the spokes on the bottom of the wheel. It is actually hanging from the ones on the top! As you drive along, the weight of the car will deformed the wheel into an oval by an amount not visible to the human eye. This deformation allows the spokes on the bottom of the wheel to lose tension while the spokes on top take up the slack for them, and increase in tension. It is this loosening / tightening cycle which fatigues the spokes. The looser the overall spoke tension, the more rim deformation will occur and the greater percentage of change will be allowed in spoke tension as spokes move from bottom to top and back. Of course cornering will fatigue spokes as well, but contrary to popular belief this is not the sole reason for spoke fatigue.

In conclusion, with today's metallurgy and chrome plating technology, there is no reason why a relatively new wire wheel should suffer spoke failure unless it is subjected to a level of abuse beyond the intent of its design. Hydrogen embrittlement was a problem decades ago, but today it has been overcome and is not a problem in a properly plated chrome wheel.

May 06, 2011 11:56:46
RAY 67 TOURER

When I had my chromed MWS wheels, I was replacing a spoke about once a month. After buying a new set of Dayton chromed wheels, I was replacing a spoke about once every 6 months. At that time, Dayton was using only stainless steel spokes. I've worked in the motorcycle repair industry for many years and have re-laced my share of wire wheels, quite a few with stainless steel replacement spokes. Here, spoke failure is rare, but the stresses put on the spokes are much lower. The original painted Dunlop wire wheels, on my '67, never had a spoke failure in the 25+ years I ran them. RAY

May 06, 2011 12:46:11
mgbanthony

My MWS chrome wires have had no spoke issues in 6 years. 14" 60 spoke MGB.

May 06, 2011 16:10:58
MGB567

"In conclusion, with today's metallurgy and chrome plating technology, there is no reason why a relatively new wire wheel should suffer spoke failure unless it is subjected to a level of abuse beyond the intent of its design. Hydrogen embrittlement was a problem decades ago, but today it has been overcome and is not a problem in a properly plated chrome wheel."

Steve would you say that this should equally apply to other chrome plated parts? Reason: I have a lot of chrome plated fasteners but I only had the heads plated because there's still a belief out there (as explained to me by a Hot Rod shop)amongst the authorities that chroming weakens steel.

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May 06, 2011 16:24:29
Be Coming

Barrie.

Chrome plating shops do not have the processes necessary to ensure the plating process does not damage the base material.

The references Chris presented are real and do apply to any component that does not have suitable process control during finishing. Your neighborhood chrome shop is not going to be a suitable place to take high strength fasteners or suspension components.

The issues brought up about embrittlement are valid and especially apply to the hot rod industry where if it can be nailed down long enough it gets chromed. High strength components or those subject to stress are liable to failure if they are not processed correctly.

The point I'm attempting to make is that the wheel manufacturers are well aware of this and the process used to manufacture chrome plated spokes is well controlled as evidenced by the rate of failure evidence.

Kelvin.

May 06, 2011 16:40:30
MGB567

Thanks Kelvin - I certainly wasn't doubting your explanation on wire spokes but I was curious about the fasteners given Steve's post. So "pretty as it is" IYO have I weakened eg the lower outer pivot bolt by having its head plated? ie the shaft was taped up before the plating process started.

May 06, 2011 17:12:00
Steve S

What Kelvin said. ;)

May 06, 2011 17:58:04
Soyokaze 72MGB

From the MGB AV Club...

[video]http://www.youtube.com/watch?v=RG0ochx16Dg&feature=related[/video]

May 06, 2011 19:56:02
Peter-Sherman

I'm temping fate by writing this but the stainless spokes on my dental drive 15by6 daytons, fitted to a 4.0 V8 with about 30K kms on them are still in perfect shape.

May 07, 2011 05:52:52
ourmg

[quote="Blake Sonnier"]
I had two break on a Dayton MGA wheel.. I believe it was done by the tire shop when they mounted the tire.. They of course said they didn't..[/quote]
X2 ...A tire shop put a bead breaker in a tire machine between the spokes while the machine slowly rotated the wheel to pull the tire away from the rim dismounting a tire on one of my wheels and it bent and snapped a spoke. Other machines use a clamp like device to push the tire off the bead. I have painted wires.

May 07, 2011 13:33:27
RAY 67 TOURER

Peter, You just had to tempt the gods of fate. Get a few spare spokes in anticipation of what's to come. RAY

Aug 10, 2011 18:11:47
Ted.Honey

[size=x-large]**What is the real DANGER robot would warn of regarding wire wheels?**[/size]

You deserve to at least be aware of the following.

As a purchaser of wire wheels, you deserve to have all the information available such that you can made an inteligent decision. You, your family and all others who might be affected by your decision deserve that you at least consider the public information made available to you before your gamble.

Please consider the following NHTSA (National Highway Traffic Safety Administration) defect investigation entries.

http://www-odi.nhtsa.dot.gov/acms/documentList.do?docId=DP10002&docType=INV&fromPublic=true

http://www-odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/Pursuits/2010/DP/INOT-DP10002-46641P.pdf

http://www-odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/Pursuits/2010/DP/INOT-DP10002-46642P.pdf

Aug 10, 2011 20:04:15
chris

Meanwhiles baack at the ranch, Billy Bob considered the new information that his stainless spokes were really chromed over stainless.

Aug 11, 2011 05:23:27
B-racer

Kelvin, I think the embrittlement issue is more about whether or not the factory worker quickly put the plated

items in the bake oven, or waited until after lunch:

"If the metal has not yet started to crack, the condition can be reversed by removing the hydrogen source and causing the hydrogen within the metal to diffuse out, possibly at elevated temperatures. Susceptible alloys, after chemical or electrochemical treatments where hydrogen is produced, are often subjected to heat treatment to remove absorbed hydrogen. There is a 4-hour time limit for baking out entrapped hydrogen after acid treating the parts. This is the time between the end of acid exposure and the beginning of the heating cycle in the baking furnace." (borrowed from Wiki)

I've found with spring manufacturing that you only have an hour (at most) to start the bake process before embrittlement become permanent. It all comes down to timing and well intentioned line workers. Of course, I'd want to buy the last parts that came out of the chrome tank and not the first, due to timing and starting the bake process faster.

BTW, why don't people yell at you for posting here, as if you're trying to sell products here for Moss??? Lucky dog...

Aug 11, 2011 12:44:25
bobmunch

Nothing but empirical experience that polished stainless spokes on Dayton rims on my old MGA gave no problems in a dozen years of weekly road work.

Aug 11, 2011 12:50:31
Be Coming

[quote=B-racer]

BTW, why don't people yell at you for posting here, as if you're trying to sell products here for Moss??? Lucky dog...[/quote]

One person has, quite vocally in fact. Despite the fact that I pay for my gold star out of my own pocket and sneak time on the forum on breaks. ;)

Aug 11, 2011 12:56:09
pcadogan

Whats STFU?

Aug 11, 2011 13:34:35
spikemichael

STFU

Stop The Fudge Unoinists

Save The Funny Umbrellas
Small Tiny Fuzzy Urchins
Shove Things Forcefully Under
Sudden Temperature Fluctuation Underminimg
String Terrorists Fatally Up
Seeing Tiny Frizzy Unicorns
Soupport Tempting Fatalistic Urges

Need More?

Aug 11, 2011 15:28:42
oldredsel

[quote=pcadogan]
Whats STFU?[/quote]

I'm not directing it at you Patrick;), but I think Jed means he'll just,

Shut The F**k Up!

Aug 11, 2011 16:20:20
mjamgb

Nice lawsuit info Ted. Too bad the guy is such a schlep and a disgruntled employee.

Since we don't use radial laced MC wheels I feel fairly safe.

Honestly, a product failure rate in the 1/1000 or less range seems pretty good, especially considering the failures are typically not of a tragic type. Heck, SCCA will let you auto-x your MG with up to THREE spokes broken!

I promise not to chrome plate anything nailed down for more than a minute!

Aug 11, 2011 19:31:47
chris

That is amazing in a negative way. The value of your perspective should be immediately recognizable to all on this forum. It isn't like you ever try to sell parts here.

Aug 11, 2011 19:40:23
ingoldsb

I kind of get tired of some people's never ending antipathy against vendors.

I am a vendor - nothing to do with MGBs or cars for that matter - my company makes a sophisticated hostile risk assessment tool. We are considered experts in the field. Yet - we practically aren't allowed to speak at many conferences because we are a heathen, swine, soulless vendor. Why people want to keep knowledgeable people's opinions that would benefit the constituents of the group concerned just because somewhere along the way they

might make a buck is beyond my comprehension.

In this case, if the vendors vanished, neither this BBS nor our hobby (obsession) would last very long.

Kelvin (and the rest of you), keep posting and ignore the peanut gallery.

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Note this is an **archived discussion** from the The MG Experience Forums.
If you would like to join the discussion please click below for the live version:
MGB & GT Forum: Chrome Plated Spokes - Danger - Will Robinson

Print Article

eHow
Trusted advice for the curious life

Problems With Knock Off Wire Wheels

By Rebekah Worsham, eHow Contributor

Knock off wire wheels can lend a a bold look of sophistication and sportiness to vehicles of most any type and age. Like most products available for purchase, knock off wire wheels have occasional issues that can lead to frustration for the buyer. These problems can range from minor issues to structural defects that require constant repair.

Frequent Maintenance

Although knock off wheels can provide a sleek look to your car, one of the biggest trade offs for obtaining the look is constant maintenance. The knock off, which is the large nut that secures the wheel to the car's hub, must be kept tight in order to keep the wheel properly placed. These nuts often times come loose and require frequent tightening in order to keep the wheel secure. In addition to the nut frequently coming loose, wire wheels often become dirty and must be cleaned often to prevent build up. Cleaning is sometimes difficult because of the tightness of the spokes, which are difficult to clean behind.

Broken Spokes

In addition to frequently loosened bolts, the spokes on wire wheel knock offs have a propensity to become loose and fall off. This is often times caused by driving over rugged terrain and typical wear and tear on the wheel. Spokes that come off in an inconspicuous

location can often times go unseen, however, spokes that become loose and fall off in a prominent location on the wheel, such as near the front, can present an eyesore and require replacement. Because knock off wire wheels tend to be more expensive than steel disk wheels, frequent replacement can become expensive over time.

Wear on Hub

Of all of the issues that can occur when using knock off wire wheels on your car, one of the most serious problems that can occur is the wear that knock off wire wheels place on the wheel's hub. Worn hubs tend to wear against the hub of the axle. Over time the axle's hub may begin to spin within the wheel as a result. When this occurs, the hub can spin the knock off loose, causing the knock off to fall off, often times including with the wheel itself. This can be prevented through regular maintenance and inspection to ensure that the wire wheel knock off remains properly installed.

Resources

- Hobby Car: Knock Off Wire Wheels

"SuperSpoke" Trade-Up Program

In September of 2002, American Wire Wheel, Inc out of Denton, TX sold off its assets and we purchased some of those assets. The new motorcycle wheel line now goes by the name American Wire Wheel, LLC of Dayton, OH and we are currently in production of 80 and 100 spoke custom spoke laced motorcycle wheels.

The NHTSA (National Highway Traffic Safety Administration) began a preliminary investigation into the "SuperSpoke" wheel design (built by American Wire Wheel, Inc of Denton, TX) in October of 2002. The case has now been closed with no official declaration of defect, or mandated recall by the actual manufacturer.

Although we are very concerned about this issue, please note that we did not build the "SuperSpoke" wheels, we did not sell the "SuperSpoke" wheels, and we will not be building wheels using this design in the future. Furthermore, we will not perform repair services on "SuperSpoke" wheels.

We are currently offering on a "trade-up" program for any current "SuperSpoke" wheel owner who may have concerns about the wheels. Though this will not be a free replacement, the program is intended to provide current owners of "SuperSpoke" wheels manufactured by American Wire Wheel, Inc of Denton, Texas who have concerns relating to cosmetic or structural issues with their wheels, or who are simply too afraid to ride on them due to concern for potential failure, an opportunity to receive premium quality, "Dayton-Built" custom motorcycle wheels at a significant discount from normal suggested retail pricing. This program is strictly limited to current retail consumers of "SuperSpoke" wheels only. This is our response to this unfortunate situation.

In order to avoid downtime for the customer's motorcycle, American Wire Wheel, LLC of Dayton, Ohio will sell new, Dayton-Built wheels to the current owner at full-suggested retail price (for whatever wheel they choose to buy), plus freight and sales tax (where applicable). Upon receiving the new wheels, the customer will then return the "SuperSpoke" wheels, freight prepaid, to the Dayton facility with a specific, pre-assigned "SST" (SuperSpoke Trade-up) return goods authorization (RGA) number. At the point they are received back at the Dayton facility, a credit (reimbursement) will be issued to the customer in the amount of the agreed upon "trade-up" value.

Though American Wire Wheel, LLC is not responsible for, or obligated to repair, the potential problems that these customers are encountering – or may someday encounter – it is out of concern for their well-being, and a desire to provide the confidence to enjoy a worry-free road trip, that American Wire Wheel, LLC of Dayton, Ohio is willing to present this opportunity.

This offer is available for a limited time only. The deadline to take advantage of this opportunity is December 31st, 2003. Wheels are not redeemable for cash.

The "Trade-Up" allowance (Retail) for "SuperSpoke" wheels is as follows:

"SS" Size:	**16x3.5"**	**16x5"**	**18x3.5"**	**18x5.5"**	**19x2.5"**	**21x2.15"**
Is Worth:	$340.00	$375.00	$375.00	$405.00	$405.00	$420.00

Please e-mail inquiries to info@americanwire.com regarding orders and questions.

In response to NHTSA's information request, **"INIM-DP10002-39367.pdf"**, and specifically inquiry item three (3), Dayton Wheel submits **"INOT-DP10002-40203P.pdf"** and knowingly omits numerous incidents of product failure and complaints. One of those omissions consists of a **set of four (4) Dayton Wheel JB166 chrome D4.38 16X6 Dunlop style automobile wheels all having sustained broken and or loose spokes.**

The disadvantaged customer, who resided in Sweden, had numerous communications with Dayton personnel and Charles Schroeder, the president of Dayton Wheel Concepts. Also involved in addressing the Swedish customers' product failures (**AGAIN ALL FOUR WHEELS FAILED**) was the Dayton Wheel Concepts European agent Lutz Lieberfinger in Germany. Mr. Schroeder was highly involved and informed regarding this massive product failure and personally supervised the acquiring of the failed wheels from Sweden. One of the Wheels from Sweden is known to have been returned to Dayton Wheel Concepts, that wheel had the **serial number SN 1600012**. There was no information regarding these incidents in Dayton Wheel's submitted response, **"INOTDP10002-40203P.pdf"** to NHTSA.

Young, Robert (NHTSA)

From: Tönnies, Daniel [Daniel.Toennies@morganpark.de] **Sent:** Mon 3/7/2011 2:53 AM
To: Bjorn Ljungquist
Cc: Brad Crutchleo
Subject: RE: Dayton Wire Wheels
Attachments:

Dear Bjorn,

Brad Crutchleo from the Dayton Wire Wheel/USA has passed your email concerning a sealant problem on to me.

We are the European distributor of Dayton Wire Wheels and we are happy to be at your service.

If you like to get the sealant repaired in Sweden, I can recommend using a direct glazing sealant "Teroson Terostat 8597 HMLC" (OEM No. #450503, 310ml) in conjunction with a "Teroson Terostat primer/activator" (OEM No. #1178000, 25ml).

Sometimes there is a problem with rough tires beads. For sealing minor leakages in the tire bead area, we recommend using Rema bead sealer ("Rema Tip Top", OEM No. 5930807, 1l).

Please feel free to ship the wheels to our address below and we will do our best to solve the problem.

Contact address:

Morgan Park Hamburg
Hanskampring 23
22885 Barsbüttel/Hamburg
Germany
Phone: +49(0)40-6703020
Fax: +49(0)40-6703090
Email: daniel.toennies@morganpark.de or dayton@morganpark.de

If you feel that the wheels are still under warranty please, be so kind and complete your shipment with the invoice showing ownership and date of purchase is acceptable.

Just let me know if I can be of any assistance.

Kind regards,
Daniel

Mit freundlichen Grüßen / Kind regards

i. A. Daniel Tönnies

MORGAN PARK HAMBURG
Hanskampring 23
D-22885 Barsbüttel/Hamburg
Tel.: +49 (0)40 - 670 61 51
Fax: +49 (0)40 - 670 30 90
Email: daniel.toennies@morganpark.de
Web: www.morganpark.de

Dipl. Kfm. Lutz R. Leberfinger e.K. Morgan Park

Geschäftsinhaber: Lutz R. Leberfinger
Registergericht: Lübeck HRA 5180 HL

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-----Ursprüngliche Nachricht-----
Von: Brad Crutchleo [mailto:bcrutchleo@daytonwheel.com]
Gesendet: Freitag, 4. März 2011 18:00
An: Bjorn Ljungquist
Cc: Tönnies, Daniel
Betreff: RE: Dayton Wire Wheels

Bjorn,

I am very sorry but I don't know how else to proceed. I cannot ship new wheels to replace wheels that have damaged sealer. I do have a distributor in Germany that may be able to help. Perhaps you can contact them and they could repair the wheels for you. They are a much closer than we are and they provide excellent customer service.

The company is Morgan Park in Hamburg Germany. Please contact Daniel and I am sure he can help.

Daniel.Toennies@morganpark.de

I hope this helps.

Best regards,
Brad Crutchleo
Sales Manager
Dayton and American wire Wheel
115 Compark Road
Dayton, OH 45459
937-438-0100
1-800-862-6000
Fax: 937-438-1215
www.daytonwirewheel.com
www.americanwire.com

-----Original Message-----
From: "Bjorn Ljungquist" <ljungquistbjorn@hotmail.com>
Sent: Friday, March 4, 2011 11:41am
To: bcrutchleo@daytonwheel.com
Subject: RE: Dayton Wire Wheels

Since I got the wheels I have tryed to seal them. Swdens best Tyrecompanies has tryed for months. And they says the wheels must be resealet aigan. But I´m still in the middle. My Thunderbirt can not be driven for more than 2 hours, before I have to fill air. Sorry, but it is the fakt. Sendiong them back to US will cost a fortune and tak very long time. / Björn

www.abljungquist.se take a look at my car here
Björn Ljungquist
Göteborg

> Date: Fri, 4 Mar 2011 10:19:24 -0500
> Subject: Dayton Wire Wheels
> From: bcrutchleo@daytonwheel.com
> To: ford@abljungquist.se
>
> Bjrn,
>
> I am sorry to hear about the issue. All of our wheels are tested for leaks before leaving our factory with two different processes. Sometimes when during the mounting process there can be a mistake that can damage the sealer we use on the wheels. Also when pressurizing the tire we have seen some shops use excessive tire pressure to get the tire to bead up. On steel or aluminum wheels this is no issue. Our wheels are labeled to not exceed 40psi or it can damage the sealer. There are ways to repair the wheel if you want to try that first. You can use a wind screen grade urethane sealer to patch areas that may be leaking. You should clean out any damaged sealer before applying the urethane. Also allow it to dry for 24 hours before re mounting the tire. If not you can send the wheels to us and we can repair them for you.
>
> I can assure you the wheels did not leave our factory with faulty sealer. It is a very high priority during our final inspections.
>
> Best regards,
>
> Brad Crutchleo
> Sales Manager
> Dayton and American wire Wheel
> 115 Compark Road
> Dayton, OH 45459
> 937-438-0100
> 1-800-862-6000
> Fax: 937-438-1215
> www.daytonwirewheel.com
> www.americanwire.com

mO^}M}

Young, Robert (NHTSA)

From: Tönnies, Daniel [Daniel.Toennies@morganpark.de] **Sent:** Mon 3/7/2011 4:48 AM
To: Bjorn Ljungquist
Cc: Brad Crutchleo
Subject: AW: Dayton Wire Wheels
Attachments:

Hello Bjorn,

Thank you very much for your response.

You are welcome to visit our company just outside Hamburg's gates.

With reference to the wheel issue, if I can be of any assistance in the meantime please do not hesitate to contact me.

Kind regards,

Daniel

Mit freundlichen Grüßen / Kind regards

i. A. Daniel Tönnies

MORGAN PARK HAMBURG

Hanskampring 23

D-22885 Barsbüttel/Hamburg

Tel.: +49 (0)40 - 670 61 51

Fax: +49 (0)40 - 670 30 90

Email: daniel.toennies@morganpark.de

Web: www.morganpark.de

MORGAN PARK

Dipl. Kfm. Lutz R. Leberfinger e.K. Morgan Park

Geschäftsinhaber: Lutz R. Leberfinger

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Von: Bjorn Ljungquist [mailto:ljungquistbjorn@hotmail.com]
Gesendet: Montag, 7. März 2011 10:15
An: Tönnies, Daniel
Betreff: RE: Dayton Wire Wheels

Hi, ant thank you. I´ll try so seal them in Sweden once more. You van see my car on my homepage under adress
www.abljungquist.se If possible I can drive dovn to Hamburg this summer. Best regards / Björn

Björn Ljungquist
Göteborg

> Subject: RE: Dayton Wire Wheels
> Date: Mon, 7 Mar 2011 08:53:37 +0100
> From: Daniel.Toennies@morganpark.de
> To: ljungquistbjorn@hotmail.com
> CC: bcrutchleo@daytonwheel.com
>
> Dear Bjorn,
>

> Brad Crutchleo from the Dayton Wire Wheel/USA has passed your email concerning a sealant problem on to me.
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> We are the European distributor of Dayton Wire Wheels and we are happy to be at your service.
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> If you like to get the sealant repaired in Sweden, I can recommend using a direct glazing sealant "Teroson Terostat 8597 HMLC" (OEM No. #450503, 310ml) in conjunction with a "Teroson Terostat primer/activator" (OEM No. #1178000, 25ml).
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> Please feel free to ship the wheels to our address below and we will do our best to solve the problem.
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> Contact address:
>
> Morgan Park Hamburg
> Hanskampring 23
> 22885 Barsbüttel/Hamburg
> Germany
> Phone: +49(0)40-670 3020
> Fax: +49(0)40-6703090
> Email: daniel.toennies@morganpark.de or dayton@morganpark.de
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> If you feel that the wheels are still under warranty please, be so kind and complete your shipment with the invoice showing ownership and date of purchase is acceptable.
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> Just let me know if I can be of any assistance.
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> Kind regards,
> Daniel
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> Mit freundlichen Grüßen / Kind regards
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> i. A. Daniel Tönnies
>
> MORGAN PARK HAMBURG
> Hanskampring 23
> D-22885 Barsbüttel/Hamburg
> Tel.: +49 (0)40 - 670 61 51
> Fax: +49 (0)40 - 670 30 90
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> Dipl. Kfm. Lutz R. Leberfinger e.K. Morgan Park
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> ----------
>
> -----Ursprüngliche Nachricht-----
> Von: Brad Crutchleo [mailto:bcrutchleo@daytonwheel.com]
> Gesendet: Freitag, 4. März 2011 18:00
> An: Bjorn Ljungquist
> Cc: Tönnies, Daniel
> Betreff: RE: Dayton Wire Wheels
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> Bjorn,
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> I am very sorry but I don't know how else to proceed. I cannot ship new wheels to replace wheels that have damaged sealer. I do have a distributor in Germany that may be able to help. Perhaps you can contact them and they could repair the wheels for you. They are a much closer than we are and they provide excellent customer service.
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> I hope this helps.
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> Best regards,
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> Sent: Friday, March 4, 2011 11:41am
> To: bcrutchleo@daytonwheel.com
> Subject: RE: Dayton Wire Wheels
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> Björn Ljungquist
> Göteborg

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> > From: bcrutchleo@daytonwheel.com
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> > Bjrn,
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> > Sales Manager
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> > www.daytonwirewheel.com
> > www.americanwire.com
>
>
>
>

British-Cars.com

MG MGA Defective 'DAYTON WIRE RIMS' BBS discussion at British-Cars.net



British-Cars.net

Welcome to the DMR Site for British Car Information.

Print this page

Parts

MG parts spares and accessories are available for MG T Series (TA, MG TB, MG TC, MG TD, MG TF), Magnette, MGA, Twin cam, MGB, MGBGT, MGC, MGC GT, MG Midget, Sprite and other MG models from British car spares company LBCarCo.

MG MGA - Defective 'DAYTON WIRE RIMS'

I would like to respond to R Fisher regarding my rims from a previous post but I feel the need to inform everyone on some difficulties I am having with them. The rims are "Dayton chrome 60 spoke wires" Model# DU60-155. These are 15"x5" tubeless type.
I am presently engaged in a disagreement with the company because of a defect with one of them. I have three spokes that have pulled out of the hub with less than 1000 miles on them (See Photo). They are presently under a three year warranty; however Dayton has been trying to find every excuse not to warranty them! They finally agreed to honor the warranty and determine weather it needs replacing or

can be repaired. But they say it will be 6 to eight weeks! I want them to send me a new one that I would pay for until they received the damaged one and then credit me back. They refused. Needless to say I will not be buying Dayton wheels for my TR restoration. I would think in these economically difficult times that Companies would put more of an effort in pacifying a customer. I guess the good thing about a recession is it does weed out these bad apples!

WMR Bill

Correction on rim size! It is a D452 15X4.5 60 spoke

See "Dayton" site;
http://www.daytonwirewheels.com/britishcars.html

WMR Bill

This is troubling as Dayton was becoming the prefered supplier due to quality problems with the Dunlops after they moved their production to India. I agree with you, a 6 to 8 week turn is too long, especially at this time of year with the event season just kicking off. They need to get this wheel back in house quickly and find out what caused the failure before they have a wreck caused by a wheel failure and get a multi million dollar lawsuit. That's next as you now have put the word out if they don't respond quickly they'll leave themselves open to huge liability.

Bill Young

2 days UPS to Dayton, two more max to examine = phone call to you saying either a new wheel is on its way as of today's UPS or a VERY good explanation of how it's your fault.

Get the CEO's name and address him - it's his job!

If that doesn't work, inform them via reg letter that this wheel WILL be on display at events far and wide.

It's hard to tell from the picture (take lots, in different light!), but are there substantial differences in how the spoke heads are formed, and how they sit in the hub? They should be pretty much all the same. Can you tell if the holes are bigger/deeper in some cases than others, or if the spoke heads vary in size and thickness? You have 240 examples to look at - look at all of them, from both sides!

I've seen an awful lot of junk/rusted/abused wheels, but I've NEVER seen a spoke pull through a hub.

I have sold people Daytons and have never heard of a problem, but if your story is verified, I'd sure remember it. OTH, IF they fix it NOW, pay the freight, and give suitable apologies - and maybe the offer of a discount on your TR wheels - I'd be relating that to any future customers too. With about 100 years of experience, they shouldn't be having this sort of problem.

FRM

FR Millmore

You should not have to ever offer to BUY another wheel for a later credit. What would happen if the reject the credit. Then you have another wheel you have paid for and no repairs. Why not email the company the link to this forum and let them see for themselves the exposure this fault may gain. Can you use your spare for the short term, but if one wheel has failed im not sure if i would want to

challange any corners.

Im aware of another Dayton Chrome wheel in Australia which suffered a total collapse on a highway a number of years ago. The spokes collapsed. The car was fine and the wheel was replaced.

Where are Doyton wheel made anyway?

Further to all this if the other wheels do fail in the future you have at least recored the original event on the world wide web. That would be good to prove the history of the fault.

Best of luck.

DJ Lake

For whatever it's worth, I sent the link to this thread to Dayton, noting that the classic car community takes such complaints very seriously and that the current widespread preference for Daytons over Dunlops is importantly the result of our networking. Let's hope that Dayton does the right thing.

Ken

Ken Korey

Wow,
They should send you a new wheel and pay to have to failed one returned for evaluation. I can't believe they don't want to evaluate it to determine what happened. Be sure to check your other wheels for signs of a similar problem.
By all means, escalate this issue. Sales people (no offense guys) sometimes try to gloss over these issues. Take it to the "Top"
Good luck,
GTF

G T Foster

It may be the light/angle in the photo, but a number of those spoke 'heads' appear to not be sitting evenly against the surface of the inner rim. I would have expected quality manufacturing to have ensured a high degree of uniformity in that aspect.

I'll follow this thread closely as Dayton were emerging as a most probable option in respect of a wheel update I'm looking into.

Regards
Roger

Roger T

Further to my previous comments, i bought a set of DUNLOP wheels from the local MG supplier in Brisbane and cannot complain about them at all. They are paint finish and not chrome. Just the way I like them.
And in the the hidden side of the hub the spoke ends all sit neating within the chamfered hole.

Quote from a Dayton sales page "the most ruggedly built wire wheels in the industry"....."most durable

wire wheel on the market today"...really.

DJ Lake

I copied and pasted this entire link. Then I looked up their website and snet it to them in it's entirity. This way maybe somebody will read it.
Sandy

Sandy Sanders

This is a serious problem! When a company that thrives on the quality of their product...is willing to disregard a situation where by deaths may occur, there is a problem.

It could be compared,in similarity to the Ford Pinto gas tank expolsions of passed years. After due consideration and several deaths,Ford decided that it was less costly to pay off the death suits than to recall the car. Do you see many Pintos these days?

Dayton is WRONG and this is seriously going to affect my purchase thoughts. I will be sixty in June and I was going to "treat" myself with a set of 60 spoke chrome wires. Now I am not sure. Gordon

Gordon Harrison

Well I would like to update everyone with the responce from Dayton and my responce to them. Thanks everybody for your support and suggestions.

Bill,

I have been informed by both Tor and Jim of the situation. I do appreciate the pictures but I am not able to tell what caused the issue without inspecting the wheel. We will do our best to expedite the process but as you mentioned this is the beginning of the season and we are extremely busy. Please send us the wheel with the original receipt of purchase that so it can be properly checked in. The repair process can take approximately 2 to 3 weeks. Of course the sooner the better. Again we will do our best to expedite the process. Please make sure the RMA is noted on the outside of the package.

Best regards,

Brad Crutchleo
Sales Manager
Dayton Wire Wheels
115 Compark Road
Dayton, OH. 45458
937-438-0100
1-800-862-6000 ext:212
fax: 937-438-1215

WMR Bill

And my responce:

Dear Mr. Crutchleo
I am quite disappointed with both your response as well as the response of your sales representative Jim. I would think from a liability standpoint you would have a little bit more concern let alone the thought of keeping a customer happy. It's bad enough that you imply that you're very busy and you will 'Do your best to get to it". But what a slap in the face for Jim to try and force a sale of a replacement on me at a $100 mark up above the cost of your own distributors. Then to suggest that if the defective rim is repairable, I would be stuck with both rims! All this while my car sits on Jack stands for several weeks if not months, until you get to it! NO THANKS! I will NOT be doing business with your company. I have purchased another rim from a reputable company and will be sending back the defective one to you for repairs as soon as I receive my new one. Meanwhile I have already begun circulating amongst the different clubs and forums the "DANGER" of your product and your lack of concern and cooperation. I will also be forwarding my complaint to the attorney General of Ohio and the auto consumer groups. This is a potentially dangerous situation that should be investigated immediately. Should other rims fail resulting in death, this is your notice that you were notified of the defective hazard.
Please govern yourself accordingly
Bill Robinson

WMR Bill

Like tens (or hundreds) of thousands of classic car owners around the world I have wire wheels on my cars and, like a high percentage of those owners, plan to purchase more wheels in the near future. Like many others I have been watching this thread and the other threads on wire wheels to keep up to speed on the best manufacturer (and outlet) to use.

I had been pleased to hear about the recent improvements in the Moss Dunlop wheels, but was recently heavily swayed by the praise of the Daytons.

I cannot believe the poor response from Brad above. How many hundreds of thousands of dollars he has lost his company with that approach even he may never know.

To have a customers car off the road, not to mention the potential safety issue already covered, his response is more than a little bizzare.

Surely they would like that wheel back in the most extreme urgency - what better way to expedite that than than sending a replacement?

I have previously worked in the auto industry for a leading global manufacturer for over 25 years and I can state quite categorically that if anything like this happened to a part on recently manufactured vehicle, there would be a company representative there on the spot the same day, or soonest time physically possible.

This is a huge black mark against Dayton, and a shame as their reputation was building quickly thanks to forums like this across the classic car communities.

Come on Dayton, provide a better response; fail to at your peril.

Neil McGurk

I hope Dayton will reconsider, but I doubt it. Looks like the market to LBCs is getting smaller and they would prefer to deal with the lowriders with the 20" gold plated wires than deal with us. That wheel should have been replaced immediately and then if repairable they could sell it at a discount in a "scratch and dent" sale later. You should have been back on the road in a matter of days, not weeks. Just my tuppence worth.

Bill Young

Please note the item has been successfully resolved to be benifit of Bill and the entire classic car community. Refer to the link. Or Dayton Wire Rim Update in this forum.

<http://www2.mgcars.org.uk/cgi-bin/gen5?runprog=mgbbs&mode=thread&access=&subject=6&source=T&thread=200804031820214237>

DJ Lake

I am updating this post from a previous thread for archaive purposes to indicate that Dayton is resoliving this matter:

I wanted to stat a new thread to update everyone on a call I received from The President of Dayton Wire Wheels. He gave me a personal phone call to apologize and to send out a replacement ASAP. He stated that they are greatly concerned with the problem and would like there engineers to evaluate why the problem occurred. I was greatly impressed with his response and help as well as the response from this forum. He did indicate that as an owner of several British Cars himself, he was aware of the "Talk" from these forums on this issue. However I do feel his response was sincere regarding the safety rather than the PR it was getting. I will expect them to share the results with us as to why this problem occurred in the event that someone else may have the same problem.
Many thanks to everyone including Charlie C of Dayton Wire Wheels.
Sincerely, Bill Robinson

WMR Bill

This thread was discussed between 02/04/2008 and 04/04/2008

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The MG Experience

www.mgexperience.net

MG Experience Forums

MGB & GT Forum: Dayton Tubless Wire Wheels

Posted by essjayarr

Dayton Tubless Wire Wheels

essjayarr

Steve Rose
SE Mass., USA

Posted: June 16, 2011 01:44PM
Registered: 7 months ago
Posts: 78

Hello Everyone,

I'm looking for feedback from those who have owned Dayton "tubeless" wire wheels for a period of time.

thanks in advance

Re: Dayton Tubless Wire Wheels

bills

Bill Spohn
W. Vancouver, BC, Canada
1956 MG MGA
1958 MG MGA Twin-Cam
1962 MG MGA MkII Coupe
1965 Jensen CV8 & more...

Posted: June 16, 2011 02:01PM
Registered: 6 years ago
Posts: 6,723

I run 15x6" chromed Daytons on the Jamaican and have been very happy with them.

Bill Spohn www.rhodo.citymax.com/carstuff.html
1958 MGA Twincam (race car), 1962 MGA Deluxe Coupe
1969 MGC roadster, 1957 Jamaican MGA
1965 Jensen CV8, 1971 Jensen Interceptor
1969 Lamborghini Islero S, 1988 Fiero GT turbo
2009 Pontiac Solstice GXP Coupe
West Vancouver BC



Re: Dayton Tubless Wire Wheels

The Brown B

Rob S
Birmingham, USA
1978 MG MGB "The Brown B"

Posted: June 16, 2011 02:04PM
Registered: 3 months ago
Posts: 182

I have had mine for about two years, maybe longer. I am well pleased with them, except they cost a pretty penny! Mine are the chrome plated stainless. I had new tires installed at the time of purchase and shipped from California to Alabama, all 5 of them. So far, I have had no regrets, and when clean, they look sharp! Easy to clean. With the purchase, I received a bottle of wire wheel cleaner. It works very well.

Happy Motoring

Meant to add, mine are the stock 14" replacement size.

Edited 1 time(s). Last edit at 06/16/2011 02:07PM by The Brown B.

Re: Dayton Tubless Wire Wheels

Speedracer

Hap Waldrop
Greenville, SC, USA
1967 MG MGB "The Biscuit"
1967 MG MGB GT ""Kipper""

Posted: June 16, 2011 02:27PM
Registered: 5 years ago
Top Contributor
Posts: 14,632

I, by no means am a big fan of spoked wheels, doesn't fit my style or occupation ☺, but for two years when I first got my car it had new Dayton chrome tubless spoke wheels on it, and they rode fine, no complaints whatsoever, if you're going for spoke wheels, I think they are the very best ones to buy.

Hap Waldrop
MGexperience Supporting Vendor
Member Services:
How to advertise on this website



Acme Speed Shop – Greenville, SC USA MG-Triumph race/street engines, Cylinder head rebuilding and port and polishing, SU carburator rebuilding, Quailty engine rebuilding kits, VTO Classic 8 and Retro 4 wheels.

Re: Dayton Tubless Wire Wheels

MGB65B

Thomas Aczel
Kurrajong Hts, Australia
1962 MG MGA MkII
1965 MG MGB "Dad's Little White Car"

Posted: June 16, 2011 02:29PM
Registered: 5 years ago
Posts: 1,295

4 years and mine still look perfect. No broken or loose spokes. Just developed a slow leak in one tyre though. Not sure yet if this is a tyre or rim/spoke seal problem.

Re: Dayton Tubless Wire Wheels

robgeskey

Rob Geskey
Streamwood, IL, USA
1969 MG MGB
1974 MG MGB
1974 MG MGB GT
1978 MG MGB V8 Conversion

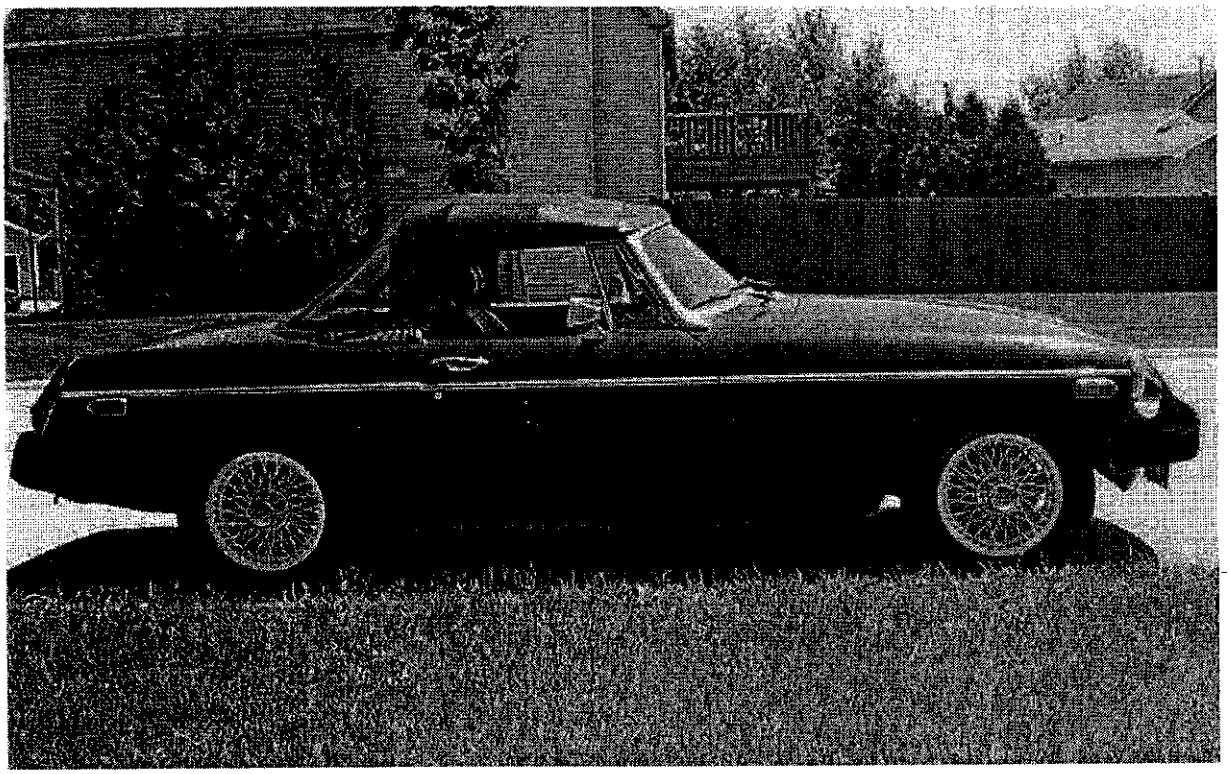
Posted: June 16, 2011 02:59PM
Registered: 4 years ago
Posts: 880

I have had a set of Dayton Chrome/Stainless wheels on one of my MGBs for about 1 1/2 years now and maybe 1000 miles. They still look as new as one would hope they would. I have not had any leaks at all. I check tire pressure every time any of my Bs are driven and I have not had to add any air to the Dayton wheeled one since they were installed. I would not buy any other spoked wheel. Dayton tubeless is the only option in my book if you want spoked wheels.

Cheers,

Rob

Keep the rubber side down and the shiny side up!



Re: Dayton Tubless Wire Wheels

essjayarr

Steve Rose
SE Mass., USA

Posted: June 16, 2011 04:57PM
Registered: 7 months ago
Posts: 78

> Quote
> **robgeskey**
> I have had a set of Dayton Chrome/Stainless wheels on one of my MGBs for about 1 1/2 years now and maybe 1000 miles. They still look as new as one would hope they would. I have not had any leaks at all. I check tire pressure every time any of my Bs are driven and I have not had to add any air to the Dayton wheeled one since they were installed. I would not buy any other spoked wheel. Dayton tubeless is the only option in my book if you want spoked wheels.
>
> Cheers,
>
> Rob

Rob,
Love the avatar (Goldwing). I bought one identical, new in 1982, stripped down, standard. I traded a '79 Yamaha XS750F and $2400 for it. Sticker was about $3500. I would love to have another, with low mileage and in good condition!

Steve

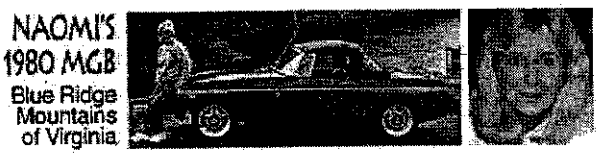
Re: Dayton Tubless Wire Wheels

Naomi

Naomi C
Between Greensboro and Roanoke, USA
1964 MG MGB "Kirby"
1979 MG MGB "Bandit"
1980 MG MGB "Robbie"
1995 Mazda Miata Special Edition

Posted: June 16, 2011 05:45PM
Registered: 8 years ago
Top Contributor
Posts: 12,179

I've had the ones on my 64B for three years now and no problems at all. Matter of fact I've finally got over the initial cost shock ☺☺



"1964 MGB" (Kirby) All original pull handle MGB, 3 main, with overdrive, but a daily driver with all the dents and dings to prove it -- Titled in 1965~~

"1979 MGB" (Bandit) My problem child and seems to always let me down at the worst possible time but still loved just like the others~~

"1980 MGB" (Robbie) Even though it's a RB it does have overdrive, a Weber Carb, and is my favorite MGB. We have logged thousands of happy miles together ~~

Re: Dayton Tubless Wire Wheels

69GT

Robert Tyree
Murrieta, CA, USA
1969 MG MGB GT "The B"
1975 MG MGB "Tangerine Sky"

Posted: June 16, 2011 05:59PM
Registered: 5 years ago
Posts: 1,033

I've had them for three years on my 69 GT - no complaints. I just wish they were chrome.

Re: Dayton Tubless Wire Wheels

robgeskey

Rob Geskey
Streamwood, IL, USA
1969 MG MGB
1974 MG MGB
1974 MG MGB GT
1978 MG MGB V8 Conversion

Posted: June 16, 2011 06:24PM
Registered: 4 years ago
Posts: 880

Rob,
Love the avatar (Goldwing). I bought one identical, new in 1982, stripped down, standard. I traded a '79 Yamaha XS750F and $2400 for it. Sticker was about $3500. I would love to have another, with low mileage and in good condition!

Steve[/quote]

Thanks Steve. My Wing is a Standard (aka naked wing) 1981 with only about 2K on it now. Most of the miles on it were put on while it was in Thailand when I did some DOD work in that part of the world. It sat in storage there for many years until I had it shipped home. The color of this bike is Cosmos. It changes colors with lighting from black to a very dark greenish color. I would be happy to have a B with that paint!

While the Dayton Chrome/Stainless wheels may be a bit more expesive than any others, you will never regret the investment. One note...just make sure your hub splines are in good shape or you may be looking at destroying your new wheels. That would be a costly mistake for sure!

Cheers,

Rob

Keep the rubber side down and the shiny side up!



Re: Dayton Tubless Wire Wheels

JMoore

John Moore
Clifton Park, NY, USA
1961 Austin-Healey "Bugeye" Sprite

Posted: June 16, 2011 06:39PM
Registered: 8 years ago
Top Contributor

1968 MG MGB GT
1970 MG MGB
1999 Land Rover Discovery II
Posts: 17,845

I have the 14" 72 spoke chrome daytons on my 70 roadster for the past four years and they have been absolutely great!

John Moore

'70 MGB, '68 MGBGT, '99 Land Rover Discovery II, '61 Austin Healey Bugeye Sprite

---

Re: Dayton Tubless Wire Wheels

rrmgb

robert schau
Reston, VA., USA
1973 MG MGB
1973 MG MGB

Posted: June 16, 2011 06:58PM
Registered: 4 years ago
Posts: 7,216

Mine (painted) have outlasted the tires. Best you can buy!
RS

"It is a mistake to try to look too far ahead. The chain of destiny can only be grasped one link at a time."
Sir Winston Churchill

"It all starts in your mind's eye, then it goes to your heart and finally to your very soul."
G.S.George PHD

Re: Dayton Tubless Wire Wheels

essjayarr

Steve Rose
SE Mass., USA

Posted: June 16, 2011 07:38PM
Registered: 7 months ago
Posts: 78

> Quote
> **robgeskey**
> Rob,
> Love the avatar (Goldwing). I bought one identical, new in 1982, stripped down, standard. I traded a '79 Yamaha XS750F and $2400 for it. Sticker was about $3500.
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>
> Steve

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DOD work in that part of the world. It sat in storage there for many years until I had it shipped home. The color of this bike is Cosmos. It changes colors with lighting from black to a very dark greenish color. I would be happy to have a B with that paint!

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Cheers,

Rob[/quote]

I've got to take a good look at my hubs. This is the 1st MGB and wire wheel car I have owned. I'll have to search for some reference photos.
Are all chromed 72 spoke Daytons made of stainless or must you specify stainless?

If you ever consider selling the G-wing, put on the list!

Re: Dayton Tubless Wire Wheels

tenntony

Tony Shoviak
Waterville Ohio, USA

Posted: June 16, 2011 07:44PM
Registered: 4 years ago
Posts: 143

I've had Dayton tubeless chrome wire wheels on my MGC for 10 years , two sets of tires, with no problems.
Tony

Re: Dayton Tubless Wire Wheels

robgeskey

Rob Geskey
Streamwood, IL, USA
1969 MG MGB
1974 MG MGB
1974 MG MGB GT
1978 MG MGB V8 Conversion

Posted: June 16, 2011 09:20PM
Registered: 4 years ago
Posts: 880

Steve,

All of the Dayton chrome wire wheels for our sizes have been made with stainless spokes for some time to my knowledge. I suppose it would not hurt to verify with whomever you purchase your wheels from though.

You will need a good caliper to measure the hubs when you do check them for wear. When new, the hubs should measure about 2.450". When they measure less than 2.425", they will need replacing. The splines should have a small flat section on top and not sharp. If they are sharp, they are worn for sure and will need replacing soon if not now.

I pull my wire wheels once a year to lubricate them. I personally like silver colored antiseize for lubricant. If you drive a lot, you might pull and lube them sooner. I don't

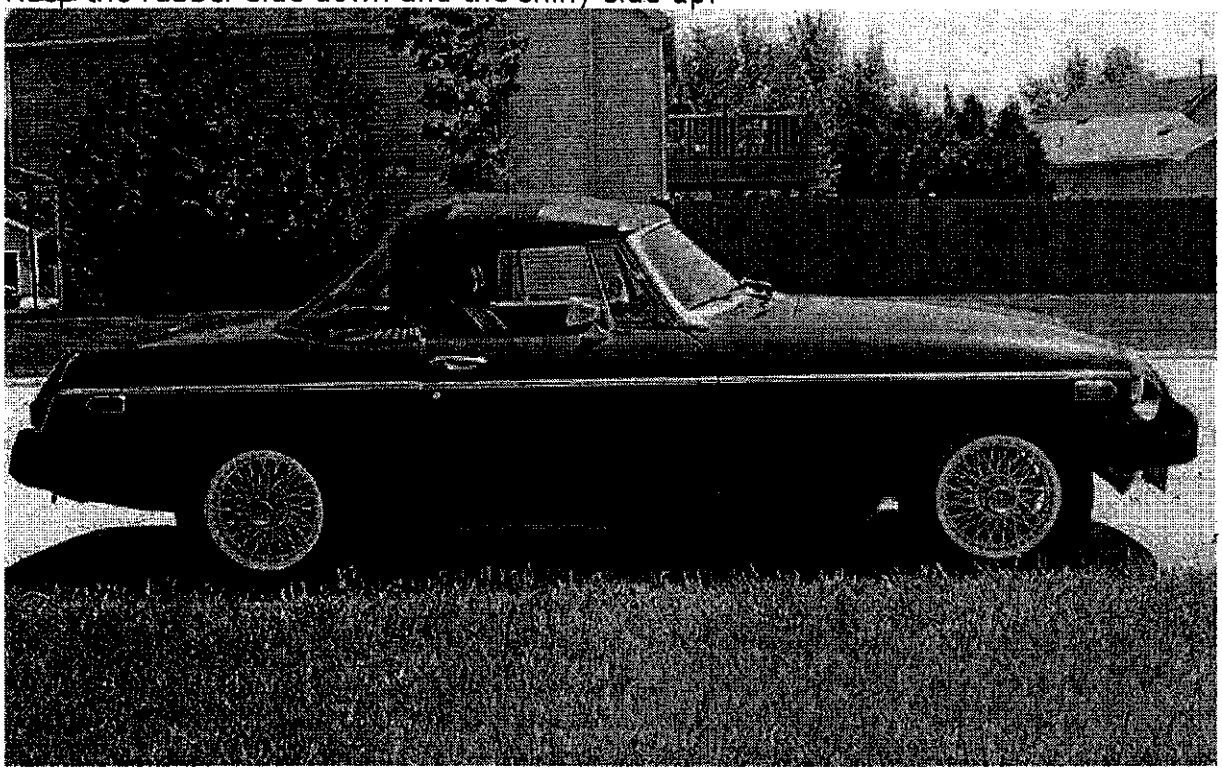
recall off hand what the lubrication charts suggests. Tire rotation time would also be a good time for the lube service. Keeping up on the lube schedule will not only make the parts last longer but ease of disassembly.

Between rotator cuff and knee problems, the Wing sits currently with new Dunlops on the ground just waiting..... If the day comes to sell the beast, I would be happy to let you know. It would be nice to have it ridden by someone who could appreciate what it is.

Cheers,

Rob

Keep the rubber side down and the shiny side up!



Re: Dayton Tubless Wire Wheels

kerbau53

Geoff Morton
Naples, FL, USA
1978 MG MGB V8 Conversion "The Wreck"

Posted: June 17, 2011 12:54AM
Registered: 1 year ago
Posts: 426

Hendrix Wire Wheel in SC has tubes to fit if you're leery of going the tubeless route.

Re: Dayton Tubless Wire Wheels

Peter-Sherman

Peter Sherman
Melbourne, Australia
1975 MG MGB V8 Conversion

Posted: June 17, 2011 02:18AM
Registered: 4 years ago
Posts: 2,805

I have the Dayton knock on conversions. These are the K series where you bolt an adaptor to the bolt on hub and then attach a knock on spoked wheel.
They are ideal. there is always a down side however. They are heavy.
http://www.britishv8.org/Articles/Dayton-Wire-Wheels.htm

Re: Dayton Tubless Wire Wheels

Paul J
SC, USA

Posted: June 17, 2011 03:18AM
Registered: 5 years ago
Posts: 2,048

> Quote
> **rrmgb**
> Mine (painted) have outlasted the tires. Best you can buy!
> RS

???????

Never heard of a tire outlasting the wheel. I want a set.



They Support Us.
Some at the Ultimate Price!
God Bless Them!

1972 MGB 1955 MG TF

Re: Dayton Tubless Wire Wheels

essjayarr
Steve Rose
SE Mass., USA

Posted: June 17, 2011 09:58AM
Registered: 7 months ago
Posts: 78

> Quote
> **robgeskey**
> Steve,

All of the Dayton chrome wire wheels for our sizes have been made with stainless spokes for some time to my knowledge. I suppose it would not hurt to verify with whomever you purchase your wheels from though.

You will need a good caliper to measure the hubs when you do check them for wear. When new, the hubs should measure about 2.450". When they measure less than 2.425", they will need replacing. The splines should have a small flat section on top and not sharp. If they are sharp, they are worn for sure and will need replacing soon if not now.

I pull my wire wheels once a year to lubricate them. I personally like silver colored antiseize for lubricant. If you drive a lot, you might pull and lube them sooner. I don't recall off hand what the lubrication charts suggests. Tire rotation time would also be a good time for the lube service. Keeping up on the lube schedule will not only make the parts last longer but ease of disassembly.

Between rotator cuff and knee problems, the Wing sits currently with new Dunlops on the ground just waiting..... If the day comes to sell the beast, I would be happy to let you know. It would be nice to have it ridden by someone who could appreciate what it is.

Cheers,

Rob

Rob,

Thanks. This is good info. I'm gonna get on this right away.
Sorry to hear of the knee and rotator. Try to keep moving to keep the rust from forming ☺
So, yeah...please do remember me if it ever comes to the point of parting with the Gwing.
Steve

Re: Dayton Tubless Wire Wheels

RAY 67 TOURER

Ray Marloff
Fort Bragg, CA, USA
1967 MG MGB "My Girl"

Posted: June 17, 2011 03:29PM
Registered: 1 year ago
Top Contributor
Posts: 3,893

I must me the only one who has had problems with Dayton chrome wires. Mine broke 2 spokes in the first month and the chrome began to peel in less than 6 years. All this on a car that never sees any kind of bad weather and is cleaned after every drive. I've since converted over to Minator knockoff alloys and couldn't be happier. RAY

Re: Dayton Tubless Wire Wheels

mooser01

George Campbell
MT, USA
1969 MG MGB

Posted: June 25, 2011 10:23AM
Registered: 8 months ago
Posts: 1

I've been considering a set of 15X6 Daytons for my 69 B tourer. I believe the back space is 4 1/2 inches. Has anyone had experiance with this Dayton set-up. Suggestions.

Re: Dayton Tubless Wire Wheels

Peter-Sherman

Peter Sherman
Melbourne, Australia
1975 MG MGB V8 Conversion

Posted: June 27, 2011 04:05AM
Registered: 4 years ago
Posts: 2,805

back space 4.5 inches. For 6 inch wheels that corresponds to 25mm pos
I am using 15 by 6 inch dental drive wheels. With the adaptors in place this has 4.5 inch backspacing. The adaptors take up 1/8th of an inch so the dental drive wheels sans adaptors have 4 and 5/8ths backspacing to allow for the adaptor. If you are using non adaptor, standard rudge style spline wires then 4.5 backspacing puts the tyre in the same location.
These fit comfortably under standard guards.
The extra half inch (centreline 6/2=3, plus 25mm = 4 inches) comes from the thickness of the inner rim. Wheel width is measured from the inside of the rims, not the outside. These rims are usually about half an inch thick. 6 inch wheels are in fact 7 inches wide when measured from the outside of the rim, but no one does that!
I'm using 195 by 60 Michelin energy tyres. This size tyre on 15 inch wheels gives the same overall diameter wheel/tyre as standard factory issue wheels and tyres so your speedo doesn't alter.

Re: Dayton Tubless Wire Wheels

Ted.Honey

Theo H
Spammer, United Kingdom

Posted: August 10, 2011 06:23PM
Registered: 28 days ago
Posts: 7

As a purchaser of wire wheels, you deserve to have all the information available such that you can made an inteligent decision. You, your family and all others who might be affected by your decision deserve that you at least consider the public information made available to you before your gamble.

Please consider the following NHTSA (National Highway Traffic Safety Administration) defect investigation entries.

http://www-odi.nhtsa.dot.gov/acms/documentList.do?docId=DP10002&docType=INV&fromPublic=true

http://www-odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/Pursuits/2010/DP/INOT-DP10002-46641P.pdf

http://www-odi.nhtsa.dot.gov/acms/docservlet/Artemis/Public/Pursuits/2010/DP/INOT-DP10002-46642P.pdf

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