

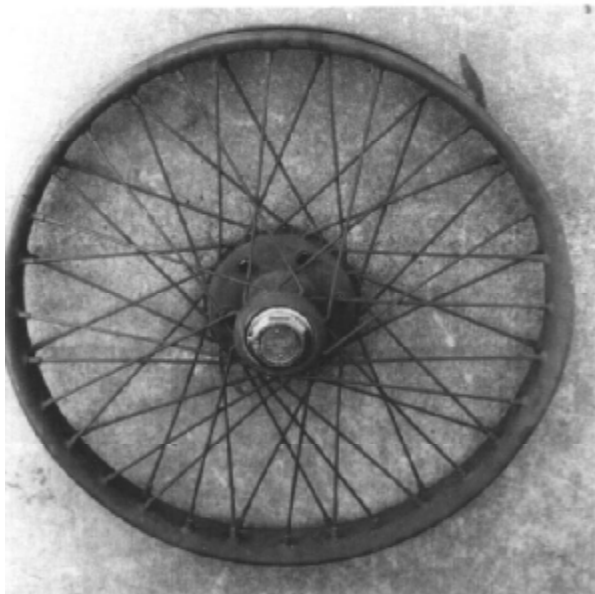
WIRE WHEELS

By **DOUG LANGEVIN**
Huntington Beach, California

Wheels and hubs supplied by Greg Johnson, Doug Langevin, Mark Mahoney and John Pinney

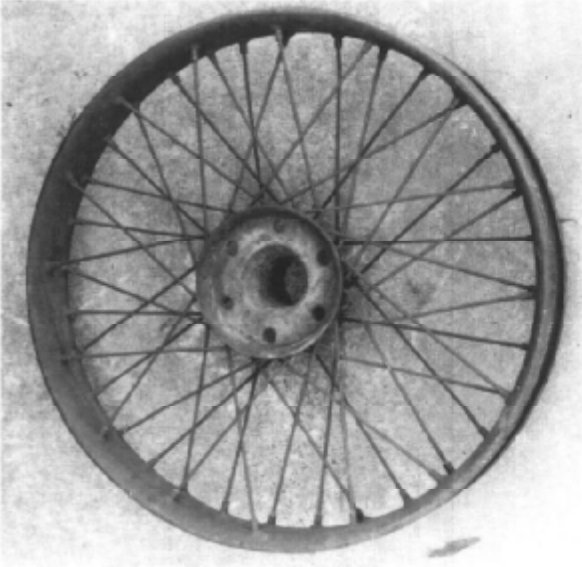
There is little doubt that one of the most desired accessories for the Model T Ford speedster would be some form of an overhead valve conversion. The second most desired item would be a set of wire wheels. While neither of these accessories are readily available, they are around and if the price can be met, can be had. Much has been written about overheads, but little about the many varieties of wire wheels.

Presented here are a few of the more common (and not so common) accessory wire wheels for the Model T Ford. We have tried to show the essential differences in the various makes but will let you decide which might be the "best design.

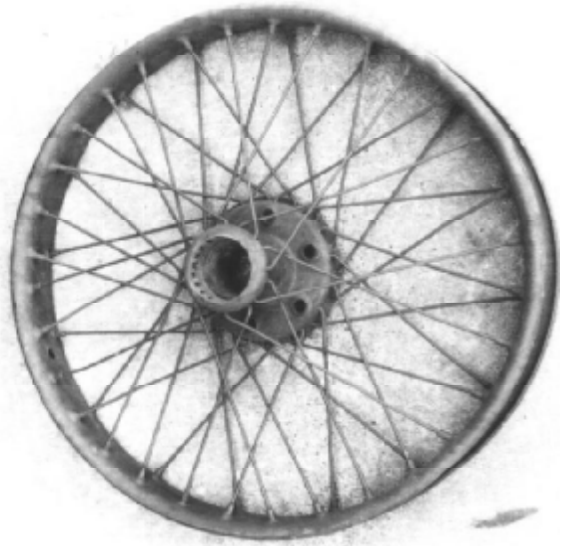


Dayton ad which appeared in the January 1919 issue of *Fordowner*.

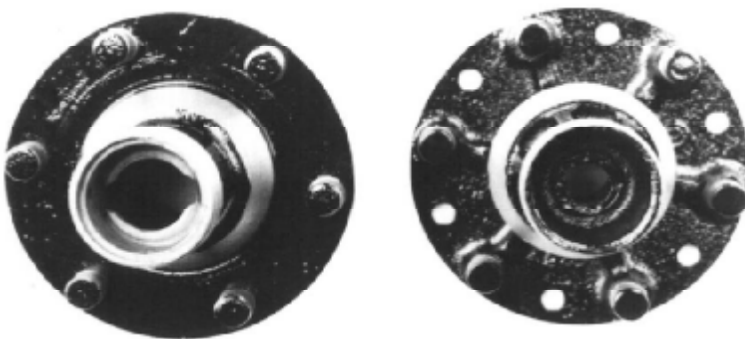
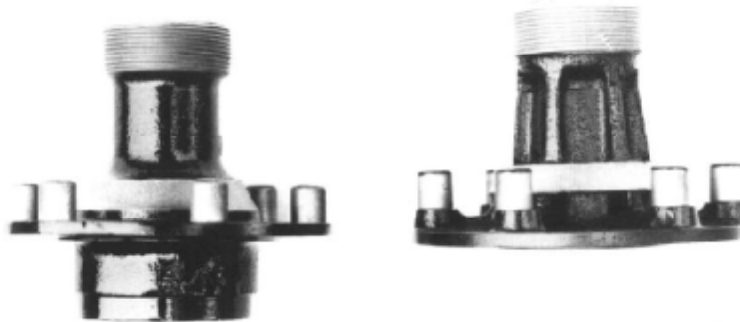
Dayton six-pin-drive wheel with the hub and cap installed. The Houk wire wheel looks almost exactly the same and will even go on the Dayton hub but will not tighten down securely. Houks do not have the raised ring of metal around the drive pin holes (on either side). Daytons have a raised ring on the front side, and Pascos have a ring on the rear side.



Rear view of a Dayton six-pin-drive, 48-spoke, 30 x 3% wheel. The taper in the center of the wheel locates the wheel and the pins go through the holes to drive it. The pins carry no load other than the drive torque.



Dayton wheel without the hub. Notice how the driving pin holes have metal upset towards the outside, not to the inside as in the Pascos.



Dayton front (left) and rear hubs

Extra Tire Mileage

The fact that they reduce tire cost has been a great factor in the success of Dayton Wire Wheels.

In these days of economy and thrift the motorist recognizes that increased tire mileage, quick change of tires and the other distinctive features combine to make Dayton Wire Wheels a profitable investment for any Ford or Chevrolet 480 owner.

That investment means a good profit for the dealer, with an easy selling article of substantial volume to make it worth his effort.

An advertising campaign to the consumer brings out the impressive qualities of the Dayton, and makes the dealer's work easier.

The dealer who appreciates co-operation will see in it his big opportunity to add a selling line that will also help him sell cars.

Cash is on this. Hundreds are delighted with the results. But don't delay it. Write or wire now.

The Dayton Wire Wheel Company
Dayton, Ohio

Service stations in all principal cities.
Wheel carriers specially designed for Dayton can be furnished. Wheels in any standard color.

Dayton
Wire Wheels
MADE UNDER LICENSE
QUICK, DETACHABLE



Dayton front hub and cap

Dayton ad which appeared in the February 1919 issue of *Fordowner*.



Alike but not alike. Three similar hub caps. Left, Dayton 6-pin drive; center, Buffalo; and right, Hayes 3-pin drive.



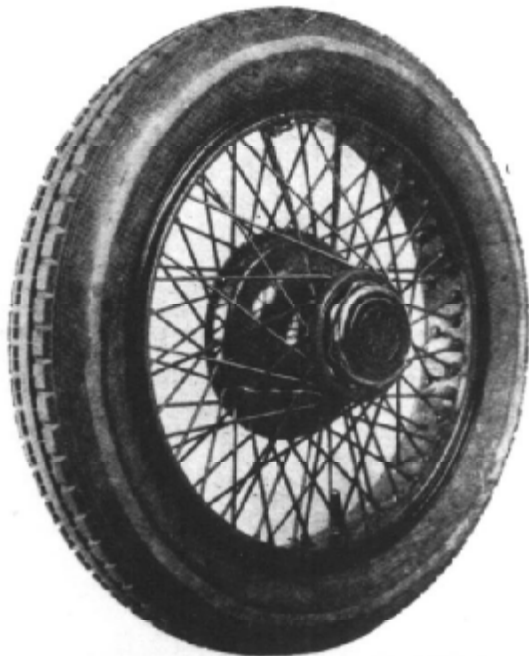
PASCO

superiority is not mere fancy. It's a fact, The *ingenious spoke-lacing* gives absolute curb-clearance. It also makes PASCO at least *five times stronger* than any wood wheel, size for size, The *sure-lock* holds wheel on the hub with a bull-dog grip—your assurance against accident.

The *Demountable feature* allows of wheel-change in less than 3 minutes. PASCO *Workmanship* and *Beauty* are acknowledged generally.

Interested in Good Wire Wheels?
Then write for details.

National Wire Wheel Works, Inc.
DEPT F GENEVA, N. Y.
Service Stations in Principal Centers



Pasco 30 x 3½ wire wheel and hub with only the wheel retaining nut installed.



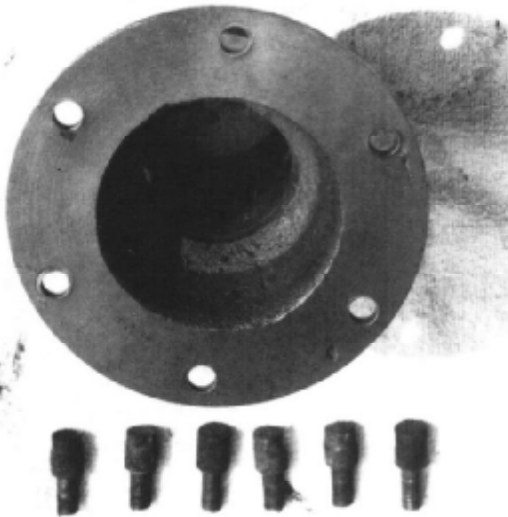
Pasco retaining nut and hub cap which locks it in place.



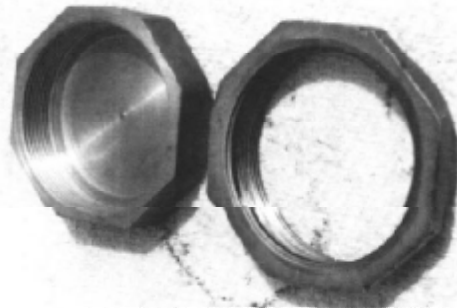
A side view of a Pasco hub. Notice that the hub is threaded in two sizes, the larger (inner) one being a right-hand thread while the outer is left-hand. The inner nut actually secures the wheel, while the outer one (the hub cap) acts as a lock nut.

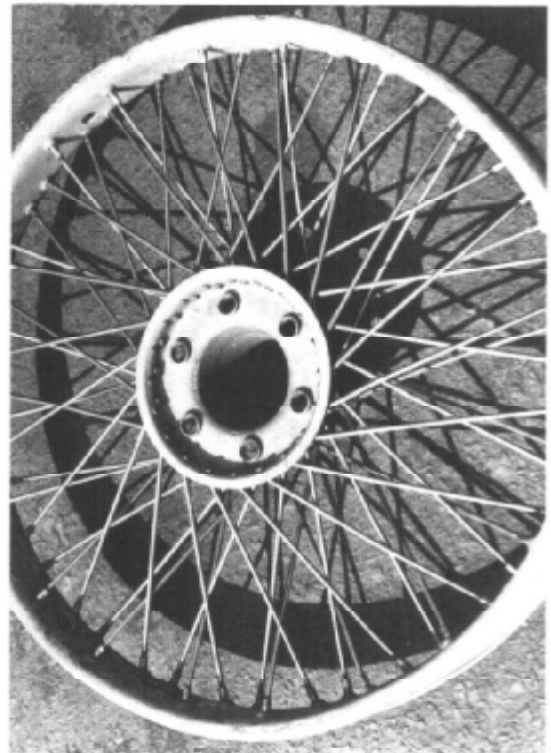


Pasco wheel with hub cap installed over the retaining nut.



Rear view of the Pasco hub. This hub is designed to slip over the Ford hub. The hub is held with six special bolts which also serve as the pins which drive the wheel. The pin-bolts are also shown here.





Front and rear views of a Pasco 30 x 3 1/2 60. spoke wheel. Notice that each pin hole has the metal upset to the rear, the opposite of the Dayton.

PASCO

FOUR EXCLUSIVE PATENTED FEATURES

QUICK-CHANGE WIRE WHEELS Stand supreme in the Auto-mobile world today.

In no wheel save the PASCO will you find these patented features:

Four Series Method of spoke lacing and rim lacing, forming a strong double wheel. Each spoke crosses four other spokes, both front and back. PASCO is the strongest wire wheel made.

Smooth Hub Cap, of indestructible metal, holds its own in traffic accidents. A notable improvement.

Safe Locking Device, absolutely preventing wheel coming off a moving car. Invention against accident.

Wheels Fit Original Hubs of Fords. Most convenient **QUICK-CHANGE** wire wheel on the market.

SET OF 5 WHEELS COMPLETE \$25.00 Colors other than black, \$1.00 extra.

DEALERS: Write for attractive sales plan.

PASCO Wheels are the highest grade wire wheels made, regardless of size or size.

NATIONAL WIRE WHEEL WORKS, Inc. Dept. F. Geneva, N. Y., U. S. A.

Left: Pasco ad which appeared in the July 1917 issue of the *Fordowner*.

SPRANGER WIRE WHEELS with DEMOUNTABLE Rims for Ford Cars

Strength - Convenience - Comfort - Beauty - Economy

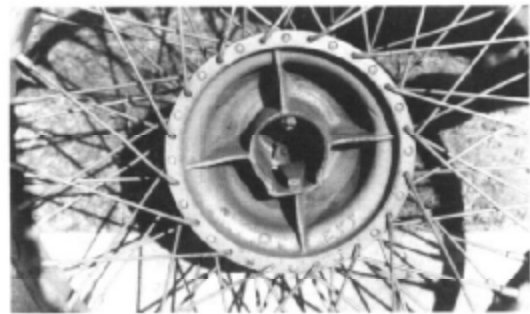
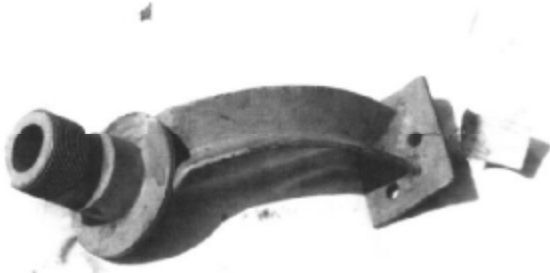
They bear out these claims. Delivered by 25,000 authorized Ford owners. Write for descriptive literature. List price \$42.50 per set, F. O. B. Detroit. Dealers and jobbers, discounts on request.

SPRANGER WIRE WHEEL CO., DETROIT MICH.

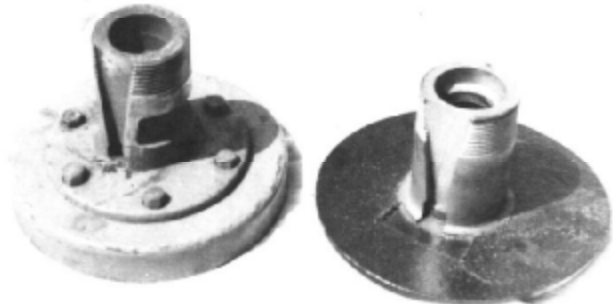


Simplex 30 x 3 1/2, 64-spoke wheel with hub and cap. This is a very unusual wheel, both in general construction and in hub type. The wheel itself is odd because it has the same number of spokes laced to the front and rear flanges of the hub. All other automotive wire wheels have a pattern of 1/3 - 2/3, that is, one-third of the spokes are laced to the front (outside) and two-thirds laced to the rear. The 1/3- 2/3 system is used because it is better able to resist side thrust.

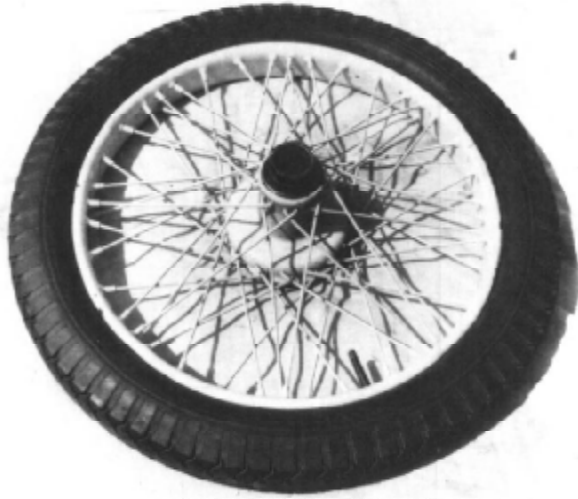
Rear view of the Simplex wheel. Notice the massive wheel center, of cast iron, and how the wedge locates the wheel on the hub. The hub cap is held in the wheel center with a lock ring and is not easily removable. A major feature of wire wheels is that they are supposed to be lighter in weight than wood wheels; these certainly are not!



Simplex spare wheel mount.



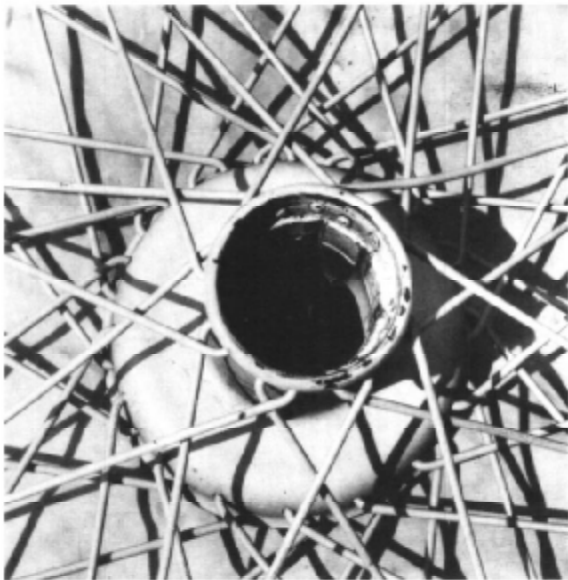
Simplex hubs, rear on the left, front on the right. Notice the wedge-shaped cuts through the threads into the hub. These serve to center and drive the wheels through a matching wedge in the wheel center.



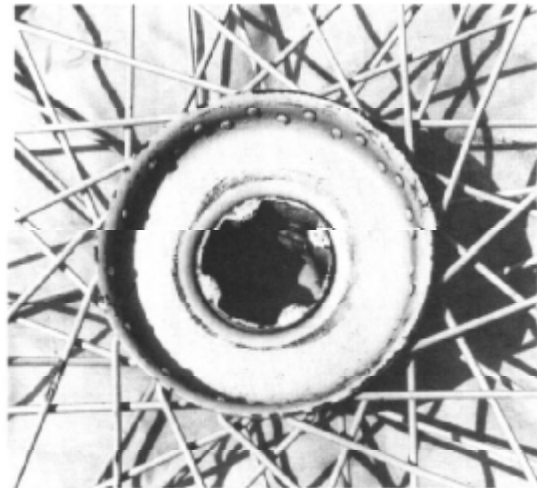
Stewart 30 x 3%, 48-spoke wheel with hub and cap.

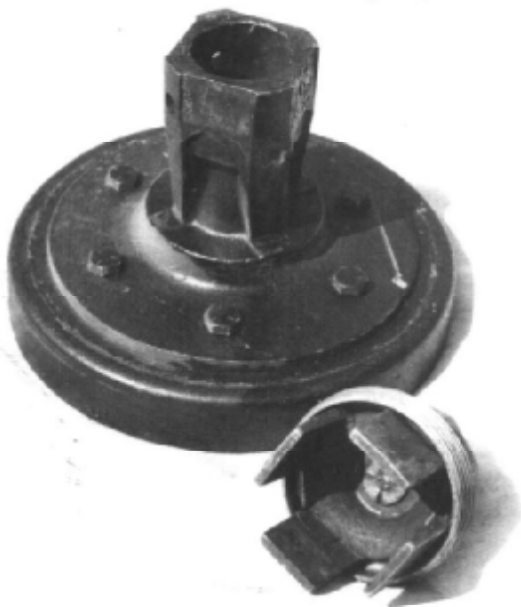


Rear of Stewart wheel showing the distinctive cross-shaped center hole.



Stewart wheel center, front view. The hub cap threads into the wheel center, thus jamming its four wedges between the hub and the wheel center, joining them into one rigid assembly. This wedging action is all that drives and holds the wheel onto the car!





Side view of the Stewart front hub showing the odd square shape with flats milled for the retaining wedges on the hub cap.

Stewart rear hub and hub cap. The square shape of the hub, with the milled flats for the wedges shows well here. The four wedges attached to the cap can be seen. Notice how there is no mechanical connection of the hub and cap except the jamming action of the wedges, hub and wheel center.



What about other wire wheels, such as Buffalo, Houk and House? Or variations of brands covered in this article?

Bear with us. There is more to come.

We are looking for similar photo studies of some of the other lesser-known brands. If you can be of any help we urge you to contribute to this series of articles.