



The Belltown Bulletin



Belltown Antique Car Club - P.O. Box 211, East Hampton, CT 06424

October, 2023

NEXT MEETING

Saturday, October 7, 2023 at 1:30 p.m. at Karl Helming's in Portland

- Timely Topics:
- Autumn activities
 - Nominations open for 2024 Club officers
 - Suggestions for Featured Marque for 2024 August Meet

FUEL FOR THOUGHT



“By 1985, AACA celebrated their 50th anniversary while the Hershey Region celebrated their 25th [along with the Eastern Fall Meet that they run]. An all-time high of over 2,100 show cars were registered that year and the Hershey Meet was considered the largest antique automobile meet in America and perhaps the world.”

- excerpt from Meet History page on the web site of the AACA Hershey Region

CLUB NOTES

Our ninth business meeting of 2023 was held on September 6 at the East Hampton Library. Following a bountiful pot-luck supper (thanks to everyone who contributed!) we enjoyed desserts including, courtesy of BACC president *Mark Hoydilla*, a special cake to celebrate the work of the volunteers who staffed our August Meet. Yummy!

Old Business

Mark Hoydilla sincerely thanked all of the members who worked at our August Meet.

Members voted to approve *Cliff Baker's* recommendation to donate \$100 to the Haddam Neck EMTs who were on-site during the Meet.

Suggestions as to what can we do better next year:

- We need more people to stay and help with field clean up. Per *Jon Grant*, only 3 people took part this year.
- The gate staff was reduced to 1 person (*Joan Frey*) for the last two hours that admission was collected. There needs to be back-up so that no one is left alone at the gate. Secondly, in the absence of walkie-talkies (remember them?) volunteers should carry their cell phones with them and we should make sure everyone has a list of cell phone numbers to call if they need back-up or if a problem or emergency arises. The roster includes cell phone numbers and could serve the purpose (or an edited copy that better fits in your pocket). The cell numbers for Club officers and team leaders should also be entered as contacts in your phone if you expect to be a volunteer.
- *Tim Cone* said we need to continue to be more diligent about correctly classifying show vehicles at registration.
- The exit lane across the open field should have a gravel base to avoid cars getting stuck. Luckily the field was dry this year, but that has not always been the case. [It was noted that this has now been done by the Fairgrounds Assn. in preparation for a subsequent event. - *Ed.*]

On the plus side, moving the Display-Only class onto the main show field was generally appreciated. The Featured Marque class was well-represented again, with 19 Studebakers. Moving it to the front row along the entrance road was a good decision.



[Photo credit: Paul Seely]

Continued on p. 2

CLUB NOTES (continued from p. 1)

Dan David mentioned that he attended the Roaring 20's car show in Southington in mid-August and opined that it is not what it used to be. There was some discussion as to the fact that a number of long-running old car events have declined in attendance or fallen by the wayside in recent years. Several factors are at play, including aging demographics in the hobby in general, as well as in the clubs in particular. In some cases events have lost their long-time venues due to changing circumstances. It was said that the Manchester Cruisin' on Main St. car show, which has been a "competitor" to ours on the same day, may be in jeopardy next year due to the expected reconfiguration of Main St. itself. The club behind it is also says it is short-staffed to put on such a large event. While the average age remains on the high side, we can be thankful that BACC's membership roster is holding steady. Even so, the number of members who can be counted on to volunteer at events leaves little margin for unforeseen circumstances ... or clean-up duty!

Cliff Baker implored members to wear a BACC logo shirt or hat at non-Club hobby events. *Jon Grant* chimed in that we should "show our colors." This helps get the word out about our organization and it might prompt inquiries about membership.

New Business

There was a discussion of whether or not BACC should make an offer for the cone-based class signs that CCR-AACA has and no longer needs. Members voted to keep our present post-based signage.

As from October, we will resume meeting on First Saturdays at *Karl Helming's* garage in Portland. The dates of the next three meetings are Oct. 7, Nov. 4, and Jan. 6, 2024. As usual there is no monthly business meeting in December. We will return to the Library next May according to the winter/summer schedule decided late last year.

Upcoming Club Activities

Mark your calendars: BACC's holiday party will be held on Saturday, December 9. In case of an early winter storm it will be postponed to the following day. The location will be the same as last year - the Lutheran Fellowship Hall in Portland. Details in the next newsletter. "Thanks" to *Karl Helming* for securing the venue for us.

Old Car Connection of the Month

Time to upgrade that old and deteriorating (or rodent-chewed) wiring harness? *Hemmings* advertiser Rhode Island Wiring Service, Inc. in nearby Kingston, R.I. catalogs over 6,000 reproduction wiring harnesses and supplies for both American and foreign cars through 1959. Call them at 401-789-1955 or visit them on-line at www.rewire.com.

MEMBER MILESTONES

<u>Happy Birthday to:</u>	Curtis Michael	Oct. 1st (81)	Bill Pope	Oct. 10th (81)
	Angela Rich	Oct. 2nd	Lee Harris	Oct. 16th (86)
	Karl Helming	Oct. 4th	Chris Beckwith	Oct. 22nd
	Joe Lombardo	Oct. 4th (65)	Fred Fitch	Oct. 25th (83)
	Donna Mae Bogan	Oct. 5th (70)	Marie Zeniski	Oct. 26th (79)
	Theresa Mirecki	Oct. 8th	Fran Miller	Oct. 27th (77)
	Richard Beckwith	Oct. 9th (80)		

<u>Happy Anniversary to:</u>	Frank & Nancy Shaw	Oct. 2nd	Cliff & Diane Baker	Oct. 21st (51)
	Paul & Angela Rich	Oct. 5th (20)	Curtis & Barbara Michael	Oct. 24th (59)
	Ron & Fran Miller	Oct. 15th (57)	Matt & Linda Elgart	Oct. 25th (60)
	Jon & Jennifer Foote	Oct. 16th (52)	Bob & Eleanor Sutton	Oct. 26th (60)

In Memoriam: *Robert "Bob" Fiala*, 75, of Colchester, Conn. passed away after a long period of ill health. We will surely miss seeing Bob out and about in his Model A coupe. Our condolences to Bob's family.

Get Well Soon to: *Tom Cote*, who recently suffered a fractured sternum and ribs when his van was hit head-on. Tom was said to be recovering at The Reservoir Rehab Center in West Hartford.

Congratulations to: *Jay Beveridge*, who, as a member of the Antique Automobile Club of America since 1973, earned his 50-year Anniversary Pin from AACA this year.

VOICEMAIL TO THE EDITOR



Cliff Baker called to say that he recognized the Neva-Lost radiator cap pictured in the vintage ad for the Welker-Hoops Mfg. Co. of Middletown, Conn. that *Steve Rossi* had submitted to the September newsletter (included in the E-Delivery bonus section of the digital issue). That is the exact radiator cap he has on his 1929 Viking!

Cliff said he bought the cap at Hershey to replace the axle nut cap he had been using on the radiator since the original part was lost. The “Viking” mascot was added to it later.

[Photo credit: *Cliff Baker*]

UPCOMING EVENTS (Club participation events in bold)

Wednesday-Sunday, Sept. 27-Oct. 1 - Fall Carlisle Collector Car Flea Market, Corral & Auction in Carlisle, Penn. Info: <https://www.carlisleevents.com/events/events-detail/index?id=fall+carlisle>.

Sunday, October 1 - 37th Annual Middlesex Hist. Society Car Show & Flea Mkt., Palmer Field off Rte. 66, Middletown, Conn., 8:30 a.m. - 1:30 p.m., show cars \$10, spectators \$3.

Tuesday-Friday, October 3-6 - AACA Eastern Fall Meet, Hershey, Penn. Info: <https://hershey.aaca.com/eastern-division-fall-meet/>.

Saturday-Sunday, October 7-8 - Zagray Farm Museum Fall Show & Swap Meet, 544 Amston Rd. (Rte. 85), Colchester, Conn., 7 a.m. to 4 p.m., rain or shine. Info at: <http://www.zagrayfarmmuseum.org>.

Saturday, October 7 - **BACC monthly business meeting at Karl Helming’s home garage**, 220 Jobs Pond Rd., Portland, Conn., 1:30 p.m. [winter schedule and location begins].

Saturday, October 7 - Cardone & Daughter Fall Vintage & Specialty Car Event at their shop located at 4 Custom Dr., Old Saybrook (DMV access Rd.), 9 a.m. to 1 p.m. Please bring a donation for the Shoreline Soup Kitchen & Pantries. Info: <https://www.cardoneanddaughter.com/>.

Sunday, October 15 - Ty-Rods 49th Annual Fall Swap Meet at Stafford Motor Speedway, 55 West St., Stafford Springs, Conn., 7 a.m. to 4 p.m. Info: <https://www.facebook.com/events/970529627505635>.

Saturday, October 21 - Topland’s Farm Open House & Tractor Show, 102 Painter Hill Rd., Roxbury, Conn. Info: <https://toplandsfarm.com/events/>.

Saturday, November 4 - **BACC “Annual Meeting,”** 1:30 p.m. at Karl Helming’s home garage in Portland. Election of officers for 2024 will be held.

Saturday, December 9 - **BACC 2023 Holiday Party** at Fellowship Hall at the Zion Lutheran Church, 183 William St., Portland, Conn., beginning at 1:00 p.m. In case of snow impeding travel it will be held on Sunday the 10th. Invitations will be mailed to members in advance; RSVP with meal choice and check.

Repeating Cruise Nights / Cars & Coffee Events

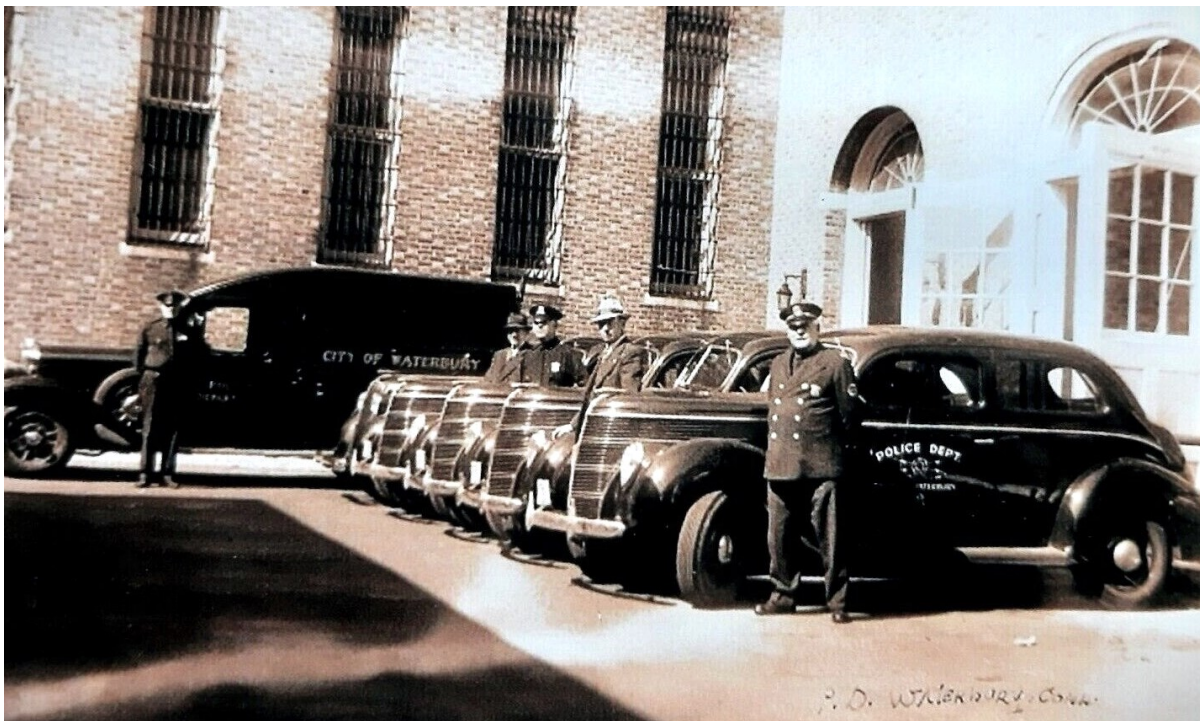
Every Other Sunday - CT Shoreline Cars & Coffee at Moroso Performance Products off Goose Lane in Guilford, entry \$2/car, 9 to 11 a.m. (last ones for this year: Oct. 1, Oct. 15, and Oct. 29)

For more old car event listings check out the websites of the Conn. Seaport Car Club based in the Fairfield area @ <https://www.ctseaportcarclub.com/carshows.htm>, and Shoreline Antique Auto Connection based in the Branford area @ <http://www.shorelineantiqueautoconnection.com/calendar.htm>.

CONNECTICUT AUTOMOBILIA

Submitted by Steven Rossi

The city of Waterbury's finest show off their fleet of 1938 Ford patrol cars.



BELLTOWNERS SHOWED THEIR CARS AT MASONICARE CHESTER, AUGUST 17

A dozen or so old cars were arrayed in the parking lot, where Club members mingled with residents and ate hot dogs grilled by the MCV staff. Afterwards *Jon Grant* and *Don Liepelt* offered rides in their cars. Fun!



[Photo credit: Dan David]

HAPPY MOTORING

Cliff Baker strikes again, with more photos of **Kids & Cars**. These were taken at successive cruise nights in Tylerville where Cliff was showing his 1929 Viking. The photo at left has Harrison Goulis, a freshman honor student at Lyme-Old Lyme High School, behind the wheel. At right, brothers Josh and Nathan Brodeur of Haddam try their best to see over the cowl of the old Viking. We wonder, what sparks of interest in antique cars may have been ignited?

[Photo credit: Cliff Baker]



HONORABLE MENTIONS

Unmuffled Exhaust from the Editor

The news that *Jay Beveridge* earned his 50-year pin from the Antique Automobile Club of America (see p. 2) got me wondering about whether any current Belltown members have belonged to our club that long. I soon discovered that no one has been keeping a record of such things.

Regardless, a quick review of our roster using the process of elimination narrowed the field considerably. Asking around verified what I believe are the correct answers to the two pertinent questions:

- (1) Who is considered a founding member of BACC, dating to its beginnings in January, 1968?
- (2) Who else has been with the Club for at least 50 years, i.e., who joined BACC in 1973 or earlier?

The answer to the first question is *Richard Beckwith*. He is the only surviving member of the group of men who came together to form a club in early 1968, subsequent to having organized the first Meet in August, 1967. [Note that *Polly Beckwith* considers herself an equal founding partner although she will admit that, in the earliest days, she had to sit in the car while the monthly meetings were being held!]

Besides the Beckwiths, the other members who would qualify for a 50-year pin (if we deigned to award them) are *Fred Fitch*, *Gordon Hallberg*, *Jay Beveridge* and *Scott Macgregor*. Fred and Gordon are among the 46 "Charter Members" - those who were on board for the first official Club meeting, held in May, 1968, when by-laws were approved and a president (the late *Stanley Knotek*) and other officers were elected. Jay and Scott joined prior to 1970.

It's safe to say that recognition of the milestone status of these members is long overdue. What matters more is not whether their longevity merits a pin, but that their participation has benefited the Club in ways large and small over these many years. "Thank you" for that! (If I overlooked anyone, let me know.)

Final thought: Perhaps we should add "Year Joined" to this year's membership renewal form so that we can begin tracking years of service from now on. When asked, *Jim Way* told me without hesitation that he joined BACC in 1980. However, for many of us the answer to that question might be rather fuzzy. In fact, I could not recall when I joined. Was it 2007? The copy of my original application form that I found in my files was undated. It took a search of old checkbook registers to confirm that the year was 2008.

Fifteen years of service is well short of 50, but we all have to start somewhere. Let's see, when I reach 50, the corresponding number of candles on my birthday cake will be ... uh-oh. Not gonna happen!

BELLTOWN CLASSIFIEDS

Send your sell/wanted ads for cars, parts and hobby-related services to dan12david@yahoo.com

For Sale – **1929 Ford Model A 4-dr. Phaeton**

Blue with yellow wheels. Older restoration, well maintained. Runs good. Located in East Haddam.
Call **Tom**, 860-608-2947, to discuss [Ad placed by *Jim Way*, BACC member, on behalf of owner]

For Sale – **1917 Ford Model T Touring - Best Reasonable Offer**

Looks good and runs, but may need some attention to put it back on the road.
Being sold to settle an estate.

Call **Richard Beckwith**, 860-343-3056, for information [BACC member, representing owner]

For Sale – **1931 Ford Model A Sport Coupe - \$10,500**

Registered, runs well, and is a high driver-quality car. Black on black, with red wheels.
Elderly owner can't push a clutch anymore.

Call **Richard Beckwith**, 860-343-3056, for information [BACC member, representing owner]

For Sale – **1987 Cadillac Allante - \$7,900**

Maroon with dark red leather interior, removable hardtop, low miles, stored four years, no rust, all original.

1927 Ford Model T Roadster - \$14,000

Recent total restoration, excellent condition. →

Call **Richard Beckwith**, 860-343-3056, Haddam [BACC member]



HOBBY HEADLINES & HISTORY

Vermont's DMV restricts vehicle registration by out-of-state residents

Gone are the days when Nutmeggers and other non-Vermonters could painlessly register vehicles in the Green Mountain State to circumvent the often exasperating process of doing so locally. As of July 1, 2023, Vermont DMV will require out-of-staters to provide proof of ownership of a business or second home in the state (i.e., an in-state address), or, get approval from their home state DMV (fat chance of that!). Rumor has it that existing Vermont plates will be allowed to be renewed unless there has been suspicious activity, however, transfers of registrations or titles will require proof of VT residency. To learn more, go to <https://dmv.vermont.gov>. To re-acquaint yourself with the current practices of the Connecticut DMV, go to <https://portal.ct.gov/services/driving-and-transportation/vehicle-registration-and-title?page=3>. Appointments are now required to make in-person transactions at DMV offices. You won't suffer the interminable waits from pre-COVID days, however, it can take a week or two to get the appointment. If you have any doubts about whether your paperwork is in order, make two appointments a couple of days apart so you can return quickly with corrections if need be (if you sail through the first time, please cancel the second appointment). To schedule an appointment with the CT DMV go to https://portal.ct.gov/dmv/resources/make-change-appointment?language=en_US. If you don't have access to a computer try calling the DMV at 800-842-8222 ... and wait for the next available agent to assist you!

AACA announces its newly-minted antique vehicles, the Class of 1998

Model year 1998 car, trucks and motorcycles are now eligible antiques under AACA's 25-year rule. All-new models that were launched that year included VW's New Beetle, the Mercedes-Benz ML320 sport utility, the Lincoln Navigator and the Dodge Ram Quad Cab.



NHTSA includes rubber aging as a key factor in tire safety

NHTSA (the National Traffic Safety Administration) wants to remind everyone that the only thing between you and the road is your tires. Besides underinflation and worn tread, age is also a factor in the safety of your tires. Over time, rubber compounds break down due to oxidation, which happens more quickly in warmer climates and under conditions when tires are more exposed to sunlight. Regardless of tread wear, old tires may lose grip or fail due to the effects of age. They note that many tire manufacturers recommend replacing tires when they are 6 to 10 years old, even if tread depth is still good. Note: Since 2000, newly-made tires are required to have a production date on them. If the tires on your collector vehicle have no such marking, they are likely too old to be safe for driving, even if you keep them properly inflated and your vehicle spends most of its time stored in a dark and dry garage.

WHO, WHAT, WHERE OR WHEN

Challenge your automotive history IQ

Stellantis, the multi-national, automotive conglomerate, has roots in France, Italy and the United States. Its car-making ancestry in Europe can be traced back to Panhard et Levassor (1890) in France and FIAT (1899) in Italy. Which one of the following companies is, arguably, its earliest ancestor in America?

- A. Dodge Brothers B. Hudson Motor Car C. Thomas B Jeffery D. Maxwell-Briscoe

The correct answer to Who, What, Where, or When in the last issue, **“Which of these auto makers NEVER had a business relationship with Shelby?”**: Answer - British Leyland

Shelby built Cobra sports cars (Ford-powered, AC-bodied roadsters) and modified Ford Mustangs (GT350s and GT500s) in the mid-to-late 1960’s. The British car constructor AC Cars Ltd. was never part of the British Leyland conglomerate. The affiliation with **Ford** ended after 1970, although Ford used the Cobra name on a performance version of the Mustang II and later (pre-2005) Mustangs without Shelby involvement.

Shelby, semi-retired, then started a new company to manufacture alloy wheels, which included a line of five-spoke accessory wheels for **Saab Cars USA** that were offered as dealer fitment for the Saab 900.

Lee Iacocca, having moved from Ford to Chrysler, enticed Shelby to work his performance magic on various **Dodge** models beginning in 1982. The result was the 1983 Dodge Shelby Charger, followed by the Dodge Omni GLH and GLH-S, the Dodge Daytona, Shelby Lancer and Shelby Dakota. The partnership ended in 1989.

Shelby went on to design an all-new sports car called the Series I, of which 249 were produced in 1999. In a deal with the **Oldsmobile** Division of GM, it was powered by a modified 4.0L Aurora V-8 engine.

In 2005 Shelby re-upped with **Ford** to build high performance versions of the new Mustang and their relationship continued to 2012. Since Carroll Shelby’s death in 2012, his eponymous company has gone on to produce limited edition, performance-enhanced versions of Ford trucks as well as well as Mustangs.

NEXT ISSUE

The next **Belltown Bulletin** will be the November, 2023 issue. The copy and classified ad deadline is Thursday, Oct. 19. Monday the 23rd is the publication date, with mail-out on Oct. 25 and e-delivery no later than Oct. 27.

Club member suggestions, comments, classified ads, and content submissions are most welcome. Send them to the editor at dan12david@yahoo.com (or call 860-575-6194). **Thanks go to this month’s contributors: Steve Rossi, Cliff Baker and Paul Seely.**

BELLTOWN ANTIQUE CAR CLUB

President - **Mark Hoydilla**

Vice President - **Ray Lichota**

Secretary - **Peter Christianson**

Treasurer - **Cliff Baker**

Elected Directors* - **Jon Grant** (yr. 1 of 2) & **Dan David** (yr. 2 of 2)

Sunshine Chairperson - **Polly Beckwith** (860-345-4256)

Newsletter Editor - **Dan David** (dan12david@yahoo.com, 860-575-6194)

*) The BACC Board of Directors is comprised of the four current officers plus the previous president (Alan Carlson) and two elected from the membership at large

Club web site - www.belltownantiquecarclub.org [webmaster: **Ralph Phil**, mail@rjphil.com]

E-mail address - belltowncarclub@gmail.com

Club mailing address - BACC, P.O. Box 211, East Hampton, CT 06424

Facebook - www.facebook.com/BACC-Belltown-Antique-Car-Club-116729245345421/ [FB mgr.: **Betty Lichota**]

Disclaimers and Words to the Wise: The opinions expressed by the authors of the content of this newsletter are theirs and are in no way intended to represent a position taken by the Belltown Antique Car Club or its officers. The information presented herein is for the edification and entertainment of antique automobile enthusiasts who should use their experience, prudence and good judgment in applying it. Product mentions should not be interpreted as endorsements.

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BY THE WAY ...



Steve Rossi shared this doctored cartoon about a timely topic in antique car circles.

[I don't know who the original artist is so I can't credit them. The word balloons have apparently been modified by someone else to fit the subject. It's the thought that counts! - Ed.]

E-Delivery Bonus*

Get ready for Hershey! How about a reminder about the "good old days," when weather and muddy fields were unwelcome challenges that flea marketers faced:

<https://www.youtube.com/watch?v=fNtODrWkSk8>

Referring back to the story on tire aging on p. 6 of this newsletter (Hobby Headlines & History), please refer to the attached article posted by NHTA or visit <https://www.nhtsa.gov/equipment/tires>. The last four digits of the tire identification number on the sidewall (tires made as from 2000) indicate the week and year of manufacture. Example: "4208" indicates a tire made the 42nd week of 2008. That means it is 15 years old and of dubious safety! What if your old tires are bias-ply construction with tubes? Well, not only are the tires still subject to the same aging concerns, so are the tubes. And some car collectors say that the imported tubes available in recent years are not as long-lasting as ones Made in the U.S.A. in the "good old days."

*) The E-Delivery Bonus is not included in the printed version of this newsletter that is distributed via the USPS.

Note: All links in the electronic version are "clickable" as long as your browser is open.



SAFETY

IN NUMBERS

Tires: Your safety and your life are riding on them.

Many drivers are aware of the importance of their vehicle's strength *during* a crash. But are we as familiar with one of the most important features of our vehicle in *avoiding* a crash – tires? As summer arrives and we venture out on road trips, it is the perfect time to learn more about tire safety.

Your vehicle's tires are the only thing between you and the road. To help ensure they can perform their best in a critical driving situation, invest a little time to incorporate tire safety into your regular vehicle maintenance. The time you spend checking your tires is minimal compared to the safety consequences of tire failure.

NHTSA's Crash Causation Survey found that there was an issue with a tire before the crash occurred in 1 of 11 crashes (9%). Issues included tread separations, blowouts, bald tires, and underinflation (www-nrd.nhtsa.dot.gov/Pubs/811617.pdf).

Underinflation leads to poor fuel economy, sluggish handling, longer stopping distances, and increased stress to tire components. Another concern is how heat affects tires. In the hot summer months, the high heat and hot roadways contribute to the breakdown of tires and a greater opportunity for tire failure.

For further information about tire safety, visit:

www.SaferCar.gov/Tire

Life-Saving Numbers



The number of times you should check your vehicle's tires monthly.



Point at which tread becomes even with tread-wear indicators, telling you it is time to replace your tires.



TPMS-equipped vehicles will warn at this level of severe underinflation.



Number of years after which some tire manufacturers recommend you replace your vehicle's tires – even your spare!



U.S. Department of Transportation
National Highway Traffic Safety
Administration

★★★★★
NHTSA
www.nhtsa.gov

THE PROBLEM

Tire Inflation and TPMS

- Underinflated tires lead to sluggish handling, longer stopping distances, increased stress to tire components, and heat buildup. These in turn can lead to catastrophic failure of the tire, such as separation or blowout.
- Underinflation also decreases fuel economy. Proper inflation strikes the perfect balance of maximized safety and fuel economy – both related to the amount of surface contact between the tire and the road.
- A NHTSA study of tire inflation pressure and tire pressure monitoring systems (TPMS) showed that 12 percent of all passenger vehicles in the United States of model years 2004-2011 (with and without TPMS) have at least one tire underinflated by at least 25 percent (www-nrd.nhtsa.dot.gov/Pubs/811681.pdf).
- NHTSA estimates that TPMS reduces by half (56%) the likelihood that a vehicle will have one or more severely underinflated tires.
- TPMS is estimated to have saved more than \$510 million in fuel across the vehicle fleet during 2011.
- You can improve your gas mileage by up to 3.3 percent by keeping your tires inflated to the proper pressure (www.fueleconomy.gov/feg/drive.shtml).



Tire Pressure Monitoring System (TPMS) Indicator

All passenger cars, light trucks, and vans that are Model Year 2008 or newer are equipped with TPMS.

When the indicator illuminates, at least one of your tires is more than 25% underinflated. Inspect the tires and check the tire pressure as soon as possible.

Tire Aging

- Any rubber begins to break down over time. Heat accelerates this process. The rubber in your tires also breaks down over time, a process referred to as tire aging.
- Even though a tire may have a lot of remaining tread, its integrity may be compromised. The effect of aging may not be visibly detectable.
- Tires age whether they are driven on or not and are a concern for infrequently used vehicles and spare tires.
- An analysis of crashes in the National Automotive Sampling System from 2005-2007 estimates that 90 people die and an additional 3,200 are injured each year in crashes in which tire aging was a factor (www.scribd.com/doc/137377038/NHTSA-Report-on-tire-aging).
- As tires age, they are more prone to failure.
- Some tire manufacturers recommend replacing tires that are 6 to 10 years old, regardless of tread wear.

Relation to Crashes

- NHTSA reviewed data from the National Motor Vehicle Crash Causation Survey for tire-involvement before the crash occurred (www-nrd.nhtsa.dot.gov/Pubs/811617.pdf).
- About 9 percent of the estimated total crashes were “tire-related crashes.” Some of the issues included tread separations, blowouts, bald tires, and underinflation.
- With tread depth at 2/32” or less, vehicles experienced tire problems before the crash three times more than vehicles with tread depth between 3 to 4/32”. According to the tire industry, the average new tire for a car starts with a tread depth of 10/32” to 11/32”.
- Data shows that many more vehicles than expected experienced tire problems when driven under adverse roadway conditions (wet roads, roads underwater, slick roads).

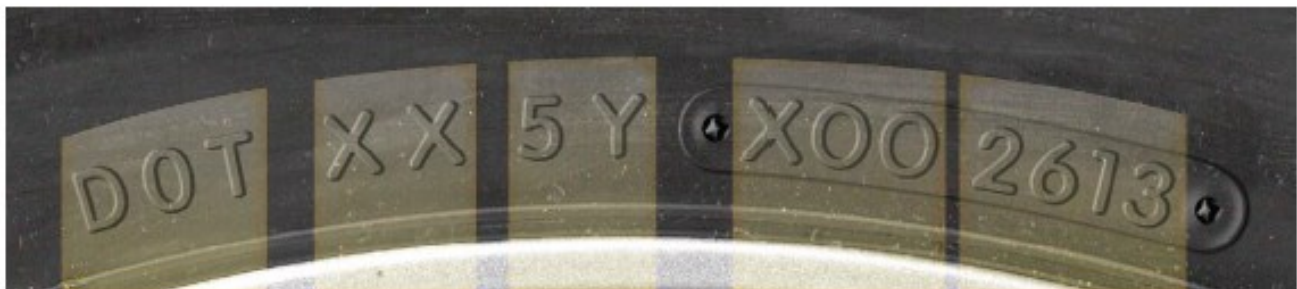


THE FACTS



Tire Identification Number (TIN)

The last four digits of the TIN show the week and year of manufacture. Use this date code to determine the age of your tires. For this particular tire, the "2613" indicates the tire was manufactured in the 26th week of 2013.



Department of Transportation

Manufacturer & Plant Code

Tire Size Code

Manufacturer Identity Number

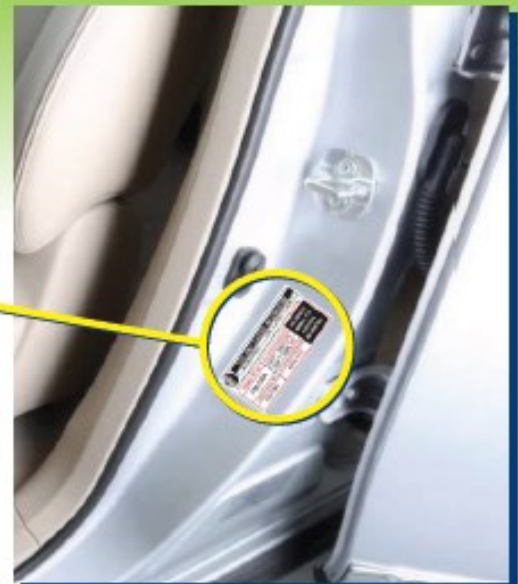
Week and Year Tire was Made

Tire and Loading Information Label

All passenger cars, light trucks, and vans that are Model Year 2006 or newer have this label.

Located on the driver's side door edge or door post, the placard provides information about proper tire inflation pressure and maximum load for the specific vehicle.

For older vehicles, a black-and-white label may be located in the glove box.



TIRE AND LOADING INFORMATION		
SEATING CAPACITY		TOTAL 5 FRONT 2 REAR 3
The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs.		
ORIGINAL TIRE SIZE	COLD TIRE INFLATION PRESSURE	
P195/70R14	FRONT	200kPa, 29PSI
	REAR	200kPa, 29PSI
COMPACT SPARE TIRE	COLD TIRE INFLATION PRESSURE	
T125/70D15	420kPa, 60PSI	
SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION		

WHAT YOU CAN DO



Proper Tire Inflation

- Follow the recommended tire pressure in pounds per square inch (psi) for your vehicle. This information is found on the vehicle placard and in your vehicle owner's manual.
- Remember that the correct inflation pressure for your vehicle is found on the vehicle placard, **not** on the tire sidewall.
- Understand that tires may lose 1 psi every month.
- Know where the TPMS warning is on your vehicle dashboard, if equipped with TPMS, and take action if you receive this warning.
- Don't forget to check the inflation pressure in your spare tire as well as all tires on infrequently used vehicles.
- Carry a tire pressure gauge in your vehicle to ensure an accurate reading of tire inflation pressure. Don't rely simply on visual inspection of your tires to determine whether they are underinflated (www.safercar.gov/Vehicle+Shoppers/Tires/Tires+Rating/General+Information).
- Check out NHTSA's tire safety brochure: *Tire Safety – Everything Rides On It* (www.nhtsa.gov/DOT/NHTSA/Vehicle%20Safety/Articles/Associated%20Files/brochure.pdf).

Tire Aging

- Check your vehicle owner's manual for specific recommendations for tire replacement for your vehicle. Some tire manufacturers cite 6 years, others recommend 10 years as the maximum service life for tires.
- Look at the sidewall of your tire for the tire identification number (TIN). The last four digits are the week and year of manufacture. Some older tires may have the TIN on the inside sidewall.



- Don't forget about your spare tire. Just because the tire hasn't been used and the tread is not worn, the tire may be too old to operate safely.
- Be aware of tires on vehicles with occasional use – like recreation vehicles, collector cars, community vehicles, and 15-passenger vans – as they are also susceptible to tire aging.
- Remember that the effects of tire aging may not be visible, so do not rely on visual inspection for damage to know whether the tire may have degraded over time (www.safercar.gov/Vehicle+Shoppers/Tires/Tires+Rating/Tire+Aging).

Tire Tread

- Monitor the tread on **all** tires on your vehicle. Tires are not safe and should be replaced when the tread is worn down to $2/32$ ".
- Look for the treadwear indicators – raised sections spaced throughout the bottom of the tread grooves. When they appear even with the outside of the tread, it is time to replace your tires.
- Try the penny test. Place a penny in the tread of your tires with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, your tire has less than $2/32$ " of tread and you are ready for new tires.



If your tire has less than $2/32$ " of tread, you are ready for new tires.

For further information about tire safety, visit:
www.SaferCar.gov/Tire

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