

TIRE CARE 'Good Rule: Hold Speed First 100...'

Summer heat stretches into Autumn. That means that it's still seasonally important to check your tires before you leave on a trip in recreational vehicle, trailer, truck or family car.

Excessive road heat is a tire's greatest enemy, reminds The Tire Industry Safety Council, adding: Heat is especially destructive of smaller-diameter tires on trailers. These may rotate up to 80 percent faster than regular tires.

It's easy to tell the condition of your tires, says the Council. A good place to begin is to look for potential trouble spots—cuts, fabric cracks, uneven or excessive wear. Remove nails, small stones or glass imbedded in the tread and have damaged spots fixed if deeper than the tread.

REPLACE ANY tread worn below 1/16th inch, or down to wear bars molded across tread. One easy way to measure wear depth: put the rim of a penny at top of Lincoln's head into tread. If as shallow as distance from outer rim to where head begins, replace tire or have re-treaded.

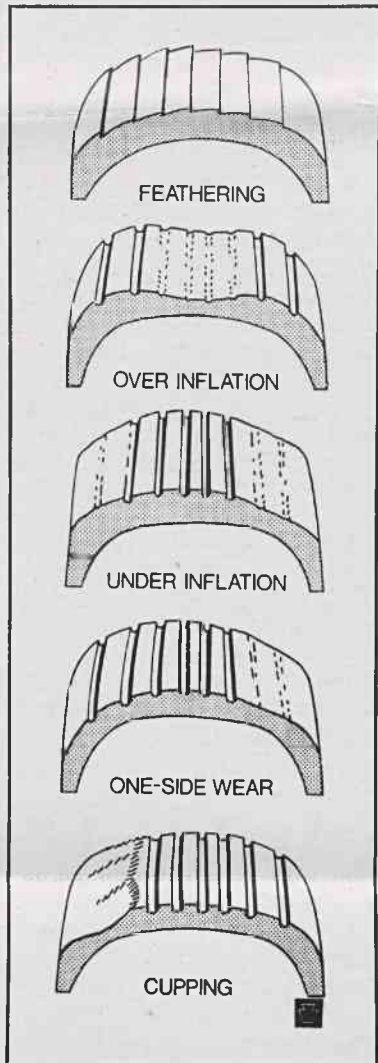
When tires wear fast or abnormally, the cause is often faulty or worn shock absorbers, wheel imbalance, improper wheel alignment, faulty or grabbing brakes, or incorrect tire inflation.

Some common problems:

- Underinflation. Most tire contact is on outer treads, causing edges to wear faster than middle.
- Feathering. Tread ribs actually scrape down the road—common when tire needs toe-in or toe-out alignment.
- Cupping. Wheels are out of balance or shock absorbers and ball joints are worn, causing dips or cups to appear in tread.

- One-sided Wear. Either outer or inner shoulder of tire wears faster than the rest. Commonly caused by improper wheel alignment, often aggravated by underinflation.

If a tire isn't "too far gone" from wear, it may be that proper mechanical adjustment will



check normal wear. But if severely damaged, replace it.

With a good carcass, a retread may serve all right.

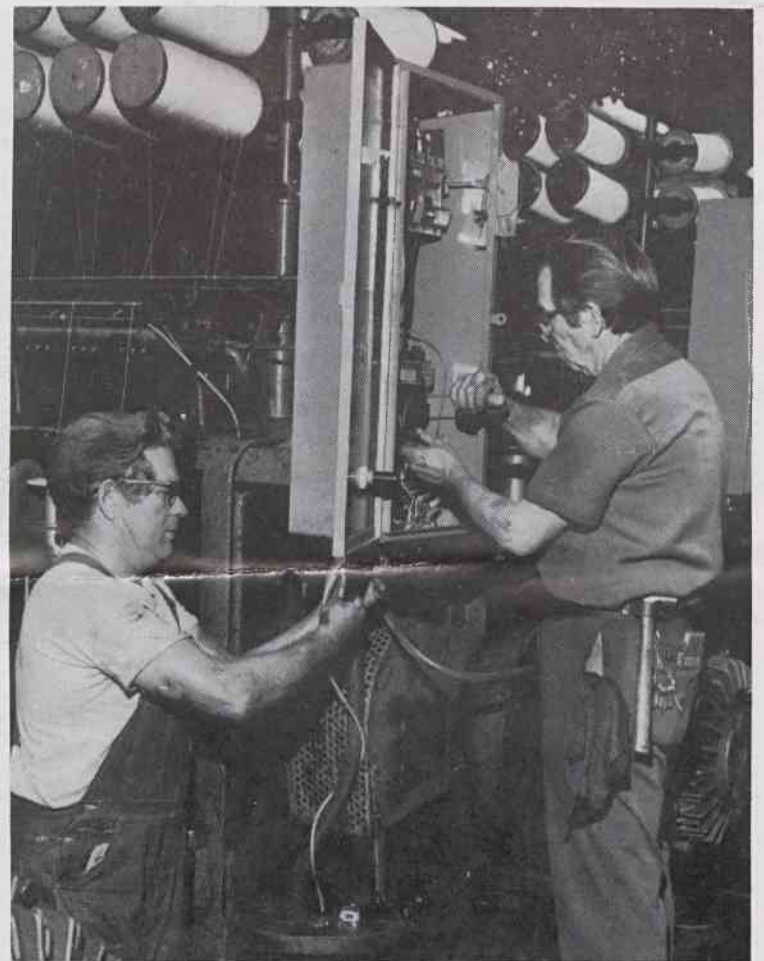
REMEMBER that any tire—retread or new—needs a breaking-in period. A good rule is to hold speed to 45 mph for first 100 miles or so, until tire's elements adjust and work as an integral unit.

Inflation is vital to the life, performance and safety of a tire. Check pressure before a long trip, and now and then along the way. Be sure tires are cool when checked and don't bleed hot tires to reduce pressure to normal level.

Inflate your tires to limits recommended in the auto manual—never under or over. Underinflation especially causes too much heat build-up, uneven tread wear, and if pulling a trailer it can cause severe sway, fishtailing and loss of control.

Also important are such factors as load weight and distribution. Don't overload; keep weight balanced out.

While surveys show that less than one percent of all highway accidents are directly chargeable to tire failure, in more than half these cases the tires were bald and worn to the cords. The Tire Industry Safety Council stresses that bald tires are 50 times more apt to suffer disablement than new or retread tires.



QUICK STOP AND NO BACK-UP Millwright Lindsey Atchley (left) and electrician Paul Nolen installing air-operated braking mechanism and its electrical hookup on a cable twister in TC Twisting, Gastonia. This machine is one of several which have

been operated without braking equipment.

By original design, the frame slows down and stops on its own after power drive has been cut off. This can cause slack twist on the cable being run. A twister modified with brakes is an example of a major improvement for increased operating efficiency of machinery.

What do you do In Washington?

Pass a law to do away with November. If Congress could do that, it would clear the way for the Federal Government to solve a whole lot of this country's problems. Bob Bradford said it, talking with people of the Gastonia Firestone plant one day last month.

"So much on the Washington scene is designed to 'get us past Novembers' (elections) that it ruins a lot of good long-range programs," he said.

In a more serious vein, the company assistant director of government affairs described Firestone's program of communicating with Government in Washington.

Bradford works with Kimball Firestone, the company vice president of government affairs. The Washington office has a staff of 12, with two of these persons working in public relations.

Bradford has a background in print journalism, TV news directing, civic and political action. He was associated with Americans for the Presidency, worked on the Cost of Living Council staff and for a time was administrative assistant to Sen. William Brock of Tennessee. He joined the Firestone Washington staff in 1974.

"PEOPLE often ask 'What do you folks do in Washington?'" said Bradford.

"I tell them we're up there exercising our constitutional right as a company to petition our government. Individuals have that right—and so do companies," he added.

Most of the leading companies and many smaller ones, he noted, have government-contact

'Exercise Our Right...'

official position on issues and passes on that information to employees—so they'll know.

"Most effective way to make our voice heard is your own petition to your government," Bradford said, adding that the best way to do this, is by personal visit—if possible. Next best is the telephone.

But for the majority of people, the personal letter sent to representatives has most influence. It's better than a telegram, since telegrams are delivered by mail nowadays. Too, the letter's better than a petition with a lot of signatures. Some letter-writing guidelines:

Make them legible and brief but detailed enough to say what's on your mind. Be specific, straightforward, courteous. Explain your views and tell why you hold them. Bradford added:

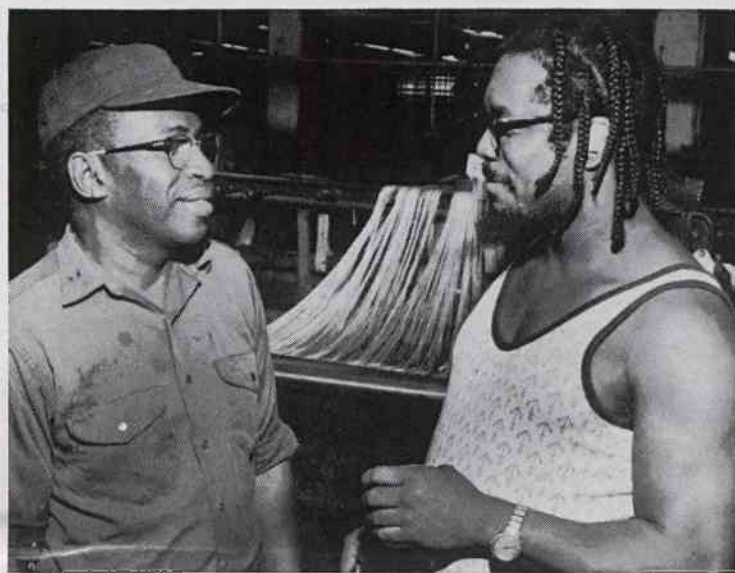
"Sometimes telling your representatives what's on your mind can involve expressing views on the side of your company's interest. That's great! After all, what affects the company affects us."

Last Stop: 187 Pints

•• The Red Cross Gaston Unit Regional Bloodbank makes two scheduled collections a year in the Gastonia Firestone community: February and August.

So, on the most recent bloodbank stop at Loray Baptist Church, Firestone people and others contributed 187 pints.

"That amount of 'gifts of life' thus kept up the through-the-years high level of participation in the blood-donor program. We so much appreciate it," said S. E. Crawford. He, the plant Industrial Relations manager, is coordinator of the donor program.



•• Jonas Montgomery (left), floor cleaner and sanitation technician Eugene Sanders—both Shop—visiting on a break from work in Chafer Weaving at the Gastonia plant.

Jonas has been with Firestone since late August of 1946; Eugene, since September, 1965.

"My hairstyle is sometimes subject of conversation," says Eugene. It's about a two-year's growth, he notes. His wife Brenda plaits it, requiring around 45 minutes for each styling. Of course it has to be "took apart" so he can wash it, then Brenda braids it all over again.

Suggestions

(From page 1)

opening-closing, and a guard added around a stencil machine.

Also, a light installed on workbench, a new method of fabric identification, relocation of an electric switch, plywood shutters installed over unused windows

in factory, hooks to hang window poles when not in use; and covers for ashtrays in smokers, to prevent misuse as trash receptacles.

What's your suggestion?

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Page 3