



Racing Driver Offers Tips For Your Tires

By ROGER WARD

(Roger Ward was the winner of the Indianapolis '500 in 1959 and -1962.)

I've learned a lot about tires and what makes them last longer, per-form better, thanks to my years as a race car driver and professional tire

Now that I have a performance safety tire on the market with my name on it I'm even more interested in seeing that motorists everywhere get the right facts on prolonging tire

The tricks to getting those extra miles of tire life aren't all connected solely with the condition or quality of the tires installed on a car however. Improved driving techniques willhelp extend tire life, as will taking care-of-your-car-s-tires-from-time-totime. I have a list of seven things to do that I know will prolong the life of your tires.

WATCH THAT INFLATION: Perhaps the greatest single determining factor in tire mileage is the air pressure at which tires are run. Check the owner's manual for your car -- this is where the load range data will be useful -- and follow the recommended air pressure for the tires you now use.

The Department of Trans-

portation estimates that some 33 million tires a year are destroyed by under-inflation. This represents a loss_of_some_\$750 million to car owners. So remember, the few minutes a simple tire pressure check takes will save you money.

If you get a tire that is larger than normally called for on a given car, this is all right --as long as the wheel rim will accept the larger tire. Undersized tires could fail you is a stress situation. An undersized tire will not safely carry the payload.

Another point about tires sizes. Be sure that the same tire sizes are in service on the same axle

CUTS, BRUISES AND BUB-BLES: Tires that have sustained actual damage are a serious safety hazard.- A-sidewall-cut-can_let_go_ when it's least expected, sometimes with disastrous results. So for safety's sake check your tires for cuts, bruises and bubbles.

This kind of checking must be done with the tire free of the road, so that it can be spun and checked on the entire circumference of the tread as well as the sidewall that faces into the car. If the tire rubber is abraded over a considerable distance, and the tire looks as though it may be damaged, there's only one thing to do. Have the tire removed





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