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EQUIP. & MAT.
General

Portland, Oregon

April 9, 1942

Forest Supervisor

Dear Sir:

Conservation of rubber not only for National Defense but for aggressive warfare and ultimate victory is absolutely mandatory and it is up to us not only as private citizens but as public servants to set an example in true conservation.

Japan holds, controls, or threatens lands from which normally come over 97% of the world's rubber. Each big war plane takes half a ton of rubber (tires, fabric, insulation, mountings and bullet-proof gas tanks). These will take a third of the supply now on hand.

We can, by taking certain care and precaution, extend the life of our tires, perhaps double it. Many tires last 25,000 miles. They have been known to last over 50,000 miles.

This card should be tacked or hung prominently in every garage or storage building housing motor equipment, in gas and oil houses, and in every "regular" camp where equipment is used. I am counting on a continuous followup by every Supervisor, Staff man, and Ranger as well as all field going personnel of the Regional Office in order to accomplish this.

Very truly yours,

/s/ Lyle F. Watts

LYLE F.WATTS
Regional Forester

YOUR DUTY – CONSERVE YOUR CONTRY’S RUBBER

(do your duty)
How you may (conserve)
(do your bit)

STORAGE OF USABLE RUBBER

1. Store in dry, cool and ventilated location – in locked storage.
2. Don't remove the paper wrapping from new tires until ready to use.
3. Tubes in storage should be opened and refolded every 4 to 6 months to avoid permanent “set” which leads to cracks and checks.
4. Avoid heated or warm locations. Do not store in upper rooms or attics
5. Do not expose to long periods of sunlight, either in storage or when the vehicle is idle.
6. Tires should not be piled on top of each other in piles higher than 6 feet. Interlocked piling gives better ventilation than vertical stacks.

MOUNTING TIRES

1. Don't use a screwdriver or pointed tool.
2. Avoid pinching tubes.
3. Place valve stem at balance mark on the tire.
4. Avoid tire bead injury from scuffing or kinking.
5. Use talc – but sparingly.
6. It is desirable to mount new tires with new tubes.
7. Do not use a kinked or cracked flap in mounting tires, either new or old.

OPERATION OF TIRES

1. Maintain correct inflation. Tire engineers say 5 lbs. continuous underinflation steals 20% from the life of a tire.
2. Check wheel alignment often. A tire ½” out of line will be literally dragged sideways 87 feet in every mile of travel.
3. Cut out the high speeds. Tires last twice as long at 40 m.p.h. as at 60 m.p.h.
4. Don't make the gravel (and rubber) fly with a “jackrabbit” start. Don't stop short except to prevent accidents.
5. Avoid striking curbs, road holes and rocks. Avoid the rough spur road with rocks, ruts and poor turnarounds. Such conditions may cause shocks to the tire carcass which will result in an early blowout.
6. Don't run on a flat. One revolution may ruin a tube.
7. Keep brakes properly adjusted. Uneven tire wear is caused by a flat spot on the brake drum, or tires may be dragged by unequalized brakes.
8. Change wheel positions every 5,000 miles to equalize tire wear. Spare to left front, left front to left rear, left rear to right front, right front to right rear, right rear to spare.

(To be posted in every gas and oil house and in each garage and tire storage room)