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Getting Smart
 BY WALTER L. SMART
 Executive Director
 National Federation of
 and Neighborhood Centers

His face is drawn. His eyes now begin to show, but the voice, its ring, its monotonous stability, lets one know that life is just beginning.

After what may have been one of the more crucial tests of his spirit, his oft-mentioned principles, Ralph H. Metcalfe is now reborn, running at one of the highest popular peaks of his public career. Not since he faced the Hitler Olympics has his spirit been so tested. He eagerly talks of his recent liberation from Chicago's Mayor Daley. A sparkle appears in his aging dulled eyes as he reveals the particulars of his fight with the City of Chicago for real change in police conduct and racial composition.

"Amid rising outcries of police corruption and brutality, I could not call myself a man, maintain my dignity, and allow my people to be attacked and mercilessly persecuted by our city police. I saw my mission and it was clear how I should react." He sighs. He looks as if he has not really recovered from the long, near slave-like ordeal of being a Chicago Daley functionary. Although compromise is the life of a leader, he has decided that here is the place he would have to stop and be counted, and here and now he shall have to cast his lot. The years of compromise and

Three Rules for Maximum Tire Life

Each year, American car owners spend millions of dollars replacing auto tires which were not structurally defective and which should not have worn as quickly as they did, according to the Department of Transportation (DOT).

DOT's Three Rules for Maximum Tire Life explains how overloading, underinflation or overinflation decreases the life of a tire; how to use the data given on tires to avoid such problems as blow-outs, uneven wear, and flat spots. The nine-page booklet also includes 12 general tips for longer tire life. Copies of **Three Rules for Maximum Tire Life** may be ordered for 25¢ each from Consumer Product Information, Pueblo, Colorado 81009, or purchased at Federal Information Centers located throughout the country.

1. Don't overload, overinflate or underinflate tires. Air pressure permits tires to stand up straight to carry their load. Underinflated tires wear out much faster than those with the correct "stand up" pressure. It takes very few miles with low pressure to weaken tires inside - in the sidewalls, under the tread, and in the bead areas. Overinflation causes tires to wear quickly along the center line of the

Overloading can have the same effect as underinflation. If you put enough load on a tire to make it "squat down" on its haunches, the tire flattens out just as it would with too little pressure.

2. Know how much pressure and how great a load your tires will carry in order to avoid overloading, overinflation or underinflation. You will find on every tire its pressure/load maximums. For example, a tire which has printed on its side "MAX LOAD 1500 LBS / 32 PSI MAX PRES." will carry no more than 1500 pounds of weight and will stand no more than 32 pounds per square inch of air pressure. Your owner's manual will tell you proper pressure for normal loads.

3. Drive for maximum tread life. High speed starts, skidding, and fast driving over rough road surfaces take miles off your tire's tread life. For maximum tire life: Always give new tires a "run in" period, driving no more than 60 miles per hour for the first 50 miles. Excessive heat build-up - particularly in new tires - can cause separation of the rubber tread from the cord in the body of the tire. Separation may cause the tire to throw part of its tread and eventually blow out.

Every 6,000 miles rotate the tires, including the spare, to a new position on the car. Your owner's manual should have a chart to show the recommended changes.

Scraping the tires when you turn a corner or forcing them against the curb can be murder on the tires. If you feel the curb when parking, pull away and try again.

When storing summer or show tires, store them flat in a cool, dry place, away from oil or grease and electrical motors. Oil tends to rot rubber and motors give off ozone, which weakens the rubber.

Three Rules for Maximum Tire Life (25¢) is one of more than 200 publications available through the Consumer Product Information Center of the General Services Administration. For a list of other publications available, send for a free copy of the **Consumer Production Information Index**. Write Consumer Product Information, Pueblo, Colorado 81009, or visit any of the Federal Information Centers located throughout the country.

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Cook accuses Packwood

Senator Vern Cook commented that your campaign limitation law will put a "crimp on federal business" is pure hogwash. What he means is that it will put a crimp on his practice of campaigning for public office at public expense. As a member of the Oregon legislature Packwood probably spent more state money in mailing out newsletters to voters than any legislator before or since. Now as a U.S. Senator he is flooding the mails with newsletters and questionnaires to occupants. At our expense, he sends out 540,000 at a time - at a cost to the taxpayers of between \$27,000 and \$32,000 a clip. Nothing in the law prevents the mailing of press releases or personal contacts. He can still make these expensive mass mailings, but they are included in the overall limitation if they are made after he becomes a declared candidate. Like every other statewide candidate, he can still spend \$180,000 during each primary and general election - 40 cents per voter. That's enough money for any campaign and we can get along without free recipes from the Senator during campaign time.

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Reverend Jesse Jackson, president of PUSH (People United to Save Humanity), and John Murphy, president of Miller Brewing Company, seal a pact with a handshake in Milwaukee. The agreement will bring \$3.5 million annually in financial aid to minority employment, business opportunities, and charities. Looking on from left to right are: Berkeley Burrell, president of the National Business League; Reverend George Riddick, director of negotiations for PUSH; Thomas Fulrath, Miller vice president for personnel; and Thomas Shropshire, Miller vice president for marketing. Milwaukee Courier Photo

Indian Office opens

An Indian Office, created to deal with the problems of Indian entrepreneurs, has been established within the Commerce Department's Office of Minority Business Enterprise (OMBE). OMBE Director Alex Armendaris announced recently. Joseph (Lone Eagle) Vasquez, who is of Apache and Sioux lineage, will direct OMBE's Indian Office, which became operational October 1st.

In Indian affairs for most of his adult life. Prior to joining OMBE in 1971, Mr. Vasquez served as President of the Los Angeles Indian Center, where he was instrumental in initiating such projects as the first urban Indian contract from the Bureau of Indian Affairs as part of President Nixon's self-determination policy, and the Indian Free Clinic located in Compton, California. Mr. Vasquez was a founder of the Urban Indian Development Association (UIDA) of Los Angeles, and was appointed by President Nixon to the National Council on Indian Opportunity. He was recognized by the National Congress of American Indians as "Urban Indian Leader of the Year" in 1969.

The Indian Office will exercise OMBE program authority over OMBE-funded Indian projects, and will be staffed by field officers and other support staff as part of OMBE's National Programs Division. Vasquez, 56, will also be responsible for conducting planning and development activities related to Indian business development, and will act as a liaison with other Federal agencies on similar business development activities.

Vasquez is associated with the United American Indian Council, the UCLA Indian Cultural Center, the National Congress of American Indians and is a charter member of the American Indian Athletic Association.

Navy needs Black officer trainees

Black high school graduates who want to further their education with a scholarship leading toward a career in the U.S. Navy or Marine Corps still have a chance. Between now and November 1, 1973, applications for the Naval Reserve Officers Training Corps, NROTC, Navy Marine Scholarship Program are still being accepted. Upon graduation, students may elect to be commissioned as Ensigns in the U.S. Navy or as Second Lieutenants in the U.S. Marine Corps.

Selected applicants are enlisted in the U.S. Naval Reserve and appointed midshipmen upon enrollment in college. During the summers, between college sessions, these students participate in shipboard, aviation and amphibious training periods to gain experience in naval and marine operations. For detailed information regarding all aspects of the program, applicants should contact the nearest Navy or Marine Corps Recruiting Station and obtain applicant blanks and data.

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