the WING FOOT CLAN

Goodyear Atomic Corporation — *A Subsidiary of* The Goodyear Tire & Rubber Company

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Thomas F. Minter (right), executive vice president for The Goodyear Tire & Rubber Company, presented Goodyear Atomic Corporation with the sixth annual divisional safety award its employees have earned over the past eight years. Nate Hurt (center), general manager, and C. M. "Mac" Hutchings (left), administrator, Medical, Safety and Environment, accepted the award on behalf of Goodyear Atomic employees.

GAT wins sixth divisional safety award

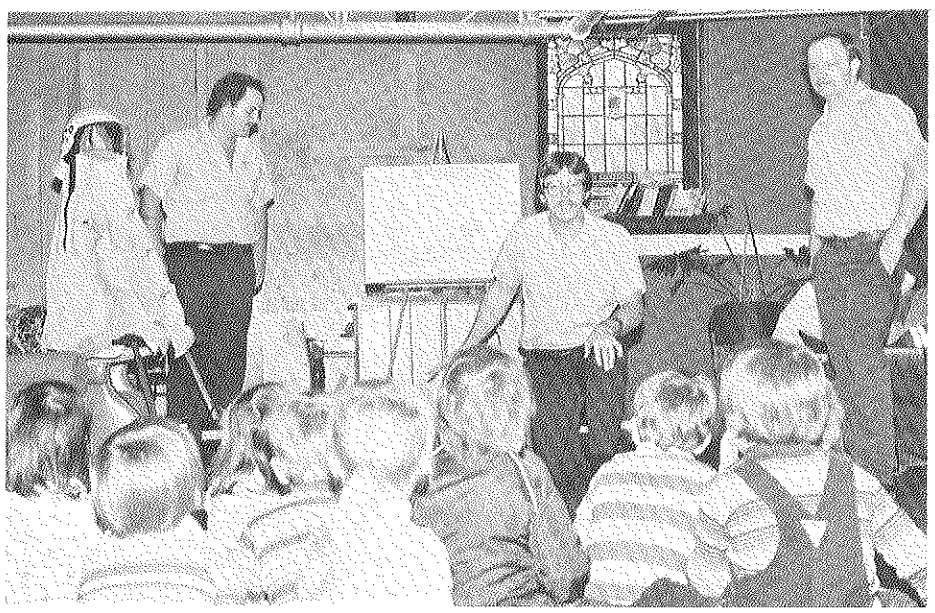
The employees of Goodyear Atomic Corporation continued to demonstrate their outstanding safety awareness throughout 1981, and as a result, have again earned a divisional safety award from The Goodyear Tire & Rubber Company.

For its safety performance in 1981, GAT has won the Corporate Staff and Research Division award in Goodyear's Worldwide Safety Contest.

Thomas F. Minter, executive vice president in charge of Research and Development for Goodyear, made the award to Nate Hurt, general manager of Goodyear Atomic, and C. M. "Mac" Hutchings, administrator, Medical, Safety and Environment.

This was Goodyear Atomic's sixth corporate divisional safety award over the past eight years. Prior to 1981, plant employees had earned a top-ranking safety honor from Goodyear for 1974, 1976, 1977, 1978 and 1980. The company also earned Department of Energy operational and environmental safety awards for 1976, 1977 and 1979.

The Goodyear corporate divisional award reflects the lowest total incidence rate of injuries and lost-time days per 100 full-time employees during 1981. Statistics are based on Occupational Safety and Health Administration (OSHA) rules. Goodyear Atomic's performance was the best among seven individual operating groups of Goodyear.



Fire safety classes by GAT firemen

Firemen Mark Lewis, John Cannon and David Marhoover are providing fire safety instruction for local pre-school and kindergarten children. Their audiences eventually will include teenagers and adults. The program consists of about 45 minutes of instruction in various aspects of fire safety. Goodyear Atomic is sponsoring the program by providing materials and assistance.

A special luncheon at the plant in April honored Susan Wolford for her accomplishments in winning a National Merit Scholarship through The Goodyear Tire & Rubber Company. Nate Hurt, general manager, presented Susan's scholarship certificate. Looking on (from left) were Dick Shepler, diffusion plant manager; Susan's parents, Clinton and Ann Wolford; and Robert Bevins (right), principal of Jackson High School.

Scholarship award presented

Susan L. Wolford, a senior at Jackson High School, will enter The Ohio State University this fall through a National Merit Scholarship from the Goodyear Tire & Rubber Company.

She is the daughter of Clinton W. Wolford, instrument mechanic 1/C (D-712).

Susan ranks 15th in her class of 210 at Jackson High School. She plans to pursue an engineering career. Susan is the first Goodyear National Merit Scholarship winner from Jackson High School.

She is a member of the Scholastic Showdown Team at the high school, a member of the concert and marching bands, a former member of the English scholarship team and belongs to the National Honor Society. She also works part-time at McDonald's Restaurant in Jackson.

The National Merit Scholarship Corporation, an independent organization, awards 1,500 scholarships nationally each year to students selected from more than 14,000 finalists. The scholarships are sponsored by corporations, foundations, trust funds, unions and professional associations.

Goodyear's corporate Merit Scholarship program makes available a minimum number of four-year scholarships each year for the sons and daughters of full-time Goodyear or subsidiary employees.

1982 World's Fair

Attendance at the 1982 World's Fair in Knoxville is projected at 11 million. Nearly 20,000 motel/hotel rooms and campsites will be available in Knoxville and the Gatlinburg/Pigeon Forge resort areas. Accommodations will also be available in university dormitories and private homes. Accommodations information is available from the Knoxvisit Convention and Tourist Bureau, 508 Hill Avenue, P.O. Box 15012, Knoxville, Tennessee 37901, (615) 523-7263.

Wind tunnel tests determine auto wheels waste gasoline

Wind tunnel tests on autos have convinced Goodyear tire scientists and engineers that there is energy to be saved by "reinventing" — or redesigning — the wheel.

Using the Pininfarina wind tunnel in Turin, Italy, researchers based at Goodyear's International Tire Technical Center in Colmar-Berg, Luxembourg, found that auto wheels and tires can account for up to 7 percent of a car's aerodynamic drag at steady highway speeds.

About one-third of that drag is caused by the air flow around the ridges and holes in uncovered wheels, according to Goodyear research scientist John Jablonski, who reported the findings at the 1982 Geneva Auto Show.

"While experimentation is underway with straighter sidewalls to reduce drag caused by tires, wheel drag can be reduced considerably through styled wheels featuring a smooth flat wheel disc," Jablonski said.

"A few cars already are beginning to appear with these redesigned wheels as standard equipment."

Jablonski said 75 percent of the fuel a car burns at legal highway speeds is used to overcome aerodynamic drag. The remainder is consumed overcoming rolling resistance, an area of fuel savings Goodyear pioneered with the development of low rolling resistance tires, starting with the elliptic tire concept in 1977.

To put wheels and tires in perspective with the rest of the car, Jablonski said they cause about as much air drag as an open window.

On the highway, motorists who drive with their windows rolled down to save using their air conditioners are practicing false economy, he said. Not only is it hotter and more uncomfortable, but the drag caused by open windows results in added fuel consumption that could be more wasteful than using air conditioners, Jablonski said.

In other wind tunnel tests to determine aerodynamic drag of other auto accessories, results showed that rooftop luggage racks increase drag by 13 percent, mud flaps, 7 percent; mirrors, 3 percent; spot lights, 2 percent, and antennas, 1 percent.

Intensified research programs into auto aerodynamics by the world's automakers and suppliers such as Goodyear should pay off for motorists in the years ahead. Sleek new body styles capable of slicing through air like a razor will take autos another dramatic step forward in fuel efficiency, Jablonski said.

"A" Shift wins safety award

The winner of the fiscal 1981 shift safety award is "A" Shift. Employees of the shift attended luncheons April 22 and 23. Norb Vulgamore, shift superintendent, accepted the award from Dick Shepler, diffusion plant manager. Shepler cited the "team effort" which enabled the shift to win the award. This was the 25th year for the shift safety award presentation.

Baker named to new position

Houston O. Baker has been named Director of the Enrichment Expansion Projects Office within the Department of Energy's (DOE) Oak Ridge Operations.

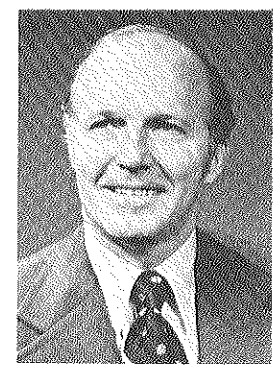
In his new position, Baker is responsible for the execution and implementation of the engineering, procurement, technical support, and construction activities for DOE's Gas Centrifuge Enrichment Plant being built at Portsmouth.

Baker first joined the Oak Ridge Operations in 1975 as Director of Engineering. In 1977 he was named the Engineer Manager for the Gas Centrifuge Enrichment Plant, the position he held until his most recent assignment.

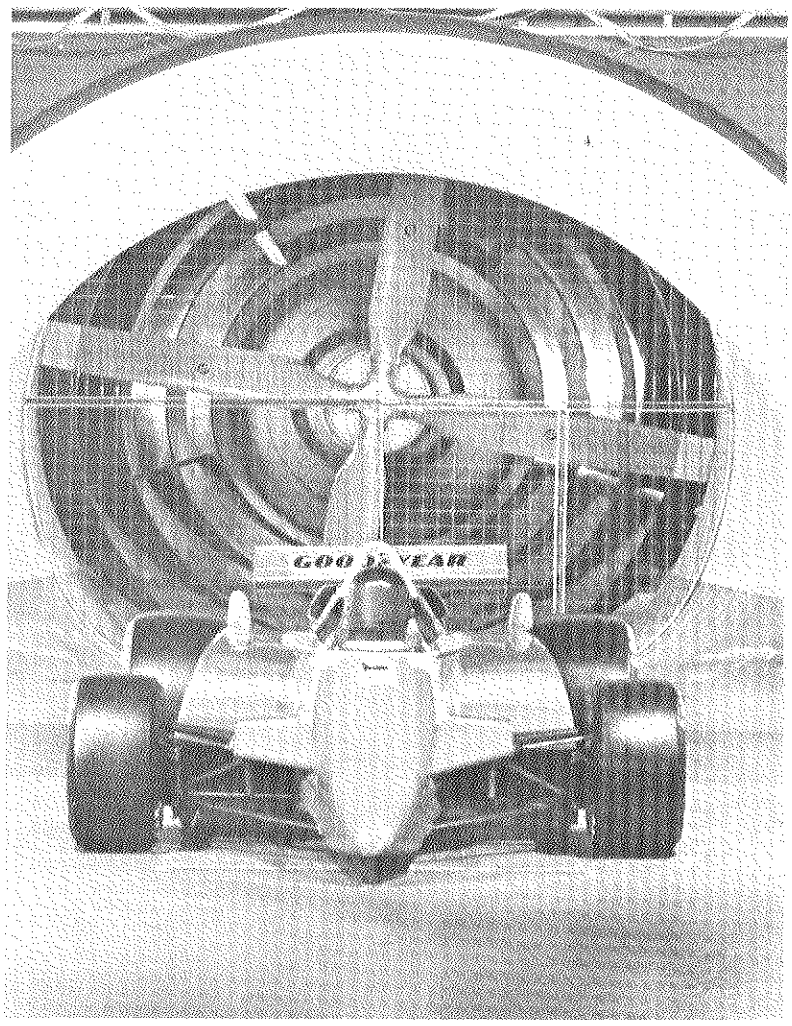
Prior to coming to Oak Ridge, Baker worked for almost 20 years with the U.S. Army Corps of Engineers.

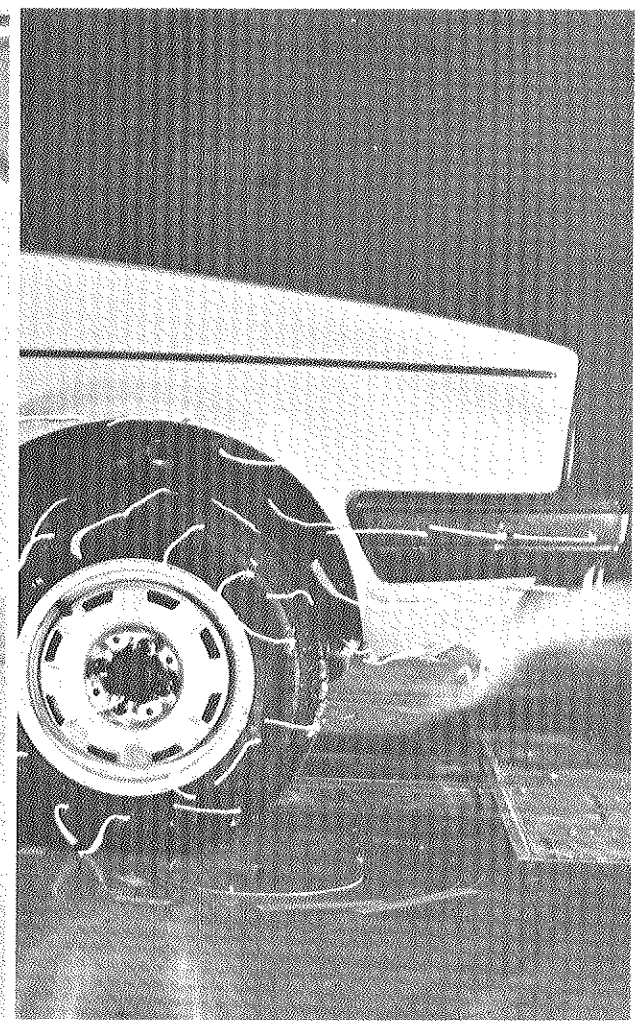
Robert J. Spence has been named Engineer Manager, succeeding Baker.

In the new position, Spence is responsible for development and execution of policies, procedures, and programs for engineering efforts, including design, systems engineering, technical support, project quality assurance, and central procurement of equipment and materials for GCEP.



Baker





Down wind

At the Pininfarina wind tunnel in Turin, Italy, Goodyear researchers test both passenger cars, right, and race cars, left, for aerodynamic drag. Strands of yarn fastened to wheels and tires show energy-stealing wind resistance, which Goodyear scientists say can be significantly reduced by smooth flat wheels and straighter tire sidewalls.

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SPRINT CAR RACING

Charlie McCann's lifeblood for 18 years

By Esther Downey

Sweaty palms, irregular heartbeat, a rise in blood pressure.

Sound like the dialogue from a medical television show? Yes, but in fact, these are the symptoms Charlie McCann experiences before the start of a sprint car race.

Fasten your seat belt. This time you're the driver!

The cars are ready to start. Thunderous roars of the engines echo in your ears. Your heart pounds. The green flag is dropped!

You see clouds of dust, mixed with streaks of red, green, black and silver which race past. The string of cars before you seems endless.

It's the 10th lap and you're in 15th position. You swallow a mouthful of dust. Your head begins to spin, and you start to fall behind. There's a moment of indifference, but then the adrenalin begins to surge through you. You move to second position.

Fantasizing? Perhaps. But to Charlie McCann, maintenance mechanic 1/C (D-714), it has been more than realizing a dream. It has been his lifestyle for 18 years.

Charlie became interested in motorcycle racing in high school. His efforts were rewarded with many trophies. He then decided to try his luck at sprint car racing, and in 1961 built his first car. He's continued a string of racing victories throughout his sprint car career.

Webster's dictionary defines sprinting as being a short run or race at full speed. Charlie can better define it as a lot of hard work, dedication and fulfillment.

A sprint car has a tubular steel chassis, fiberglass shell and a large wing on top to aid in traction. The cars weigh about 1,500 pounds and are powered by alcohol fuel engines that get about one mile per gallon. They travel nearly 115 miles per hour on a one-half mile dirt track.

Today's economics require a sprint car racer to have an ingenious mind when it comes to building a car. Charlie does all of his own work, except for the chassis. He builds his engines for durability and dependability, and must bear all of the financial burden since he has never had a major sponsor.

Engines must withstand the stress of many races at high speeds, and yet last as long as possible. The cost can be as high as $8,000 for a cast-iron engine, as compared to as much as $15,000 for aluminum engines which are used by sponsored drivers.

Charlie's engines will withstand as many as 10 races. An aluminum cast engine will last for about three races.

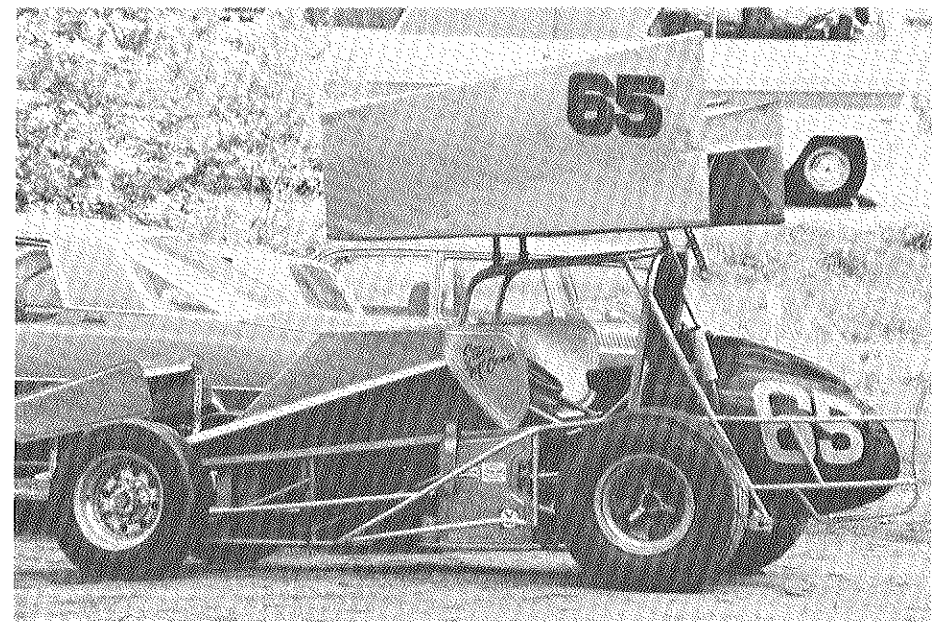
If you think you might be interested in a sprint car, they cost as much as $25,000 to build!

In his racing career, Charlie has competed against such well-known sprinters as Rick Ferkel, Steve Kinser and Doug Wolfgang. He says A. J. Foyt, Johnny Rutherford, Johnny Parsons, Mario Andretti and other major race car drivers own, and some still race, sprint cars.

There are two primary types of sprint car racing. Some drivers compete in United States Automobile Club (USAC) series races, while others compete in "Outlaw" classes, which consist of the "World of Outlaws", the Midwest Outlaw Sprint Series (MOSS) and the All-Star Sprint Series.

"Outlaw" racing, meaning outside the jurisdiction of USAC, is less stringent with regard to specifications, etc. Racers in these series accumulate points, although others can compete against them.

The racing season begins in April and continues through September. A driver could compete year-round, if he wanted to travel throughout the country to races where weather conditions are favorable during winter.



The most unusual characteristic of a sprint car is its large wing on top. The wing helps hold the car to the track and aids in traction. Charlie McCann's sprint cars bear the number 65. The reason is that several years ago, a man gave him a 1936 Plymouth coupe so that he could build a race car. That individual had been a football player, and his number was 65.

Charlie's wife, Caryll, provides both moral support and working assistance to his racing efforts. Charlie has raced all over the United States, but concentrates on local dirt tracks such as Atomic Speedway between Waverly and Chillicothe and the Southern Ohio Raceway near Portsmouth.

Charlie has raced all over the Eastern United States, but concentrates his efforts mostly on local dirt tracks such as Atomic Speedway between Chillicothe and Waverly, and the Southern Ohio Raceway near Portsmouth.

The dirt tracks which host sprint car races usually are three-eighths or one-half mile in circumference. A night of racing consists of warm-up laps, qualification laps to determine starting places for the feature race, a series of heat races, and then the "A" or "Main" feature race. The feature race is 40 to 50 laps in duration and has a purse ranging from $2,000 to $10,000.

Charlie keeps his car, along with numerous engines and other spare parts, in a small garage behind his house in Piketon. Racing has become a family affair for the McCanns. His wife, Caryll, daughter, Linda, and son, Steve, have always given him both moral support and help with the car.

Steve now has been driving for more than two years, and was "Rookie of the Year" in 1981 in the MOSS racing series. Charlie now can devote more time to improving and working on the car.

Another lap goes by, and then another as you chase the last obstacle to victory. The accelerator is pressed to the floorboard. The car seems to caress the track. You're oblivious to anything else around you, except for the task at hand.

You inch ahead of the first-place car in the last lap of the feature race. The black and white flag is dropped. You're the winner!

Francis retires from Goodyear

Donald Francis, director of domestic chemical production for The Goodyear Tire & Rubber Company, is retiring after 43 years of service.

He joined Goodyear in 1939 as a member of the Gadsden, Ala., plant production squadron.

In 1952 Francis was one of 27 employees selected to help organize Goodyear Atomic when Goodyear was selected to operate the Portsmouth Area Gaseous Diffusion Plant.

He became the general manager of Goodyear Atomic in 1956 and the director of domestic chemical production in 1961.

Retirees

Virgil Spires, Portsmouth, painter (D-729), retired effective May 1 for health reasons.

Carl Griffith, Portsmouth, maintenance mechanic 1/C (D-724), is taking normal retirement effective June 1. He now is taking accrued vacation.

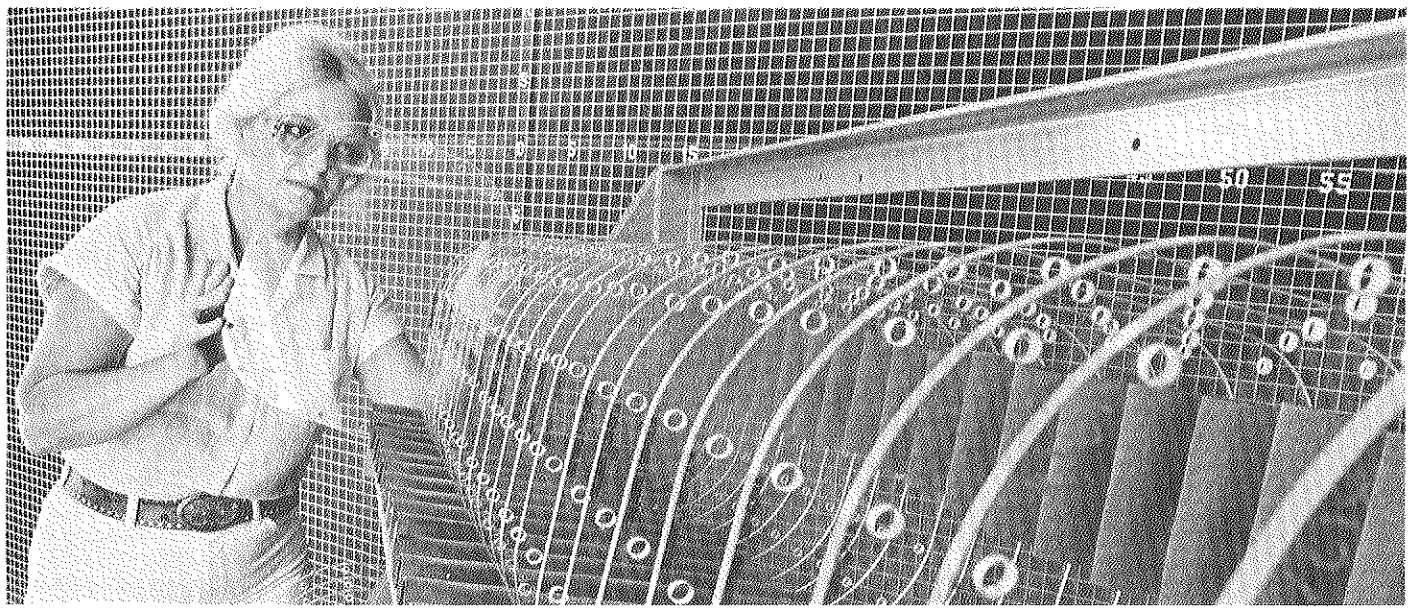
Charles I. Bray, Portsmouth, mobile equipment mechanic (D-752), elected to take early retirement effective July 1. He now is taking accrued vacation.

1982 World's Fair

The site of the 1982 World's Fair is a 70-acre park-like setting in the center of Knoxville. The site borders the Tennessee River and serves as a natural bridge between the downtown district and the main campus of the University of Tennessee.

Program geared toward child participation

The emphasis is on participation in the Goodyear Public Fire Safety Awareness Program being conducted by plant firemen Mark Lewis, John Cannon and Dave Marhoover. Pre-school and kindergarten students practice the "stop, drop, roll" procedures and are shown the correct procedure for crawling under smoke to escape.



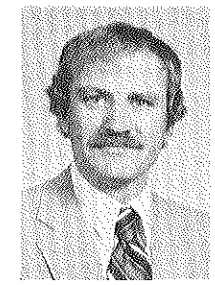
Perfect view

Passenger windows for Boeing 727, 737 and 747 aircraft undergo final inspection at the transparent plastics manufacturing operation of Goodyear Aerospace in Litchfield Park, Ariz. These high-strength, distortion-free windows are one of several different types made by Goodyear for civilian and military aircraft.

KINGS ISLAND

The 1982 GAT Kings Island Family Outing is being planned for Saturday, July 31. It will feature the full use of Kings Island from opening until closing, along with use of the picnic grove, some prizes and refreshments.

Ticket sales and other information will be forthcoming.



Stephens

Promotion

Kenneth L. Stephens has been promoted to Foreman (D-822). He reports to William A. Kelley, general foreman, Uranium Feed and Feed Sampling Operations.

1982 World's Fair

Companies, governments and trade/professional associations from all corners of the world will participate in the 1982 World's Fair with pavilions, attractions, exhibitry and dramatic presentations, plus culture, cuisine and entertainment. They will also participate as hosts of family entertainment shows and attractions. Youth, service and religious organizations will also be present to showcase their creative energy in serving mankind.

Volleyball champions

The 1981-82 GAT Power Volleyball League champions are the members of Team #3, which include Russ Johns (front); Kim Whiteman, Sheila Chapman and Don Hurt (second row); and Jeff Gerz, Jim Millward and Dave Connor (back row). Members absent from the photograph are Mark Saltsman, Chris Miller, Jim Book and Steve Thomas. The Recreational Volleyball League champion team — Hoover's Hawgs — includes Debby Young, Bill Young, Susan Rumfield, John Gedeon, Peggy Hoover, Frank Hoover, Melody Hoover, Dean Hoover, Ted Spradlin, Sandy Spradlin, Dave Davis, Dave Dobbins and Marsha Bevens.

Recreation Corner

Employee Activities Calendar for June

June 5 — GAT Foremen's Club Spring Outing

June 19 — 16th Annual Southeastern Open, Elks Country Club, Portsmouth

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