

1 You also get exposed, ladies and gentlemen,
2 because later on in years Mr. Grewe worked on disc
3 pads.

4 Do you remember when disc pads were invented
5 mainly on front wheels? They are a little different
6 than the lining, okay.

7 Mr. Grewe was a very good mechanic, and he
8 knew a little trick. We all know when our brakes
9 squealed, it bothered us and Mr. Grewe took a hacksaw
10 to asbestos-containing disc pads and put a little
11 groove in it and apparently that cuts down on the
12 squeal and that was a little trick that he had, but
13 unfortunately, that was on new brakes. If it goes in,
14 it comes out.

15 There is a fourth way you get exposed as a
16 brake mechanic, a fourth way, and that is called
17 grinding, grinding.

18 What would happen is as you would try and
19 put on those brakes in later years it got a little
20 more rigid and it was harder to just sand them.

21 What you had to do is get one of those bench

1 grinders, I don't know if you all seen that, a little
2 wheel that bends with a motor and just take the brake
3 lining and grind it down and get it at the right angle
4 and right shape so it will fit on the wheel that you
5 are going after.

6 Again, new brakes that Mr. Grewe is
7 grinding.

8 It is interesting enough, Mr. Grewe just
9 didn't grind his own brakes. There were co-workers at
10 his garage that he helped do. You will hear from one
11 of them. Mr. Grossblat said I used to give mine to
12 Mr. Grewe, not only did he do his, but he did mine.

13 Of course, not only while this work is going
14 on, Mr. Grewe wasn't exposed while he is doing the
15 brakes himself, there were other mechanics in the
16 garage.

17 Just like asbestos workers are putting
18 asbestos into the air that the plasterers are
19 breathing, other brake mechanics or -- excuse me,
20 mechanics, are putting asbestos into the air that Mr.
21 Grewe is breathing. In this garage it is floating

1 around.

2 Ms. Hines will talk to you a little bit more
3 about that in a few moments with regard to her
4 client.

5 Now, why do we focus in on Ford? Well, once
6 again, we bring you the eyewitnesses. The people who
7 were there and in this case we are very fortunate,
8 very fortunate.

9 Before Mr. Grewe passed away, we were able
10 to put him on videotape. We were able to put him on
11 videotape, and you will hear from Mr. Grewe. You will
12 hear from his own lips how he was exposed to
13 asbestos.

14 You will hear how at Foreign Motors despite
15 its name, you think oh, he must have only worked on
16 foreign cars.

17 Well, no, that is not true, because what
18 happened was when people in the '50s and '60s and '70s
19 were first buying their first foreign car, what is the
20 first thing they would do?

21 They would trade in their used car and a

1 used American car, and what is the first thing that
2 Foreign Motors is going to do when they are selling a
3 used American car? They got to get it to pass
4 inspection. What are they going to do?

5 The first thing they are going to do is get
6 the brakes fixed. You can't sell a car unless it has
7 good brakes.

8 That is what Mr. Grewe did. He didn't just
9 work on foreign cars. He didn't just work on Ford.
10 We concede that.

11 Did he use other people's brakes? Yes, that
12 is not what we are here for. We are here about Ford.
13 That is what this trial is about.

14 He used other brakes and he worked on other
15 cars, but you will hear evidence that he worked on
16 Ford, that he identified Ford. It was on the box that
17 it came in.

18 It was stamped on the lining of the brake,
19 and that he frequently used Ford brakes, and that, in
20 fact, he preferred dealer brakes as opposed to like a
21 generic brand because he felt like they fit better.