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K Gealer

Ford Motor Company

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December 15, 1970

Professor Willard F. Libby
Director of Institute of Geophysics
and Planetary Physics
University of California
Los Angeles, California

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Dear Bill:

Don Jensen has asked me to drop you a line about our work on asbestos and rubber emissions from motor vehicles.

A copy of an Intra-Company Memorandum from Jack Ninomiya to Mr. Misch summarizes our asbestos studies. I might point out that the quantitative aspects of that summary are based on preliminary data of Dr. Gealer and will probably be changed when the study is finished. We shall be happy to send you a preprint of the final report when it is available.

Dr. Irving Selikoff of Mount Sinai Hospital in New York City (currently President of the New York Academy of Sciences) is perhaps the leading authority on the epidemiology of asbestos and is in close touch with us about our studies. You might want to contact him about the problem. It turns out that there has been a great oversight about the toxicity of asbestos because of a long latent period. The major insult from asbestos to the population in general has been from its use in the construction industry. Selikoff has gotten New York City to improve the situation there, by requiring enclosure of asbestos spraying operations used for fire insulation - of the girders of tall buildings. On a lesser scale, incidental exposure to asbestos such as the use of asbestos gloves or winning merit badges in the Girl Scouts (see attached correspondence) are also matters of concern. By the same token, exposure to asbestos dust during brake lining manufacture would be of higher order concern than brake lining wear.

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We also have a study underway on particulate emissions from tire wear. This work is being done by Bill Pierson, who is a nuclear chemist by training (Ph.D. from Coryell MIT, post doc with Nate Sugarman at Chicago). Bill's work is fairly well along and a report should be available shortly. On balance, the tire wear problem appears to be a small fraction of the exhaust particulate one. The main difficulty here, as it is with particulate studies, is the development of reliable sampling and analytical techniques.

I trust this is helpful and will be happy to help further, if I can.

With best regards,

Sincerely yours,

Bernard Weinstock
Manager, Senior Scientist
Fuel Sciences Department
Scientific Research Staff

BW/pk
Encls.

CC: D. A. Jensen

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