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FOR: LEAD INDUSTRIES ASSOCIATION

FOR RELEASE MORNING OF MARCH 5, 1970

REMOVAL OF LEAD FROM GASOLINE SEEN PRODUCING MORE HAZARDS,
LESS BENEFITS BY CALIFORNIA EXEC

SACRAMENTO, CALIFORNIA, (March 4) -- Banning of leaded gasoline will result in automobiles with poorer performance from poorer quality gasoline with increased costs in operating to the motoring public, Dr. Paul C. Henshaw, executive vice president of Homestake Mining Company, told a special meeting of the State Air Resources Board here today, March 4.

The executive of the California-based company spoke as a representative of the lead industry and the Lead Industries Association at the two-day session called by Governor Reagan to discuss pollution problems with top executives of the oil and auto industries.

Dr. Henshaw pointed out that neither the poorer performance nor the increased operating costs is going to make the motoring public happy.

"And they may be particularly unhappy if they realize that less efficient driving and more costs are not resulting in better emission control, and that these penalties are not necessary to control exhaust emissions," he said.

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Dr. Henshaw pointed out that there are already a number of emission control devices known that will work with leaded gasolines -- some said to last the lifetime of the car and others which would call for changing of "filters" about every 12,000 miles.

"Although there would be certain initial costs, and for some devices an annual maintenance charge, present indications are that they would be relatively inexpensive," he said.

"Excellent progress has been made so far in controlling automobile emissions -- over 80 percent reduction in unburned hydrocarbons, and over 70 percent reduction in carbon monoxide levels since 1963 -- and we believe further progress can be attained without turning back to the cars and fuels of 20 or more years ago.

"In brief, there is no hazard to public health from leaded gasoline because they are at levels well below what is considered pollution of the air.

"There are no proved advantages in requiring removal of lead from gasoline, and there are several known and perhaps many unknown disadvantages that would result from requiring this drastic step. Therefore it seems absurd to penalize the public, our natural resources, and our national economy by removing lead additives," he said.

He told the meeting that present evidence suggests that lead emissions from gasoline engines do not in themselves contribute significantly to air pollution. They are not a factor in smog formation. They do not constitute a health hazard to the public.

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He pointed out that removal of lead from gasoline would not in itself contribute to reduction of such air pollutants as hydrocarbons, carbon monoxide, or oxides of nitrogen.

He warned the assemblage that widespread use of nonleaded gasolines might very well result in increased emissions of known pollutants and perhaps create problems not now known.

He pointed out that known methods and devices are available that will reduce pollution emissions from automobiles using leaded gasoline, including devices developed by DuPont, Ethyl, Mobil and Anti-Pollution Corporation.

"These will not require the drastic engineering changes in engines and fuel compositions that are proposed if nonleaded gasolines are to be required," he added.

"Why, then, should we take chances by experimenting with measures, the results of which are unknown, when there are methods to achieve our objectives with known and tried fuels and engines?" he asked.

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