NEW YORK 17, N.Y.

February 9, 1950

TO: REGIONAL OFFICES

COPY FOR Dr. R. A. Kehoe

Gentlemen:

Subject: Special Fuels for Racing

For some years the Corporation has supplied antiknock compound for racing drivers for use in certain recognized events. Originally, these mixes were made at trackside by field representatives of the Corporation. During the last few years part-time employees have been retained for this purpose. Because of the present availability of aviation grades of gasoline having extremely high performance numbers, our policy has been carefully reviewed. It is obviously to our best interest to promote the use of commercially available standard specification gasoline wherever possible, and we have come to the conclusion that the preparation and distribution of special racing fuels having high concentrations of lead, even though in comparatively minute quantities, is unwise.

Effective immediately, therefore, no further antiknock compound will be supplied for trackside mixing of special racing blends at any point. In lieu of this, we will attempt to provide information regarding the availability of fuels having high octane and performance numbers. Arrangements have been made to pick up all antiknock compound now in the possession of our part-time distributors. We will, however, retain both Edward F. Wintergust of Indianapolis and Ambler Brothers of Philadelphia on a consulting basis until June 1, 1950.

Because a number of the people who are entering cars in the 1950 Memorial Day race at Indianapolis have their engines partly built, we are arranging with those of our refining customers who furnish base fuel for the Indianapolis race to make a few special blends for this event at their own designated bulk plants.

We believe that this new policy will in the long run be in the best interests of our commercial as well as medical and safety programs. It is possible, however, that certain drivers will make strenuous efforts to secure compounds containing tetraethyl lead from other sources, and it is suggested that all Ethyl representatives in the field be on the alert for reports of such material and take steps to discover its source.

The Technical Service Department in Detroit has agreed to cooperate to the fullest extent in the furnishing of technical information, both as to engine design and the availability and characteristics of high performance number fuels. Any technical inquiries may be directed to Detroit, attention of B. R. Jones. Problems of a medical and safety nature should be called immediately to the attention of the Safety Department in New York.

We are attaching a summary of the current grades of aviation fuels together with certain information about each of them. Additional copies of this list may be secured on request.

Very truly yours,

AVAILABILITY OF VARIOUS GRADES OF AVIATION FUEL WHICH MIGHT BE USED IN AUTOMOBILE RACING ENGINES

Grade*	Lead Content (cc per gallon)	Other Information
130-170	6.0	So-called Stress Fuel - principally used in engine test work. Shell probably the only manufacturer at this time. This fuel has been used successfully in the past three Indianapolis Speedway Races.
115-145	4.0 to 4.6	Used in some Stratocruisers and other commercial as well as military planes. Manufactured by Phillips, Shell, Esso, Standard of California, and others. Available only at major airports.
107-138	3.0 (Max.)	Same base as 115-145 Grade with less lead. Used in Stratocruisers. Probably available only at major airports.
100-130	2.8 to 4.6(Ave.3.5)	In general use in commercial aviation. Generally available.
91-98	2.8 (average)	Same base as 100-130 grade. Generally available.

*Figures above 100 indicate performance numbers - under 100, octane numbers.

BRJ - 2-1-50