

cc: Mr. H. W. Kaley
Mr. J. C. Taylor
Mr. Sam Heron
Mr. J. Frey
Mr. Dick Scales

ETHYL CORPORATION

INTER-OFFICE
CORRESPONDENCE

TO Dr. R. A. Kehoe ADDRESS Cincinnati

FROM Mr. C. B. Lewis ADDRESS New York

SUBJECT Carbureter and Fuel Pump Testing DATE March 14, 1945

I talked by telephone with Sam Heron in Detroit today about the carbureter and fuel pump testing matters which you asked me to look into, and I shall endeavor to give you the gist of the conversation. I hope I do not misquote Mr. Heron.

Mr. Heron stated that he had given you as much information as he had on Wright Aeronautics testing in Cincinnati, and that he had made arrangements for you to make an inspection of that plant. He thought they were only using non-leaded gasoline in Cincinnati. Further, that the people with whom he spoke were anxious to have your report on any hazardous conditions you might observe regardless of whether or not it might appear to reflect on them in any way. He understands that the main carbureter testing plant is at Paterson, New Jersey, and probably leaded gasoline is used here. However he feels we would have great trouble in "barging in" to such places unless we had a good story of what we wanted to do and how we could be helpful.

I recalled that a Mr. Roy Hurley of Bendix had phoned me from Elmira several months ago stating that he understood there might be some hazard in such testing work, and that Bendix is doing some. They test aviation equipment, carbureters I believe, at their flow bench at South Bend. Mr. Hurley told me that he would stop in and see me when he was in New York, but so far he has not done so. I believe his address is General Motors Building, Detroit, and I can write to him asking his permission to visit his South Bend plant, or you might do so if you so desire. We could go together, if you think well of this (and we get permission), and I could then have a better idea of what you are looking for and how you wish me to proceed in other similar cases.

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As far as fuel pumps are concerned, I gather that Mr. Heron does not feel this is quite as touchy a subject, and that Julian Frey and Dick Scales have good entree at several points and could be very helpful to us. I have already talked to Julian about this in a preliminary way, and have asked all members of the Sales Committee in New York to give me the location of any test work of this nature that they know of, or that comes to their attention. Thompson Products in Cleveland might be a good place to start. And, at Thompson and Bendix we could inquire and probably learn of other plants that are doing similar test work.

All through the telephone conversation with Mr. Heron he emphasized the difficulties that might be encountered if we send an inspector to a war plant without preparing the way and without the inspector having a good idea of what he is after. I could only agree with Mr. Heron that we shall need assistance if we are to secure information which might be useful to our Medical Department and thus to the people engaged in test work on leaded gasoline.

May I hear from you further on how to proceed?

Yours very truly,

Oscar.

O. B. LEWIS

WB