

THE ASSOCIATED ETHYL COMPANY LIMITED

Reg. Office: THE ADELPHI, LONDON, W.C.2.

Address all communications until further notice to:-
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L. N. HAMILTON (U.S.A.)	E. W. WEBB (U.S.A.)
T. R. A. BEVAN, MANAGING DIRECTOR	

OUR REF.

YOUR REF.

STEAMER COPY

20th August, 1941.

Dr. R. Kehoe,
University of Cincinnati,
OHIO.

Dear Bob,

Many thanks for your letter of July 17th which was received this morning.

I can appreciate that Pan American are faced with a serious problem.

As you say, there is little or nothing that we can do to assist them by reason of existing conditions, and I should be most grateful if you would work out some suitable method of handling this problem. We shall be only too glad to leave it entirely in your hands, advising us in due course of the action you plan to take.

There is one point that occurs to me and that is the undesirability, from our point of view, of entering into any arrangements whereby Pan American would be directly supplied with Fluid and undertake their own "spiking". By reason of the conditions with which they would appear to be faced there may be no other way of overcoming their problem, but I sincerely hope it may be found possible to follow our general practice of restricting sales of Fluid to Oil Companies and having those Companies responsible for all blending operations.

Things are going reasonably well, everything considered, and as an individual I certainly have nothing to complain about.

My very best wishes to yourself and family,

With kindest regards,

Sincerely yours,

T.R.A. BEVAN.

Original by Steamer.
Copy by Air Mail.

KE 0007242

N 7021

This letter was mailed to what is apparently the latest address -

1 Kingsway, London, W. C. 2,
London, England.

July 17, 1941.

Mr. T.R.A. Bevan,
The Associated Ethyl Co., Ltd.,
The Adelphi, London W. C. 2,
London,
England.

Dear Ray:

A few days ago when I was in New York, Dr. Edgar talked with me about a matter raised by the chief of the technical staff of Pan American Airways. Afterward he took me up to talk with him about this problem. Briefly, Pan American Airways is presented with the necessity of storing considerable quantities of gasoline at a number of points widely distributed over their air routes. By reason of distributive conditions, the quantities which would be under storage will have to be greatly increased, and therefore, the problem of deterioration of the gasoline may have to be met. As I understand it this problem has not arisen very significantly in the past, and no one knows how serious it may be in the future, but it is somewhat characteristic of the technical staff of Pan American to try to prevent conditions before their occurrence. The question has been raised, therefore, as to what type of service, equipment, etcetera can be rendered so as to treat any deteriorated gasoline with additional quantities of lead as required. Normally, such gasoline would be picked up and exchanged for adequate gasoline. It will probably not be possible to do this, and therefore, the other alternative may have to be faced.

It would be my idea that we should work out some suitable means of handling this problem, but since this is largely a matter of business within the province of the Associated Ethyl Company, I would not wish to proceed in any way, without having your advice. If you want me to go ahead, I shall get all the assistance required from various technical people of the Ethyl Gasoline Corporation, and we will work out some scheme of handling the immediate difficulties, keeping you fully informed of everything that happens. In making this suggestion, I am assuming that it would be rather difficult for you and your associates to do anything of this kind at this time. Les Roberts is back in this country and his assistance will be invaluable in making such plans as are necessary in Central and South America, and the Caribbean Islands.

I trust things are not going too badly with you, and I send my best regards to you, your family, and all your associates.

Sincerely yours,

Robert A. Kehoe, W. D.

RAK ef

C? C.: Mr. Graham Edgar,
Ethyl Gasoline Corporation,
Chrysler Building,
New York City.

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