

## The War and Your Gasoline

The first of a series of three statements

For obvious reasons the following facts of interest to the public could not be published during the war. They affected a vital war necessity regarding which the Government required secrecy. But now that the war is won, we are at liberty to make the following statement of facts:

Highly volatile gasoline for fighting aeroplanes was one of the war needs. The output of this special gasoline by all the refineries east of the Rocky Mountains was not enough, so California was called upon to furnish a large part of the supply. At the request of the United States Government the Pacific Coast Petroleum War Service Committee apportioned California's quota among such of the large refiners as were able to make this special gaso line.

The Standard Oil Company, being the largest of these, had the greatest quota to fill. We were glad to do our part. We supplied more than our quota of aviation gasoline.
Aeroplane engines, operating high in the air under conditions of extreme cold and rarefied atmosphere, require a different gasoline from engines operating on the ground. In iact, the needs are so special that the gasoline manufactured for aeroplane use (often used at altitudes of from 20,000 to 25,000 feet) would be utterly indifferent for use in automobile or other internalcombustion engines operated on land or sea.

Aviation gasoline has to be highly volatile. It must vaporize rapidly even in the extreme cold of very high alti-
tudes. On its rapid vaporization alore must often depend the lives of the men in the aeroplane. This gasoline would not be good for general use. It would lack power on the ground, its loss in storage by evaporation would be great, and it would be expensive.

Making aviation gasoline for the Government took a very considerable part of the low boiling point or highly volatile constituents of the crude oil and, as a result, the gasoline left avail able for regular use iacked those qua.: ties which assure easy starting of t.i.g automobile engine.

The Government's demand for aviation gasoline reached its maximum in the late fall of 1913, and then for a per:od of about six weeks the deficiency of Red Crown gasoline in low boilingpoint censtituents or easy - starting qualities was most apparent.

Now that the war is won and the great demand for aviation gasoline has ceased, we are again able to offer the same grade of Red Crown gasoline as formerly, with the same full and continuous chain of boling points-from the low to the high-whichis necessary for easy starting, gutick and smooth acceleration, high power and long mileage.

STANDARD OIL COMPANY


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