



BLUEFIELD AUTOMOBILE CLUB

INCORPORATED

AAA BUILDING • 622 COMMERCE STREET • TELEPHONE (304) 327-8187
P. O. BOX 90 • BLUEFIELD, WEST VIRGINIA 24701

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TREASURER

A. B. NORCONK, JR.
SECRETARY-MANAGER

File

JAN 11 1974

January 9, 1974

Honorable Harley Staggers, M.C.
West Virginia 2nd District
Room 2366, Rayburn H.O.B.
Washington, D. C. 20515

Dear Congressman:

At its most recent meeting the Board of Directors of the Bluefield Automobile Club discussed various means by which the government and the public could best implement ways of coping with the nation's current shortage of liquid fuel.

The Board recognizes that in time of a petroleum shortage, some sort of allocation system must be invoked to bring demand in line with supply. It hopes that the public will be given an opportunity to demonstrate voluntarily substantial reduction in the use of its automobiles before any type of mandatory controls are imposed.

One means of fuel rationing being advanced by the government is the imposition of a high gasoline tax. The Board unanimously objected to this method as detrimental to those families of modest means who must rely upon their cars for their livelihood and other necessities.

The Board likewise approved a resolution that some modification of the present clean air standards be permitted until the energy crises have peaked. In its opinion an exhaust analysis to be performed by inspection stations or approved garages would do much to quickly and economically cut auto emissions instead of forcing motorists to pay for the inefficient, expensive, and fuel-wasting hardware on new model automobiles.

Recent studies by the AAA-affiliated Minnesota State Automobile Association have shown that gasoline mileage could be increased by more than 25 percent when proper maintenance of a vehicle is combined with conservative driving techniques.

Honorable Harley Staggers, M.C.
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January 9, 1974

Finally, the Board feels that substantial savings of all forms of energy can be made through intelligent measures fostered by government and practiced at all levels of government, industry, and by the public-at-large.

Sincerely,

A handwritten signature in blue ink, appearing to read "A. B. Norconk, Jr.", written in a cursive style.

A. B. NORCONK, JR.
Secretary-Manager

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NINETY-THIRD CONGRESS

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W. E. WILLIAMSON, CLERK

Congress of the United States
House of Representatives
Committee on Interstate and Foreign Commerce
Room 2125, Rayburn House Office Building
Washington, D.C. 20515

December 6, 1973

Mr. A. B. Norconk, Jr.
Secretary-Manager
Bluefield Automobile Club, Inc.
P. O. Box 90
Bluefield, West Virginia 24701

Dear Mr. Norconk:

Thank you very much for your letter of recent date. I appreciate your taking the time to write me relative to the present energy crisis.

As you no doubt know, our Committee is presently holding hearings on H. R. 11450, the National Emergency Energy Act. An amendment to this bill, offered by Congressman Paul Rogers of Florida, does pertain to emission control devices on automobiles.

I, again, want to thank you for the benefit of your views. You and the members of your fine organization may be assured we are doing our very best toward the passage of fair and equitable legislation for all.

With very best wishes and kind regards, I am

Sincerely yours,

HARLEY O. STAGGERS
Chairman



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SECRETARY-MANAGER

DEC 3 1973

November 30, 1973

Handwritten notes:
cc to [unclear]
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Honorable Harley Staggers, M.C.
West Virginia 2nd District
Room 2366, Rayburn H.O.B.
Washington, D. C. 20515

Dear Congressman Staggers:

This letter represents the composite feeling of numerous area businessmen who have made their views known to us concerning one of the immediate steps which Congress should take to conserve dwindling supplies of liquid fuel.

They feel that in view of government's urging to motorists to drive less and at reduced speeds, an immediate disconnection of the emission control devices on late model cars would also be in order. As any driver of a late model car can tell you, gas consumption has risen sharply as has the cost of fueling and maintaining them.

A temporary disconnection of these devices on late model cars, and those being built until the fuel crises have peaked, they are saying will bring about the saving of millions of gallons of fuel - now.

These same businessmen think it is a reasonable request to ask their government to relax the strong stand it has taken covering the emissions of autos if they are truly sincere in asking motorists to do their utmost to conserve fuel.

Comments recently by one of your colleagues, Congressman John R. Rarick, of Louisiana, in connection with hearings of the House Agriculture Committee lend support to the above recommendation.

Congressman Rarick noted that fuel savings coming from a 50 mph. maximum speed limit nationwide would not even equal the amount of fuel consumed by the newer emission control devices. He put their fuel-guzzling ability at somewhere around 12-1/2 million gallons daily, which is over and above the normal fuel requirements of these vehicles.

Honorable Harley Staggers

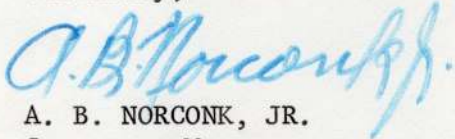
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November 30, 1973

Most of these businessmen welcome clean air; but they are saying that while we face the simultaneous problems of clean air and fuel crises, Congress should at least modify its stern position for controls which have been imposed on manufacturers of vehicles and the motorists of this land.

This does not mean any of us should lessen our desire to eventually clean up the environment. But in view of an immediate action which could significantly help in the energy crises, these citizens are hoping Congress will look again at the real priority during the present liquid fuel emergency.

Cordially,

A handwritten signature in blue ink, reading "A. B. Norconk, Jr." with a stylized flourish at the end.

A. B. NORCONK, JR.
Secretary-Manager

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