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has a responsibility to do what we can to preserve our environment."

The word "image"—not just concerning pollution, but in all areas of operations—is one of the main reasons for Bill's involvement in industry affairs.

"I believe what people think of us is of paramount importance in our day-to-day business," he explains. "We have been guilty in the past of talking to each other when we should be directing our message right at the general public."

What's more, Bill adds, "We've got to be straight-forward and honest.

"I've urged people for years to talk to the Kiwanis, Lions, Rotary, and present our side of the story. We need to create a feeling of security and honesty in the public's attitude toward us. We have suffered too long from the impression that we are "wheeler-dealers."

Bill also has recognized that reaching youth is an important key to restoring believability in the industry's achievements and goals. "We must convince young people of our sense of responsibility toward the social environment," he adds. "I'm afraid many of them have a limited perspective, and it is up to us to help them broaden it."

One way to do this, he is convinced, is by working with educators. Each summer the Casper production division participates in a seminar for teachers. Bill, Conoco supervisors and specialists from other companies talk to the 40 teachers who gather in Casper for a five-week course on the oil industry. Then they conduct a tour of the nearby Glenrock and Big Muddy fields. There the educators can see the results of Conoco's efforts to eliminate pollution in production operations.

Involvement for Bill Blackburn is not limited to industry affairs, even though they have priority. He is a member of the Rotary and Kiwanis clubs and is serving on the Region VIII Boy Scout council. He plans to continue his participation in the future. Bill's dedication to involvement won't let him turn down an assignment or, once accepted, do anything less than the best possible job.

#### REMEDY OF SAFETY-RELATED DEFECTS IN AUTOMOBILES

Mr. NELSON. Mr. President, at the request of the Senator from Minnesota (Mr. MONDALE), I ask unanimous consent to have printed in the RECORD a statement by him relating to the remedying of safety-related defects in automobiles, and also an editorial on the subject.

There being no objection, the statement and editorial were ordered to be printed in the RECORD, as follows:

##### STATEMENT BY SENATOR MONDALE

On December 3, 1971, the Senator from Wisconsin (Mr. NELSON) and I introduced a bill to require auto manufacturers to remedy safety-related defects free of charge when the Department of Transportation determines that such defects exist.

In a December 11 editorial, the Washington Post discussed General Motor's handling of defective heaters in Corvairs and the recent GM recall of 6.7 million cars and trucks. The editorial concludes with a strong endorsement of our bill, noting that this measure will not stop shoddy craftsmanship—but that it will help the consumer "who is stuck with a real or potential lemon."

##### THE LATEST GM RECALL

Although 6.7 million Chevrolet cars and trucks are now being recalled by General Motors, the road to safety has not yet been cleared of a number of hazards. To begin with there is the major question of what the owners of these cars—1965-69 full size Chev-

rolets and Novas, 1967-69 Camaros and certain light trucks, all with V-8 engines—are supposed to do until late February when Chevrolet dealerships will have received the part to correct the potential failure of the engine mount. According to Ralph Nader's Public Interest Research Group, there is a serious safety issue involved; they report that at least six deaths and a dozen injuries have occurred in crashes resulting from engine mount failure. A Department of Transportation bulletin in October was helpful; owners were advised to be on the alert to the chance of failures and to have their Chevrolets inspected for possible trouble. If an owner doesn't go in for an inspection, however, and suddenly finds his car suffering what the DOT called a "partial or total loss of vehicle control," the driver is advised to shift into neutral—if possible—turn off the ignition, and apply the brakes. All this presumes that the average driver has the requisite quickness of mind.

Amazingly, GM is insisting that no safety-related defect is involved in this case. Aside from the disclosures of Ralph Nader—who deserves much of the credit for this recall, since he gathered many of the facts and pressured the DOT into action—the DOT said that "reports of engine mount failure, many of which involved loss of vehicle control, have been received from approximately 500 vehicle owners." GM is apparently making the recall due to what it calls "publicity" on this issue; "there is a great deal of misinformation and misunderstanding on the part of Chevrolet owners which we are anxious to eliminate as soon as possible." In other words, GM is recalling the cars less because they might be unsafe but because Ralph Nader and others are spreading rumors about them.

One problem with recalls—aside from the bother to the owner who must leave off his car at the garage, provided the mechanic will agree to work on it—is that the National Traffic and Motor Vehicle Safety Act of 1966 leaves it up to the manufacturer to decide whether or not it will pay for the correction. (In this recall, GM will bear the cost—an estimated \$33 million, at something less than \$5 per car.) Senators Mondale and Nelson have introduced legislation that would correct the loud rattle in this law; once the DOT says a recall is necessary, the manufacturers have no choice but to recall the vehicles and pay for the defects. Senator Mondale cited a recent and well known example in which he says a safety-related defect was found in 1961-1969 Corvairs. In this case, GM refused to bear the cost of repairs. These Corvairs, said Senator Mondale, "have been found to have defective heaters in danger of leaking carbon monoxide fumes. But because the cost of repair—about \$170—falls on the estimated 760,000 Corvair owners and not on (GM), this potentially dangerous defect will doubtless go unremedied in most instances." (Curiously, in this case, GM offered explicit cautionary advice to owners who have yet to have the correction made: "Should it be necessary to continue to drive your car before inspection and necessary repairs can be made, the heater should be shut off and a window rolled down." If the driver catches pneumonia, presumably that's his expense, too.) The Mondale-Nelson bill will not stop shoddy craftsmanship. But it will help the consumer somewhat when he is stuck with a real or a potential lemon.

#### RESIGNATION OF EUGENE S. COWEN, PRESIDENTIAL DEPUTY ASSISTANT FOR CONGRESSIONAL RELATIONS

Mr. SCOTT. Mr. President, the President has announced that his Deputy Assistant for Congressional Relations, Eugene S. Cowen, will resign on December 27 to join the American Broadcasting

Co. as vice president in the Washington office.

Gene has served ably and effectively as the President's chief liaison officer in the Senate. I will miss him.

This is, in fact, the second time I have lost the benefit of Gene's counsel. For 11 years before he joined the White House staff in 1969, he served first as my press secretary and then as my administrative assistant in the Senate.

Gene's service both to the administration and the Senate is well attested by the President in his letter accepting Gene's resignation. I ask unanimous consent that this letter be printed at the conclusion of my remarks.

I am sure I can speak for all Senators as well as for myself in wishing Gene well in his new position and in his future endeavors.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

DECEMBER 16, 1971.

HON. EUGENE S. COWEN,  
The White House,  
Washington, D.C.

DEAR GENE: Your letter of December 7 has come to my attention, and it is with the deepest regret that I accept your resignation as Deputy Assistant to the President effective, as you have requested, on December 27, 1971.

As you know, I am immensely proud of the fine team we have here at the White House. While I fully understand your reason for returning to private life at this time, it is still with a very special sense of loss that I see you leave this team you have served so well. To me and to each and every one of our associates, you have given unreservedly of yourself for nearly two and one half years, earning our heartfelt thanks and admiration.

As Special Assistant and, later, as Deputy Assistant, you worked tirelessly on behalf of our legislative proposals, advocating with great persuasiveness and competence the measures you and I believe will enhance the well-being of every American. It comes as no surprise to learn that one of our largest communications networks would also want the benefit of your counsel, and I am pleased that you have been appointed to such a major position with the American Broadcasting Company. I am confident you will serve there with the same outstanding skill and devotion which have marked your superb performance as a key member of my staff. Needless to say, my gratitude and warmest good wishes go with you.

Sincerely,

RICHARD NIXON.

#### BANGLADESH: BIRTH OF A NATION

Mr. CHURCH. Mr. President, the new nation of Bangla Desh, pursuing its war for independence successfully, with the help of India, is coming into being. By all reports, its concept of government will be social democracy; the future of its economy is uncertain; however, according to one Western observer, "economically Bangladesh will be better off than it ever was as part of West Pakistan."

I ask unanimous consent that several recent newspaper accounts on the liberation of the important town of Jessore and the fall of Dacca, plus related articles, be printed in the RECORD.

There being no objection, the items were ordered to be printed in the RECORD, as follows: