

NIXON PRESIDENTIAL MATERIALS STAFF

**Tape Subject Log**
(rev. 10/08)

Part of a conversation among President Nixon, William P. Rogers, John B. Connally, David Packard, John N. Mitchell, Winton M. ("Red") Blount, Rogers C. B. Morton, J. Philip Campbell, Maurice H. Stans, James D. Hodgson, George W. Romney, John A. Volpe, George P. Shultz, Robert H. Finch, Donald H. Rumsfeld, George H. W. Bush, John D. Ehrlichman, Robert J. Dole, Alexander P. Butterfield, Clark MacGregor, Robert Brown, Dr. Edward E. David, Jr., and Raymond K. Price, Jr. in the Cabinet Room between 3:06 pm and 4:00 pm on March 16, 1971.

Conversation No. 50-7

Volpe: The, uh, uh, visit, uh, really allowed us, in the field of automobile safety, to actually nail down in a probably quicker period, and I think that, uh, pending international agreement, uh, even bilateral [unintelligible] has been accomplished, that is, that we were able to sign on this trip, [unintelligible] the fact that, uh, we've established a fine relationship with the Minister of Transport, particularly in Germany, who had indicated to me he'd try to get an agreement ready for me as a Christmas present. I, uh, notified him in mid-October, I was gonna be there on the second of October, could he advance that Christmas present to the second or third of November. He said that was quite an order, but he'd try, and sure enough he did, we did sign an agreement there, providing for the building of an experimental safety vehicle in the 2,000 pound class. We already have awarded three contractors in, contracts in this country, uh, for the construction of fourteen experimental safety vehicles in 4,000 pound class, which is, of course, the class that we use mostly here. We also were able to sign an agreement, experimental safety vehicle agreement, with Japan. So both of those countries are now working on experimental safety vehicles. I'm very hopeful that we can sign three additional contracts with three other countries, European countries, uh, within approximately a total of six weeks, in which we'll be then exchanging the safety information we develop, uh, so that they won't feel that we're trying ram something down their throats by way of developing safety standards which they can't possibly meet, and then be unable to, uh, uh, compete in a market here. By

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the same token they could very [unintelligible] turn around and say, "OK, uh, General Motors, uh, you can get out of here."

Rogers: Do you have a goal, John, of what we're shooting for? NATO [North Atlantic Treaty Organization] has a goal in, in auto safety.

Volpe: Yes, uh, by 1975, uh, we're hoping that we'll be able to have a car uh, or '76, uh, we'll have a car that, that, uh, uh, 30 miles an hour you can crash into anything you want to crash into and uh, walk out that vehicle without uh, having, uh, anything but a few scratches, and uh, its a goal that we're--. I mean, by the interchange of information, we're not duplicating the research that Germany and Japan [unintelligible] and by the same token they're not duplicating--.

Rogers: Five years later or something, we'll have one that can go into a wall fifty--.

Volpe: Fifty miles an hour five years later. We're very, very--.

Unknown: [Laughs]

Volpe: --uh-- and this is not just [unintelligible]--this is,--

Unknown: [Unintelligible]

Volpe: This is not just the realm of possibility, this is, uh, very, very probability, uh--

Rogers: Is this going to encourage drunken driving?

[Laughter]

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Conv. No. 50-7 (cont.)

Volpe: Actually [unintelligible] we're spending a good deal, additional money this year
 on alcohol [unintelligible] program.