TABLE II.—*California motor vehicle population distribution by class*

| Class | Displacement cubic inches | Percent of total | Estimated State total [1] |
|---|---|---|---|
| A1 | <50 | 0.3 | 30,000 |
| A2 | 50–100 | [2] 6.9 | 694,000 |
| A3 | 100–140 | .8 | 81,000 |
| B | 140–200 | 9.0 | 906,000 |
| C | 200–250 | 30.0 | 3,020,000 |
| D | 250–300 | 25.0 | 2,516,000 |
| E | 300–375 | 18.0 | 1,812,000 |
| F | >375 | 10.0 | 1,007,000 |

[1] Based on 1965 year-end California registered motor vehicle population of 10,065,000, rounded off to nearest thousand as reported by department of motor vehicles.

[2] Volkswagen comprises 51 percent of class A2, or 42 percent of the combined classes of A1, A2, and A3 vehicles (nationally).

Source: Derived from Automotive News Almanac, 1965 issue, and department of motor vehicles.

*The effects of the Federal Standards*

A report entitled "Effects of Control Programs on the Emissions of Hydrocarbon and Carbon Monoxide in Los Angeles County" was presented to the California Motor Vehicle Pollution Control Board in January, 1966, by the Department. The report presented data showing the hydrocarbon and carbon monoxide emissions from 1940 to the present with projections to 1980 under the California program. Two charts depicting those data are redrawn, Figure 1 showing hydrocarbon and Figure 2 showing carbon monoxide with an additional curve showing the effect of the less strict standard for Class A cars. The differences between the controls required by the Federal and California standards are slight at present; but unless the Federal Government adopts stricter standards which will be effective in California, those differences will be substantial after 1970. With the advent of evaporative control in California, Federal standards will also be needed for these sources to achive the same degree of control. Table III shows the emissions under the California and the present Federal standards for future years.

By 1980 the projected uncontrolled emisions of hydrocarbons will be 4140 tons/day (see Fig. 1, p. 560) and 18,000 tons/day for carbon monoxide (see Fig. 2, p. 561). The contemplated reduction under the Federal program of crankcase and exhaust controls by 1980 will amount to 2700 tons/day or 65% for hydrocarbons while carbon monoxide will be reduced 9750 tons/day or 54%. By contrast, California's control program of crankcase, stricter exhaust and evaporative controls is estimated to effect reductions of hydrocarbons by 1980 of 3400 tons/day or 82%, and 12,480 tons/day or 69% for carbon monoxide.