

Dr. Haagen-Smit stated in 1950 as a cause of smog our gasoline has increased its effluent content twentyfold. He stated that in 1950 that as a cause of smog the effluent content of our gas has increased twentyfold. Now, in formulating the designs for this exhaust device that increase is completely ignored. There is no mention made of it whatever in the formula.

In other words, those who have devised that fraud have pretended that the effluent content of our gasoline has remained constant. That is a fact that is to be found in chapter 17 on page 98 of the Standards for Motor Vehicle Exhaust.

Now, that can be very easily rectified. Dr. Haagen-Smit was here and he could talk to it. It is tragic he doesn't remain, but those who make a living from smog, they spend an hour or two talking to committees constantly, they get paid for it, but those who attempt to represent the taxpayers, such as I, we are shoved to the rear and offered a couple of minutes, and of course that is the reason why we still have smog, because we bring the taxpayers' viewpoint.

Now, I want to mention just one more thing, and that is to get to the point of this meeting. The point of his meeting today as you are trying to find out how to spend some money on Aerojet's systems management. That very patently is the purpose of the meeting. You want to find out if and how the Federal Government can let Aerojet into the account and spend some more of the taxpayers' money.

I am going to oppose that, and I am going to tell you why. When smog first came way back in 1943 we enunciated all these things that I have said now about the fraudulence of the entire program from the beginning to the end. We have it documented, every phase of it, political and scientific. We have it documented in our literature which is available to anyone. We can show that every piece is a fraud, and now Aerojet wants to get into the act and spend money.

As good engineers, we never miss a point. We have taken Aerojet's study from the Von Karman Center and have studied it exhaustively, and when it comes to air pollution, when it comes to exhaust devices, they have simply copied word for word, verbatim, in their study, copied word for word the program of the California Motor Vehicle Pollution Control Board.

In other words, the same fraudulence that the California Motor Vehicle Pollution Control Board has been handing out for the last 6 years, the Aerojet-General has simply copied. In other words, they have no better ideas, and we, the taxpayers council, we don't like to see our money spent for that kind of thing.

We would like to see this \$500 million the American public is going to pay, beginning in 1968—we would like to see some concrete results from that. As I pointed out, there can be no concrete results because scientifically the thing is a hoax and a fraud.

Every Detroit engineer knows that. I attended the SAE convention in Detroit a few years ago, and when those engineers sit around a glass of cold beer in a club, they laugh at this. They think we are a bunch of mental patients out here in Los Angeles.

In the Automotive News for January 16, 1964, there are some of the quotes from those engineers. They think we are a bunch of idiots for suggesting such a thing.