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highways and taxation

■AAA presently is leading the fight against legislation that would allow larger and heavier trucks on the highways.

■AAA works for adequate roads and fair distribution of the taxes needed to support them.

■Motorists' taxes in 1973 totaled an estimated \$18.3 billion, including \$5.9 billion in Federal highway user taxes, \$11 billion in state motor fuel and vehicle registration taxes, and \$1.4 billion in local and miscellaneous imposts.

■AAA played an important role in adoption by Congress in 1956 of the long-range, multi-million-dollar highway program, with emphasis on the National System of Interstate and Defense Highways.

■When completed, the 42,500-mile, \$76.3 billion interstate network will serve half of the entire urban population and half the rural population. It will save motorists \$107 billion through improved travel times and lower operating costs.

■The total U.S. road and street network consists of 3.8 million miles. The Interstate System will make up 1.1% of this mileage, but will carry over 20% of all motor vehicle traffic.

■Safety features engineered into the completed Interstate System will save an estimated 8,000 lives a year.

2712

Printed in USA 1974

Falls Church, Va. 22042
8111 Gatehouse Road

AMERICAN AUTOMOBILE ASSOCIATION

Department of Public Relations

■In addition to complete travel services and emergency road service, most AAA clubs offer other benefits to members, such as personal accident insurance, bail and arrest bond and auto theft reward. Free notary and license and title services are provided where state law permits. Other typical services include club publication, reimbursement for certain auto-related legal expenses, claims and adjustment service, travelers checks, auto insurance, check cashing and special advisory service on highway conditions, gasoline availability and other changing factors of importance to travelers.

other AAA services



at a
glance

background

■The AMERICAN AUTOMOBILE ASSOCIATION, founded in 1902, is a federation of motor clubs, with 890 club offices and branches throughout the United States and Canada. Its scope of operation encompasses a dual role: First, providing specialized services to its more than 16 million members, and second, engaging in public service activities in the best interests of motorists and travelers in general.

■AAA is a fully tax-paying, non-profit organization. All revenues are used to serve members and to improve motoring and travel conditions.

AAA MEMBERS

—Represent 10% of the total U.S. adult population;

—Own 21% of all passenger cars in private use in the U.S.;

—Account for 21% of all U.S. households owning two cars and 40% of all U.S. households owning three or more cars;

—Spend 20% of the total spent by all Americans on domestic vacation travel, and almost 50% of the money spent by all Americans on travel overseas;

—Hold 48% of all currently valid U.S. passports;

—Represent 23% of all U.S. households with annual incomes over \$10,000, and 32% of U.S. households earning \$15,000 or more per year.

travel and road services

■AAA is one of the largest travel agencies in the world, offering complete domestic and foreign travel services — plane, steamship, train and hotel reservations; travelers checks; baggage, auto and marine insurance; foreign car rental and sales, and international driving permits.

■AAA maintains its own inspection service of accommodations and restaurants. Slightly more than 20% of the 65,000 hotels and motels in the U.S. qualify for AAA endorsement. The inspection program of hotels also is carried on in Europe by AAA's foreign field force.

■AAA travel publications include tour books and travel guides covering the United States, Canada, Mexico, Central America, Europe and the Caribbean area. They contain AAA-recommended accommodations, restaurants, points of interest, road conditions, traffic laws and other data.

■Other travel publications are "Citibooks," domestic and foreign road maps, and camping and trailering directories. Privately-owned campgrounds are inspected by AAA field representatives prior to listing in the latter publications.

■The exclusive AAA "Triptik" is an individually tailored routing. This strip map system details all major North American travel routes.

■More than 24,000 garages in the U.S. are under contract to AAA to give priority service to members. They handle an average of one call for emergency service every 2.5 seconds.

cars, drivers and safety

■In 1973, the U.S. had 101 million cars and 23 million trucks and buses, driving a total of 1.3 trillion miles. Motor vehicle operator licenses in force numbered 123 million.

■There is at least one car in 80% of all U.S. households; two or more in 40% of these.

■Since its founding, AAA has been dedicated to making the nation's streets and highways safer. It has pioneered in traffic safety education, organized the School Safety Patrols, now numbering more than one million members, and established the first nationwide pedestrian safety program.

■AAA pioneered in development of high school driver education, teacher training and test equipment. AAA's high school textbook, "Sportsmanlike Driving," is the most widely used.

■Each year, AAA distributes 30 million pieces of traffic safety materials free to elementary and junior high schools.

■AAA helps communities develop DWI COUNTERATTACK (Driving While Intoxicated) programs to rehabilitate through classroom instruction drivers convicted of DWI offenses.

■AAA works for improved and more uniform traffic signs and signals. It supports traffic hazard elimination programs. AAA is opposed to mandatory use of unproven passive restraint safety devices, such as air bags, in cars.

THE WHITE HOUSE

WASHINGTON

MEETING WITH
THE BOARD OF DIRECTORS OF THE
AMERICAN AUTOMOBILE ASSOCIATION

Thursday, December 12, 1974
10:45 a.m. (10 minutes)
The Cabinet Room

From: William J. Baroody, Jr. (B)

I. PURPOSE

The Board of Directors of the American Automobile Association wants to outline its proposal for a volunteer program to reduce gasoline consumption and monitor progress achieved on a nationwide basis. The organization estimates it would spend \$200,000 in preparations for its part of the program and perhaps up to \$1 million more in implementation. Its efforts are fully supportive of the Administration's voluntary action program. The AAA opposes mandatory action.

II. BACKGROUND, PARTICIPANTS AND PRESS PLAN

A. Background: The American Automobile Association is strongly in favor of voluntary efforts to control the use of energy and is prepared to spearhead a grassroots movement to voluntarily reduce gasoline consumption. It is prepared to proceed with this effort if it can be assured that the Administration is going to try voluntarism and that the Administration is preparing to speak with one voice on energy conservation over an extended period of time.

The program would operate through the AAA's regional offices and information would be made public by both the AAA and the WIN Committee, or the White House if this would give even more exposure. The AAA has 16 million members of its own that it would educate to gasoline conservation.

The AAA would report gasoline consumption on a regional basis. Regional monitoring would determine whether gasoline supplies were evenly distributed across the country. The AAA

did some monitoring of gasoline supplies and use during the last oil embargo and also last summer. This service was used widely by the press. It is this experience that leads AAA to believe it can operate a meaningful volunteer program.

B. Participants:

Charles Boulotti, President
James B. Creal - Executive Vice President, Chief
Operating Officer

William B. Bachman
Carlos F. Bodwell
C. W. Cavanagh
Harry V. Cheshire
W. M. Elliott
Chalres J. Gallagher
M. R. Harrison
Harry Holt
Brooks P. Julian
J. Russell Lloyd
Thomas L. Lowe
Gilbert B. Phillips
H. Sam Priest
Thomas von Kuster

C. Press Plan: Photos only.

III. TALKING POINTS

1. I want to express my personal appreciation for the effort which the American Automobile Association is undertaking to promote voluntary conservation of gasoline and to monitor the progress made through your vast nationwide network of offices. Your sponsorship of this program can have an important and dramatic effect of reducing on a voluntary basis the Nation's consumption of energy.

2. I am now engaged in discussions with my principal advisers on a wide range of topics involving the Nation's energy policies. In the coming days some fundamental decisions will be made with respect to those policies which we will recommend. Whatever those recommendations will encompass, voluntarism will remain an essential part of the Nation's energy program. To the extent we can achieve our goals through voluntary action arising from the cooperation of private citizens we will be able to avoid mandatory action.

3. I am delighted to hear of your plans, and I endorse them wholeheartedly and wish you well in your efforts. I hope you will keep me abreast of the progress made as you develop your program.



NEWS RELEASE

AMERICAN AUTOMOBILE ASSOCIATION

8111 Gatehouse Road • Falls Church, Virginia 22042

703/AAA-6332

Presentation of
J. B. Creal, Executive Vice President
American Automobile Association
to
President Gerald Ford
The White House, December 12, 1974

MR. PRESIDENT:

We greatly appreciate the concern you demonstrate for the nation's car owners by receiving the board of directors of the American Automobile Association here today.

Since its founding in 1902, the AAA has been bound to service to the motoring public, as well as to its members which now number more than 16 and a half million. We are here today in the spirit of service -- to car owners and to the nation.

We want to discuss with you for a few minutes the subject of voluntary gasoline conservation.

It is our point of view that it CAN work. Energy officials during the crisis last winter repeatedly cited the "marvelous cooperation of the American public" in helping to work our way through the oil embargo without resorting to gas rationing. AAA was a leader in that conservation effort and can be again.

But the driving public must be convinced of the problem at hand, which is different than that of last winter; it must once again be given step-by-step advice on how to conserve and the results of drivers' efforts must be regularly measured and made known in order to gauge progress.

We believe it imperative that voluntary conservation efforts be given a strong push if we are to avoid the ugly consequences of sterner measures. All of the mandatory alternatives being discussed -- exorbitant gas taxes, rationing, supply cutbacks -- would bring about severe hardship to 78 per cent of the work force who use their cars to get to and from jobs. Such

measures would only contribute to even higher inflation and they would result in creating more bureaucracy. They also would adversely affect the travel industry, a large segment of the U.S. economy.

If the driving public is to react favorably on its own initiative, much needs to be done to eliminate the confusion and skepticism that has arisen over the short-term energy question.

People are confused by conflicting reports on the magnitude of the energy problem and how it can best be managed for the immediate future. Various Administration officials have proposed huge gasoline taxes, while all the time you, Mr. President, have repeatedly rejected this regressive measure. A brief recap of Administration statements finds the gas tax scorecard like this:

John Sawhill (FEA), Sec. Rogers Morton (Interior) and Arthur Burns (Federal Reserve Board) all made headlines demanding "yes" answers to the gas tax question, while The President has said, "No, no, no," and Sec. William Simon (Treasury) says, "Maybe."

So much for confusion.

Skepticism reigns because there is at present no visible sign of the need to conserve. The long gasoline lines at filling stations last winter are gone. Another oil embargo appears remote to the casual observer because the Arabs have gotten their price. And this is compounded by the public's general attitude, although erroneous, that oil company profits -- now substantial -- were behind the whole thing to begin with.

So a big job is at hand in changing the thinking of a public understandably confused and skeptical. People need to understand that the short-term energy problem is to reduce oil imports because of tremendous balance of payments deficits that are having a very direct impact on jobs and consumer prices.

We respectfully submit, Mr. President, that to shift the public focus properly will require:

- Administration unity in every energy message communicated; where there has been none.
- A solid program of practical conservation measures; where there has been none.
- And a commitment to a fair test of voluntary conservation, where there has been none.

The driving public must be given a target to aim at, adequate ammunition to shoot at it and a scorecard to record the hits and misses.

For example, it must be stressed consistently that the job of the motorist is to cut his share of fuel consumption to the point that, along with other oil energy users, the U.S. can indeed achieve a reduction of oil imports by one million barrels a day. That's his target.

We believe that there is still a lot of wasted motion in the 200-plus miles per week the average car owner rolls up and that he can easily reduce his fuel consumption by the necessary two and a half gallons per week without hardship if he's given step-by-step practical advice. That's his ammunition.

And we believe that he must be given an established deadline, a reasonable time frame within which he can work, before he is unduly penalized by harsh mandatory measures. That's his scorecard.

Techniques necessary for an all-out push for voluntary conservation would include formation of a joint federal/private sector task force approach to properly educate the driving public of the problem and how it must be tackled.

The conservation story must be told repeatedly and with consistency through Presidential speeches, Cabinet interviews, federal agency information programs and the news media. The latter would include newspaper advertising, public service radio and television spots and, hopefully, editorial support.

AAA, with 832 offices in the United States, could mount a comprehensive educational program in support of the objectives, issue periodic report cards on conservation performance of the motoring public and provide criteria for objective measurement of progress.

With our vast network of facilities, the AAA was able to launch its massive nationwide Fuel Gauge Report program which provided weekly information on fuel availability conditions at the pumps last winter and during the summer before. This information was quickly relayed to -- and eagerly sought by -- the news media and various federal agencies involved in the energy problem.

We were told repeatedly that this service could not have been duplicated by federal agencies because the government had no similarly expansive network of facilities. Just as the AAA performed a needed and helpful public

service with this reporting program, it could assist again. However, AAA would need your assurance, Mr. President, that the government would not be going one way, while AAA was going another during whatever time period the program would be operational.

In addition to our Fuel Gauge Report service, AAA produced and distributed a pamphlet, "Rolling Along With The Gasoline Shortage," which described specifically and in great detail how motorists could reduce fuel consumption painlessly in many ways. Information from this pamphlet was later picked up and used by the Federal Energy Administration, with our permission, in energy-saving information aids of its own.

We described how, for example, the simple combination of proper car maintenance and good driving habits could save as much as 44 per cent on fuel consumption. It told how better planning for use of the car in various categories of driving could reduce consumption without hardship. And it promoted carpooling and use of available transit wherever possible.

Another AAA booklet, "The Mantua Experience," offers a step-by-step plan for communities to start their own charter bus operations on a pay-as-you-go basis without any government subsidies. Such an operation has been highly successful in the Mantua subdivision in Fairfax, Virginia.

These are just some of the things that offer great potential for immediate payoff in energy savings and they should be promoted to the fullest at once.

AAA also could check the progress of motorists in reducing gasoline consumption by helping to monitor and report on a regular basis, perhaps weekly, the performance of the driving public.

It would be possible through this system to instill a competitive spirit among cities, states or regions of the country in comparing their weekly energy savings efforts against others.

In conclusion, Mr. President, the AAA is convinced that voluntary gasoline conservation can work, must work and will work if a systematic approach is adopted and promoted aggressively.

The alternatives are all too harsh and costly to consider without an all-out appeal to the American public which historically has pulled together in tough situations.

We sincerely believe a joint commitment of the USA and the AAA to a well-conceived, unified public information program with reasonable time constraints will be successful in helping to achieve voluntarily a reduction of oil imports by one million barrels a day.

We would be pleased to work with you in developing and executing a program which will help the public to fully understand the problem, what's at stake and how to WIN.

Thank you Mr. President.

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So much for confusion.

Skepticism reigns because there is at present no visible sign of the need to conserve. The long gasoline lines at filling stations last winter are gone. Another oil embargo appears remote to the casual observer because the Arabs have gotten their price. And this is compounded by the public's general attitude, although erroneous, that oil company profits -- now substantial -- were behind the whole thing to begin with.

So a big job is at hand in changing the thinking of a public understandably confused and skeptical. People need to understand that the short-term energy problem is to reduce oil imports because of tremendous balance of payments deficits that are having a very direct impact on jobs and consumer prices.

We respectfully submit, Mr. President, that to shift the public focus properly will require:

- Administration unity in every energy message communicated; where there has been none.
- A solid program of practical conservation measures; where there has been none.
- And a commitment to a fair test of voluntary conservation, where there has been none.

The driving public must be given a target to aim at, adequate ammunition to shoot at it and a scorecard to record the hits and misses.

For example, it must be stressed consistently that the job of the motorist is to cut his share of fuel consumption to the point that, along with other oil energy users, the U.S. can indeed achieve a reduction of oil imports by one million barrels a day. That's his target.

We believe that there is still a lot of wasted motion in the 200-plus miles per week the average car owner rolls up and that he can easily reduce his fuel consumption by the necessary two and a half gallons per week without hardship if he's given step-by-step practical advice. That's his ammunition.

And we believe that he must be given an established deadline, a reasonable time frame within which he can work, before he is unduly penalized by harsh mandatory measures. That's his scorecard.

Techniques necessary for an all-out push for voluntary conservation would include formation of a joint federal/private sector task force approach to properly educate the driving public of the problem and how it must be tackled.

The conservation story must be told repeatedly and with consistency through Presidential speeches, Cabinet interviews, federal agency information programs and the news media. The latter would include newspaper advertising, public service radio and television spots and, hopefully, editorial support.

AAA, with 832 offices in the United States, could mount a comprehensive educational program in support of the objectives, issue periodic report cards on conservation performance of the motoring public and provide criteria for objective measurement of progress.

With our vast network of facilities, the AAA was able to launch its massive nationwide Fuel Gauge Report program which provided weekly information on fuel availability conditions at the pumps last winter and during the summer before. This information was quickly relayed to -- and eagerly sought by -- the news media and various federal agencies involved in the energy problem.

We were told repeatedly that this service could not have been duplicated by federal agencies because the government had no similarly expansive network of facilities. Just as the AAA performed a needed and helpful public

service with this reporting program, it could assist again. However, AAA would need your assurance, Mr. President, that the government would not be going one way, while AAA was going another during whatever time period the program would be operational.

In addition to our Fuel Gauge Report service, AAA produced and distributed a pamphlet, "Rolling Along With The Gasoline Shortage," which described specifically and in great detail how motorists could reduce fuel consumption painlessly in many ways. Information from this pamphlet was later picked up and used by the Federal Energy Administration, with our permission, in energy-saving information aids of its own.

We described how, for example, the simple combination of proper car maintenance and good driving habits could save as much as 44 per cent on fuel consumption. It told how better planning for use of the car in various categories of driving could reduce consumption without hardship. And it promoted carpooling and use of available transit wherever possible.

Another AAA booklet, "The Mantua Experience," offers a step-by-step plan for communities to start their own charter bus operations on a pay-as-you-go basis without any government subsidies. Such an operation has been highly successful in the Mantua subdivision in Fairfax, Virginia.

These are just some of the things that offer great potential for immediate payoff in energy savings and they should be promoted to the fullest at once.

AAA also could check the progress of motorists in reducing gasoline consumption by helping to monitor and report on a regular basis, perhaps weekly, the performance of the driving public.

It would be possible through this system to instill a competitive spirit among cities, states or regions of the country in comparing their weekly energy savings efforts against others.

In conclusion, Mr. President, the AAA is convinced that voluntary gasoline conservation can work, must work and will work if a systematic approach is adopted and promoted aggressively.

The alternatives are all too harsh and costly to consider without an all-out appeal to the American public which historically has pulled together in tough situations.

We sincerely believe a joint commitment of the USA and the AAA to a well-conceived, unified public information program with reasonable time constraints will be successful in helping to achieve voluntarily a reduction of oil imports by one million barrels a day.

We would be pleased to work with you in developing and executing a program which will help the public to fully understand the problem, what's at stake and how to WIN.

Thank you Mr. President.

#



AMERICAN AUTOMOBILE ASSOCIATION

8111 GATEHOUSE ROAD, FALLS CHURCH, VIRGINIA 22042 • 703 AAA-6111 • CABLE: AMERAUTO • TELEX 89-9485

OFFICE OF THE EXECUTIVE VICE PRESIDENT

December 17, 1974

Mr. Robert T. Hartmann
Counselor to the President
276 Old Executive Office Building
Washington, D. C. 20500

Dear Mr. Hartmann:

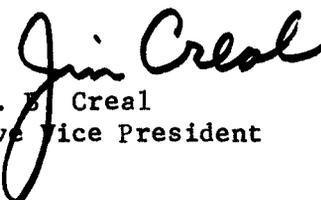
It was a pleasure meeting you during our meeting Thursday with the President. We particularly appreciate the important role you played in making this meeting possible. Thank you.

As a result of our meeting, AAA is moving with dispatch to begin planning and organizing a comprehensive program of well-coordinated and complementary projects to promote voluntary conservation of gas.

It is our understanding that you and President Ford wish us to maintain continuing contact with you, Bill Baroody and Russ Freeburg as planning is finalized and programs get underway. Hopefully, it won't be too long until we are reporting positive results.

Please contact me directly (AAA-6111) at any time you have a question as to the direction or the status of our efforts.

Cordially,


J. B. Creal
Executive Vice President

JBC:LGD

Mr. Bohody - Put in front of Rth.
didn't know whether he gave it
back to you or not.

THE WHITE HOUSE
WASHINGTON

ATTACHED IS DRAFT LETTER
AND ADDRESSEES YOU REQUESTED
FROM MR. KROLIK.

to Bob Hartmann
for Bill Barrow

for your approval



12/17/74
Returned
to B. Barrow
at my
appt.



THE WHITE HOUSE
WASHINGTON

December 13, 1974

It was a great pleasure meeting with you and the other directors of the American Automobile Association on Thursday.

Your offer to assist the WIN campaign by measuring the consumption of gasoline and urging your 16.5 million members to conserve gas is most welcome. I was particularly impressed that you have computed a target for each licensed driver, to reach our national goal of saving one million barrels of oil per day.

We will eagerly look forward to the results of your campaign.

Sincerely,

J. B. Creal
Executive Vice President
American Automobile Association
8111 Gatehouse Road
Falls Church, Virginia 22042

Myron T. Gray
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NEWS RELEASE

AMERICAN AUTOMOBILE ASSOCIATION

8111 Gatehouse Road • Falls Church, Virginia 22042

703/AAA-6332

For Immediate Release

AAA Fuel Gauge Report II - No. 5

For Information: Call 703-AAA-6332

NATION'S GAS PINCH NOT
EASED BY NEW MONTH'S
ALLOTMENTS, AAA REPORTS

WASHINGTON, D.C., Feb. 12 -- New February allotments of fuel supplies to service stations across the country did not appear to be easing gasoline shortages in many sections of the country, according to the American Automobile Association's fifth nationwide FUEL GAUGE REPORT.

In fact, of 5,006 stations contacted in all states but Alaska, the number selling gas after 7 and 9 p.m. on weekdays and on Saturdays decreased slightly from last week's report, as did the number of stations open on Sunday.

The national scene at a glance:

-- 31 per cent are pumping fuel after 7 p.m. weekdays, compared with 38 per cent last report.

-- 15 per cent pumping after 9 p.m. weekdays, compared with 18 per cent last week.

-- On Saturdays, 28 per cent pumped gas after 7 p.m., decreased from last week's 36 per cent, and 11 per cent sold gas after 9 p.m., compared to last week's 14 per cent.

(MORE)

fuel pinch/2/2/2/2

-- 12 per cent were open Sunday, decreased from last week's 14 per cent.

-- 10 per cent were out of fuel when contacted, compared to 16 per cent last week.

-- 28 per cent were limiting purchases to motorists, compared to 22 per cent last week, mainly to 10 gallons or \$2-\$5.

In New England and the District of Columbia, a pattern of selling gas on split-shift hours is emerging.

The survey indicated, however, that the supply outlook nationwide was generally fair. The outlook for this month should improve somewhat in those states that have been given a 2 per cent increase in their February allotments in a redistribution plan set by the Federal Energy Office. These are Arkansas, Delaware, Illinois, Kentucky, Maine, Maryland, Mississippi, New Jersey, North Carolina, Tennessee, Texas and Virginia, as well as the District of Columbia.

States with February fuel allotments reduced 2 per cent by the plan are Iowa, Kansas, Minnesota, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Wisconsin and Wyoming.

States with stations reporting the shortest supplies of gas are: Pennsylvania (77 per cent reporting a poor outlook), New Jersey (almost a third of the stations contacted are closed by 6 p.m.), New York, Louisiana, Delaware, and North Carolina.

Fair to good fuel situations are reported in California, Colorado, Idaho, Iowa, Maine, Missouri, Nevada, Washington and Wyoming.

Meanwhile, more states adopted the Oregon odd-even license plate gas scheduling plan. The plans are in effect voluntarily in the District of Columbia, Pennsylvania, Massachusetts, New York, and Washington.

(MORE)

fuel pinch/3/3/3/3

In New Jersey and Maryland, the plans are mandatory. In Maryland, however, only weekdays are involved, with all motorists allowed to buy gas on Saturdays, Sundays and holidays.

The odd-even voluntary system is also expected to go into effect this week in portions of Virginia, and possibly later this month in portions of Florida.

The county of Sarasota in Florida has already adopted a modified odd-even plan, with sales to vehicles with tags ending in even numbers or the letters A through L made on even numbered calendar dates and sales to vehicles with odd numbered tags or the letters M through Z made on odd numbered dates. Vehicles with out-of-state licenses are permitted up to five gallons maximum on any day.

Hawaii's odd-even distribution plan has resulted in some reduction of long lines of cars waiting to be fueled up, but stations are still pumping gas only an average of two hours in the early morning.

Three turnpikes have adopted the even-odd gas rationing plan as of February 11. New Jersey Turnpike made this policy mandatory for New Jersey and New York State residents. However, motorists from any other state can purchase \$1 worth of gas on any day. Garden State Parkway's policy is mandatory for all motorists whose state is affected by the even-odd plan. New York State Thruway policy is in effect for all cars, but it is voluntary at this time.

Most dealers along virtually all major turnpikes contacted are limiting purchases from a low of a single \$1 purchase to a high of 10 gallons. Toll tickets are marked on the New Jersey Turnpike so motorists can get gas at one station only.

Only the Ohio Turnpike reports no limits on gas purchases.

(MORE)

fuel pinch/4/4/4/4

New Jersey, Oklahoma and Florida Turnpikes report stations operating 24 hours a day, seven days a week.

The Delaware Turnpike reports one of the two stations located in the central facility is open over the weekend.

Pumps on Pennsylvania, New York State, Ohio, Indiana Toll Road, Kansas, Garden State Parkway and J.F.K. Memorial Highway are closed from 9 p.m. Saturday to at least midnight Sunday.

Pumps on the Illinois Tollway are closed from 9 p.m. Saturday to midnight Sunday and during the rush hours, 6:30-9:30 a.m. and 3:30-7:30 p.m., Monday through Friday.

Vermont had the highest average price for regular gas -- 53 cents -- and Mississippi the highest average price for premium gas -- 56 cents. Texas again had the lowest average prices for both regular and premium gas, 44 cents and 48 cents respectively.

A regional breakout of fuel availability conditions by state and region follows:

Date: February 12, 1974

<u>REGION 1</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Conn.	88	84	4	3	--	2	65	16
Me.	41	38	3	14	12	1	25	3
Mass.	60	56	4	6	3	2	45	10
N.H.	46	41	5	2	2	2	31	5
R.I.	37	36	1	1	1	2	28	5
Vt.	29	27	2	3	1	1	21	4
<u>TOTAL:</u>	301	282	19	29	19	10	215	43

REGION 1 OUTLOOK:

10% of stations contacted are pumping fuel after 7 pm weekdays as compared with 14% last week. 5% pumping after 9 pm weekdays, --6% did last week. On Saturdays, 6% pumping after 7 pm--15% did last report--and 1% pumping after 9 pm, down from 4% last week. 3% pumping on Sundays--same as last report. 14% out of fuel when contacted, 19% last report. 71% limiting purchases, compared with 47% last week, mainly by \$1-\$5. Average price for regular, 49¢; premium, 54¢. Growing irregularity of hours. On weekdays, 15% of stations contacted in entire region close by noon, 20% split hours between morning and early evening shifts, and 17% operate on daily quota, closing when quota met. Similar patterns shown on Saturday. Maine appears in best shape with 95% of stations reporting fair supply outlook--64% in entire region report fair outlook. Motorists advise too fuel-up in early morning to skirt abbreviated pumping hours.

<u>REGION 2</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
N.J.	50	50	--	3	--	1	31	11
N.Y.	161	153	8	23	20	8	77	33
<u>TOTAL:</u>	211	203	8	26	20	9	108	44

REGION 2 OUTLOOK:

12% of stations contacted are pumping fuel after 7 pm weekdays, compared with 25% last week. 4% pumping after 9 pm weekdays, 10% did last week. On Saturdays, 9% pumping after 7 pm--21% last week--and 4% pumping after 9 pm, 6% last report. 4% pumping on Sundays, last week 8% did. 21% out of fuel when contacted, 27% last report. 51% limiting purchases--44% last week--mainly by 10 gallon/\$2-5 amounts. Average price for regular, 50¢; premium, 55¢. Nearly one-half of stations contacted in New Jersey closed all day Saturday. In New York, slightly more than one-third of stations closed by 6 pm Monday through Saturday. Motorists advised to fuel-up early in day to avoid shortened pumping hours.



Date: February 12, 1974

REGION 3	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Del.	47	41	6	11	9	1	27	4
D. C.	82	82	--	3	5	1	33	11
Md.	24	22	2	6	5	--	7	7
Pa.	284	251	33	105	77	22	75	77
Va.	98	85	13	30	28	9	38	5
W. Va.	73	61	12	14	15	2	17	16
<u>TOTAL:</u>	608	542	66	169	139	35	197	120

REGION 3 OUTLOOK:

28% of stations contacted are pumping after 7 pm weekdays, compared with 38% last week. 11% pumping after 9 pm weekdays, 18% last report. On Saturdays, 23% pumping after 7 pm, 36% last report--and 7% are after 9 pm (9% last week.) 6% pumping on Sundays, 12% last week. 20% out of fuel when contacted, 14% last report. 32% limiting purchases--30% did last report --mainly by \$3-\$5. Average price for regular, 48¢; premium, 52¢. Pumping hours continue to shorten, especially W. Va. Pa. situation worsening as 77% report poor outlook. D.C. supplies less but may improve with 2% increase in allotment, as may Del., Md. and Va.

REGION 4	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Ala.	Not reported							
Fla.	270	204	66	64	44	20	82	44
Ga.	144	118	26	70	67	28	21	9
Ky.	77	68	9	47	46	21	17	17
Miss.	35	31	4	14	14	3	5	1
N. C.	213	186	27	18	16	6	108	43
S. C.	80	72	8	11	12	3	31	6
Tenn.	76	67	9	41	45	19	16	12
<u>TOTAL:</u>	895	746	149	265	244	100	280	132

REGION 4 OUTLOOK: 30% of stations contacted are pumping fuel after 7 pm weekdays as compared with 35% last week. 16% pumping after 9 pm weekdays, 19% did last report. On Saturdays, 27% pumping after 7 pm--33% did last week--and 10% pumping after 9 pm, 13% last week. 11% pumping fuel on Sundays, no change. 15% out of fuel when contacted, down from last report's 25%. 31% limiting purchases--24% did last report--mainly by 10 gallon and \$3.00 limits. Average price for regular, 49¢; premium, 53¢. Fair supplies reported for following areas in Florida: Panhandle, Tallahassee, Daytona Beach-Halifax, I-75 from Turnpike north to Georgia line, I-95 north of Ft. Pierce, north half of turnpike, and Orlando. Governor has asked stations to voluntarily adopt Oregon Plan. Supplies tightest in North & South Carolina. Both report many small towns out of gas. Gatlinburg, Tenn. near Smoky Mountain National Park reports good supplies and will maintain Sunday station hours for tourists.

Date: February 12, 1974

<u>REGION_5</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Ill.	79	71	8	28	25	10	33	6
Ind.	119	89	30	81	83	40	4	--
Mich.	171	148	23	83	81	3	21	13
Minn.	45	37	8	32	26	7	5	--
Ohio	231	189	42	128	126	33	26	25
Wis.	75	61	14	39	31	8	20	1
<u>TOTAL:</u>	720	595	125	391	372	101	109	45

REGION 5 OUTLOOK:

54% of stations contacted are pumping after 7 pm weekdays as compared with 59% last week. 26% pumping after 9 pm weekdays, 28% did last report. On Saturdays, 52% pumping after 7 pm--55% did last week--and 19% are selling after 9 pm--the same as last week. 14% were pumping fuel on Sundays, 19% did last report. 6% out of fuel when contacted, last report 8%. 15% limiting purchases--13% did last week, mainly by 10 gallon/\$2-5 amounts. Average price for regular, 49¢; premium, 53¢. Exception is Illinois where 42% of stations report limiting sales. Supply outlook is good for region; however, Minnesota, Ohio and Wisconsin will lose 2% of their February allocations and Illinois will receive a 2% increase in gasoline allocations. Throughout region, stations are reducing pumping hours, and increasing prices.

<u>REGION_6</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Ark.	23	23	--	2	3	1	2	--
La.	66	46	20	23	22	6	10	2
N.M.	40	31	9	15	12	10	3	3
Okla.	69	64	5	37	36	16	21	1
Tex.	314	261	53	87	73	18	63	20
<u>TOTAL:</u>	512	425	87	164	146	51	99	26

REGION 6 OUTLOOK:

32% of stations contacted are pumping fuel after 7 pm weekdays as compared with 41% last week. 12% pumping after 9 pm weekdays, 18% did last report. On Saturdays, 29% pumping after 7 pm--40% last week--and 8% pumping after 9 pm--16% last week. 10% pumping on Sundays, 13% last report. 5% out of fuel when contacted, a drop from last report's 24%. 19% limiting purchases--no change--mainly by 10 gallon/\$2-5 amounts. Average price for regular, 46¢; premium, 51¢. In Louisiana, 16% of stations contacted report half of Feb. fuel allocation already used. Outlook for Oklahoma fair with only 2% of stations limiting diesel fuel. New Mexico reports fewer out of state cars and lighter traffic with supplies holding. Albuquerque expects 20% price increase on Feb. 15.

Date: February 12, 1974

<u>REGION 7</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Iowa	49	44	5	34	36	14	4	--
Kans.	46	28	18	18	16	3	13	1
Mo.	44	40	4	23	22	9	--	1
Neb.	50	42	8	23	22	9	2	1
<u>TOTAL:</u>	189	154	35	98	96	35	19	3

REGION 7 OUTLOOK:

52% of stations contacted are pumping fuel after 7 pm weekdays, compared with 55% last week. 24% pumping after 9 pm weekdays, same as last report. On Saturdays, 51% pumping after 7 pm--53% did last week--and 18% pumping after 9 pm--16% last week. 19% pumping fuel on Sundays--21% last report. 2% out of fuel when contacted, little change from last week. 10% limiting purchases--little change--mainly by 10 gallon/\$2-5 limits. Average price for regular, 49¢; premium, 53¢. Generally improved conditions with 81% of stations in entire region reporting fair supply outlook. Iowa appears in best shape with 69% of stations pumping after 7 pm weekdays and 100% indicating fair supply outlook. Supplies tightest in Kansas with only 39% pumping after 7 pm weekdays.

<u>REGION 8</u>	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Colo.	14	12	2	4	3	--	2	--
Mont.	49	33	16	36	36	9	--	--
N. D.	121	65	56	96	91	14	2	--
S. D.	56	47	9	29	28	12	4	1
Utah	42	32	10	26	21	16	--	--
Wyo.	27	25	2	20	20	13	--	--
<u>TOTAL:</u>	309	214	95	211	199	64	8	1

REGION 8 OUTLOOK:

68% of stations contacted are pumping fuel after 7 pm weekdays. 42% pumping after 9 pm weekdays. On Saturdays, 64% pumping after 7 pm--and 32% pumping after 9 pm. These figures represent little change from last week. 21% pumping fuel on Sundays. Less than 1% out of fuel when contacted--5% last week. 3% limiting purchases--1% did last week by 10 gallon/\$2-5 amounts. Average price for regular, 49¢; premium, 53¢. Majority of stations report fair to good supply outlook. However, area is scheduled for severe allocation cutbacks. Some stations are predicting "no gas" in last week of Feb. Supplies in Colorado remain tightest; Wyoming remains best.



Date: February 12, 1974

REGION_9	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Ariz.	107	81	26	17	16	7	46	7
Cal.	726	659	67	134	114	166	206	58
Hawaii	16	16	--	1	--	--	--	--
Nev.	20	18	2	11	10	7	1	--
<u>TOTAL:</u>	869	774	95	163	140	180	253	65

REGION 9 OUTLOOK: 19% of stations contacted are pumping fuel after 7 pm weekdays, compared with 37% last week. 6% pumping after 9 pm weekdays, 16% last week. On Saturdays, 16% pumping after 7 pm--32% last week--and 7% pumping after 9 pm--14% last week. 21% pumping fuel on Sundays, no change. 7% out of fuel when contacted, 12% last report. 29% limiting purchases--17% did last report--mainly by 10 gallon/\$2-5 amounts. Average price for regular, 50¢; premium, 53¢. California and Nevada still report fair conditions, however in Southern Calif. stations shortening hours. Northern Arizona stations also pumping fewer hours, and Southern Arizona stations are open only couple hours per day. Rationing system in Hawaii has helped waiting time, as over 75% of the stations reporting say "lines are much shorter." Outlook for entire region is "shorter hours with more limitations."

REGION_10	Total Stations Called	Major	Ind.	Open Mon.-Fri. after 7 pm	Open Saturday after 7 pm	Open Sunday	Limiting Purchases	Out of Fuel
Ida.	64	53	11	18	14	20	--	--
Ore.	223	200	23	18	10	9	68	20
Wash.	105	95	10	11	7	6	38	7
<u>TOTAL:</u>	392	348	44	47	31	35	106	27

REGION 10 OUTLOOK: 12% of stations contacted are pumping fuel after 7 pm weekdays, no change from last week. 7% pumping after 9 pm weekdays, 5% did last week. On Saturdays, 8% pumping after 7 pm--10% did last week--and 5% pumping after 9 pm--same as last week. 9% pumping fuel on Sundays, 7% last week. 7% out of fuel when contacted, down from last week's 17%. 27% limiting purchases--no change--mainly by 10 gallon/\$2-5 amounts. Average price for regular, 50¢; premium, 54¢. In Oregon, 29% of stations expect to run out of gas before end month and 30% open only between 8 am and 12 noon weekdays. Idaho and Washington however, report fair supply outlook.





memo

to the editor

BACKGROUND INFORMATION ON MOTORING AND GENERAL TRAVEL SUBJECTS

September 4, 1974

Dear Sir:

With the heavy summer travel period concluded, families have returned home, children are going back to school and gas availability and prices have stabilized.

For these reasons, the American Automobile Association is discontinuing its weekly, nationwide FUEL GAUGE REPORTS. The final issue of the regular series is attached. AAA will keep its fuel information gathering network on standby should circumstances require further massive monitoring of actual gas conditions across the country.

This 34th FUEL GAUGE REPORT of 1974 contains up-to-the-minute fuel conditions across the nation, plus a recap of the energy picture as reported by AAA during the past 14 months.

Through the efforts of more than 200 AAA clubs in the U. S., and additional hundreds of personnel, a total of more than 227,000 contacts were made with an average of more than 5,000 service stations each week. That translated into a mammoth number of long-distance telephone calls that resulted in data requiring more than 54,700 tabulations each week to compile data into terms that simply told the motorist what concerned him most -- where, when and at what price he could find gasoline for the family automobile.

We take this opportunity to thank the news media for passing along the FUEL GAUGE REPORT information regularly to the general public. The service you rendered did indeed help the nation's motorists through a time of crisis and uncertainty by supplanting rumor with fact.

Sincerely,


J. Kay Aldous
Managing Director
Public Affairs Division

JKA/bj
attac.

DEPARTMENT OF PUBLIC RELATIONS AMERICAN AUTOMOBILE ASSOCIATION

8111 Gatehouse Road, Falls Church, Virginia 22042 (703) AAA-6332



NEWS RELEASE

AMERICAN AUTOMOBILE ASSOCIATION

8111 Gatehouse Road • Falls Church, Virginia 22042

703/AAA-6332

For Immediate Release

AAA Fuel Gauge Report II - No. 34

For Information: Call 703-AAA-6332
Ron Floor

GAS SUPPLIES PLENTIFUL, PRICES STATIONARY

AS AAA CONCLUDES WEEKLY FUEL GAUGE REPORTS

WASHINGTON, D. C., September 4 -- Across the nation, motorists drove through the long Labor Day holiday without incurring major gasoline availability troubles that plagued the country's drivers not many months ago, the American Automobile Association reported today.

In its 34th and final weekly FUEL GAUGE REPORT of 1974 -- contacts with 4,867 retail gasoline outlets in all states but Alaska -- the AAA said that gasoline continues to be readily available, while the national average price for a gallon of fuel remains stationary.

AAA announced that it is discontinuing its regular weekly monitoring of fuel conditions because of vast and steady improvement in the availability

(More)

fuel gauge/2/2/2/2

of gas at the service station level, coupled with the stability of gasoline prices. However, AAA will keep its nationwide reporting network on standby should future conditions warrant its reactivation.

This week's spot check shows that only 0.1 per cent of the stations contacted are out of fuel and 0.06 per cent are limiting amounts of gasoline customers may buy.

Today's FUEL GAUGE REPORT shows only a slight variance in the percentage of stations open for business weeknights and Sundays. Stations now remaining open after 6 p.m. Monday through Friday increased to 82 per cent from 81 per cent one week ago. On Saturdays, 75 per cent stay open in the evening, the same percentage as last report. And on Sundays, 65 per cent of the stations participating in the survey pump gasoline, a one per cent drop over the previous week.

AAA also found that at service stations contacted the average price of regular grade gasoline has held steady at 56 cents for 15 consecutive weeks, and premium grade has averaged 60 cents a gallon for three months.

Average prices at the pumps fell up to two cents a gallon in nine states, while increasing, mostly a penny, in five others. Those experiencing price reductions were New York, Maryland, Virginia, Missouri, Nebraska, Montana, California, Oregon and Washington. Increases were reported by stations surveyed in Massachusetts, New Jersey, West Virginia, Arizona and Nevada.

fuel gauge/3/3/3/3

Texas continues to have the lowest gasoline prices in the nation. Average price for a gallon of regular gas there is 52 cents and, for premium, 55 cents. Hawaii retains the highest average price for both a gallon of regular and premium fuel at 61 cents and 64 cents respectively. Within the continental United States, the highest average price for regular gasoline is reported in Illinois, Wyoming and Nevada, all at 59 cents. Wyoming and New York hold the top price within the continental U.S. for premium at 63 cents.

A regional breakout of fuel availability conditions by state and region follows the end of this report.

Since AAA published its initial FUEL GAUGE REPORT on June 5, 1973, a total of 227,018 calls have been made to service stations by participating AAA clubs throughout the United States. In addition, AAA maintained contacts with authorities at major turnpikes and toll roads in the U.S. and also gathered fuel condition data at national parks and other major travel destinations.

The first nationwide FUEL GAUGE REPORT in 1973 showed that 75 per cent of the stations checked reported normal hours of operation. However, conditions rapidly plunged downward to the point where only 43 per cent of stations surveyed were maintaining normal operations by the end of June, 1973. The June 28th report also showed that three per cent of the stations reporting had no fuel to sell to their customers. At that time, gasoline prices across the country were averaging 39 cents a gallon for regular and premium was selling for an average 43 cents a gallon.

fuel gauge/4/4/4/4

The percentage of stations out of gasoline remained below the three per cent level for the remainder of the summer of '73. AAA concluded its 1973 FUEL GAUGE REPORT series with its Labor Day findings. That 13th FUEL GAUGE REPORT showed only one per cent of the stations participating in the survey were out of gasoline and four per cent were limiting fuel purchases to customers.

As the new year began, the nation's energy problems remained. AAA found it again necessary to activate and vastly expand its nationwide fuel availability reporting program.

On January 15, 1974, FUEL GAUGE REPORT Number One (Series II) was published. That report indicated that two per cent of stations contacted across the country were out of fuel. However, the percentage of stations limiting the quantity of gasoline customers could buy had jumped to 17 per cent -- an indication of greater problems to come.

Price-wise, the first report of '74 also pinpointed the national average cost to motorists for a gallon of regular and premium fuel at 47 cents and 51 cents respectively. The country's gasoline prices had jumped eight cents a gallon in little more than six months.

As the weeks rolled along, motorists were confronted with other severe gasoline problems. AAA's spot check for the last week in February found 20 per cent of the nation's service stations out of gas and 30 per cent limiting purchases to customers.

fuel gauge/5/5/5/5

AAA's FUEL GAUGE REPORT of February 26 showed 76 per cent of the stations contacted were closing their pumps before 7 p. m. weeknights and 88 per cent remained closed all day Sundays.

To quickly obtain the day-to-day changes occurring in fuel conditions around the country, AAA established its Fuel Information Service. Its primary function was to receive daily updates from AAA clubs on important changes in fuel conditions along the nation's major travel routes, passing this information onto its members. A corresponding function was to feed the acquired data into each week's FUEL GAUGE REPORT, thereby insuring that each report was current on the day of publication.

Long lines of cars at the pumps became a daily occurrence, especially in major metropolitan areas, where waits as long as two hours were not uncommon. AAA had asked its 16-million members and the general public to cut back on their driving by at least 25 per cent in ways least inconvenient to them in order to avoid full-scale gasoline rationing. AAA detailed other gas-saving methods such as carpooling, proper engine maintenance and the importance of good-driving techniques.

Gasoline prices continued to climb. By early March, prices across the country were averaging 53 cents for regular grade and 57 cents a gallon for premium.

AAA/9-4-74

(More)

fuel gauge/6/6/6/6

The shortage of fuel at service stations never reached the 20 per cent out-of-gas level again. AAA's survey of March 12, after stations had received their monthly allocations of gasoline, showed only five per cent out of fuel.

Thereafter, fuel conditions across the United States generally -- but slowly -- improved. Gas prices, however, continued upward and then gradually leveled off. AAA's FUEL GAUGE REPORT of May 29 showed the average price for regular fuel was 56 cents and two weeks later premium grade reached 60 cents a gallon. The nation's average gasoline prices have not changed since then.

Today, gasoline supplies are meeting the demands of motorists and service stations are returning to longer hours of operation. However, practical fuel conservation measures remain imperative, AAA said.

#

AAA/9-4-74

Date September 4, 1974

REGION 1 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out of Fuel	Aver. Gas Price	
							Reg.	Prem.
Conn.	54	38	30	34	1	--	57	61
Me.	68	49	46	37	1	--	56	60
Mass.	66	47	33	44	--	--	56	59
N.H.	36	24	20	21	--	--	56	60
R.I.	29	18	14	13	--	--	53	58
Vt.	93	62	56	65	--	--	58	61
<u>TOTAL:</u>	346	238	199	214	2	--	56	60

REGION 1 OUTLOOK:

On weekdays, 69% of the stations contacted are open after 6 pm (68% last report). On Saturdays, 58% pump after 6 pm (55% a week ago). 62% pump Sundays (61% last report). 0.6% limit purchases (0.8% last survey). None out of fuel when contacted (no change from last report). Average price regular, 56¢; premium, 60¢ (prices unchanged from last survey).

REGION 2 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
N.J.	24	22	19	22	--	--	56	60
N.Y.	151	110	97	88	--	3	58	62
<u>TOTAL:</u>	175	132	116	110	--	3	57	61

REGION 2 OUTLOOK:

On weekdays, 75% of the stations contacted are open after 6 pm (74% one week ago). On Saturdays, 66% pump after 6 pm (62% last survey). 63% pump Sundays (62% last report). None limit purchases (same as last report). 1.7% out of fuel when contacted (none last report). Average price regular, 57¢; premium, 61¢ (prices the same as a week ago).

REGION 3 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Del.	30	24	23	21	--	--	56	60
D.C.	69	58	44	39	--	--	57	61
Md.	33	30	29	19	--	--	57	61
Pa.	209	166	142	103	--	--	55	59
Va.	56	44	44	42	--	--	56	60
W.Va.	28	26	22	18	--	--	54	58
TOTAL:	425	348	304	242	--	--	56	60

REGION 3 OUTLOOK:

On weekdays, 82% of the stations contacted are open after 6 pm (86% last survey). On Saturdays, 72% pump after 6 pm (79% last week). 57% pump Sundays (64% last report). None limit purchases and none out of fuel when contacted (both the same as last report). Average price regular, 56¢; premium, 60¢ (prices the same as last survey).

REGION 4 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Ala.	18	10	10	6	--	--	55	58
Fla.	166	115	90	75	--	--	56	59
Ga.	52	44	37	31	--	--	56	60
Ky.	25	25	25	24	--	--	57	61
Miss.	40	20	20	17	--	--	58	62
N.C.	243	189	173	142	--	1	56	59
S.C.	99	79	75	58	--	--	56	59
Tenn.	10	10	10	10	--	--	55	60
TOTAL:	653	492	440	363	--	1	56	60

REGION 4 OUTLOOK:

On weekdays, 75% of the stations contacted are open after 6 pm (77% last survey). On Saturdays, 67% pump after 6 pm (69% a week ago). 56% pump Sundays (59% last report). None limit purchases (same as last report). 0.1% out of fuel when contacted (none last survey). Average price regular, 56¢; premium, 60¢ (prices the same as last survey).

Date September 4, 1974

REGION 5 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Ill.	185	162	138	122	--	--	59	62
Ind.	169	141	138	98	--	--	56	60
Mich.	508	428	421	347	--	--	58	60
Minn.	62	57	49	46	--	--	56	59
Ohio	111	92	81	54	--	--	57	59
Wis.	94	70	60	60	--	--	55	59
<u>TOTAL:</u>	1,129	950	887	727	--	--	57	60

REGION 5 OUTLOOK:

On weekdays, 84% of the stations contacted are open after 6 pm (82% last week). On Saturdays, 79% pump after 6 pm (78% a week ago). 64% pump Sundays (68% last report). None limit purchases (0.09% last report). None out of fuel when contacted (0.09% last report). Average price regular, 57¢; premium, 60¢ (prices unchanged from last report).

REGION 6 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Ark.	15	8	8	5	--	--	54	59
La.	64	49	46	36	--	--	54	58
N.M.	37	33	33	26	--	--	55	59
Okla.	23	22	22	23	--	--	53	57
Tex.	315	268	242	168	--	--	52	55
<u>TOTAL:</u>	454	380	351	258	--	--	54	58

REGION 6 OUTLOOK:

On weekdays, 84% of the stations contacted are open after 6 pm (82% last survey). On Saturdays, 77% pump after 6 pm (same as last survey). 57% pump Sundays (55% last report). None limit purchases and none out of fuel when contacted (both unchanged from last report). Average price regular, 54¢; premium, 58¢ (prices stationary from last survey).

Date September 4, 1974

REGION 7 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Iowa	81	69	66	62	1	--	55	59
Kans.	50	38	37	27	--	--	55	59
Mo.	30	28	28	23	--	--	55	60
Neb.	25	17	17	13	--	--	56	60
<u>TOTAL:</u>	186	152	148	125	1	--	55	60

REGION 7 OUTLOOK:

On weekdays, 82% of the stations contacted are open after 6 pm (83% last survey). On Saturdays, 80% pump after 6 pm (same as last week). 67% pump Sundays (same as last report). 0.5% limit purchases (unchanged from last report). None out of fuel when contacted (same as last survey). Average price regular, 55¢; premium, 60¢ (56¢ and 60¢ one week earlier).

REGION 8 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Colo.	85	75	72	77	--	--	57	60
Mont.	64	62	62	52	--	1	57	60
N. D.	60	59	57	49	--	--	56	60
S. D.	40	35	35	32	--	--	55	59
Utah	40	40	39	32	--	--	56	60
Wyo.	38	36	36	35	--	--	59	63
<u>TOTAL:</u>	327	307	301	277	--	1	57	60

REGION 8 OUTLOOK:

On weekdays, 94% of the stations contacted are open after 6 pm (93% last survey). On Saturdays, 92% pump after 6 pm (no change from last report). 85% pump Sundays (84% last survey). None limit purchases (same as last report). 0.3% out of fuel when contacted (none last report). Average price regular, 57¢; premium, 60¢ (57¢ and 61¢ a week ago).

Date September 4, 1974

REGION 9 -----	Total Stations Called	Mon.-Fri. Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Ariz.	109	92	93	77	--	--	56	60
Cal.	790	640	579	568	--	--	58	62
Hawaii	19	14	12	3	--	--	61	64
Nev.	20	17	16	18	--	--	59	63
<u>TOTAL:</u>	938	763	700	666	--	--	58	62

REGION 9 OUTLOOK:

On weekdays 81% of the stations contacted are open after 6 pm (unchanged from last week). On Saturdays, 75% pump after 6 pm (same as last survey). 71% pump Sundays (same as last report). None limit purchases (unchanged from last report). None out of fuel when contacted (0.1% last report). Average price regular, 58¢; premium, 62¢ (59¢ and 61¢ a week ago).

REGION 10 -----	Total Stations Called	Mon.-Fri Open After 6 P.M.	Saturday Open After 6 P.M.	Open Sunday	Limiting Purchases	Out Of Fuel	Aver. Gas Price	
							Reg.	Prem.
Ida.	25	25	25	25	--	--	55	58
Ore.	40	38	38	36	--	--	56	60
Wash.	169	147	133	112	--	--	55	59
<u>TOTAL:</u>	234	210	196	173	--	--	55	59

REGION 10 OUTLOOK:

On weekdays, 90% of the stations contacted are open after 6 pm (88% last survey). On Saturdays, 84% pump after 6 pm (79% a week earlier). 74% pump Sundays (same as last report). None limit purchases and none out of fuel when contacted (both unchanged from last report). Average price regular, 55¢; premium, 59¢ (56¢ and 59¢ a week ago).



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'Destinations '74' unveiled

WWT conference features talks by industry experts

Presentations by key travel industry sales experts and the introduction of a new 1974 tour program highlighted the AAA World Wide Travel Managers meeting in Miami Beach October 30-November 1.

More than 209 delegates representing some 520 U. S. and Canadian World Wide Travel units attended the conference at the Hotel Doral-on-the-Ocean.

In his opening remarks, Charles Carpenter, managing director of the World Wide Travel Department, said that AAA's new product line should make the meeting's theme, "Sell More in '74," an easily met goal.

"Destinations '74," a comprehensive program of escorted and independent world-wide tours, was previewed by Chris Keller, newly appointed director of marketing; Richard Meyer, recently appointed director of operations, and Bill Lewis, director of regional operations.

The new program highlights three types of travel experiences designed to meet individual preferences:

Spotlight Holidays, created for moderate budgets, features two- to three-week tours to "must-see" spots in Europe. Highlight Tours offers first

Throughout 1974, AAA travel personnel will have wide opportunities to develop their expertise through a three-stage seminar program in major cities around the country.

A Club Executive World Wide Travel Seminar will begin in January. Florida International University's

School of Hotel, Food and Travel Services and the University of Massachusetts have pooled their resources to develop this program.

Also, an Executive Development Seminar for World Wide Travel managers will start in April, and a Train-

See WWT MEETING, page 2



Fatigue causes most fatalities, AAA advises

Driver fatigue is "one of the most underestimated, least reported but most significant causes of traffic accidents on our rural highways," AAA declared at the 59th Annual Meeting of the American Association of State Highway Officials (AASHO).

James J. Gudinas, assistant director of AAA Headquarters' Highway Department, stated that fatigue may be responsible for up to 50 percent of the fatal accidents on rural roads and that this problem underscores the need for safety rest areas.

Provisions of rest areas, Gudinas stressed, "is one of the immediate and acknowledged means available to us to try to combat this problem."

Unfortunately, he noted, some rest areas have been designed as "monuments or memorials or showcases under the guise of providing a needed motorist service.

"Motorists would rather be able to say they found adequate rest areas when they needed them, than that they found one Taj Mahal and had to look for cornfields the rest of the trip," Gudinas stated.

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