

# news

# NHTSA



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Editor M. J. Noll

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## Two Key Persons Appointed



Michael Finkelstein



Robert M. Hawk

Among the new faces at NHTSA are two key persons.

Michael Finkelstein has been named Associate Administrator for Planning and Evaluation.

And Robert M. Hawk has been appointed as this agency's Director of Public Affairs and Consumer Services.

Both come to NHTSA with solid and noteworthy experience in their respective fields. And both bring with them an enthusiastic vigor to meet head-on the challenges awaiting them in their new positions.

Prior to assuming the duties of the NHTSA post, Mr. Finkelstein served as Chief of the Highway and Mass Transit Programs Division in OST's Office of Planning and Program Review. Here he gained recognition for his contributions in the area of resource management and was a key figure in opening up the Highway Trust Fund to include mass transit projects.

Two awards given him attest to the significance of these contributions. In 1973 Mr. Finkelstein received a Superior Achievement Award for his work on the Highway Trust Fund and, more recently, in 1976 was one recipient of an award for Superior Achievement for work on the D.C. Metro System.

Mr. Finkelstein, a native New Yorker, began his government career in 1965 as a management intern with the U.S. Post Office Department. During his internship, he worked primarily in the area of finance and budgeting and became involved in implementing the Planning, Programming and Budgeting System (PPBS).

The new Associate Administrator came to the Department of Transportation's Office of Planning and Program Review in 1968. And in 1972 he was selected as Chief of the

(See Key Persons Appointed on page 3.)



## Court Upholds NHTSA Tire Grading Rule

The Sixth Circuit Court of Appeals in Cincinnati has upheld, in the main, provisions of the NHTSA's Uniform Tire Quality Grading Standard which were challenged by eight domestic tire manufacturers. The Court approved NHTSA's disputed test procedures and rejected the companies' contentions regarding procedural abuses, costs, implementation leadtime, and selection of the three performance areas to be graded. The Court did, however, remand to NHTSA for consideration minor labeling information changes on traction, temperature resistance, and test data collected by NHTSA using the course monitoring tires. The ruling was handed down on September 2, 1976.

On May 20, 1975, NHTSA issued a regulation establishing a Uniform Tire Quality Grading System for pneumatic passenger car tires. This regulation, promulgated pursuant to Congressional mandate, provides that tires shall be graded for treadwear, traction and temperature resistance. Treadwear and traction will be determined at the NHTSA test course established at San Angelo, Texas. Temperature resistance will be determined on the standard laboratory test wheel. The respective grades are to be molded onto the sidewall, and must be contained in a label affixed to the tread area of each tire sold as replacement equipment. The regulation was to have

been effective on January 1, 1976, for radial ply tires; July 1, 1976, for bias-belted tires; and January 1, 1977, for all bias ply tires.

On May 21, 1975, six domestic tire manufacturers, Goodrich, Goodyear, Cooper, General, Firestone and Mansfield, requested a stay of the enforcement and postponement of the effective dates of the regulation, pending judicial review of the validity of the regulation by the United States Court of Appeals for the Sixth Circuit. In addition, on May 22, 1975, the six domestic tire manufacturers applied to the NHTSA for a stay, pending review of the enforcement and effective dates. Their application to the NHTSA was denied on June 30, 1975. The Armstrong Rubber Company and Uniroyal, Inc., filed a joint petition for review of the same regulation on June 2, 1975, in the United States Court of Appeals for the Second Circuit. The case was subsequently consolidated with the review petitions of the other six companies, and transferred to the United States Court of Appeals for the Sixth Circuit. The motion for consolidation was granted on August 12, 1975. Thereafter on August 14, 1975, the Court granted the Petitioners' motion staying the regulation's effective dates pending judicial review. The NHTSA prepared the necessary Government briefs and presented its

oral arguments on December 16, 1975.

The Court did remand, or send back to NHTSA for consideration, two points. The first point referred to the label information for traction and temperature resistance. For traction, the Court indicated that NHTSA should consider grading is for "straight ahead" traction and not "lateral" traction. In addition, the Court suggested that the qualification be made that the temperature resistance grade is only applicable when the tire is operated at proper loads and inflation. The second point remanded to NHTSA concerns the data on course monitoring tires.

On September 15, 1976, the tire companies petitioned the court to clarify and reconsider its decision. An appeal to the United States Supreme Court is also possible.

## The Simple Life!

WEST VIRGINIA - Eight citizens of the town of Lindside (pop. 100) have petitioned the State House of Delegates requesting that their main road never be paved, according to the Associated Press. Paving would increase traffic volume and speeds, the petition said, and "the increase in pollution, both air and noise, plus additional hazards to life and limb of our animals and ourselves are unacceptable."

## Key Persons Appointed (from page 1.)

Highway and Mass Transit Programs Division.

Mr. Finkelstein has a Bachelor's Degree from Columbia University and a Master's Degree from Rutgers University, both in European history.

Mr. Hawk came to NHTSA from DOT's Office of Policy, Plans and International Affairs, where he served for nearly three years as Special Assistant to the Assistant Secretary. In that role, he counseled the Assistant Secretary on a wide range of national transportation issues and on communications and legislative affairs. This year, for his outstanding work while at TPI, he was the recipient of a Superior Achievement Award.

PACS' new Director began his career in 1956 with the Air Force Times, serving for four years as Associate Editor. From there, he became an Editorial Associate with Traffic World Magazine, later a Public Relations Representative with the former Pennsylvania Railroad, and then a Rail Development Representative with the Port Authority of New York and New Jersey.

Immediately prior to joining DOT in 1973, Mr. Hawk worked for the Chamber of Commerce of the United States for seven years as Manager of Transportation and Communications. There he was responsible for implementing and promoting programs and policies of interest to the business community before the Congress, the

public and the Chamber's membership.

Mr. Hawk, a native of Plainfield, New Jersey, received a Bachelor's Degree in Communications from American University and also attended graduate school at Pace College in New York City.

He lives with his wife, Verna, and daughter, Shirley, in Springfield, Virginia.

## Career Counseling For Women

A publication of the U.S. Civil Service Commission entitled Career Counseling for Women in the Federal Government is available from our Civil Rights Office, room 5312, Nassif Building. This handbook is intended not only for women seeking career counseling but also for managers and supervisors who are frequently asked to offer such advice. It tells how to evaluate work history and educational experience; it gives hints on preparing an SF 171 and performing effectively in an interview; it includes information on the EEO complaint procedures; and it describes possible developmental assignments that can provide on-the-job training, to name just a few areas covered.

Employees may obtain a copy by stopping by the Civil Rights Office or by calling Shirley Lloyd on extension 60972.

## 'Round About NHTSA

### Vacation Views

Ann Cinada and her husband recently spent a few days in Ontario and Toronto. Ann said, "This was our first visit to Canada and we really enjoyed vacationing there. We took some interesting snapshots of the places we visited and of the scenery. In addition to the beautiful scenery and interesting places, I was really impressed with the clean environment and the courtesy the motorists showed the pedestrians when they crossed the streets." Motorists, take the hint!

### A Little Caution

Ladies, please be cautious. Don't leave your wallets unattended or in an unlocked desk drawer. There has been another report of a wallet being stolen. In addition to having your money taken, there is the inconvenience of reporting stolen credit cards, ID, and driver's license. And, of course, you have to buy a new wallet.

### Look Ahead

When one door closes, another opens; but we often look so long and regretfully upon the closed door that we do not see the one which has opened for us.

Alexander Graham Bell



## She Lives in a Round House

The era of the 1970's is focusing great attention on Women's Lib, where the subject of careers for married women has become an important issue of the times. But before "Women's Lib" became a household expression, many married women had been "liberated" for quite some time, pursuing their business careers in their own way, often without fanfare, and successfully carrying on their duties at home too.

Cathy Larsen (Mrs. Paul W.), NHTSA's Program Assistant for Youth Activities, Executive Secretariat, has proven this possible. Cathy had been with the Department of Commerce since 1964 and so, when DOT branched out from that agency in 1966-67, she was one of the original people to come

on board with the National Highway Safety Bureau under DOT.

In 1970 when the Youth Activities program was in its embryonic stage, Cathy was appointed to the program. After much Departmental preliminary work, the Committee, now known as the Youth Highway Safety Advisory Committee, was formed, its members comprised of 15 young people between the ages of 15 and 24. These young people, chosen from throughout the states, had already shown an interest in highway safety leadership in their high school or college activities. Because so many tragic accidents do involve young people, the primary purpose of the Youth Committee is to advise NHTSA on ways to generate support from young

people in the battle against highway deaths and injuries.

The Committee members get together several times a year for meetings, either in Washington, D.C., or elsewhere. Before these meetings can take place, Cathy and Jack Magee, the Youth Activities Program Director, have busy days planning, coordinating, and helping the members come together for Youth Committee business, also working through the Regional Youth Coordinators and Administrators of NHTSA. Cathy's easy, good natured manner, her ready smile and wit, combined with hard work, enable her to have a very good rapport with her young people. And with her own youthful good looks and seemingly boundless energy, she seems almost like one of them.

Cathy and husband Paul live in the Epping Forest community of Annapolis. Three years ago they built a new home atop a high hill overlooking the Severn River which flows into the Chesapeake Bay. But their home was not to be of an ordinary design. Paul had seen plans for a round house and, being a man with many years of nautical interest and some nautical experience, he was fascinated with this unusual concept in housing design. Moreover, the round house itself came in "kit" form, with 28 pie-shaped pieces. There was nothing to do but to have it. After the foundation was built, the designer of the house

put the shell (the 28 pie-shaped pieces) on the foundation; and finally Paul acted as his own contractor and subcontracted for the electricians, the plumbers, and others who were needed to get it all together. The foundation was started in May 1973; in July the round house shell was put up in just two days; and in September Paul and Cathy moved in. The house was completed with the addition of a large deck, also a part of the original house design, encircling all but the front entrance of the house.

The center of the large living-dining room area has a circular stairwell that is built like a ship's stairwell and leads to the downstairs area, mostly above ground because of the hilly terrain. Added here is a real nautical find—a pole mast that Paul discovered on an old skipjack sailing vessel used for oystering, the mast now rising from the lower level up the stairwell of the house. The roof of the house is covered with pebbles embedded in tar. The pebbles give a decorative effect, but are functional as well, keeping the house cooler in hot weather. Cathy says, however, that birds love to scratch their feet on the pebbles and they come tumbling down from time to time! One of the advantages of the round house, she says, is having no corners to clean. But there is a disadvantage—keeping those many large windows sparkling! Paul has his own pri-

vate business in Annapolis, Larsen Yacht Sales, Inc. In the winter of 1963 on long weekends they took their 32-foot powerboat through the Inland Waterway to Fort Lauderdale, stopping along the shores of North Carolina, South Carolina, and Georgia. Then in the spring of 1964, together with another couple, they took a 2-weeks' cruise from Fort Lauderdale to the Bahamas, including the small island of Bimini.

Cathy grew up in Niles, Ohio where she went to school. She lived in Puerto Rico for three years before coming to the Washington area in 1958. In her early working career she was a secretary at the U.S. Army Disciplinary Barracks at Camp Gordon, Georgia, working in the fields of psychology, psychiatry, and neurology.

Cathy is a great advocate of the exercise program that the DOT facility offers to DOT women employees several times a week. Twice a week, religiously, she spends her lunch hours on the outdoor track and working out on the exercise equipment. Tennis, swimming, fishing, boating and "crabbing"—Annapolis offers an opportunity for all of these, and Cathy willingly participates whenever possible. She also likes Annapolis for what it is—the historical buildings, the U.S. Naval Academy, the small interesting shops and shopping centers and, not the least, the seafood restaurants. The best seafood to be found anywhere is right there, she is convinced.

When she has the time,



Twenty-eight pie-shaped pieces fitted together built this round house.

Cathy likes to sew, especially with the new "stretch and sew" knit fabrics, and she has made herself some sports clothes. Another favorite hobby is growing her many plants, both indoors and out. She makes her own terrariums and likes to collect driftwood and shells for them, or just to be used for decorative purposes.

The bus ride from Annapolis to work takes only 45 minutes in the morning and Cathy carools it home at night, making good time (when it's not raining!). Whatever extra little inconvenience might be involved, it's worth it, she says, to be able to return to the round house on the hill where space and time take on new dimensions and the great metropolis has been left far behind for a few hours.

## Retirement Information

Retirement information is available in the Office of Personnel Management. Contact Linda Rogers on X61594 to make an appointment.



Cathy Larsen, with pets Skipper and Dusty (right), stroll the deck of the Larsen round house overlooking the Severn River at Annapolis.



## If Passive Restraints Were A Requirement...



Air bags quickly inflate during a crash situation to help protect occupants from death and perhaps even injury.



Suppose that passive restraints were required in all passenger vehicles beginning with Model Year (MY) 1980 for drivers only and MY 1982 for all front seat occupants.

Suppose that the passive protection provided would be one of two types: An Air Cushion Restraint System or the Passive Belt and Knee Bolster System.

Then assume that the production level will be 11 million cars for MY 1980 and 11.5 million for MY 1982.

Also assume that 50 percent of these cars will use the passive belts and knee bolster system while the other 50 percent would be equipped with air cushions and lap belts.

What would be the impact?

According to the major findings of the Supplemental Inflation Impact Evaluation for the proposed amendment to FMVSS 208, Occupant Crash Protection, the impact would be as follows:

The initial cost to the consumer is estimated to be an average of about \$34.70 per car for MY 1980 and about \$80.75 per car for MY 1982.

The average annual operating cost is estimated to be approximately \$0.46 per car for MY 1980 and about \$0.60 per car for MY 1982.

The lifetime average cost to the consumer, where 2 cars' lifetime = 10 years,

is estimated to be approximately \$97.00 per car for MY 1982.

It is estimated that the average weight increase would be about 7.8 lbs. per car for MY 1980, of which about 4.7 lbs. would be mild steel and 3.1 would be energy absorbing materials. For MY 1982, the average weight increase is estimated to be about 28.7 lbs. per car of which 21.7 lbs. would be mild steel and 7.0 lbs. would be energy absorbing materials.

The consumption of energy, both for production of additional materials and for carrying additional weight (related to the operation of the vehicle), is anticipated to rise by about .34 million BTU per car for MY 1980 and by 1.11 million BTU per car for MY 1982.

If all energy was derived from oil, it is estimated that the annual consumption of oil would rise by about 0.06 barrel per car for MY 1980 and by about 0.20 barrel per car for MY 1982.

*It is estimated that approximately 11,350 fatalities would be prevented and about 332,000 injuries would be reduced or avoided annually.*

**graffiti**

"YOU KNOW, PERCY, EVERYBODY IS IGNORANT, ONLY ON DIFFERENT SUBJECTS."

—WILL ROGERS, THE ILLITERATE DIGEST



## Personnel Welcome Aboard

Katherine Flenoy, Clerk-Steno, Region V, 8-23.

Doris Hartness, Clerk (DMT), Region IV, 8-29.

Richard M. Lorr, Attorney Advisor, OCC, 9-5.

Sandra McPherson, Clerk-Typist, TSP, 9-7.

Constance Ray, Clerk-Typist, AD, 9-7.

David White, Hwy. Saf. Management Specialist, TSP, 9-9.

## 'Bye and Good Luck

Catherine M. Campbell, Clerk-Typist, Exec. Sec., 8-26.

Leonard E. Tabor, Hwy. Saf. Mgmt. Spec., TSP, 9-7.

Alan J. Libby, Mech. Engr., RD, 9-11.

## Congrats on Promotion

Annie Betts, Pers. Staff. Spec., AD, 8-29.

George Booth, Oper. Res. Anal., P & E, 8-29.

Nancy Byrdsong, Clerk-Typist, MVP, 8-29.

Drena Campbell, Consumer Services Asst., PACS, 8-29.

Brenda Dupree, Sec. Steno, TSP, 8-29.

William Evans, Hwy. Saf. Mgmt. Spec., TSP, 8-29.

Cora Gibson, Clerk-Typist, RD, 8-29.

Sharon Hamm, Staff Clerk, AD, 8-29.

Earleen Hughes, Employee Relations Clerk, AD, 8-29.

Claude Melton, Physicist, RD, 8-29.

John Moulden, Research Psychologist, TSP, 8-29.

Rose Rennie, Sec. Steno, TSP, 8-29.

Linda Rogers, Staff Asst., AD, 8-29.

Robert Stone, Hwy. Saf. Mgmt. Spec., TSP, 8-29.

Joyce Tannahill, Clerk (DMT), RD, 8-29.

Pamela Watson, Class. Clerk, AD, 8-29.

Prentis Winslow, Employee Dev. Clerk, AD, 8-29.

## Mexico Limits CB Entry

Due to a recent change in policy by the Mexican government, American motorists who had planned to cross the Mexican border with their Citizen's Band radios should now leave their units at home.

Mexican government officials have ceased issuing permits to U.S. citizens wishing to operate their CBs south of the border. Until recent weeks, border authorities would seal units whose owner did not hold a valid permit. Sealing rendered the equipment temporarily inoperative by covering radio controls with tape.

However, the U.S. Embassy in Mexico City confirmed that all CB units must now be removed before drivers are allowed to enter Mexico.

The change in policy apparently is the result of a substantial number of violations of Mexican regulations by American CB operators.

## Job Opening

For complete details, see the official vacancy announcements.

Highway Safety Management Specialist, GS-2125-12, TSP. Opens: 9-15, Closes: 10-5.



VW AUTOMATIC SEAT BELT

VW 3183-75

VW's Rabbit Hatchback offered buyers the option of an automatic seat belt system for front seat occupants. It consists of an over-the-shoulder safety belt that is attached to the door at one end and to an inertia reel retractor at the other. Additional protection is provided by a padded knee panel under the dashboard.



## He's the Happy Warrior" of Region X

Mr. Howard Eddy is known as the "happy warrior" of Region X. That title comes from his willingness to take up a crusade for what he believes is right and his diligence in pursuing such an effort. He does it, nevertheless, with a smile on his face and a chuckle in his voice and seems to be well received by even a devoted adversary. Howard is a Highway Safety Management Specialist with assignments as the State and Community Program coordinator for the Region. He has, in addition, special assignments in manpower development, public information, coordinator of the 55 mph program, alcohol countermeasures, as well as being the Contract Technical Manager for FARS in all four States and CTM for the special Idaho Traffic Records 403 program. As part of his job he also coordinates activities in traffic records and accident reporting along with his alcohol countermeasures work.

Howard is no stranger to highway safety. He was born in Rifle, Colorado, an interesting name in itself. After service in the U.S. Navy, he graduated from Colorado University in Boulder in 1952. He spent five years in journalism and advertising with a Colorado newspaper, with special work in journalism also in California, Ohio, and New York.

His first efforts in highway safety began in 1957 with a five-year stint



Mr. Howard Eddy, Outstanding Highway Safety Management Specialist from Region X.

with the Colorado Highway Safety Council. He was Assistant Director of that council when he left in 1962 to take on the job as Director of Highway Safety for the State of Oregon. The last four years of that seven-year assignment were as Governor's Highway Safety Representative under the Highway Safety Act of 1966. He left the State of Oregon to come to work for

Region X, NHTSA, in 1969 and has been a continual asset to the Region X office ever since the day of his arrival. Through study and dedication, he becomes an authentic expert in any safety assignment he is given. He is helpful to others on the staff and is highly regarded by all of his colleagues. At the present moment he is deeply involved in the Highway Safety Management System Plan which he has coordinated in our pilot State of Idaho. He is devoted to the concept of "bottom line" and is deeply intent on finding methods of evaluating the safety effort in an attempt to find those measures that are most effective. As a result of all of his good work, he was a recipient of an Outstanding performance rating in May of this year, which was rewarded with a quality increase.



"I FORGOT THE COMBINATION!"