

Works Cited

Primary Sources

"Federal Motor Vehicle Safety Standard" NHTSA-Issued Documents." *Electronic Code of Federal Regulations*, Office of the Federal Register (OFR), www.federalregister.gov/documents/search?conditions%5Bagencies%5D%5B%5D=national-highway-traffic-safety-administration&conditions%5Bpublication_date%5D%5Byear%5D=2025&conditions%5Bsearch_type_id%5D=3&conditions%5Bterm%5D=federal+motor+vehicle+safety+standard. Accessed 10 Dec. 2025.

This source, a search of NHTSA-issued documents regarding motor vehicle safety standards in 2025, helped our group understand the modern impact of the NHTSA. These documents are contained within the *Electronic Code of Federal Regulations*, a trusted and unbiased collection of government-issued documents.

HOLON-Receipt of Application for Temporary Exemption From Various Requirements of the Federal Motor Vehicle Safety Standards for an Automated Driving System-Equipped Vehicle; Reopening of Comment Period. *Federal Register*, www.federalregister.gov/documents/2025/09/29/2025-18812/holon-receipt-of-application-for-temporary-exemption-from-various-requirements-of-the-federal-motor. Accessed 11 Dec. 2025.

This document pertains to a certain company, HOLON, requesting a temporary exemption from a NHTSA regulation due to their automobiles being self-driving. It helped sharpen our understanding of the modern necessity of an ever-evolving set of standards and an agency that can keep up with the motor vehicle industry.

"Letters to the Editor." *New York Times*, 1 Aug. 1965,

timesmachine.nytimes.com/timesmachine/1965/08/01/481113662.pdf?pdf_redirect=true&ip=0. Accessed 13 Jan. 2026.

Written by readers of *The New York Times* magazine, this source illustrates some of the many perspectives that arose in the wake of the publishing of *Unsafe at Any Speed* and the ensuing calls to reform the automobile industry through government intervention, specifically representing the voice of the common citizen. The views represented include both someone concerned that auto regulations will harm industry, anxious not to blame the automobile itself, and an individual calling for less sympathetic treatment of the role of the vehicle in a collision injury. This primary source aided our group in fleshing out our information of different historical viewpoints at the time, including not just those of the government or the company, but some of the people themselves.

Nader, Ralph. *Unsafe at Any Speed : the Designed-in Dangers of the American Automobile*. 2nd ed., Grossman Publishers, 1972.

This nonfiction book is, essentially, the primary inciting material for the "revolution" detailed in our project, condemning the motor vehicle industry for its prioritization of profit over consumer benefit, meant for consumption both by the general public and government officials in the hopes of kickstarting regulatory change. Ralph Nader's profession as a lawyer heavily influences the tone of the book, as he critiques the actions of auto giants through a legal lens. The source gave us valuable insight into the piece of writing that inspired our entire event, informing our project of the social motivations for government action.

Rugaber, Walter. "G.M. Apologizes for Harassment of Critic; G.M. APOLOGIZES for HARASSMENT." *The New York Times*, 23 Mar. 1966, www.nytimes.com/1966/03/23/archives/gm-apologizes-for-harassment-of-critic-gm-apologizes-for-harassment.html. Accessed 3 Feb. 2026.

This newspaper article is found in the archive of digitized newspapers of the New York Times. This article, contemporary to the scandal involving Ralph Nader and General Motors, contains James Roche's (then head of General Motors) apology to Nader. This source helped build an understanding of both the events of the scandal and the statements that General Motors gave to the public regarding the investigation of Nader.

---. "HENRY FORD SEES ECONOMIC HAZARD in CURB on AUTOS; Calls on Congress to Avoid 'Irrational' Safety Steps Assails Industry Critics FORD SEES HAZARD in CURB on AUTOS." *The New York Times*, 16 Apr. 1966, www.nytimes.com/1966/04/16/archives/henry-ford-sees-economic-hazard-in-curb-on-autos-calls-on-congress.html. Accessed 7 Dec. 2025.

This column in The New York Times was essentially an indictment, by the head of the Ford Motor Company, of Nader and other muckrakers' efforts to discredit the automobile industry. The *Times*, as a newspaper, has the motivation to publish stories that are relevant to the current cultural zeitgeist, and this showcase of Ford's perspective helped us realize the depth of motor vehicle companies' pushback towards motor safety activists.

"Texts of Remarks by Johnson and Nader on Safety; By President Johnson 'No Magic Solution' Seeks Cure for 'Disease' Not a Luxury Item by Ralph Nader." *New York Times*,

www.nytimes.com/1966/09/10/archives/texts-of-remarks-by-johnson-and-nader-on-safety-by-president.html. Accessed 7 Jan. 2026.

This *New York Times* article is a collection of two speeches: one by former President Johnson at the signing of the NTMVSA and the other by Ralph Nader at the same event. In his speech, Johnson addresses the popular sentiment of the time surrounding motor vehicle safety and justifies the need for regulatory control over automobile manufacturers, outlining various causes for and issues resolved in the new law, whereas Nader's speech focuses more on the citizen's perspective, illustrating the coming shift in the dynamic between manufacturer, government, and consumer. This source lended our group a deeper historical understanding of the national attitude towards regulation and our project a more thorough grounding in a primary sourcing basis.

United States, Congress, Senate. *Traffic Safety: Examination and Review of Efficiency, Economy and Coordination of Public and Private Agencies' Activities and the Role of the Federal Government. The Center for Auto Safety*, 22 Mar. 1966, www.autosafety.org/wp-content/uploads/import/GM%20Apology%20to%20Nader.pdf. Accessed 2 Feb. 2026. 89th Congress, 2nd session.

This transcript of a congress committee meeting regarding General Motors' investigation of Ralph Nader found on The Center for Auto Safety, a non-profit organization aimed at improving the safety of motor vehicles for consumers. This transcript goes into great detail on the investigation that General Motors conducted of Ralph Nader, including who approved the investigation and why it was approved in the first place.

---, National Highway Traffic Safety Administration. *Code of Federal Regulations. Electronic Code of Federal Regulations*,
www.ecfr.gov/current/title-49/subtitle-B/chapter-V/part-571/subpart-B. Accessed 10 Dec. 2025.

This source contains all of the safety regulations that apply to motor vehicles distributed within the United States, and is found in the official Code of Federal Regulations. While the Code of Federal Regulations is primarily created This source allowed us to find several real examples of modern safety standards that shape the modern automobile.

Secondary Sources

"About FSIS." *US Department of Agriculture*, www.fsis.usda.gov/about-fsis/history. Accessed 10 Dec. 2025.

This official source from the USDA's webpage details the agency's history from the perspective of the US government. Its status as a self-scrutinizing source may give the content a positive bias, but, as a document under public scrutiny, it still must adhere to a certain higher standard of accuracy and clarity. While the website doesn't go into too many specifics, it provided us a general insight into another agency similar to the NHTSA, spawned in the mid-century golden age of regulation.

"Biography." *Nader*, nader.org/biography/. Accessed 12 Jan. 2026.

As the biography on Ralph Nader's official website, this source is biased to present Nader himself in a positive light and showcase his breakthroughs rather

than his shortcomings as an activist and details his credentials as a lawyer as well as various groups that he founded for the advancement of consumer rights. It provided our group a better understanding of the perspective of one of our topic's most prominent figures on the general pro-regulation push of the time.

Brobeck, Stephen. *The Modern Consumer Movement : References and Resources*. E-book ed., G.K. Hall & Co., 70 Lincoln Street, 1990. Internet Archive.

This book was written by Stephen Brobeck, former head of the Consumer Federation of America, and sheds light on the Consumer Movement which is inextricably tied to our topic of motor vehicle safety standards. We used this book to deepen our understanding of how the National Traffic and Motor Vehicle Safety Act and Ralph Nader were connected to the broader Consumer Movement.

Hope, Jen. "The Line between Rulemaking and Adjudication: An Overview." *H2O*, opencasebook.org/casebooks/3892-public-institutions-administrative-law-cases-materials/resources/3.1.1-the-line-between-rulemaking-and-adjudication-an-overview/.

This resource helped provide background knowledge about the differences between different regulatory approaches, as referenced in some of our project's other sources written from a legal perspective. Our group applied our new understanding from this material to our knowledge of the NHTSA's strategies and why they were and weren't effective.

Mashaw, Jerry L., and David L. Harfst. *The Struggle for Auto Safety*. Harvard UP, 1990.

This book, penned by two legal scholars, traces the creation of the NHTSA as an agency with a focus on the political aspect of its creation and its legal practices and uses it as a case study of America's regulatory systems. It greatly informed

our project's dissection of the shortcomings of the administration, as well as the various figures that advocated for and against the agency at its inception.

An Unreasonable Man. 2006. Directed by Henriette Mantel and Steve Skronan, performance by Ralph Nader, Pat Buchanan, and Howard Zin, 2006. DVD.

This 2006 documentary focuses on Ralph Nader's contributions to the consumer rights movement, his standing in the public view, and the aftermath of regulatory efforts outside of the scope of just the NHTSA. Our group gained a more preliminary understanding of our subject from this source, and it also helped us to narrow down the aspects of the topic which we should focus on in order to fit NHD's theme.

"The U.S.'s Toughest Customer." *Time*, 12 Dec. 1969,

time.com/archive/6634596/business-the-u-s-s-toughest-customer/. Accessed 13 Jan. 2026.

Ralph Nader's coverage in *Time* magazine is useful in the context of our project in multiple ways; indeed, the very fact that he was featured highlights his importance in the national zeitgeist as a social and political figure, as the magazine's intended target is for consumption by the general public. The article also provided our group with valuable information about the impacts of Ralph Nader's investigative journalism, showcasing in particular the effect of *Unsafe at Any Speed* on the view of America's major motor vehicle manufacturers.

Weingroff, Richard. "A Moment in Time: Highway Safety Breakthrough." *United States Department of Transportation Federal Highway Administration*, FHWA,

highways.dot.gov/highway-history/general-highway-history/moment-time-highway-safety-breakthrough.

This article, published on the Federal Highway Administration's website, emphasizes the significance of the signing of the NTMVSA and the Highway Safety Act as "breakthroughs" in automobile safety policy in America, and as an official piece of writing endorsed by the agency itself, it holds a certain authority, though it is biased in favor of the justification of government actions. This source was important for our project because of the background that it provided, lending a government perspective of the events involved in the NHTSA's creation and developing our understanding of cause and effect pertaining to that agency.

Image Sources

Abraham A. Ribicoff. *U.S. Presidential History*, uspresidentialhistory.com/abraham-a-ribicoff/. Accessed 3 Feb. 2026.

This is a photograph taken of Abraham A. Ribicoff, who was a prominent supporter of federal motor vehicle safety standards.

Airbag Test with Dummy. Safe at Work California,

www.safeatworkca.com/safety-articles/air-bag-safety/.

This photograph, taken of an airbag after it has deployed, helps illustrate the importance of federal safety standards in creating universal modern safety features.

"Car Crash Deaths and Rates." *National Safety Council*, injuryfacts.nsc.org/motor-vehicle/historical-fatality-trends/deaths-and-rates/. Accessed 7 Dec. 2025.

We used this picture, with data sourced from one of the largest safety-focused nonprofits in the US, the National Safety Council, in order to illustrate our group's point about rising motor vehicle death rates and to further root our argument in historical data.

Chevrolet Corvair. *Carsized*, www.carsized.com/en/cars/chevrolet-corvair-1959-sedan/.

Accessed 13 Jan. 2026.

This image of the Chevrolet Corvair, sourced from a website that specifically deals with pictures and information of different car makes and models, serves as a visual aid on our website to connect Ralph Nader's arguments in *Unsafe at Any Speed* to a visual of the main car indicated in that book.

Department of Transportation Bulding. *Freight Waves*,

www.freightwaves.com/news/trumps-nhtsa-nominee-raises-concerns-among-truck-safety-advocates. Accessed 3 Feb. 2026.

This image depicts the entrance to the United States Department of Transportation building, the federal department that encompasses the NHTSA.

GM General Counsel Aloysius Power. *Word Press*,

baggyparagraphs.wordpress.com/wp-content/uploads/2012/07/scan1.jpeg. Accessed 3 Feb. 2026.

This photograph found on Word Press is of Aloysius Power, who was General Motors' general counsel and ordered an investigation of lawyer and activist Ralph Nader.

Headquarters of the U.S. Environmental Protection Agency in Washington, D.C. *Science*, www.science.org/content/article/epa-plan-reorganize-environmental-science-center-raises-questions. Accessed 3 Feb. 2026.

This photograph of the Environmental Protection Agency (EPA) building in Washington D.C. serves as a visual connection to the mention of the EPA in the context of the Consumer Movement.

Henry Ford II. *Ford News Europe Blog*, fordeurope.blogspot.com/2019/09/henry-ford-ii.html. Accessed 3 Feb. 2026.

This is a photograph of Ford Motors CEO Henry Ford II, grandson of the founder of Ford Motors, and prominent critic of motor vehicle safety standards.

Portrait of James Roche. *NBC News*, www.nbcnews.com/id/wbna5157637. Accessed 3 Feb. 2026.

This source is a photograph from NBC News of James M. Roche from, who was both head of General Motors from 1965-1967 and an important facet of the story surrounding the National Traffic and Motor Vehicle Safety Act.

Ralph Nader. *Time*, content.time.com/time/covers/0,16641,19691212,00.html. Accessed 13 Jan. 2026.

This cover of the *Time* magazine, emblazoned with an artistic rendering of Ralph Nader's face alongside symbols representative of his contributions to the

consumer rights movement, helped our group provide a visual to signify his cultural significance as a social and political figure in the 60s and 70s.

Ralph Nader's favorite car. On U.S. Highway 99 in Fresno, California. *NBC 10 WJAR*, turnto10.com/news/local/journalist-takes-new-look-at-1966-death-at-doris-dukes-rough-point. Accessed 13 Jan. 2026.

This image, of the aftermath of a car crash in 1966, is used in our project as a visual aid to partner descriptions of rising casualty rates from motor vehicle incidents in the timeframe leading up to the events of our project.

Remarks at the Signing of the National Traffic and Motor Vehicle Safety Act and the Highway

Safety Act. LBJ Presidential Library,

lbj-new-assets.s3.amazonaws.com/styles/artifact_horizontal/s3/artifacts/thumbs/2018-07/C3063-12A.jpg?VersionId=vcrMAB_9oLboA1Z3scw3Uq8rtwPRyv_r&itok=yTxIA9Vh.

Accessed 31 Jan. 2026.

This photograph, taken at former President Johnson's signing of the NTMVSA, was used in our project to accompany our website's discussion of that event and its causes.

Sen. Kennedy news conference [11A is Ralph Nader]. Library of Congress,

www.loc.gov/pictures/resource/ppmsca.56510/. Accessed 12 Jan. 2026.

This image of Ralph Nader at a press conference following the release of his book *Unsafe at Any Speed* helps to further illustrate the importance of the book in the national mind.

60 years of crash testing at Mercedes-Benz. *Mercedes Benz*,

media.mercedes-benz.be/de/60-years-of-crash-testing-at-mercedes-benz/. Accessed 28 Jan. 2026.

We used this picture, an image of a Mercedes-Benz crash test, to go alongside information about the NHTSA's newly-imposed standards for vehicle safety testing, illustrating one of the new practices popularized by increased regulation.

UNSAFE AT ANY SPEED: The Designed-In Dangers of the American Automobile. *AbeBooks*, www.abebooks.com/first-edition/UNSAFE-SPEED-Designed-In-Dangers-American-Automobile/32246700976/bd. Accessed 12 Jan. 2026.

These scans of pages, which mainly include diagrams published in *Unsafe at Any Speed*, serve as a visual for our project's section on the book itself and help to illustrate Ralph Nader's critique of the Chevrolet Corvair.

Virginia, Cath. Stylized Seal of the Federal Trade Commission. *The Verge*,

www.theverge.com/news/623242/federal-trade-commission-terminations. Accessed 31 Jan. 2026.

This image is a stylized graphic of the logo of the Federal Trade Commission, another of the regulatory agencies spawned alongside the NHTSA in the late mid-century.

Voss, Stephen. Ralph Nader in Washington D.C. in 2008. *The Intercept*,

theintercept.com/2017/06/25/ralph-nader-the-democrats-are-unable-to-defend-the-u-s-from-the-most-vicious-republican-party-in-history/. Accessed 12 Jan. 2026.

We used this picture of Ralph Nader, the consumer advocate, purely as a visual aid to go alongside the section of our website pertaining to him and his work.

Whitney, Craig R. "G.M. Settles Nader Suit on Privacy for \$425,000." *The New York Times*, 14

Aug. 1970,

www.nytimes.com/1970/08/14/archives/gm-settles-nader-suit-on-privacy-for-425000-gm-pays-nader-425000-in.html. Accessed 3 Feb. 2026.

This short column from a 1970 edition of *The New York Times* publicized GM's settlement on its court case against Ralph Nader, continuing on to detail Nader's role in the consumer movement and further sully General Motors' standing in the public mind. Besides just providing historical facts, this source helped our group understand the general public's view of motor companies and its shift through the 60s and 70s.