



Experimental cars are now being equipped with excessive padding to add to the safety of front seat passengers.

UNL students attempt to start film co-op

A group of students interested in film-making is attempting to organize a cooperative venture in order to provide equipment and assistance to amateur movie makers on the Lincoln campus, according to Dan Ladely.

The group is currently holding weekly meetings at 7:30 Tuesday evenings in the Nebraska Union.

Ladely said the aim of the group is to raise \$10,000 to \$15,000 to purchase equipment for people to work in Super 8 or 16 millimeter

film. Once the equipment is purchased and workshops are being held, a grant from an organization or foundation will be possible, he said.

The equipment would be made available to all interested people on an equal sharing basis.

The long-range aspiration of the group is that the University will establish a major in film. Ladely said the cooperative would bring people together to teach each other and possibly bring in professional film people to work with the group.

NEBRASKA UNION ORANGE BOWL TRIP

\$272⁵⁰ (292⁵⁰ each for faculty, staff and married students)

- ***5 NITES LODGING
- ***ROUND TRIP JET TRANSPORTATION
- ***GAME TICKET
- ***PARADE TICKET
- ***INSURANCE
- ***BUS TRANSPORTATION
- ***BAGGAGE TRANSFERS

December 30, 1971 to
January 4, 1972

Deadline: noon Dec. 17, 1971

Reservations are on a first come-first-served basis with the total amount paid in full. Trip is open to students, faculty and staff and their immediate families only.

SIGN UP IN ROOM 123, NEBRASKA UNION PROGRAM OFFICE

Tailfins and chrome are gone—auto design loses its romance

by James C. Jones
Newsweek Feature Service

DETROIT—"It used to be fun to design cars," says Elwood Engel, styling chief at the Chrysler Corp., "but it's not fun anymore. The romance of auto design has lost a little of its color."

What has Engel and many of Detroit's other styling specialists distressed about the state of their art is a dramatic shift of priorities in the automotive industry. Where once looks were vital in a car and the flamboyant stylists were given free rein to create everything from tailfins to sweeping designs of chrome now safety and pollution control are the designers' primary considerations.

AND IN TERMS of both cost and complexity, meeting the new standards makes coming up with flashy new cosmetic improvements seem like a few hours' fooling with Tinker Toys.

There is no longer the time or the money to allow designers to exercise their creative whims; General Motors Corp., for instance, now makes major exterior model changes in its cars only once every six years.

"There is more work for us on the 1974 and 1975 models, which we're now designing, than we've ever had in the past," says Eugene Bordinat Jr., Ford's chief stylist. "Even if we made no changes for the sake of appearance in the next year or two, we'd still have more to do in designing."

AS SOON AS one safety or emission standard is met, dozens more pop up. The current schedule already lists nearly 50 such standards imposed by the Federal Department of Transportation. And another 60 are under consideration.

In the past, says Ford's Bordinat, most styling alterations were "discretionary changes. Now 90 per cent of all we do is mandatory. We are spending 25 per cent more for design per year now and it could go to 100 per cent more a year."

Just for example, take the new energy-absorbing bumper that Washington has decreed must be on every 1973 car. "Tinkering with a bumper system is like knocking down the first domino in a line," says Bordinat. "One action touches off another which launches another. It's a chain reaction."

THE NEW BUMPERS will add about 60 pounds to the weight of each car which means that engineers will have to come up with new suspension and brake systems and that tire companies will have to devise more rugged tires. Headlights will have to be relocated and grills will have to be changed in order to feed more air to the radiator.

And bumpers are but one item due for upgrading. Within the next few years, cars will probably have to be able to withstand 30-mile-an-hour collisions without fuel leakage,

resist all but minimal interior damage in a 30-m.p.h. side impact and accommodate all the complex gear that will be necessary to meet strict emission standards.

According to Chrysler vice president Alan G. Loofbourrow, the weight of all this new equipment "could by 1976 increase the weight of our Plymouth Fury by 427 pounds."

And it is certain to decrease the heft of the consumer's pocketbook. Most reliable estimates place the cost of the cars of the mid-'70s at about \$600 to \$1,000 above today's prices.

WHAT THOSE CARS will look like is a matter of some confusion because in several instances one safety demand conflicts with another.

For example, because both Washington and Detroit want to move toward greater forward vision, designers are experimenting with thinner front-roof pillars, but another standard demands increased roof strength in a rollover, which means thicker pillars.

One way out of the contradiction might be to strengthen the roof itself with additional steel, while also installing rollbars. Of course, that solution would mean the end of stylish two-door hardtop models, which can't accommodate rollbars.

Another possibility is to install windows that won't roll down. "The day is coming when you won't be able to drop the glass," says G.M. styling vice president William L. Mitchell. Rigid glass, he notes, "will help beef up the structure" in a rollover and he adds that if windows no longer must be housed in door panels "the doors can be slimmed down, and that cuts down on weight."

LAUDABLE THOUGH they may be, the new safety and emission standards have taken some of the pizzazz out of the stylist's job. In fact, the whole concept of the auto stylist as ingenious, creative and flashy seems to be dying out. In most companies, they're not even called stylists any more. Now they have adopted the more mundane—but more practical—title of "stylist-engineers."

"Oh well, I guess everything's a compromise, anyway," says Richard Teague, a styling boss at American Motors. "I found that out when I didn't marry Marilyn Monroe."

Youth caucus. . .

Continued from page 1.

60-point program of the National Black Congressional Caucus.

Speakers at the conference included state legislator Julian Bond of Georgia, Rep. Bella Abzug of New York, former New York Congressman Allard Lowenstein and the Rev. Jesse Jackson.

Meat team places fourth

The University of Nebraska College of Agriculture meat judging team placed fourth in competition with 18 other teams at the National Meats Judging Contest held in Madison, Wisc., this week.

In addition to their fourth overall placing, the NU team placed second in lamb judging, fourth in beef judging and sixth in beef grading.

Several team members also placed high in individual scoring. Vic Knutson of Wilsonville was fourth high individual in overall placings; Phyllis Bourn of Lexington was second in lamb judging; Dean Battie, also of Lexington, was fifth high individual and was fifth in beef judging.

factory trained mechanic

OLSTON'S 66

VW major/minor repairs

free wheel balancing with purchase of any VW snow tire.

475-9703 27th & Orchard

Clean Up The U. of N. Campus At

ARNOLD PALMER DRY CLEANING

open Mon.-Fri. 7 a.m. - 7 p.m.
Sat. - 7 a.m. - 5:30 p.m.

READ NEBRASKAN WANT ADS