

Mike Love, Jim McKinney and John Campbell think about past and future work on the 1970 modified Honda to be entered in a national contest in August. There are 11 other

students working on the mechanical engineering project which is to build a methanol powered car.

Battalion photo by Kayce Glasse

oal is 70 mpg from gas substitute Aggies create energy-efficient car

By SCOTT D. HARING

en Texas A&M University ats who have been preparing ergy-efficient vehicle for comn in August have run into a nor snags and one major one

Love, a senior mechanical ering major, said the team eived only \$3,590 out of their of \$8,290. The Student tition on Relevant Engineer-CORE) committee, the naroup sponsoring the contest, nated \$2,500 alone.

rest of the donations, Love ave come mostly from local ants, who have donated parts, ints and cash. They've bent ackwards," Love said.

said the group is now going the red tape necessary to get more money from different tments of the University. e contacted the Mechanical ering Department and the Transportation Institute, others, concerning additional g. Whether or not they get ove said, is anybody's guess. of the students involved is paid for his work, Love said, one is receiving any class

America entered in the comsome with budgets of over ,000. Because of their comparasmall budget, the Texas A&M

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the United States, was brought back

from Vietnam by a serviceman.

The Honda is being modified to run on vaporized methanol. Methanol can be manufactured from coal, making it a good energy alternative. The team's goal is to reach a gasoline equivalent of 70 miles per

Love said the team first planned to run some tests on the car with a standard gasoline engine and then a liquid methanol engine, but they've had some delays in performing the tests at the Texas Transportation Institute's research annex. Love said the team can't afford to wait any longer and is going ahead with the vaporized methanol conversion without the preliminary tests.

Even though the main purpose of the contest is to develop an energyefficient vehicle, the entries will also be judged on handling, braking, emissions and cost to the consumer The car also will have to meet 1980 federal safety requirements.

After the cars are rated on these different factors, Love said the judges also award points for the originality of the design. For this reason, the Texas A&M team is also working on a suspension system to improve handling, modified aerodynamics and a passive restraint system. A ere are 46 other schools in passive restraint system is one like an air bag that doesn't need to be hooked up by the driver.

The winners of the competition to be held at the General Motors provn had to start with a Honda 350 ing grounds in Dearborn, Mich., will ught for \$150 from a San Antonio receive trophies for themselves and recognition for their schools.

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The Texas A&M team is the only right.' entry from Texas or the four surrounding states. Love is optimistic about the Aggies' chances. "We picked a good car to work with," he said. "It's innovative in its own car on the streets of the campus.

Love said they hope to get the car running on methanol within the next the University Police, they'll test the

few weeks. Then, with permission of

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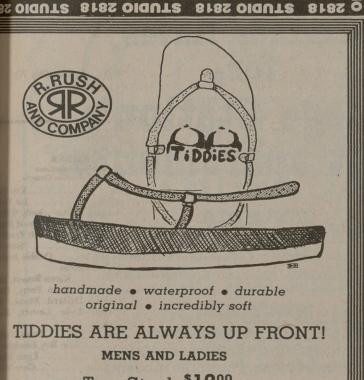
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