

RSV (Research Safety Vehicle)

For most consumers the ultimate safety car conjures up the image of an armored tank. This need not be the case. In 1975 the federal government set out to dispel the notion that building a safe car means sacrificing styling, comfort, performance, or fuel economy. The result of their work, pictured below, was an attractive, fuel efficient, compact four-passenger car—not unlike many of the popular cars on the road today. But that's where the comparison ends.

The RSV, or Research Safety Vehicle, is capable of protecting occupants in crashes up to 50 mph. It can take front and rear collisions of up to 10 mph with no damage. In addition to being equipped with air bags, the car is made of sheet metal filled with foam. The foam-

filled sections provide protection by dramatically reducing crash forces and keeping other cars from penetrating the interior.

Even with these lifesaving features, the RSV can accelerate from 0 to 55 in less than 17 seconds and has a fuel economy rating of nearly 29 mpg. One of the design criteria that the government imposed on this U.S.-built car was that the safety features be composed of readily available systems and designs, not futuristic technology that would be impossible to produce economically. The government estimated that this car could have been mass-produced and sold for \$7,000 to \$8,000.

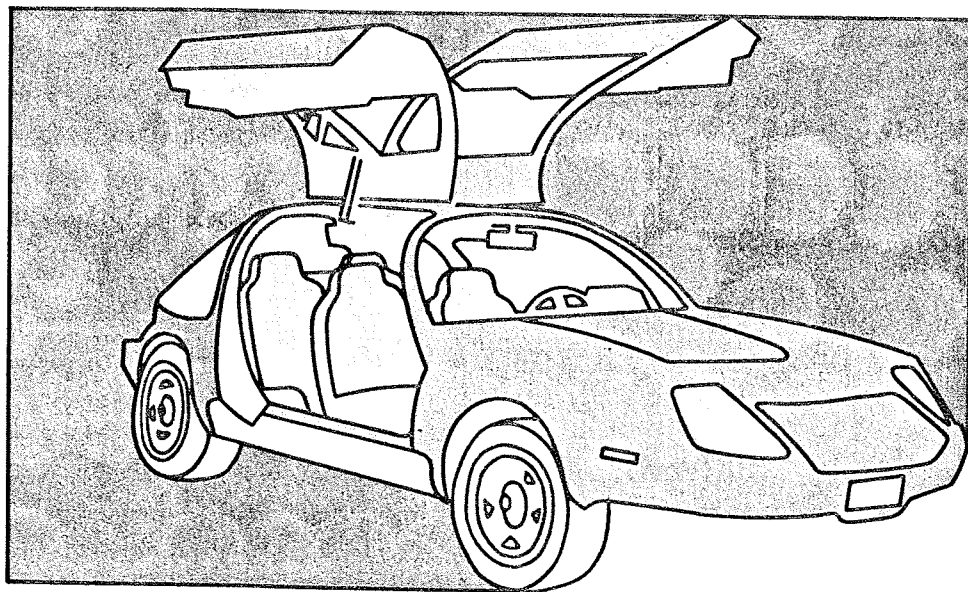
Most safety experts are very concerned about the RSV. Their concern, however, rests not with the car but with the

auto manufacturers. Although the car was developed years ago, using technology available at that time, manufacturers have yet to incorporate any of the major lifesaving features into today's cars. It has been estimated that if every car were equipped with the features of the RSV, we could reduce our national consumption of gasoline by 40 percent and save more than 10,000 lives annually.

For a detailed description of the car, write to the National Highway Safety Administration (

and ask for the report entitled "The Safe, Fuel Efficient Car—A report on its producibility and marketing," dated October 1980.

National Highway Traffic
Safety Administration
400 7th Street, S.W.
Washington, D.C. 20590
202-366-5972



Research Safety Vehicle:
The Car of the Future

Which Tires Last the Longest?

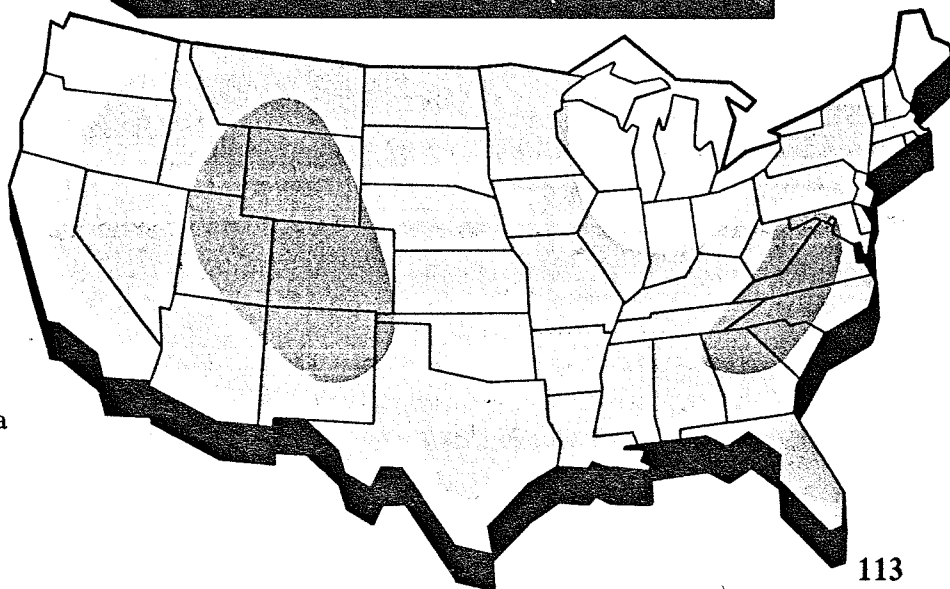
For most of us, mileage is one of the most important qualities of a tire. However, few of us realize that where we live is a key factor in determining how long tires will last. In addition to construction and design, tire wear is affected by the level of abrasive material in the road surface. Generally, the West Coast, the Great Lakes region, and northern New England have road surfaces that are easiest on tires. The Appalachian and Rocky Mountain areas are hardest on tires.

To estimate a tire's treadlife, look at the accompanying map to determine whether you live in a high-, medium-, or low-mileage area. Then use the treadwear grade of the tires you are considering to estimate their treadlife for your area. For example, if you are considering tires with a treadwear grade of 150, you can expect those tires to get about 45,000 miles in a high-mileage area, 30,000 miles in a medium-mileage area, and 22,500 miles in a low-mileage area. *Of course, your actual mileage will depend not only on where you drive, but also on how you drive and whether you keep your tires properly inflated and your wheels aligned.*

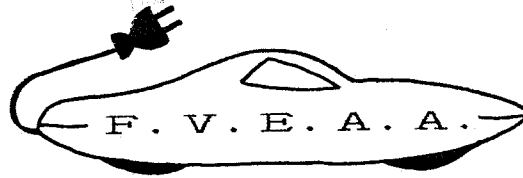
What You Can Expect from Your Tires

Treadwear Grade	High-mileage Area	Medium-mileage Area	Low-mileage Area
50	15,000	10,000	7,500
60	18,000	12,000	9,000
70	21,000	14,000	10,500
80	24,000	16,000	12,000
90	27,000	18,000	13,500
100	30,000	20,000	15,000
110	33,000	22,000	16,500
120	36,000	24,000	18,000
130	39,000	26,000	19,500
140	42,000	28,000	21,000
150	45,000	30,000	22,500
160	48,000	32,000	24,000
170	51,000	34,000	25,500
180	54,000	36,000	27,000
190	57,000	38,000	28,500
200	60,000	40,000	30,000
210	63,000	42,000	31,500
220	66,000	44,000	33,000
230	69,000	46,000	34,500
240	72,000	48,000	36,000
250	75,000	50,000	37,500
260	78,000	52,000	39,000
270	81,000	54,000	40,500
280	84,000	56,000	42,000
290	87,000	58,000	43,500
300	90,000	60,000	45,000
310	93,000	62,000	46,500
320	96,000	64,000	48,000
330	99,000	66,000	49,500
340	102,000	68,000	51,000

- High-Mileage Area
- Medium-Mileage Area
- Low-Mileage Area



FOX VALLEY ELECTRIC AUTO ASSOCIATION



Rev. April 15, 1988

MEMBERSHIP

A membership in the FOX VALLEY ELECTRIC AUTO ASSOCIATION (FVEAA) is open to everyone. Currently there is only one grade of membership regardless of the members degree of participation in association activities. Membership in the FVEAA is contingent upon payment of the annual membership fee. The membership fee can only be waived by special vote of the board of directors. Each member in the FVEAA receives a copy of the FVEAA NEWSLETTER each month. They are also entitled to attend and vote at all association meetings.

All memberships in the FVEAA run from November 1st to October 31st of the following year. The dues are \$15.00 per year.

The following form may be used to apply for membership or to renew your membership.

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APPLICATION FOR MEMBERSHIP OR RENEWAL

Date _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone # _____

- Just interested in electric vehicles
- I have an electric vehicle (describe) _____
- I wish to build an electric vehicle

Make checks payable to: **FOX VALLEY E. A. A.**

Mail to: **MR. VLADIMIR VANA, FVEAA TRES.
5558 FRANKLIN
LA GRANGE, ILL. 60525**

SPECIAL NOTICE

The November meeting will **NOT** be held on 11/18/88.

Instead, we will have a special meeting on Sat. Nov. 12th at the Moraine Valley Community College 10900 S. 88th Ave., Palos Hills, IL 60465

This will be a daytime meeting and alternate energy conference. We will have some of our electric cars on display. If you have an electric car (running or not) and would like to show it off, contact Ken Woods for more info. (420-1118)


MVCC is located 8800 west and 111th street south (between route 45 (LaGrange rd.) - and west of Harlem ave. (7200 w.)). It can be reached from I-55 Stevenson Hwy (exit Rt 45 - south), or Interstate 80 (exit Rt 45 - north). If using Tri-State - south I-294, Exit 95th street and travel south on Harlem to 111th street and turn 16 blocks west to 88th ave. If lost, call 974-4300, MVCC operator, for detailed directions.

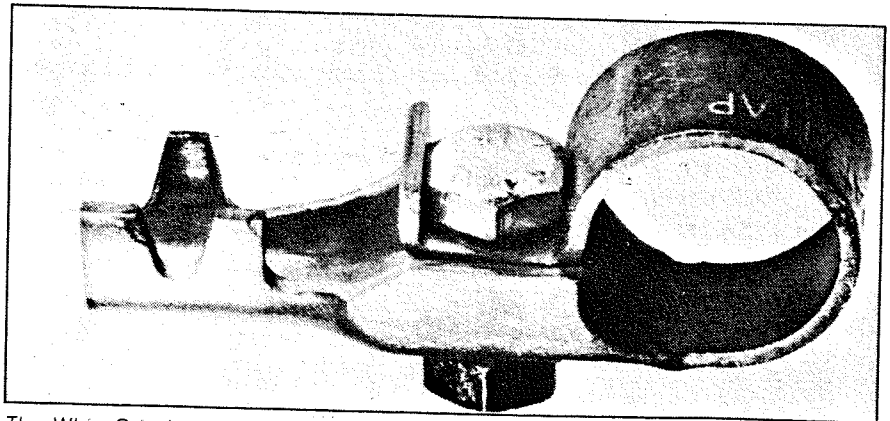
Building A Better Battery Terminal

You've heard the old saying about building a better mouse trap. Well, Global Metrics of Belmont, California, has tried to build a better battery terminal.

The Whip-Grip battery terminal is made from hard rolled brass, and the folks at Global Metrics say that this provides the battery terminal with greater tensile strength than cast or forged terminals. The rigid channel section of the terminal carries all stress loads and withstands tensile stresses and vibrations which could result in the failure of conventional battery terminals, says the terminal's makers. And unlike cast and forged terminals, which can become brittle and break after repeated tightening and loosening, the Whip-Grip terminal can withstand repeated tightening and loosening because of its unique design.

The terminal has been tested at over 250 amps, with minimum voltage drop. Its large continuous contact area with the battery and generous conductor cross section from the battery post to cable ensures a superior performance.

Matching snap-fit insulators for the Whip-Grip terminals help prevent short circuits and accidental fires and are available in red and black. 



The Whip Grip battery terminal is made of hard rolled brass.