

sented at the Society of Automotive Engineers national meeting in January 1964. In this paper, the particular significance is that we showed and developed the dynamic energy considerations of collision between an automobile and a solid object. We show, for example, that in these solid and direct impacts at suburban and urban traffic speeds, peak horsepower from 5,000 to 6,000 will be developed. We ran a higher speed test, collision test, on a public highway outside of the proving ground, 64 miles per hour, and we developed a peak of almost 14,000 horsepower.

And the purpose of this analysis was to make it clear that it is the collision horsepower that injures and kills people and the analysis then puts the consideration of the rated horsepower of the engine into proper perspective.

Now, this will be the opening scene of one of the pictures we are going to show you in a few minutes.

Mr. CONSTANDY. What was the title of that?

Mr. STONEX. "Single-Car Accident Problem."

Mr. CONSTANDY. That was in 1964?

Mr. STONEX. In 1964, yes. We have had the opportunity to discuss these concepts with a great many people and a great many audiences.

For example, we have been invited to present the material at the highway division or highway department conferences on 43 separate occasions, from 1958 until and including the current year.

Mr. Lundstrom showed it to the executive committee of the American Association of State Highway Officials in November of 1958.

We have made similar presentations to regional design committee meetings, that is the AASHO Design Committee meetings. For example, in Boise, Boston, Madison, and Tampa. Mr. Lundstrom has shown it at at least two staff meetings of the Bureau of Public Roads, the first time in October 1958.

We have also presented the material before meetings of the Canadian Good Roads Association and the Canadian Highway Traffic Association, and at staff meetings of the National Safety Council and the Automotive Safety Foundation.

We have shown it to the staffs of the Indiana, Ohio, and New Jersey Turnpike Commissions; The Port of New York Authority; and at meetings of the American Bridge, Tunnel, & Turnpike Association.

We have also appeared on programs of many technical and professional associations and we have a total of 91 listings in our records. In this visit, Mr. Lundstrom, for example, has gone from San Francisco to Boston to Atlanta. I have gone from Winnipeg to Miami or Quebec City to Tucson, with intermediate places.

And we have also made this available for many civic organizations, such as service clubs, church groups, and the communities around Milford and Detroit. We have a listing of 105 presentations to these groups.

Our colleague, Mr. Meyer, who is with us, has kept a record of the people to whom he has talked, and it numbers more than 4,000 people.

Mr. CONSTANDY. You made a very sincere effort to try to bring before the people the knowledge that you have gained from the efforts you made at the proving ground.

Mr. STONEX. Yes.

Mr. CONSTANDY. You have not tried to keep it a secret, I know.