

miles an hour with 10 degrees and you will have no difficulty surviving this experience. All you will be required to use is a seat belt. I believe you have experienced this, sir.

Mr. **CONSTANDY**. That is a good word; yes, I have experienced this. It was an exhilarating experience and very satisfying.

Incidentally, I believe we went at 45 miles an hour at the time.

Mr. **LUNDSTROM**. Yes. The only thing I would like to say in closing our part of your investigation, is that we have had an unusual capability of being able to test new designs in dynamic experiments and we fully appreciate this advantage that we have had. The highway departments have not had this kind of an opportunity. There has been nothing set up for them to run this kind of experiment. Because of our unique ability to do this kind of work, I would urge that they be supported in their need for facilities to run dynamic tests, to determine what actually happens on the highway at highway speeds with commercially available cars, trucks, buses, and so forth. It is only through this kind of experimentation that you can have safe highways and safe highway structures developed.

We have appreciated very much the opportunity of being with you this morning. If you are able to come to Detroit and look at our facilities firsthand, we would be most pleased to have you. Thank you.

Mr. **McCARTHY**. Before you finish, Mr. Lundstrom, have you made any computations on the number of the 13,000 deaths in off-the-roadside accidents that could be reduced by the utilization of the improvements that you have shown us here today?

Mr. **LUNDSTROM**. I am not one to try to predict with too little information; the number of cases seems very important to us and it would seem very important gains could be made. I am not able to predict percentagewise what this would do on a public highway. It would be very significant but I would not like to put it in any percentage points.

Mr. **McCARTHY**. I believe you did say that 80 percent of the accidents could be eliminated by the 30-foot removal of fixed objects off the traffic way.

Mr. **LUNDSTROM**. This appears to be correct, that the experience we have had on the proving ground would indicate that 75 to 80 percent of the accidents would be eliminated by clearing 30 feet of roadway.

Mr. **STONEX**. I think we could probably express that as a potential for saving lives. And in this sense, we could save all 13,000 if everybody did a 100 percent job on every mile of roadside in the country. Then there would be some accidental accidents, which we would miss a little, but I mean there is a potential of this number.

Mr. **CONSTANDY**. I think it is agreed it would be an appreciable reduction if some of the basic principles which you have shown today were incorporated into our highways.

I want to thank you, Mr. Lundstrom and Mr. Stonex. You have been very helpful and cooperative. We appreciate that.

Mr. **McCARTHY**. Thank you very much, gentlemen. I think it should be pointed out that General Motors has been getting somewhat unfavorable publicity lately. However, they have been devoting many years to this effort to save lives and I hope that this will get exposure, too. I doubt if it will because—and I speak as a former newspaper