

STOOGES WEEKLY SPECIALS

OUR LAST
FRIDAY LADIES' NITE

FREE DRINKS FOR THE LADIES
8-12 P.M.

SUNDAY NITE UNDER 21 NITE

NO BOOZE 8-12

MONDAY 8 P.M. BOYLESQUE MALE REVUE



TUESDAY 2-FERS 8-12

THURSDAY Unisex Swim-Suit Contest

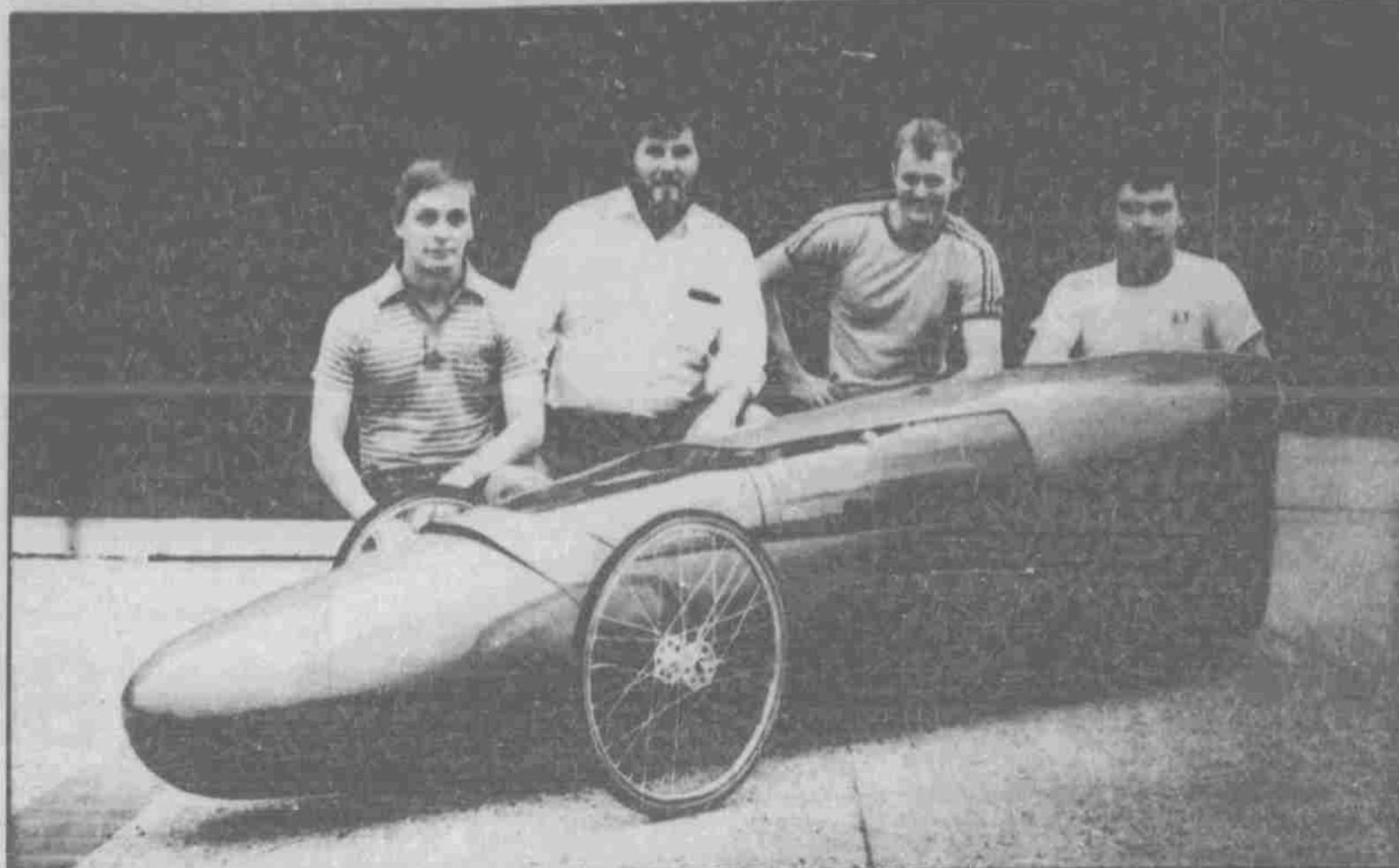
\$200
1st Prize

3-Fers
8-10 PM



DANCE TO STOOGES' NEW VIDEO SYSTEM

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Craig Anderson/Daily Nebraskan

Left to right: Terry Stromberg, Scott Hansen, Ron Schmitt and Daniel Gee show off the car they built to take to the Super Mileage Competition in Michigan next month. The UNL students hope to log 2,000 miles per gallon in the contest.

Students' honeycomb, graphite car to compete for high-mileage crown

By Jana Dahlman Bouma

Five UNL students are making a claim even GM and Chrysler haven't matched. The students have spent a year developing a lightweight, computerized, fuel-efficient car they hope will average more than 2,000 miles per gallon of gas.

On June 8 and 9, mechanical engineering students Terry Stromberg, Scott Hansen, Daniel Gee, Ron Schmitt and Bruce Burnside will enter their car in the Super Mileage Competition in Marshall, Mich.

To reach its mileage goal, the team has developed an on-board microcomputer and a digital ignition system. Lincoln's Brunswick Corporation donated lightweight, high-strength materials for the car's body. The material was developed originally for Cessna airplane wings. Donations from Brunswick and other businesses reduced the car's cost from several thousand dollars to around \$800, Hansen said.

Last year, the UNL team placed eighth in a field of 22, averaging 554.3 mpg. The 1984 team's adviser, George Schade, said this year's car probably will be the most improved car of the returning entries and should easily reach the top five. Schade is an associate professor of mechanical engineering.

A total of 19 schools are expected to compete this year, including the University of Saskatchewan, whose car last year set an amateur world record of

1,594.4 mpg.

Each car must complete six laps around a 1.6 mile oval track. The competition requires a minimum average speed between 15 and 20 mph, an on-board microcomputer will tell the driver how much time has elapsed and how many seconds he is ahead or behind of schedule at any point in the test. If the trial is not completed in the allotted time, a 10 mpg penalty will be assessed for each extra second.

Schmitt said the total weight of the car will be close to 60 pounds, compared to last year's 87 pounds. To reduce the weight, the team relied on the Brunswick Corporation's Kevlar honeycomb, sandwiched between thin sheets of graphite. The combination of the two lightweight materials, also used in Cessna Aircraft wings, creates a body strong and rigid enough that no internal frame is needed.

Each team member has spent more than 100 hours on the project, Schmitt said. They started designing the car during the return trip from the 1983 competition, and hope to have it ready for testing by some time next week.

The car is powered by a Briggs and Stratton engine, modified to reduce weight and improve fuel economy. The car also includes safety features such as a fire extinguisher and a fire wall. It has a maximum speed of about 30 mph.

Major sponsors of the competition include the Society of Automotive Engineers, Eaton Corporation and Briggs and Stratton Corporation.

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Police Report

The following incidents were reported to the UNL Police Department between 12:30 a.m. Monday and 10 a.m. Wednesday.

Monday
12:47 a.m. — Person arrested for a municipal court warrant at 20th and Cornhusker streets.

4:50 p.m. — Person reported to be tampering with the emergency phone at 19th and Vine streets. Police were unable to locate person.

7:35 p.m. — Person reported to be tampering with the emergency phone

at the New Hampshire Street parking lot. responsible.

Tuesday
8:38 a.m. — Theft reported at the Military and Nava! Science Building. A saber was reported missing.

4:13 p.m. — Keys were reported stolen from undisclosed East Campus building.

Wednesday
9:32 a.m. — Blanket reported stolen from the Tractor Test on East Campus.

Page One
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