Corporation Gains 14 New Members

Commencement, from Page 1

Speaking on diversity, Vest praised the American ability to "thrive on differences of experience, culture, and perspective." He warned, however, that diversity must take a back seat to common goals, saying, "As you shape the future, you must respect and cherish differences, but you must build common purpose and values."

Vest concluded his speech by reiterating his statements on diversity and cooperation, and calling on the graduates to be "citizens of the world. Regain the will to excel."

Also announced at Commencement was the election of 14 new members of the MIT Corporation. Elected life members were Herbert H. Dow '32, president of the Herbert H. and Grace A. Dow Foundation; Angus N. MacDonald '56, president of Angus MacDonald & Company, Inc.; Mitchell W. Kellman, dean emeritus for international projects at Harvard Medical School; and Raymond B. Staats '58, chairman, chief executive officer, and co-founder of Analog Devices, Inc.

Other new members of the MIT Corporation, elected to five-year terms, are Donald J. Atwood '48; William S. Edgerly '49; Laurence A. Hough SM '72, Brian G. R. Hughes '77; David W. Koch '62; John A. Merofield, Jr. '66; Robert A. Muh '59; Kenichi Ohmae PhD '70; and Gary D. Prather '91. Alan B. Davidson '89 was elected to serve out the remaining four years of an unexpected five-year term. Richard A. Jacobs '56 became an ex officio member of the Corporation by virtue of his position as 1993-94 president of the MIT Association of Alumni and Alumnae.

Editor's Note: Reuven M. Lerner '90 contributed to the reporting of this story.

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Electric, from Page 1

Aztec is primarily powered by nine Sears Discount lead-acid batteries, with about 12 percent of the power supplied by the solar cells. It is basically an "electric car with solar assist," Allen explained. "The key reason for our success was the car's efficiency," said team member Hao Chien '95. "Our car was even better than most of racers in the unlimited battery power category."

Aztec achieved the second best student mileage using only $750 of lead-acid batteries, while the first place car, built by Texas A&M (77) University, used about $20,000 of zinc bromine batteries, Allen said. The team was a bit disappointed to discover the batteries were on sale for about $430 after the race, team member Michael B. Wittig '96 joked jokingly.

The car zigzagged along the east coast from Boston to Burlington, VT, over the course of six days. The competition was designed to test speed, reliability, and range. All of the vehicles were expected to keep up with highway traffic, while staying within the legal speed limits. They also had to be able to negotiate both flat and hilly roads, Allen said.

Each day covered at least 60 miles — the minimum distance that an average commuter would use between recharge. Teams earned credit for any extra mileage driven until the batteries completely expired. Aztec traveled a total of 560 miles by the end of the fifth day. In comparison, Solectria's car, the Force GT, had unlimited battery power and travelled the furthest, at nearly 710 miles. "In a race like this, reliability is a key asset. Despite several glitches just before the race ... the car can flawlessly perform the entire event," Wittig said.

As 760 pounds and about 14 feet long, Aztec has a top speed of 50 miles per hour and a maximum distance of 135 miles at 40 miles per hour on a single charge, Allen said. The team expects the car to make about 4000 miles in the next year before being rebuilt by General Motors and Chrysler range from 50 to 100 miles per charge, according to Wittig.

Aztec includes a high efficiency, coil-over shock suspension, rack and pinion steering, a three-hydraulic brake system, and a fuel grade zinc bromine battery manufactured from carbon fiber with a honeycomb core. "Everything else, while exciting for a car, is not unusual for this type of vehicle."

The total price tag: $26,000. Most of the vehicles in the commuter category cost about $15,000 to $40,000, according to Allen.

Most of the costs are supported by corporate sponsors. The club is very successful at raising donations of materials such as fiberglass, carbon fiber, chrome-moly tubing, and epoxy resin. But monetary donations, mostly needed to buy batteries and solar cells, are harder to obtain.

The club will be working on their next vehicle, Cali II, over the summer and the next two years. Cali II will be a purely solar-powered car so that the club can compete in more races, such as the General Motors Sonset and Australian World Solar Challenge, according to team member Ivar Grapote '96.

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