

EV News

EV Expo '80, scheduled for May 20 to 22 at the St. Louis, MO Convention Centre, will be based on the theme "Electrical Vehicles: Moving Toward Balanced Transportation."

The EV Council's Executive Director, John S. Makulowich, said Expo '80 will respond to the call "to reinvent the auto." The first day's sessions will be organized around six to ten major presentations oriented around the conference theme. The subsequent days will emphasize technical papers and user-oriented papers with some emphasis on marketing.

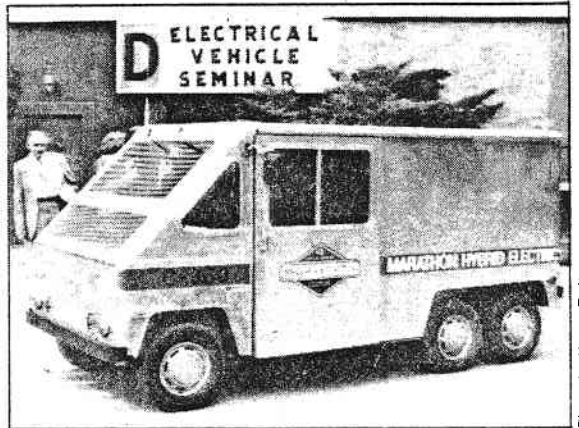
EV Expo '80 sponsors have issued a call for papers. Abstracts of papers should be submitted as soon as possible to Lynn Andrews, Expo '80 Abstracts, Electric Vehicle Council, 1111 19th St. NW, Washington, DC 20036.

The Washington D.C. based Electric Vehicle Council has a new executive director.

Edison Electric Institute, the association of investor-owned electric utilities, announced the recent appointment of John S. Makulowich as executive director of the Electric Vehicle Council.

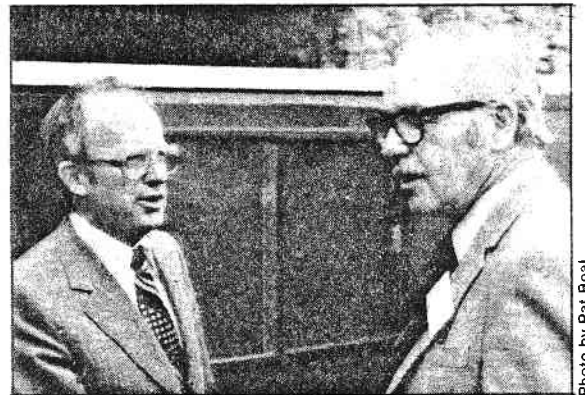
Makulowich, 35, is responsible for planning and managing the council's programs and activities. He is also responsible for the preparation of general EV publications, distributing technical EV information and keeping interested parties notified of recent developments in the electrical vehicle industry.

The Electric Vehicle Council is a non-profit trade association formed in 1968 to advance the state of the art of electric vehicles and generate public acceptance.



This Marathon Electric C360 van was on display at the seminar.

Photo by Karen Dalton



Robert Welch, (left), minister of energy in Ontario, spoke with Jack Kerr, organizer of the seminar and president of Kerrwil Publications Ltd., following his ride in an electric vehicle.

Photo by Pat Boal

EV News

Seminar told... attitudes hinder EV development

TORONTO (Staff) — The electric vehicle has been virtually ignored by energy and transportation authorities in this country. This was the message of Fred Johnson during his recent speech to delegates at the second annual Canadian Electric Vehicle Seminar held here in late October. The situation, he said, "is nothing short of appalling."

Johnson, a commerce officer for the special vehicles division of the transportation industries branch of the Department of Industry, Trade and Commerce, said that if Canada develops its electric car industry now it will be taking advantage of an opportunity to reduce its dependence on foreign energy and technology. Also, it would be improving its balance of payments and substituting a virtually unlimited energy source for a limited one.

Unfortunately, the attitude of the government towards electric vehicles appears to be negative. Last year, said Johnson, the Transportation Research Forum was offered a paper on electric vehicles. They turned it down.

Last April, Johnson spoke to the Highway Transportation Research and Development Board. They dismissed the subject of electric vehicles by saying "there has to be a better battery."

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Canada sponsors electric van testing

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But, said Mr. Johnson, all is not doom and gloom. When he drives his electric car in Ottawa he finds the response positive.

In addition, Transport Canada has commissioned DSMA ATCOM Ltd. to carry out a program of evaluation and development of electric vehicles. Lloyd Secord, President of DSMA said the \$1.4 million program is a joint venture between DSMA, the Department of Supply and Services and the St. Lawrence Seaway Authority.

"In the first stage of the program, a fleet of Marathon Electric C360 vehicles will be placed in service with the St. Lawrence Seaway in St. Catharines, Ont. They will be used to transport men and materials during servicing operations on the locks and lift bridges of the Welland Canal.

"DSMA will instrument the vehicles for the automatic recording of performance data. While the fleet demonstration is in progress, a laboratory program for evaluation and verification of component and sub-system performance will be initiated.

The second stage of the program will be to incorporate technological improvements and conduct a second fleet demonstration at another location. An important aspect of the program will be to encourage Canadian R&D in advanced electric vehicle components and to identify areas where Canadian firms can participate in an electric vehicle market, said Secord.

Unfortunately Canada's five-year program focuses only on the area of urban delivery vans, which uses only 7.6 per cent of the total transportation energy demand. Urban passenger travel uses five times this amount.

Thirty-five per cent of Canada's energy is used for transportation and it gobbles up half of the petroleum used in Canada each year. Passenger travel uses two-thirds of this amount, freight uses the rest. Almost 58 per

cent of the passenger travel is urban.

Mr. Johnson maintains that there is a market opportunity for electric vehicles in this country and that Canada should go further than its present limited five-year program of demonstration and improvement. He suggested the government provide incentives for business and that it allow up to 500 small urban electric cars to be imported duty and tax free to advertise them as an alternative to gasoline-powered cars.

Above all, said Mr. Johnson, the development and assembly of similar electric cars must be encouraged in Canada.

Addressing the question of electric vehicle development, the Hon. Robert Welch, minister of energy, told delegates that some proponents of the electric vehicle suggest it will comprise 10 per cent of the new car market by the 1990's. "If this is true it would take an estimated 1,500 megawatts of electric power to supply the energy required which would be equivalent to a reduction of seven million barrels of crude oil per year," said Welch.

"Even though the electric vehicle in the short run may be able to make only a relatively small dent in the transportation market, it would appear to have a significant potential for reducing our oil demand.

"And what is more, this province has the electric power resources to make it a very attractive alternative to gasoline," said the minister.

Attesting to the feasibility of electric vehicles, two speakers outlined their actual experience with converting standard gasoline powered cars to electric. Both were success stories.

"We can expect people to make jokes about electric cars for some time to come, but all of us here at Fellowes High School in Pembroke, Ont. know that the next sound a great many people will hear will be the buzz of an electric car," said Renton H. Patterson.