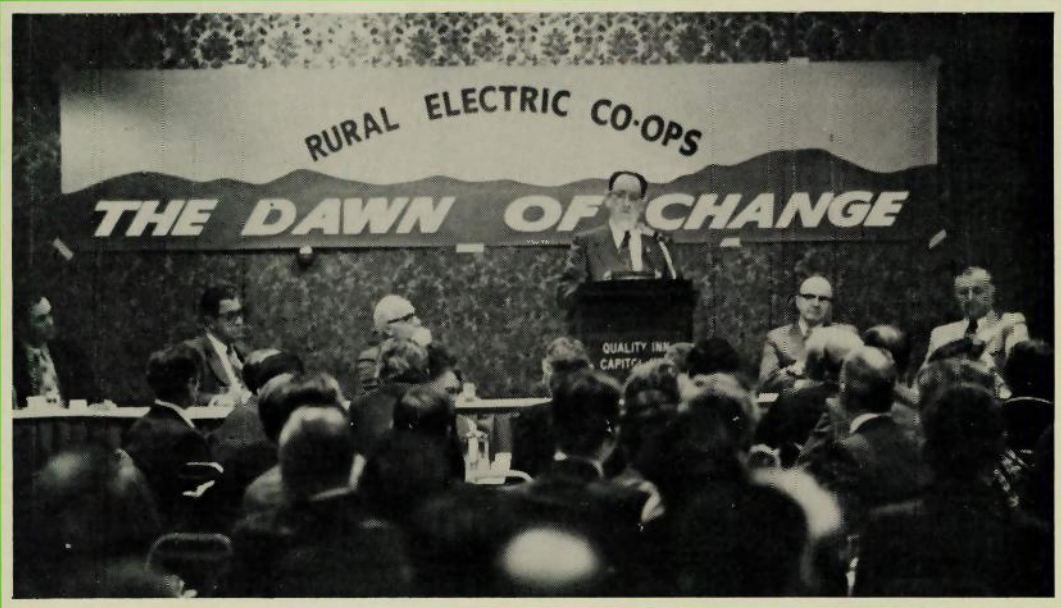


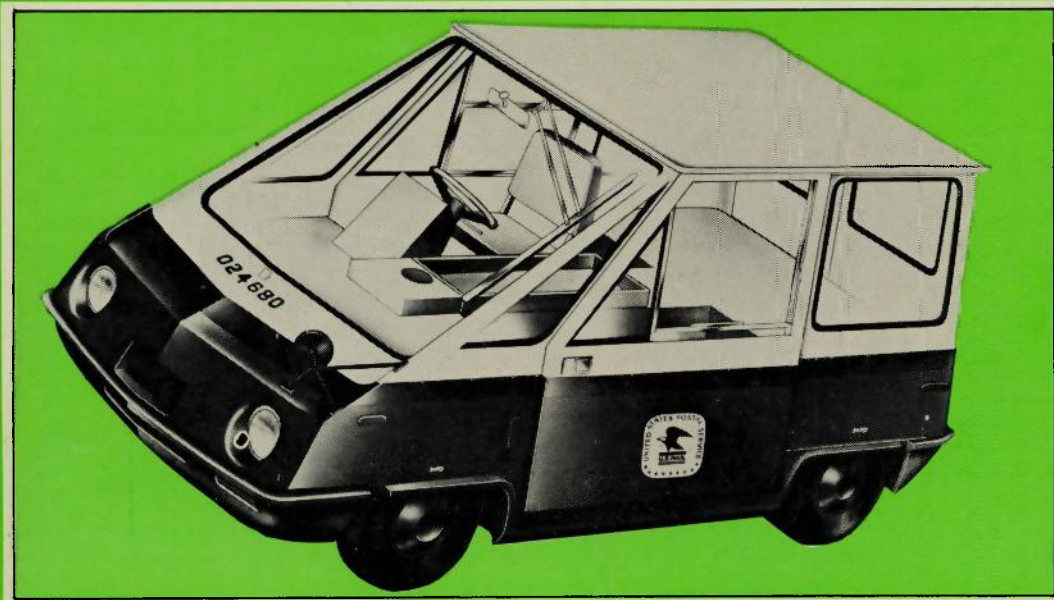
**RURAL**

# **Kentuckian**

**MAGAZINE**



**Rural Electrics  
Entering A  
New Day**



**Electric  
Automobiles  
Making  
Comeback**

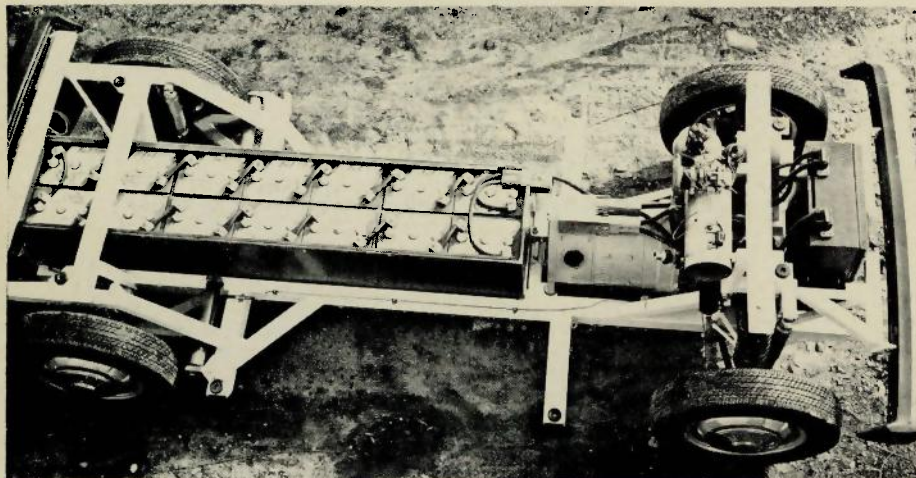
**May, 1973**



Above is the artist's conception of the electric vehicle ordered by the U.S. Postal Service for use in the Boston area. Other electric vehicles have been in use in a test program in the California area.

# DON'T POLLUTE

## Drive An Electric Car



The batteries which power today's electric cars and trucks are carried under the body of the car. They not only do not take up passenger or luggage space, but they provide for a lower center of gravity making the car more stable on the road.

The electric car is on its way back! In the early 1900's, electric cars were well accepted. They were clean, quiet, reliable — and a little slow. If you wanted to travel from one place to another in the town where you lived in complete luxury, you took an electric car. Henry Ford owned three of those electric cars.

But the towns got bigger — and the new highways lured the cars out of the towns. So the electric cars passed into history — but they are coming back!

Today's gasoline-burning cars are creating many problems — especially in our cities. The fumes from their exhausts and the noises their engines make are causes for concern. To try to combat these problems, pollution-depressing devices are being installed on the cars. These devices, in turn, require power to operate. So what happens? The number of miles your car will travel on a gallon of gasoline becomes less with each new car model.

We've all heard about the need for conserving our supply of natural energy. Yet, each year cars require more fuel for each mile of transportation they provide. Wouldn't it be great if we could find some way to reverse this situation? We can — and the electric car (and other electrically powered vehicles) provide the answer.

Do you know that — in a recent test program — an electric car manufacturer drove one of its vehicles 1,600 miles for \$6.08 worth of electricity? And the U.S. Postal Service is operating an electrically powered delivery truck in California for about 16¢ a day.

Just what kind of cars are being developed today — powered by batteries which can be exchanged or recharged? There are really quite a few. This article would take up the whole magazine if we wrote even just a little about each one. So — let's take a look at the low end (the cheapest kind) and the deluxe models.

The low cost electric cars generally have small bodies made of fiber-glass. They will accommodate one or two passengers. They will travel about 60 miles at 30 miles per hour before their battery needs to be re-charged. The batteries for these cars cost about \$300 and will last for about 20,000 miles. To re-charge, just plug your car into a regular 115-120 volt outlet in your garage and it will re-charge overnight at a cost of about ½ cent. Top speed is about 65 miles per hour — but at that speed you'll have to recharge your battery more often. In other words, you wouldn't get 60 miles before you had to re-charge that battery.

On the other hand, the deluxe electric car has a more conventional body and can get going up to 90 miles an hour. It has a longer driving range too — between 300 and 500 miles. It has lead-cobalt batteries that last 50,000 miles and cost \$700. Its 20 hp DC motor can develop 120 hp — and can accelerate from 0 to 40 miles per hour in 10 seconds. The cruising speed for this car is 55 to 60 miles an hour — and it can be quick-charged to 80 per cent capacity in 30 minutes but not at home in a 120-volt outlet. In addition to being pollution-free, the electric car has a number of other benefits. It is practically noiseless. The only sounds you hear are swish of the tires on the road surface. Since there are fewer moving parts in an electric car, there will be lower maintenance costs. To start, you just turn on the switch and you're off — instantly! And, as you travel, you have better control of both your speed and direction.

So where can you see an electric car — or buy one? Some European countries have been using them for several years in highly populated areas. Commercial delivery trucks are being used in some cities — by some companies. Pilot programs are underway by the U.S. Postal Service in California — and are being proposed for other states.

Some rent-a-car companies are considering electric cars for special areas — again mostly in large cities. In one of the research magazines we read in looking for material for this article, we noticed an advertisement by the Electric Fuel Propulsion Company of Detroit. In it, a 2-passenger car with "a large, carpeted flat floor behind the front seat for 15 cubic feet of cargo" will be available to companies buying 6 or more of these cars at \$3950. And — among the

vehicles on display at the 1973 Auto Show in Salisbury, Maryland — were a 1/3 ton delivery van and a four-passenger sport roadster designed for use in a resort area such as the "new city" on historic Welfare Island in New York City.

You can't drive an electric car away from your dealer's yet — but it may not be too long before you'll have an opportunity to take a test ride! Today's

electric car will not be as luxurious as those of the 1900's — but it will have all of the other good features. And the battle of the battery — trying to find one which has a long life and is inexpensive to produce — goes on. If the research currently being conducted should produce a breakthrough, the revolution of the electric car could come sooner than the presently predicted 1980's!



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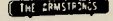
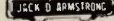



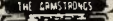
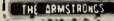
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