



The Chronicle

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EV Review: 3-wheel ZAP! cars

By Mike Quilty, Fleet Outreach

Rogue Valley Clean Cities Coalition

Butte, Montana, home of the Berkeley Pit Americas largest Superfund site, Knievel Days, the West's largest St. Patrick's Day celebration and the "Richest Hill on Earth," has a new claim to fame. In 2008, Michael Curnow, Owner of Prestige Auto & Toppers, purchased and imported a number of ZAP! electric vehicles from China. When gasoline prices topped four dollars per gallon, Mike went looking for a line of vehicles that would shrug off the high cost of gasoline. He eventually settled on the line of battery electric vehicles offered by ZAP! I recently visited Mike at his Harrison Ave. shop in Butte to talk about his experience with selling electric vehicles. Mike
Continued on Page 4



Mike Quilty of Rogue Valley Clean Cities Coalition got acquainted with ZAP! Electric cars in Montana.

Coordinator attends conference at Indianapolis Motor Speedway

By Sue Kupillas, Coordinator

Rogue Valley Clean Cities Coalition

Imagine a caravan through Indianapolis to the Indianapolis Motor Speedway, with a siren blasting police escort, stopping all traffic as 30



RVCCC Coordinator Sue Kupillas test-drove a Chevy Volt at the Clean Cities conference in Indianapolis.

alternative fuel vehicles, cars, trucks, buses vans fueled with propane, batteries and CNG raced to the Indy 500 race track. Well, slight exaggeration, about racing to the track as the caravan progressed slowly, but the rest was the actual experience for the coordinator attendees of the 2011 Stakeholder's Summit. The Indianapolis Motor Speedway, home of the Indianapolis 500 Race, is 100 years old this year we learned from the track historian at our informative lunch there on Wednesday. We had an
Continued to Page 2

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Sue Kupillas, Continued from Page 1: _____
 opportunity at the “Ride and Drive” to drive alt fuel vehicles of choice. I drove the Chevrolet Volt, an all electric vehicle with extended range capability. You can find out more about the Volt at Chevy.com/Volt. I found the car that starts with a push of a button to run silently and smoothly, with easy to operate controls. The Volt can be charged on 120V in about 8 hours or 3 hours on a 240V charging station.

The program at the Speedway included an announcement of inductees to the Clean Cities Hall of Fame, awarded to my friend, Robin Erickson, coordinator from Salt Lake City Utah and Lisa, Thurston, Twin Cities Clean Cities Coalition. Coca Cola and Staples joined PepsiCo, UPS and FedEx in the Clean Fleet Partnership in their commitment to convert a percentage of their fleets in the near future.

Coordinators from 87 Clean Cities Coalitions gathered at the new JW Marriott downtown Indianapolis for the first Stakeholders Summit. Many brought with them fleet managers and other stakeholders who learned and gave presentations throughout the summit. The agenda was packed with speakers offering the latest information available on new technology, successful programs, progress reports and incentives. Monday we attended the workshop *Getting Plugged In: Electric Drive Community Readiness Training*. One dynamic speaker was Dave Mayfield of the Oregon Governor’s Transportation Electrification Executive Council. While filling out conference evaluations, a coordinator told me she thought Dave’s presentation about Oregon’s EV efforts the best at the conference. The takeaway is a three ring binder with all the latest information and presentations. Tuesday’s breakout sessions featured coordinators describing methods and programs about ethanol, idle reduction and biodiesel. Thursday speakers talked about optimizing opportunities with new partners. Terry Johnson of Clean Cities TV and Dave Gardy, CEO of TV Worldwide, talked about the new whiz bang technology recently introduced on the website. Clean Cities TV provides an outlet for coalitions to make videos of local actions for posting on www.cleancities.tv. The final sessions featured Early Adopters of Clean Cities Strategies. The panel of coordinators along with their stakeholder guests talked about real life successes and how they did it. It was very inspiring how each group could creatively deploy new technology with limited resources but with determination and partner buy in. The sessions were full of useful information, the speakers knowledgeable and the networking very rewarding. It was exciting to hear from Lyn St. James, the first woman to win the Indy 500 Rookie of the year award and founder of the Women in the Winner’s Circle Foundation. The biggest problem at the conference was processing the amount of information in each session. Fortunately the Clean Cities Website will have the presentations. There was a lot of optimism about the progress and exchange of ideas as we each left the conference and went back to our states and coalitions.



At the Indy 500, Sue Kupillas is second from the right.



Coordinators were encouraged to film for Clean Cities TV.

June 29 conference: fleet leaders explore local CNG fuel supply



Rogue Disposal & Recycling announced a plan to convert landfill gas (methane) to natural gas and make alternative fuel available for Jackson County, cities and commercial fleets. Also, Rogue Disposal will begin converting its waste truck fleet to CNG. "Wouldn't it be great if the banana peel you throw away is used to power the garbage trucks that come and pick up trash in the neighborhoods," asked Garry Penning of Rogue Disposal.



Kris Ransom, Manager of Industrial Markets, said Avista is exploring ways to provide CNG fueling stations across Oregon.



RVTD Operations Manager Tim D'Alessandro has led his crews in the successful operations of CNG buses since 2004. RVTD received a grant to rebuild the compression station to accommodate larger vehicles such as waste trucks. Below, Wendel Smith of Rogue Disposal talks with alternative fuel enthusiast Neil Scheuneman.



Charles Longmire of the City of Medford and Tim D'Alessandro of RVTD discuss CNG technology and the City of Medford's new CNG street sweeper.



Nearly 40 people attended the conference including Amy Amrhein, field representative for Sen. Jeff Merkley, left, and Traci Dow, field representative for Sen. Ron Wyden, right.

Thanks to our speakers for an outstanding conference: Kris Ransom, Avista, Charles Longmire, City of Medford, Tim D'Alessandro, RVTD, Mike James, Jackson County, Matt Samitore, City of Central Point, Kathleen Fritz, GSA, Garry Penning, Rogue Disposal, and Mike Montero,

Rogue Valley Clean Cities Board. And thanks to the media for great coverage: Mail Tribune, Southern Oregon Live KCMX, The Dove TV, KTVL Channel 10, KDRV Channel 12.



Mike Quilty, Continued From Page 1

told me that he settled on ZAP! because they were affordable (under \$10,000) and available, have both passenger and utility vehicle configurations and were not a Neighborhood Electric Vehicle (NEV). The ZAP! line includes both ¼ ton pickup and a four seat passenger vehicle built off a common set of parts. The 2009 Xebra ZAP truck and ZAP! car are in fact, three wheeled electrics that are licensed and insured as motorcycles. Both are capable of 40 mph, a range of approximately 25 miles and a 500 pound payload. The Xebra truck seats two in an enclosed cab, has a dump bed with fold down sides configured above the battery pack and electric motor. The Xebra car seats four in a sleek body with a surprisingly roomy interior considering a 10 foot 3 inches long and 5 foot 3 inches wide platform.

Mike sold two pickups and a car in short order. One truck was purchased for the state hospital in Warm Springs, Montana for mail delivery and general local transport. The second truck was sold to a South Dakota driver. The Xebra car was purchased by a print shop in Dillon, Montana where it earns its keep as the delivery vehicle. Mike said that so far they have been solid, trouble free vehicles with his only warranty issue being a door latch. In addition to the enclosed vehicles, Mike also carried the Zapino electric scooter. Equipped with a 3,000-watt, 60-volt, rear hub motor, the Zapino can carry two riders at 30 mph for 30 miles. The controls are all within easy reach and the instrument cluster is cleanly laid out. Mike said he sold one locally in Butte and other than driving around town, has not seen the owner since delivery.

The final vehicle on the lot was a Zappy3 EZ mobility scooter. This is a small tricycle with a 260 watt hub motor mounted in the front wheel that can travel up to 12 mph for 15 miles per charge. This little scooter is significantly quicker than your typical mobility scooter yet is perfectly capable of negotiating your typical home kitchen and hallway. With a little practice I had one turning within its own length. With a price of \$599 I can see this being used for getting around a retirement community, running to the grocery for a loaf of bread and carton of milk as well as just scooting around the neighborhood for fun.

“When the price of gas went over \$4 in 2008 there was a lot of interest in them,” Mike said. “I sold the first three and ordered the four that are currently on my lot. Then the price of gas dropped over a dollar a gallon and no one wanted to purchase them.” As summer of 2011 pump prices near four dollars per gallon, Mike hopes there will be more interest in these efficient little vehicles. “They are for sale at a very good price and I have a trailer and will include delivery anywhere in the western U. S.”

These are versatile little EV’s and I can see how The Xebra Truck could be very economical for ground keeping, meter reading and a host of other tasks for a public works or park department, or as a utility vehicle for a hospital or private community. The 4-seat Xebra makes a good second car for a family for running kids to school, short commutes and as a first drive for a teen driver. For a car or truck that costs less than a 2001 Honda Civic and pennies to charge, the ZAP! Xebbras make sense.



Anita Quilty learns about the affordable EVs.

Fleet Conference, June 29, 2011

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