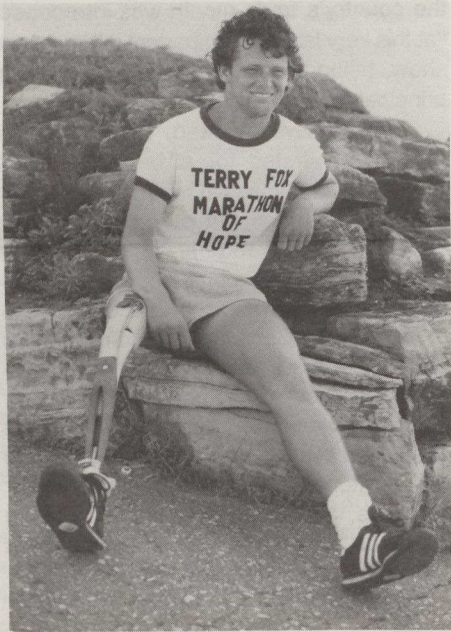


Fourth annual Terry Fox Marathon of Hope

On September 23, thousands of people ran in marathon races across Canada and around the world to raise money for cancer research, and to commemorate Terry Fox of Port Coquitlam, British Columbia, the amputee who tried to run across Canada in 1980 to raise money to fight cancer.



Terry Fox

Terry Fox's Marathon of Hope ended in Thunder Bay, Ontario, and he died of cancer in June 1981. His 5 374-kilometre run and the annual Terry Fox runs since have raised about \$37 million for cancer research.

Round the world

This was the fourth year for the annual marathons in which people walk, jog and run courses of ten kilometres or more in communities across Canada and at Canadian military bases and embassies abroad.

In British Columbia, the number of run sites was up 10 per cent over those in 1983 and a record number of people took part.

In Alberta, the runs were held despite freezing temperatures and snow but inclement weather in Saskatchewan forced officials in most major cities in the province to postpone the runs for a week.

The organizers of the runs in Prince Edward Island, expected about \$50 000 to be raised by some 5 000 runners. Among the many organized runs in the province, a tiny community, North River, with a population of fewer than 100, raised more than \$4 700 while a group of young Bahai refugees who recently arrived in Charlottetown from Iran raised \$400.

Almost 16 000 Nova Scotians took part

in their provincial runs, including 100 NATO personnel from Dutch, British and US ships docked in Halifax. "One person, paralyzed from the waist down, managed to make it the whole way on a tricycle-like vehicle that he pedalled with his hands," said provincial co-ordinator Helen Graham.

Coreen Villemere, Ontario co-ordinator, said most sites in the province increased their number of runners and pledges over last year. She expected Ontario runners to raise \$1.2 million.

Various schedules

Some Canadian runs were held early this year as in Montreal where there was a

conflict with the city's marathon. In the Northwest Territories, the 317 Inuit on Holmand Island ran on September 7 because of decreased sunlight later in the month. Other northern communities held their runs later because people were out on hunting expeditions.

Overseas, 11 runs were organized by Canadian military attachés at embassies including London, England; Madrid, Spain; Belgrade, Yugoslavia; Canberra, Australia; and Rome. Runs were also scheduled in Japan, Malaysia, Singapore, India and Pakistan.

Military personnel with the major Canadian bases overseas in Lahr and Baden-Baden, West Germany, held their runs a week later.

Electric-powered commuter car of the future

Major Tech Industries Inc. of Vancouver, British Columbia, has designed a lithium-based battery that could lead to the mass production of electric-powered cars.

The battery requires only one-quarter the space of a conventional lead-plated battery but provides the same energy output.

In addition, a Major Tech subsidiary, Rogers Inter Auto Inc., has developed a new three-wheel convertible and microvan prototype called the *Rascal* designed with electric propulsion in mind.

Major Tech's chairman Murray Pezim, is optimistic that the electric-powered *Rascal* will be the car of the future.

"Most electric-car designs have failed due to the short distances travelled before recharging is necessary. Our research has

shown that the new lithium-based battery will be able to travel 320 kilometres before recharging," said Mr. Pezim.

"That distance by far would make the car practical for commuter's needs," he added.

Although the battery is still at the research and development stage, the company hopes to have a workable electric-car prototype ready for Expo 86.

Cost analysis for the *Rascal* has shown the car could be sold for less than \$5 000, excluding options. Mr. Pezim said there were no plans for Major Tech to produce the vehicle but he would gladly license production.

Earlier attempts at producing electric-cars have failed because the batteries weigh too much and travelling times between recharging are too short.



Murray Pezim tries out a prototype of an electric car designed for commuters.