

FOX VALLEY ELECTRIC AUTO ASSOCIATION NEWSLETTER FOR

NEXT MEETING: Friday, September 15 at 7:00 PM, Room 108 in Triton's Industrial Careers Building (East Campus)

DISCUSSION TOPICS: 1. Inspection of Doug Mather's Fiero 2. Receiving the Newsletter via e-mail. 3. Triton Project status. 4. Open Topics.

MEMBERSHIP INFORMATION

Any person interested in electric cars is welcome to join the FVEAA. The cost for a full year's dues is \$ 20 which will entitle members to receive our monthly Newsletter that contains useful information about electric car conversions, construction, news, policies, and events. Membership is not required to attend our meetings. Dues for NEW members joining in September will be \$ 4.

To obtain info about the FVEAA you may contact either Past-President Ken Woods or President Shafer

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OR LOG ON TO OUR WEBSITE www.fveaa.org

AUGUST, 2000 PRESSEZ

If we have good weather Doug Mather is planning to trailer his Fiero to the meeting for inspection. There will be an early start at 7:00 PM so there will be daylight to look over the vehicle. If it rains the car won't be there and the regular starting time will be observed. Doug will be able to show how he inputs the time, current and voltage measurements from an e-meter into a HP computer to produce the operational curves shown under "Doug Mather's Fiero" on our website.

Treasurer Dale Corel is willing to take on the job of sending an e-mail copy of the monthly newsletter to members having an e-mail address. This month is a trial parallel run. The subject will be discussed

On August 24th we had the meeting with Triton. Our final draft of the project summary has been finished. The College requires additional time to find a place for the conversion where the car can be housed for six months They need time to line up a car, obtain funding and recruit student participation. Triton will prepare the final document for FVEAA and Triton Board approval.

There are two reasons for this four-page issue of our monthly newsletter. First there hasn't been a lot of news about electric vehicles. Second, the first Friday this month was also September first, taking away about a week from my usual preparation schedule. I have noticed that other EV newsletters have also slimmed down.

BILL

MINUTES OF THE SEPTEMBER MEETING

Twenty-three members and guests attended the picnic meeting at Ed Meyer's Hangar in Bolingbrook. Net Gain was there with *Bad Amplitude* and Member Dave Stensland drove his newly finished Mazda pickup truck for inspection.

The dragster didn't make another test run because it is in the process of upgrading to a two-motor vehicle. The next competition will be at the Joliet track on September 21-24.

We inspected the brand new fifth-wheel trailer and tow vehicle. There was room inside it for both the dragster and Kevin Zak's *Electric Chair*. Kevin demonstrated the Chair's performance. The Chair is a completely refurbished and upgraded version of a luxurious in-plant vehicle originally produced by Huber Manufacturing Company in Peru, IL. Kevin replaced the contactor-based controller with a chopper and made other improvements.

Member Dave Stensland made the first distance run with his pickup. It's a good thing he opted for range by using twenty-four Trojan's T-125's in a 144-volt system. Even with a short opportunity charge at the hangar and after giving a number of demonstration rides he just managed to return home to Yorkville. Dave converted the pickup bed to tilt-up and located the batteries between frame members.

Dave discussed his project. He stated it is good to have an electric auto group in the area. He recognized Members Emde and Meyer for their special help with his project. Dave is moving to the Denver area him to a new job. He will take his Mazda with him. We wish him well.

The minutes were approved as published. Treasurer Corel reported \$ 2279.03 in the checking account and no change in the savings account. His report was accepted.

The meeting was adjourned at 9:41 PM.

Submitted by
Secretary Dick Ness

If members are looking for a place that can fabricate special metal parts, such as battery boxes, here is a recommended place to contact.

Speedmetal

1980 Route 30, Unit 3
Sugar Grove, IL 60554
(630) 466-3987

Specializing in Custom Fabrication

Services

Sheet metal shearing up to 3/16 x 10 feet
Custom TIG Welding
6-foot brake
Cold saw to cut your tubing or ours

Sheet

Painted aluminum sheets 0.40 gage, 40 x 120 inches
Yellow, black, orange, red, white, gold, silver, gold

Aluminum Sheet 0.400-.125 Thick. Also 0.190

Diamond Steel Plates

Steel Sheet 10 – 11 – 16 and 22 gage

Tubing

Round, square, or rectangular

Rivets and Washers

Large flange pop rivets, Grip range 3/8 & 1/2 inch
Urethane coated, any color

Service and Fabrication
Ask For John

FROM OTHER EV NEWSLETTERS

Current Events, the National EAA publication in their "catch-up" Apr-May issue, reprinted Mark Hanson's 5/23/97 article about building your own 800-amp, 120-volt controller using two 2N4401 devices for a hard turn-on turn-off function. The controller uses two 5000 uf capacitors and two 2uf poly capacitors on the power bus to smooth out inductive spikes.

Winning bid for the Bradley auctioned by the EAA was \$ 7,100, about the same as the usual conversion cost.

Nissan sold one hundred TINO hybrid vehicles @ \$30,000 on the Internet to Japanese buyers. The vehicle is not available in the U.S. Japanese government subsidies reduce the cost to business purchasers by \$ 7,250 and \$ 4,650 for individual buyers.

EEVC, the Eastern Group, in their August issue reported the Boyertown Museum has acquired a 1921 Milburn Coupe and a Curtis Truck, both gifts from Yuasa, the Japanese Battery Company located in Reading.

They report that Manhattan Scientifics demonstrated a fuel cell powered bicycle, which they call the hydrocycle. A small hydrogen tank mounted between the handlebars weighs only 780 grams. For more information go to www.mhtx.com website.

EV News, the monthly magazine that we exchanged newsletter copies with, has been sold to Energy Futures. The FVEAA will discontinue reviewing this publication. Send \$ 40 for six bimonthly issues to EV News, PO Box 4367, Boulder CO 80306 if you want your own subscription. It is almost impossible to make a profit on electric vehicle news these days. Only the hobbyists and non-profits are still hanging in there.

Electrifying Times the magazine prepared by Bruce Meland in Bend, Oregon, in Vol 7, # 3 had an informative article about the ultimate fate of the *Citi Bees* that were shipped to San Francisco from the PIVCO Norwegian plant. The cars were offered for rental in downtown as a part of the Bay Area Rapid Transit trial. I didn't have to read the article to know the ending. There was a picture of the crushed remains of some of the cars. Only the NiCad batteries were salvaged. The motors, \$ 3,000 battery charger and Siemens controller, became a part of the bale. WHAT A WASTE. The manufacturer was granted a 3-year lease for the trial with the stipulation that at the end the cars had to be returned to PIVCO.

In Norway a \$ 20,000 conventional car purchaser has to pay an additional \$ 20,000 in taxes and pay \$ 6/gallon for gasoline. The \$ 20,000 CitiBee is still selling in Norway because it provides affordable transportation.!

Ford bought PIVCO and now has an active program to develop the TH!NK in Southern California. They are planning a successor vehicle able to meet United States safety regulations.

The issue also contained an informative interview with John Stauber, author of *The War on Truth*, an expose' about corporate use of propaganda in news releases. Go to the web www.neoplanet.com or buy the book for more information..

Another book of note that was reviewed in the magazine. ***Taken for a Ride, Detroit's Big Three and the Politics of Air Pollution by Jack Doyle.*** This is an account of the California EV experiment. The author lists eight categories where he believes the test was not sincere. Try www.its.caltech.edu for additional information or buy the book.

RECENT ARTICLES THAT AFFECT ELECTRIC VEHICLES

TH!NK they'll catch on? Columbus Dispatch, July 29, 2000 Section F. The Senior Golf Championship played in Dearborn Michigan included 12 tail-roofed runabouts that looked like a standard golf cart on steroids. Ford Motor furnished these prototypes from their TH!NK Division. The vehicles are targeted at a special form of transportation such as found in gated communities and planned communities. The vehicles have a top speed of 25 mph. William Ford, the Company Chairman, believes it will have a future, particularly as more of the population reaches senior status. The four-passenger vehicle will go on sale next year with an expected base price tag of \$ 6,000. A Federal Income Tax credit of 10% will apply to these vehicles.

Others disagree. Mike Flynn, Associate Director of the University of Michigan Office for the Study of Automotive Transportation observed, "When consumers think about short trips they think of bikes, not these in between restricted vehicles."

Chicago Tribune Cartalk 8/20/00. Nissan is also looking at the Neighborhood Vehicle market. Their *Hypermini* is two passenger vehicle that has doors missing on the TH!NK offering. It has a 40-mile range. The *Altra* is a four passenger vehicle using lithium-ion batteries and has an 80-mile range.

Device lights up a dying battery, Chicago Tribune 7/30/00. StartMeUp is a one-time use device that weighs only six ounces. It is plugged into a car's cigarette lighter receptacle and in about five minutes will provide enough energy to get the car started. It is available in auto supply stores for about twenty bucks.

Scooters sending kids to hospitals. Chicago Sun-Times 9/6/00, Page 12. The *Razor* scooter that has enjoyed fad status this year has been cited the U.S. Consumer Product Safety Commission as a hazard. More than 9,400 emergency room visits have been logged this year. An Asian plant manager invented the scooter for his use in getting around the plant floor faster. He was spotted using it at a Chicago Trade show two years ago. It impressed the **Sharper Image** CEO who ordered a batch and started selling it in the firm's catalog. It took off. The small wheels and instability in the hands of youngsters are responsible the accident record. Electric powered versions such as the *ZAPPY* are not intended for youngsters.

MISCELLENEOUS

George Stremski has a 1980 Bradley GT II electric car for sale. If you are interested he can be reached via e-mail at stgen@aol.com.

An electric car was involved in the first American traffic fatality 100 years ago on September 13, 1899. An electric automobile struck Henry Hale Bliss, a real estate dealer as he exited a trolley car at 74th Street and Central Park Avenue in New York. According to a report in the New York Times he turned to assist a woman out of the trolley and was struck. The driver was a chauffeur for a prominent physician. The doctor assisted the victim at the site. Since then 30 million Americans have been killed in auto accidents.

Lee Hart had an observation about the stainless-steel posts on golf car type batteries according to an article on the EVDL website. The 5/16" threaded studs cast into the posts have a high resistance and provide only a small contact area. The posts can also loosen over time due to cold flow of the metal.

He recommends using a Belleville washer under the nut to keep a constant pressure on the contact. He also suggests periodically measuring the resistance of the connection with a sensitive digital meter. The resistance should be less than 0.0001 ohm that will produce only a 25-watt resistance loss at 500 amps. He has found a 3:1 variation in resistance. You can contact him via e-mail at leehart@earthlink.net