

FOX VALLEY ELECTRIC AUTO ASSOCIATION NEWSLETTER FOR AUGUST, 2002

**NEXT MEETING: Friday, August 16 at 7:30 PM in the Triton INDUSTRIAL
CAREER BUILDING, (East Campus), Room 108**

DISCUSSION TOPICS: 1. The Elmhurst Cool Cars exhibit. 2. 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 will be \$ 6.

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

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PRESEZ

Our August meeting date will be five days before the August 21 date where four FVEAA conversions will be exhibited at the Elmhurst "Cool Cars Under The Stars" Auto gathering. The featured theme is Custom Modified Cars Street Rods, and other unusual vehicles. This is the first time the FVEAA will have cars at the event. We will discuss any last-minute arrangements.

Several members suggested that we have a meeting with no scheduled presentations after reading a recent Chicago Tribune suggestion about hobby club meetings. We will do this in August. Let us know what is on your mind.

I was saddened by an e-mail from long-time member Ben Schmid's about his inability to solve the Ground -fault tripping problem with a K&W battery charger. His original Pulse-Tech charger failed after many years of use. The text of his message follows:

"I have been unable to solve my charger problem with all the good advice received from you and others. The ground fault interrupter (On the K&W charger) continues to trip off when I turn up the amperage, in spite of all the remedies I have tried. I received a note from Ed Meyer about making one of his chargers, and he wanted me to build a box for the charger to fit into. I don't have the time or facilities to be in the manufacturing business. I am working extremely long hours and don't have any extra time to devote to fixing the 1985 Ford Escort electric conversions. So I have bought a used car for my transportation needs, and have decided to sell offer it for sale for \$ 500. Thank you for all your concern and assistance, and I plan to continue my membership in the FVEAA."

Sincerely,
Ben Schmid
(219) 924-7951
benjamindschmid@cs.com

BILL

Minutes of the July 19th Meeting

The meeting at Triton was called to order by President Shafer at 7:37 PM. Fifteen members and one guest attended. The minutes were approved. The Treasurer's report was omitted due to Dale Corel's absence.

President Shafer reported that the Triton Seminar has been put on hold due to a lack of response from the referred sponsor, ComEd. He also mentioned three of our cars were in Riverside's 4th of July Parade, led by the Triton Ranger, and followed by Fred Kitch and Steve Grushas in Steve's Escort, and Bill and Tim Moore in Bill's Mazda. A lot of people recognized Fred. He seemed to be running for political office.

Participation in the Elmhurst Car Show on August 21st was discussed. Member Woody Bessler who lives in Elmhurst was selected to make arrangements for our participation. Ted Lowe with his S-10, George Krajanovich with his Omni, Steve Grushas with his Escort, and Bill with his Mazda will be there. The event will be in the parking lot of the Fifth Third Bank, 105 York Road (Where the railroad crosses York). Steve noted it would be helpful to have other members there to help handle the crowd.

President Shafer and former President Ken Woods talked about the Naperville hearing conducted by the House Science Committee on fuel cell cars. Ken said the gathering was a nonevent because it was poorly advertised and only invited participants benefiting from the program were allowed to present information.

Ray Oviyach talked about an Illinois College (And High School) Automotive Technology Instructors Association Conference to be held at the Empress Casino in Joliet. The dates are Th-Fri, October 10-11. Ray felt this would be a great opportunity to educate these instructors, coming from all over the state, about electric car technology. Ray asked the FVEAA to put together a program covering the subjects proposed for our Seminar and to man a booth at the event. John Emde suggested sharing a booth with Battery Service and Net Gain. Ray plans to bring the Triton Ranger to the event and also to put it through its paces on the nearby Joliet Motor Speedway. Tim Moore and Steve Grushas said they would like to attend. Ray was asked to organize our participation.

Kevin Zak reported on the "Bad Amplitude" status. It now has a 13-inch WARP motor rated at 500 volts, 4000 amps. He stated the new motor is expected to have 4 ½ times the torque of the two previous 11-inch motors. Two Godzilla controllers will be switched from series to parallel with a set of contactors. The new combination is expected to develop 900 horsepower, 50% more than the previous 600. Net Gain expects to cover the ¼ mile in under 8 seconds. NetGain has sold its trailer. They will buy a new one capable of handling both the dragster and "Outasight", a modified Honda Insight.

Member Al Wilson of Beloit WI bought Steve Leisner's 1982 VW Rabbit conversion, built with a KTA kit. He is happy with his new acquisition and planning to replace the batteries. We were pleased that Al and Dave Lewis car-pooled from Rockford, 100 miles from Triton, to attend our meeting.

Paul Harris was successful in getting an EV license plate for his Eclipse conversion project. Paul has the name of the person at the Secretary of State's Springfield facility who made the process go smoothly. Al Wilson reported that Wisconsin had no similar license for EVs in that State. Is this a possible project for the FVEAA to get other states to adopt the Illinois system?

Continued on next page

Minutes of the July 19th Meeting - Concluded

The meeting was recessed to the auto lab where there were lively conversations around Steve's Escort getting an opportunity charge, Fred Kitch's factory-converted Ranger with 34,000 miles of electric driving, and the Triton Ranger.

President Shafer reconvened the meeting in the classroom and introduced the final discussion topic, "Why do You have, or want, an electric car?"

Paul Harris started the discussion by noting he built his first conversion in the mid-70's because of the gasoline lines. He said, "I think they are coming back."

His comment was followed by Rob Glowacki who stated that environmental issues and his background in electricity and electronics were his reasons. Ken Simmermon likes the silence of the cars. Ted Lowe enjoys the uniqueness of the hobby as well as the environmental benefits. John Emde has a long-term interest in cars. He did his first conversion, a Suburau, in the mid-70's. He sold it to Bill Hendrickson, who sold it to Paul Polster, who sold it to Ken Simmermon, who then sold it to Mark Thoele who lives in Savanna, IL. This chain demonstrates the EV long life.

Steve Grushas pointed out that is hard to be an introvert with an electric car since so many people have questions. Bill pointed out that Steve is probably our best spokesman due to his enthusiasm and approachable nature. Nat Pozorski, Ray Oviyach, Ken Woods, Al Wilson, Dave Lewis, and Bill Shafer each mentioned oil depletion, future gasoline price trends, and environmental advantages of an electric car as their reasons for interest. Bill closed the discussion, noting, "It's a Great Hobby!"

The meeting was adjourned at 9:45 PM.

Submitted by
Secretary Tim Moore

FROM OTHER EV NEWSLETTERS AND ARTICLES AFFECTING EVs

DEVC, the Denver Group, in their July Newsletter had an article written by VP Richard Rew about his experience with rejuvenating old, but good batteries on his 1980 Dodge Omni. It had 20 Trojan T-125 batteries, 15 in the bak and five in the front. It had no on-board charger or state-of-charge voltmeter. He devised an on-board charger using a large variac and full-wave bridge silicon rectifier. The car had off-board a SolarTech "Charge Partner" rated 120-volts DC. When connected for its nightly recharge the unit started giving more than 1000 current pulses per second when the battery voltage reached 126-volts. Maximum charge voltage never exceeded 144 volts. The final charging current was less than ½ amp. The car had a 60-mile single-charge range while driving never more than 40 mph and soft acceleration. His batteries provided 6000 miles of driving. Based on his experience, he recommends some type of pulse charger.

There was a new record for an EV set in the annual Pike's peak climb. A car built by Compact Power, the ER-2, made the run in 15 minutes, 18:64 seconds. The ER-2 weighed 522 kg, had 115 kg of lithium-ion batteries, a 165 kW AC propulsion system connected to a single-speed transmission with no clutch. Acceleration was 0-60 in 3.2 seconds. The principal Sponsor was LG Chem Ltd, in Korea. For more information see website www.compactpower.com/racer.html.

FROM OTHER EV NEWSLETTERS AND ARTICLES AFFECTING EVs -Concluded

More from the DEVC. The issue had several pages of information related to fuel cell cars, something the FVEAA does not cover. DEVA Sponsor Mark Hanson says his converted 96 Geo Tracker has a 30-mile range from 14 “heavy duty” batteries from US Batteries. He has installed a “throttle blipper” that bumps up the rpm to 1400 rpm, so the clutchless design can synchronize for downshifting. It is controlled from a Hurst button mounted on the shift lever.

EEVC, the Eastern Group Newsletter for July had an interesting article written by Ron Groening about his 25-year pursuit of greater miles-per gallon. He has experimented with VW diesel cars, and a home-modified Beetle. He consistently gets 40-50 mpg because the 100 horsepower cars are under powered. He notes the Honda Civic Hybrid has an electric motor that has 1/6 the power of the IC engine. The hybrids from Honda and Toyota would out-accelerate any of his diesels in a race.

They report that a former GM engineer, now with Toyota, stated the EV-1 was never meant to be mass-produced. It was never a serious venture and never produced usable technology. A current GM engineer disagreed, saying that the effort was a *custom batch manufacturing* operation, meant to gain experience that Toyota already had. He stated that GM sells 40-50,000 Corvettes a year, have a \$50,000 price tag, and makes a profit. The EV-1 built in the same quantity would cost *less* to build than does a Corvette.

The August issue of EV News has an article about a new motor package from Unique Technologies (UMQ). They have called it The Integrated Electric Traction System (INETS). It functions as an engine, transmission, and differential. The 200-pound unit is 15-inches long, and 11 inches in diameter. It is equipped with standard CV joint plates. It uses a brushless dc motor and has an efficiency of over 90%. Output is 30 kW continuous and 75 kW peak, suitable for a 3000-pound vehicle. UQM is based in Golden CO and has small-scale manufacturing facilities there and in St. Charles, MO.

The June issue of VEVA from the Vancouver group contained a report on their annual Ride Electric Vehicle (REV) event. Rides in electric vehicles, exhibits, and an Electrathon. Photos taken at the event are posted on the club’s website, www.veva.bc.ca.

Hybrid hot rodders get all revved up by mpg, not mph. Wall Street Journal 6/5/02. Hybrid owners traded stories about their vehicles at a picnic in Freeport, Me. The car’s rated mileage is 50-60 mpg but some drivers have coaxed up to 96 mpg from their cars. They do this by “feathering” the accelerator pedal, anticipating road conditions, and other driving techniques applicable to any vehicle.

The mileage champion appears to be Naato Inoune. His business is selling solar panels, electric scooters, and other energy efficient products. He offers several tips. “Take off your shoes, he advised.” This will give you a better feel of the accelerator gas pedal. Also, drive slowly, coast when you can. Anticipate hills so you can gently accelerate before the upgrade and then back off on the downside.

About 20,000 hybrids were sold last year. With the fuel efficiency of the nation’s auto fleet now at a 20-year low manufacturers expect to improve their mpg by building hybrids. Today there are three hybrid models available, all from Japanese manufacturers. Domestic offerings are expected in the next two years. Editors note - Could that be a reason for all the 0% financing offers today?