

FOX VALLEY ELECTRIC AUTO ASSOCIATION NEWSLETTER FOR NOVEMBER 2002

NEXT MEETING: Friday, November 15th at 7:30 PM in the Triton INDUSTRIAL CAREERS BUILDING, (East Campus), Room 108

DISCUSSION TOPICS: 1) Election of officers for 2003. 2) Update on the April Seminar 3) World of Wheels February event. 4) Affiliation with the National EAA? 5) Reduced fee for member's selecting an e-mail only option for the newsletter?

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 November will be \$ 20.

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

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PRESSEZ

The FVEAA new fiscal year begins in November. That means that election of officers for the next year will be the first agenda item for the meeting. All present officers and directors have agreed to serve another year. Two outstanding persons have agreed to be nominated for Directors; Steve Grushas, an enthusiastic EV spokesman since acquiring his converted Escort, and new member Rob Glowacki who also acquired a conversion. The Nominating Committee's recommended slate is:

President – Bill Shafer
Treasurer – Dale Corel
Secretary – Tim Moore
Director – John Emde
Director – Ed Meyer
Director – Steve Grushas
Director – Ron Glowacki

After the election there will be a progress report on the April, 2003 Seminar, we will get an update on the World of Wheels February Show, and discuss other subjects as noted.

I have received requests from the National EAA that the FVEAA become an affiliate of that group. Two officers and three other FVEAA members must belong to the national EAA to qualify. I pointed out that we have a functioning, self-sustaining organization that meets the needs of our members. The National EAA has members in the Chicago area but their identity is unknown to me. I agreed to bring up the topic for discussion by the membership.

BILL

MINUTES OF THE Oct 20, 2002 MEETING

The meeting at Triton College was called to order by President Shafer at 7:30 after the three Escorts parked in the Auto Shop for opportunity charging. Seventeen members and one guest, Vincent Potenzone from Barrington, attended.

The minutes of the September 20th meeting were approved.

Bill reported that four members went to the Joliet meeting of College Auto Instructors annual Conference. There were over 300 attending, the largest participation in the history of the group.

We participated in two sessions. The first was on electric cars by Bill Shafer, George Hamstra, and John Emde. George and John effectively used PowerPoint presentations while Bill used his experience. Ray Oyavich said the teachers really needed to know how the electric cars work. They showed their appreciation for the Fox Valley talks by applause. In the second Kevin Zak did a dragster session and Ray Oviyach presented a description of the Triton Ranger Project. The Dragster and Ranger were displayed. Forty persons attended the session. There were numerous questions from the audience at both sessions.

Treasurer Dale Corel reported there is \$2321.15 in the checking account and no change in the savings account. His report was accepted.

Steve Grushas and Rob Glowacki accepted nomination as Directors. All present officers agreed to serve another term. The election will be part of the November meeting, the end of the FVEAA fiscal year.

There was a discussion about attending the World of Wheels show in February. Kevin Zak said the dragster would be there and he agreed to make arrangements for the Triton's Ranger to also be there. His offer was accepted and an expenditure of \$ 50 was approved.

Rob Glowacki reported on the status of his newly acquired Escort, formerly owned by Member Ben Schmid. He found that current leakage from battery posts to ground due to acid residue that caused tripping of the battery charger GFI. He thoroughly cleaned the tops three times with a baking powder solution and the car is operational.

Tim Moore told about getting replacement springs for his Escort from Southwest Spring in Chicago.

Peter Hartel has replaced the 96-volt Optima battery pack in his converted Geo Metro with a 72-volt system of US Battery 125 units. He had a new stereo installed after which his main contactor could not be switched off. Evidently the stereo installer bypassed the switch. It probably was also responsible for the failure of his Optima battery pack.

Todd Dore showed his Rudman battery charger and voltage regulators. Todd went with top of the line to permit charging from either a 120 or 240-volt source. He also uses Rudman Regulators on his Optima battery pack.

Minutes concluded on the next page

Minutes of the October 18th Meeting - Concluded

Bill brought to the meeting a Chicago Tribune article titled, "Taking Charge". It appeared in the October 13th issue of the Tribune as a Page 1 article in the Transportation Section. It was a story about Member Doug Mather's Fiero and Bill's Mazda conversions. Doug was quoted as saying that an electric vehicle must be considered as "mission specific". He noted, "You wouldn't think of catching the Space Shuttle to get a gallon of milk". The FVEAA received some good ink with this article.

April 28, 2003 is the date set for our electric vehicle seminar in Steven's auditorium at Triton College. Bill Shafer, George Hamstra, John Emde and Ed Meyer will give talks. Their presentations will be based on the material used at the Joliet Conference.

The meeting recessed to the garage where lively discussions took place beside three converted Escorts getting an opportunity charge. Unfortunately all three were on the same circuit and the supply breaker tripped. Connecting the chargers to different circuits in the shop solved the problem.

Subjects heard discussed included the observation that water will get into the engine compartment even with a belly pan so it is important to WD 40 or dielectric grease all battery connections for all-weather use. Dirty battery tops can be cleaned with baking soda and water and apply WD 40 after cleaning. Brake pumps should not come on unless braking occurs. Vacuum leaks need to be found and caulked with silicone. Containment of the dc to dc converter would be a good idea given the nature of the Chicago winter weather.

The meeting was adjourned at 10 PM.

Submitted by
Secretary Tim Moore

FROM OTHER EV NEWSLETTERS AND ARTICLES AFFECTING ELECTRIC VEHICLES

The Rally Issue of Current Events, the national organization, cover story by Bruce Parmenter listed twenty vehicles with advanced technology. Only three EVs are commercially available; AC Propulsion's developmental T-Zero, The Corbin Sparrow – only 256 built so far, and the Solectria Force – A Geo Metro conversion with an ac drive system.

Shari Prange had a thought-provoking article concerning EV Myths. 1) The range is too short. 2) EV's are slow. 3) I'm stuck if the EV runs out of juice. 4) EVs just move the pollution source. 5) Electric power is less efficient than the present system, 6) In an accident the EV will a) electrocute me. b) Explode. c) Burn me with acid. 6) Dead batteries will pollute landfills. 7) Solar panels on the roof will provide the energy. 8) Put a windmill on the roof. And 9) Why not hook up a generator to the wheels?

The issue also reports the current status of California's Zero Emission Vehicle (ZEV) mandate. If you really want to read it, a report is available on the web, but the address is too long for me to type.

The issue reports that Toyota will begin offering the company's RAV-4 electric to California customers. Purchase price is \$42,000.

Will Beckett wrote an article about the TH!NK *CITI*. Too bad that Ford dropped the program.

Mike Brown wrote an article entitled, "Why Convert A Gas Car To Electric". His reasons; 1) Cleaner air 2) Cleaner water & earth. 3) Save energy. 4) Save money.

Lee Hart wrote an article about battery maintenance and determining cost-per-mile.

J B Straubel described his conversion of a Porsche that has 20 Optima batteries weighing 850 pounds, a 240 volt system voltage, and two 8" Advanced DC motors. The vehicle has a 104 mph top speed, does the ¼ mile in 8.7 seconds, and has a custom-designed 6.5 kW, 240-volt charger.

Will Beckett described the Solectria *FORCE* – a Geo Metro conversion with an AC drive. It sells for \$41,000. Not many takers, even with California's \$ 9000 rebate.

Electrifying Times, the magazine produced by Bruce Meland in Oregon, has issued Volume 9, Preview 2004. In it are described 50 Green Vehicles for the new millennium. Most of them are pure fantasy. Those that are not, such as Lee Iaccoca's souped-up golf cart – the Lido, are not likely to be widely accepted in my opinion.

The October issue of EV News has an article about California's test of electric car sharing. There are test programs in Riverside, Long Beach, and Irvine. Atlanta also has a similar program using Toyota's 2-passenger e-coms.

The issue also reports on Ford's cancellation of the THINK program. It is not possible to make a profit from the car. Their research shows that American's will pay about \$11,000 for the vehicle. Ford also terminated the Ranger conversion program and the Neighbor for similar reasons after building about 1600.

DEVIC, the newsletter from the Denver group in their October issue noted an article in Automotive News September 9th issue that hybrid cars with plug-in provisions would not become commonplace in the Midwest because there is no infrastructure to support this provision. Another article in the same issue notes that, "Pint-sized electrics are a bad idea". The same article noted that Ford pulled the plug on the THINK project after investing \$100-million on the program.

The issue also notes an article in summer, 2002 issue on pages 22-33 of **Powertrain International** that makes the case for plug-in hybrids. The article concludes that, compared to the vision of a transportation future that relies on the transition from gasoline to hydrogen and fuel cells, plug-in hybrids can utilize the existing electrical system infrastructure. Editor's note – sounds like a winner to me.

A German technical body has certified a tank for storing hydrogen compressed to 10,000 psi. This would be sufficient for a fuel cell car to travel 300 miles.

The Los Angeles Times reports that any doubt that global warming really exists should note that 35 square miles of Louisiana wetlands and 80% of Mt. Killamanjaro's snow cap have disappeared.

Charlie Rose interviewed GM CEO, Richard Waggoner on PBS. The GM Chief stated that there would be plenty of gasoline available as new discoveries were occurring all the time. He also ventured the internal combustion engine would be phased out and replaced with fuel cells. Editor's note- more drilling is not the solution to depletion.

MEMBERSHIP RENEWALS

On the other side of this page is the Year 2002-3 membership renewal form. The FVEAA fiscal year begins in November but the newsletter will be provided to present paid members for one more month.

Send your application and \$ 20 check now to Dale Corel. If you are not continuing your membership, I will appreciate return of the form, stating your reason for withdrawal. It will help us to plan FVEAA future actions.

The FVEAA will consider a reduced charge for members electing to receive only e-mail versions of the newsletter. Preparing and mailing of the newsletter consumes 90% of our dues. We will discuss the topic in November and make the decision in December, after comments are returned with membership renewal forms.

BILL

EAA AFFILIATION?

The National EAA really wants the FVEAA to become an affiliate. They would be delighted to add an active chapter in the Midwest.

The EAA was founded before the FVEAA and before the mid-1970's oil crisis. It is now a nationwide umbrella organization of local chapters interested in electric cars. There are over 800 members, most in Los Angeles and San Francisco areas. There are smaller clusters in Michigan and in the Washington DC areas.

They provide information to their membership about policy issues. Because the EAA is a Not-For-Profit Organization they, like the FVEAA, are prohibited from engaging in lobbying activities.

Over the years the EAA has evolved from providing technical solutions of converting a car and the challenges of building controllers and other components that did not exist.

I believe that affiliation will not significantly increase our membership. It will provide wider exposure for the FVEAA. We now have a link from our website to the EAA, but there is none in the other direction.

Please include your thoughts on this topic in the comment section of the Membership Renewal Form or send an e-mail. Don't telephone. I now have behind-the-ear type hearing aids. They have an inductive pickup coil near the top of my ear. This places the transmitter some distance from my mouth.

BILL

FVEAA MEMBERSHIP APPLICATION FOR 2002 – 2003

Please Print

NAME _____ DATE _____

ADDRESS _____ CITY _____ STATE _____

ZIP _____ SUBZIP _____

PHONE (____) _____ FAX (____) _____

E-MAIL _____

What is your principal interest in electric cars ?

- General I would like to convert a car
 Energy supply concerns Environmental improvement
 I now own an electric car. Year acquired _____ Make _____ Year _____

SURVEY

- I believe a reduced fee for e-mailed copies of newsletters would be a good idea.
 I believe affiliation with the National EAA would be a good idea.

List below your comments, questions, or suggestions

FVEAA annual membership is \$ 20. Our fiscal year begins in November.
Dues for new members joining after that date are adjusted according to the following schedule

Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
\$ 20	19	18	17	16	14	12	10	8	6	4	2

Make your check payable to the FVEAA and mail to
Dale Corel, FVEAA Treasurer
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