

Directions: From the Boughton & Weber Rd intersection, go south 0.5mi (past all the malls) and turn right (west) on Clow Intl. Pkwy. Park in the lot next to Charlie's Restaurant. The meeting is in the Packer Wings hangar (second hangar north from the parking lot). Enter the hangar from the side door on the south side.

Meeting: Friday, April 20th
Doors open at 7:00PM
Meeting starts at 7:30PM
Clow International Airport
130 S Clow Intl. Pkwy, Bolingbrook, IL 60440

Fox Valley Electric Auto Association
PO Box 214
Wheaton, IL 60189-0214

April 2007	FVEAA NEWSLETTER Fox Valley Electric Auto Association A Not-For-Profit IL Corporation & Chapter of the Electric Auto Association (eaaev.org)	
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Meeting Agenda *Ted Lowe*

Call to Order and Introductions

Approval of Minutes – Rich Carroll

Treasurer's Report - Dale Corel

Old Business

- ➔ Upcoming EVents
 - ➔ Chicago Green Festival – April 21-22 – McCormick Place
 - ➔ WKtEC Showing and EV Show – May 19th – 2pm - Lockport
 - ➔ WKtEC Showing and EV Show – June 28th – 6:30pm - Elgin
- ➔ Charging Infrastructure Update – Todd Martin
- ➔ New Location Update – Ted Lowe
- ➔ Cruise Nights Update – Rich Carroll
- ➔ Club Project Update – Tim Moore
- ➔ Midwest AFV Expo Update – Rich Hirschberg

New Business

- Finish your EV soon, be on TV!
- Any others ?

Intermission – Networking, Refreshments and Raffle

Programs

Todd Dore – Solar Electricity Tracking Project

Todd will speak about the Solar Electric system he had installed on his home and the project he is doing to track it's clean energy generation, as well as the consumption side of his house.

Ted Lowe – Solar Powered LEDs aka Journey to the Centre of the Earth

Ted will speak about his recent involvement in a project using LEDs and Solar Power for an upcoming public exhibit called Cool Globes. Read more at: <http://www.coolglobes.com/> He will also talk about the benefits of using LEDs in EV lighting as well.

Greg Zanis – Dreamcar 123, Fast Track Patent and Future Plans

Greg recently received a patent with 17 provisions for his Dreamcar 123 in record time. He will discuss the patent, the process, obtaining venture capital and some of his future plans for this project.

President's Words

Ted Lowe



I guess this has been a month where presidents plug-in electric vehicles!

: -)

Seriously folks, our mission has never been more right-on and important than it is today! Keep the pedal to the metal everyone and don't forget to enjoy the ride along the way !



Read more: tinyurl.com/yo282f

Read more:

<http://www.dailyherald.com/search/searchstory.asp?id=300470>

Meeting Minutes

Rich Carroll

Minutes for FVEAA meeting Mar 16, 2007 at Clow Airport in Bolingbrook.

Call to order 7:30. The attendance sheet was passed around.

Ted Lowe introduced himself. We started with introductions of people present. Each told where they were from and their EV interest. Approximately 39 people were present.

Ted Lowe presented information including the DVD "Who Killed The Electric Car." and some Chevy Volt literature, and a handful of magazines. Fliers from the 2006 Midwest Alternative Fuels Expo were passed out to new members. Ted also recycled several catalogs from his sources.

Dale had no treasurer's report to present. The meeting minutes from February were approved as printed.

It was mentioned that Dave Aarvold, George Gladic's wife, and Ted Lowe were working on a 501c3 status for some endeavors.

Ted presented the club project car information; in the past Ray Oviyach had the Triton College police allow us to us use the Ranger Club project. The upcoming project is a Porsche, to be done in an industrial complex on the west side of Chicago.

Rich Carroll will try to condense the information on several local "cruise nights" so that members can take an electric car to a local cruise night to show the other car enthusiasts and general population. Most of these are real opportunities to talk about electric cars, and to kindle more interest in our hobby.

The club has decided to participate in the Midwest Alternative Fuels Vehicle Expo, in August. More than 100 vehicles are expected, including biodiesel, ethanol, electric, hybrid, etc. The attendance was over 3000 last year, and projected attendance for this year is greater than 5000. Save the dates of August 12 and 13.

We discussed the status of the current and future charging stations that we had allowed for in our budget. We have approximately \$4000 in an account for this, and the stations cost about \$380 each. One is being put in each (of two) Aurora train station, one will go in the new Elgin library, and one to a Southside Chicago Library. These are the Avcon stations, and require that the facility provide 220 volt power. To restate, FVEAA will provide the Avcon chargers, and offer any knowledge to the site, the site is responsible for the installation and maintenance and power. We need some help in campaigning to get this information out. Jim suggested buying a shell unit, so we can have something to show when we make presentations about this unit. Ken Simmermon offered his unit for now.

Todd Dore presented the upcoming programming thoughts. Todd explained that we were trying to set up programs a few months in advance to increase attendance, and improve programs. Some program suggestions were advanced from the floor:

- Comparison of direct drive vs. use of a transmission
- Fermi Laboratories use of EV's on their property
- Interesting a local high school auto shop, or perhaps a college level tech course.
- Possibly adding a cosponsored program with a junior college like Joliet Jr.
- Discussion of future EV'ers
- To publicize the \$4000 rebate offered by the State of Illinois for conversion of a gasoline car to an EV

New Business

The Chicago Green Festival was noted on April 21 and 22. This includes EV workshops including Sherry Boschert's talk. Sherry is the author of the recent book on plug in hybrids.

Ted announced that the Board had recommended establishing new business memberships, and we will do so.

John Emde announced that he is planning a small get together in Lockport on May 19. The clubhouse in John's community has allowed the showing of the movie "Who Killed The Electric Car," and John hopes to have a few cars on hand and a few club members to answer questions.

Before break, the raffle was announced.

-- Break ---

Reconvened at 9:40, and the raffle took in thirty five dollars. Joe from Zap! won a Solar Power magazine, Steve Laro won the Goose Island Brewing tote bag and Ed Zandy won the Netgain T-shirt.

Jim Dawson started the evening program with an indepth look at HID lighting and LED bulbs, which can be an effective way of conserving power on any car, although, perhaps more important on an EV. His presentation was thorough, and he had examples of everything discussed.

Joe A. and Chris DeMondo from Zap of Oak Forest discussed the Zap vehicle line, and showed the Zap! sedan that came with them. They will participate in an Earth Day fair in Valpraiso County on April 22, and an Evanston High School Recycling Seminar in late April or early May. They have tentative plans to have a vehicle test drive on May 5, perhaps at the Morton Arboretum or at a local high school. They also discussed a personal vehicle, an electric scooter. They described several very interesting facts, including:

- More than two dozen Zap cars were sold in the month since the Chicago Auto Show
- Later this year, or early next year, the Zaps will offere Lithium Ion batteries as an option. Rough cost is about \$800 for the cost of the deep cycle marine batteries in a Zap today, plans call for Li Ions which would cost about \$1700 per car.
- A new car is down the road, which will be a merger with Lotus to produce an EV with wheel motors, planned for a \$70,000 price point.

The meeting was adjourned at 10:56

I have attended several "Cruise Nights" in nearby towns in the past few years. The format varies a little from one area to another but there are some common threads. This is a rather informal place for car enthusiasts to meet and discuss their projects, and for the general public to walk by and see the cars. There appear to be very few rules, so virtually anything legal (and in a few occasions, not so legal)



goes. A project doesn't have to be finished, there will be many cars at the cruise that haven't been painted, or had the interior finished. Almost all will run, and some rather loudly. Trailering your car to a car show is frowned upon. Some of the cars you will see will be extremely well finished show rods, or rather rare antiques. Some will be very well engineered projects, and some are almost half-baked ideas. But the common thread is that everyone asks questions, and everyone talks about their cars. Most of these cruise nights are static displays, where you drive to a downtown suburban street, and display your ride. Most of the time, the static displays close a street or an area, although they occasionally use a parking lot. A few of the cruise nights use a driving display, although the police usually prefer not to see this, as some of the sounds get pretty outlandish, and it is much harder for the police to discuss rules infractions if they have to chase anyone. Usually the police fully approve of these shows, and frequently participate.

My particular bent is antique cars, restored to original, that run as they ran from the manufacturer. I own several antiques, and have more knowledge in this area than in modified cars. Some of my sons are into antique cars, some into street rods, and some into tired old Honda Civics that have a monster sound system that rock so loud that the license plates keep falling off. (Actually Tony's Civic has not just rattled the license plate bolts off, but the entire back panel inset into the trunk lid for the license lights and bracket has vibrated off. He also breaks rear windows on occasion.) While I don't build street rods, I can certainly appreciate the immense talent and effort it takes to make a really good rod. I would get upset if someone found a low mileage, original 1936 Cord and converted it to a rod rather than restore it, but most of the street rodders start with a body that would not be savable in the antique world, and then modify it. (Or recreate it)

Cruise nights have everything, including stock old cars, unusual antiques, steam cars, street rods, newer cars with high tech sound systems, and everything else. If it rolls and has somewhere between two and ten wheels on the ground, it's probably welcome.

So, suppose you want to take your EV to the local cruise night and discuss it. How can you find a cruise that is within your driving range? Look online.

Start with the link from Bill Wildt's MotorSports Unlimited.

<http://www.msutv.com/cruise.htm>

The Chicagoland Buick club has a long list:

http://www.chicagolandbuick.org/events/cruise_spots.html

The Chicagoland Corvair Enthusiasts has a site, and I noticed it was not updated for 2007. I am a member, so I'll ask them to update this. Here is their link:

<http://www.ccecorvair.com/cruisenights.htm>

Another good site is:

<http://carshows.sodastrip.net/>

The Chicago MG car club has a list, alphabetically by city:

http://chicagolandmgclub.com/members/shows_cruise.html#cruisenights

If you like Mopars, here is their source:

http://www.chicagolandmopar.com/forums/forum.asp?FORUM_ID=21

And one more listing:

<http://www.gearheadnews.com/cruisenightsevents.htm>

If a local club is involved, they may have a web page, with a schedule posted such as:

<http://www.thefrankfortcarclub.com/schedule.html>

I would strongly suggest you verify the time and place before you go. See if there is a phone number for information on the web information. Usually the local Chamber of Commerce knows the information, but if you can't find the local chamber number, try the non-emergency number of the local police, as I am sure they know who and when the streets are being blocked off. A few of these have limited space, such as Fluky's in Chicago, or one of the Bridgeview cruises, so ask if you need to get there early.

Go. Talk EV. Call a friend, and go together.

John, what's the best night for Lemont?

EV Discussion List

A resource

Are you looking for technical help on an EV project? If so, tap into an incredible resource on the Internet, the EVDL! This is a mailing list of EV experts and enthusiasts from all the world that pose questions and share answers on EV technical issues. It is a very active list, so setup an email filter to sort your email to a separate mailbox. More info at:

Join me in extending a warm welcome to new FVEAAers:

Dave Habiger from Hinsdale
Tracy Talley from Homer Glen
Greg Zanis from Sugar Grove
Donald Sipes from Crystal Lake
Abel Partida from Aurora
Martin Hewes from Naperville
Curt Volkmann from Lake Forest

Welcome aboard, folks! We hope to see you at meetings and other EVentS! Let us know if we can be of help in your EV pursuits!

Each year, several major automobile shows try to outdo each other, competing for the most interesting news, the best kept secrets, the newest introductions, etc. Each major show has it's own flavor, and promotes the things it thinks it does best. Many (but not all) of these shows can call themselves an "International" show. We've already seen the show on the west coast, the show in Southeast Michigan (my friend Paul would really not like it if I named those shows) and the giant show in Chicago. But the last in this string of shows is the Geneva show. Here is a show in a great country that will not let a car be licensed if it shows rust, or has collision damage. If it isn't clean and tidy, it's off the Swiss roads. It is also a country with lots of mountainous roads and very expensive gasoline. Converting European prices to US, gas will cost about \$5 or \$6 a gallon this year.

The Geneva Auto Show certainly had a full display of various manufacturers who had ultra economical vehicles. Toyota showed their Hybrid X and Honda promoted their "Small Hybrid Sports Concept." Lotus claims their Proton Gen.2 Hybrid will deliver 40-50 miles per gallon. Not only is gasoline economy a factor, but CO2 emissions is very important. Toyota's Prius is currently the champ in this category with CO2 emissions about 109g/kg, while the newest Lotus Gen.2 hybrid is around 134 to 172 g/km.

Toyota did not release many details of the Hybrid X, although the pictures were attractive. Reportedly, the new hybrid will get upwards of 100 mpg, and be separated off from the main Toyota brand, just as the Scion cars were. It is unclear if the 100 mpg was achieved by improved Atkinson cycle engineering, or plug-in hybridization, or a combination. Many insiders have a high degree of

suspicion that the 1.4 kW battery pack in the current Prius will be significantly enlarged to help make this possible. While lithium ion batteries are a possibility, Toyota's statement is that lithium technology has yet to prove that it is viable for Toyota to issue a 5 year, 100,000 mile warranty on such cars. Perhaps they have lithiums that are feasible and they aren't tipping their hands yet. Panasonic EV is the current leader in lithium ion batteries, and they are a subsidiary of Toyota. Several small commuter electric vehicles were also shown at the Geneva show, but I feel that this show needs to be seen in person, especially when it has nuances that would be likely lost in language translation. FVEAA needs a direct report from this show next year, and I'll volunteer for this thankless job

A123Systems in Watertown, Massachusetts is currently showing it's version of a plug-in Prius, with astounding MPG figures. They use Lithium ion batteries, and this will likely be the next major advancement in hybrids. Current prototypes can obtain up to 40 miles on batteries only, and utilize the hybrid technology for longer distances. If, by chance you believe that battery research is a non issue, realize that A123Systems received a \$15 million dollar contract in 2006 to develop lithium ion batteries for vehicular use. This was a contract with the US Department of Energy and the U.S. Advanced Battery Consotorium. (The US Advanced Battery Consotorium is made up of the three major US auto manufacturers.) The Energy Department has requested \$41,000,000 in 2007 to continue advanced battery research.

And just as the news was getting dry, the Detroit News reports that President Bush narrowly averted disaster, when he was stopped from plugging an electric power cord to the hydrogen fueling port of a Ford Concept car on the South Lawn of the White House in Washington, D.C. The power cord and circuit was installed on the South Lawn so an actual working demonstration could be given to Bush, but when Bush picked up the electric cord at the rear of the vehicle, he looked at the hydrogen fueling port, also at the rear of the vehicle. A gentle shove by Ford CEO Alan Mullally directed Bush away from the fuel port and to the electric port near the front of the vehicle. See their story at:
<http://tinyurl.com/yo282f>

Websites Worth Reading

<i>Ted Lowe</i>

Member Ben Brown brought this website to my attention:
Fuel Efficient Vehicles Now - <http://www.fev-now.com/>

I think this site encapsulates much of our mission and vision and contains a lot of good 'old plain talk! With many hours of reading and then many more hours of thought after reading, I really enjoyed the site. Thanks Ben!