
FVEAA NEWSLETTER

Fox Valley Electric Auto Association

An Independent Not-For-Profit Corporation associated with the National Electric Auto Association



March 2005

Meeting Location: Triton College, River Grove, Illinois
Industrial Careers Building, (East Campus) Room 108

Next Meeting: Friday, March 18, 2005
8:00 PM

MEMBERSHIP INFORMATION

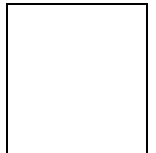
Any person interested in electric cars and alternative energy systems is welcome to join the Fox Valley Electric Auto Association. The cost for a full year's dues is \$20.00 which entitles members to receive our monthly Newsletter that contains useful information about electric car conversions, construction, news, policies and events. These member dues are prorated on a monthly basis for NEW members (not renewing members) joining after the beginning of the club's fiscal year.

Membership is not required to attend our monthly meetings.

Annual Member Dues of \$20.00 for 2005 are due and payable prior to January 2005.

\$5.00 discount if Newsletter is sent in electronic format only.

FVEAA Newsletter Publishing Office
12305 S. New Avenue
Suite N
Lemont, Illinois 60439



Mail To:

1. Approval of February 2005 Meeting Minutes, as posted in this Newsletter
2. Treasurer's Report
3. Update of Frank Del Monico's electric vehicle
4. Alternative Fuel Vehicle event update
5. Formation of Alternative Fuel Vehicle Event committees
 - a. Student Research Project Guidance Counselor Committee
 - b. Technical Safety Inspector Assistance Committee
 - c. Event Participant Invitational Committee
6. New Business
 - a. Membership Enhancement Director
 - i. Former member interviews
 - ii. Member biographies
 - b. Model Fuel Cell Vehicle acquisition

PREZ-SEZ*Editorial by: Kevin Zak*

First, let me thank the members who participated in the auction of Bill Shafer's electric Mazda RX-7. Although the bidding never got "fast and furious," there were several club members who were actively participating behind the scenes. Dale Corel had given me his proxy to bid on his behalf, as he would be out of town for our last meeting. The winning bid was by Dale at \$625.00 – a very good deal for Dale and the club. Again, my sincere thanks to Bill Shafer for the generous donation of his EV.

Shortly after the auction, Dale Corel and renewing member Dave Aarvold picked up and delivered the car to its new home in Elk Grove Village. I understand Bill gave the car a fitting send off by driving it down to the street before it was hooked to the tow bar for its journey home.

Speaking of Bill ... as you know, the National EAA recognized him with the **EAA Lifetime Achievement Award**. I (and several other FVEAA members) participated in the EAA's Annual Meeting via live teleconference. In addition to a tribute by EAA Chair, Ron Freund, I gave a short speech on Bill's behalf. Additionally, Bill's son David Shafer was in California to accept the award and add a personal perspective of Bill's lifelong "electrifying endeavors."

As you may have noticed in the next meeting's agenda, I plan to ask for the formation of several committees. These committees are to help with the different aspects of the Alternative Fuel Vehicle event we are putting together at Route 66 Raceway next year.

Although everything is still in a state of flux, the FVEAA involvement can best be maximized in three areas ... first to act as guidance counselors to the students in the proposed Student Directed Research Project.

Another committee will act to insure the safety of the competing vehicles by working with Route 66 Raceway's Technical Safety Inspectors. These Tech Inspectors look over every vehicle before it is allowed onto the race track. FVEAA members will share their technology expertise with the inspectors.

Additionally, FVEAA is best qualified to identify the technology we should include in the event. Therefore, FVEAA members should research, decide and invite the participating vehicles and drivers.

President Kevin Zak called the meeting to order at 8:09 PM.

John Emde moved that the meeting minutes as printed in the newsletter be approved. Steve Grushas seconded. The members present voted to accept the minutes unanimously.

As Dale Corel is out of town, there is no treasurer's report this month.

There is no further information on Frank Del Monico's vehicle.

Alternative energy vehicle show update:

Ted Lowe and Kevin met with Ken Kohrs to discuss interaction with the High School. Ken said he was at a meeting at the high school. Ken is planning to involve the high school as completely as possible - art department in advertising, Home Ec dept in hospitality, mechanical to work with donated alternative energy vehicles, etc. It's only for the high school students to help, the school is involved in the taxation of the race track. Ted Lowe said he thinks there are two high schools in the district that influence tax rates, but not the college. It looks like the track wants to manage the overall event, but we'll need a committee.

Dave Aarvold suggested we could select what kinds of vehicles get involved. We want to concentrate on alternative fueled vehicles - gas hybrids OK. We'll have about 100 acres to work with. We know it will be in May or June 2006, with the high school and the track setting the final schedule.

Kevin said the track facilities are exquisite - one of the top three sites in the country. The race track holds several huge national events each year. Everything will be free except parking. There will be a \$5.00 per vehicle parking fee.

George Gladic suggested we should have FVEAA T-shirts. Kevin Suggested "Staff" shirts. Kevin suggested we should have trade show space for battery, controllers, Wilde EVolutions, etc. - No food vendors allowed. We should limit vendors to alternative energy.

Kevin also suggested we should do our homework to choose what other alternative energy organizations should be there, and get contact information so we can invite them. We should forward contact information to Kevin. We can fax him at 815-838-6518, or John Emde's fax 630-243-6582.

Ken Kohrs has met with the school, and Kevin will meet with him and the school board to get approval. The school board is critical - if the school isn't in, the show won't go on. The track has drafted a proposal to the school. All track duties are to be done by students under direction of track workers who know what they're doing. We'll have to create committees to coordinate activities.

There is a BMW hydrogen fueled 180 MPH race car in Germany that may come to the show.

John Emde moved that we give a complimentary membership in the FVEAA to Ken Kohrs. Rob Glowacki seconded. The motion passed unanimously .

Kevin went to Bill Schafer's house today (2-18). Bill is feeling well, you wouldn't know he has any problem. He seems to be progressing well. He may come to a meeting in the future. Bill's car is road worthy, but the batteries will need replacing. The auction of his car concluded with a bid from Dale Corel of \$625.00. Dave Aarvold offered to tow the vehicle to Dale's house.

Tomorrow (2-19) Kevin will be on a conference call with the National EAA for Bill's Lifetime Achievement Award. Bill's son will attend the meeting.

New Business:

Kevin asked everyone to write a short autobiography to send to him, so we can share knowledge. We should check the web site for questions.

There will be an EV weekend event in Austin, TX April 1 and 2.

Ted asked us for some help with Peter Hartel's car. The GFI breaker blows when it's wet out, making it hard for him to charge his car. What's happening, and what can be done?

Suggestions:

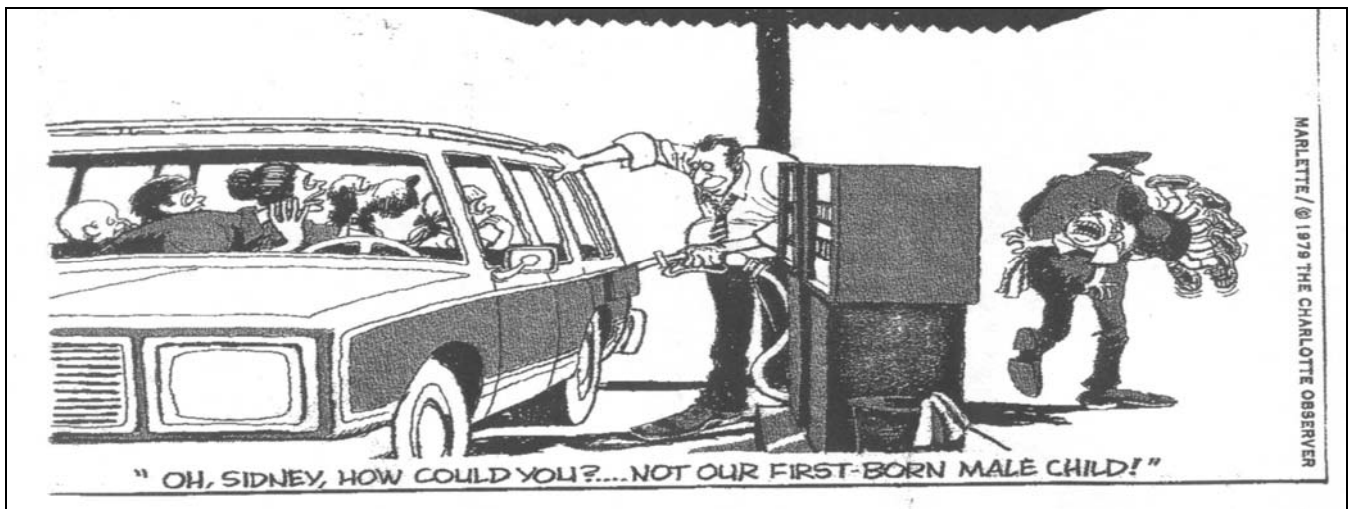
- Carbon tracking in the motor - disconnect the motor/controller from the pack and see if it still trips.
- Wet motor or cables - try a hair dryer to dry the motor or cables.
- Try cleaning the batteries with baking soda and water.
- An isolation transformer would work, although they are a little heavy.
- Try replacing the circuit breaker with an equipment GFI - it has a higher threshold than the usual home GFI.
- Try a two prong adaptor to un-ground the car body - but that presents a shock hazard.

Ted Lowe showed us a heater he bought for \$10 he wants to convert to DC for use as his car's heater.

Guests:

- Mark Albert from Algonquin is a video systems engineer who saw the tribune article last year.
- Datu Ramel is a photographer from River Forest who knows Todd. He's interested in building an electric car. He has a Delorean donor car.
- Dave Aarvold drives the 1976 club Fiat 128 - 36V with aircraft generator for a motor.
- Tom Fitzpatrick also came to visit as well.

The meeting was adjourned to the shop at 9:35 PM.



Other News ...

The US Government is touting the success to the North American Free Trade Agreement, specifically as it relates to the Canada-US energy trade relationship. It is estimated that Canada has over 180 billion barrels of oil reserves – ranking second only to Saudi Arabia. Canada is the largest energy supplier to the United States when all forms of energy production are taken into account. Of the US energy imports; 94% of the natural gas, 99% of electricity, 17% of the oil and 35% of the uranium is imported from Canada. In these times of international turmoil, the US is seeking to strengthen its alliances with Canada to help insure a continuous supply of our country's energy needs.

Ford Motor Co. relents – a little – on electric pickups. In January several California lease holders of electric Ford F-150 pickup trucks staged a successful sit-in at the Downtown Ford Sacramento dealership in protest of Ford's lease termination. Ford planned to repossess and destroy the electric pickups, angering many lease holders. In response to the sit-in, Ford has agreed to sell the remaining 88 pickups to the lease holders for \$1.00 each – calling it a limited “customer satisfaction issue.”

Ford has also announced plans for expanding its hybrid vehicle offerings, including four new hybrid-electric vehicles in the next three years. The Mercury Mariner Hybrid will be available later this year; the Ford Fusion Hybrid in 2008; the Mercury Milan Hybrid also in 2008 and a test fleet of Mazda Tribute Hybrids this year with full production slated in 2007.

GM showcased the Sequel at the Detroit Auto Show. The Sequel is a concept car, powered by a hydrogen fuel cells. GM claims a range of 300 miles on 17.6 lbs (8 kg) of compressed hydrogen (10,000 psi).

Volvo introduced an electric vehicle concept car, the Volvo 3CC. Just because Detroit gave up on electric vehicles does not mean the rest of the world has. The 3CC is a three passenger, front wheel drive, 2 door passenger car. Top speed of 85 MPH with zero to 60 MPH in just under 10 seconds. The battery pack consists of 3,000 lithium-ion laptop battery cells, operating between 330 and 420 volts at up to 250 amps. With regenerative braking, the vehicle boasts over 180 mile range ... “under certain driving conditions”.

The FutureTruck competition concluded in 2004 with the Ohio State Team Buckeye earning five awards. FutureTruck was a five-year program that combined the resources of industry, government and academic work to address environmental and energy related issues triggered by the recent demand for SUVs. FutureTruck teams had to redesign vehicles for 25% higher fuel economy and lower emissions while maintaining performance, utility, safety and affordability. Team BuckHybrid met and exceeded those qualifications when it presented a hybrid-electric Ford Explorer that established 30% higher fuel economy than the current vehicle on the market.

Editor's Note: I had the privilege of consulting for Team BuckHybrid on electric motors while with NetGain Technologies. These students impressed me and really know their stuff.

And lets not forget that Ohio had another winner in 2004. Ohio State's Buckeye Bullet established a new national land speed record of 315 mph at the Bonneville Salt Flats in Utah. The Buckeye Bullet is an all electric streamliner, built specifically for the salt flats. Using a 900 volt pack of lithium-ion batteries, the vehicle was able to perform two back to back one kilometer runs that averaged 315 mph. The two runs were required to be within one hour of each other.

When it comes to transportation technology, I would say it is a safe bet to expect good things in the future from the teams and students from Ohio State.

Kevin Zak's Speech at the National EAA's annual meeting on February 19, 2005 in Palo Alto, CA.

As current president of the Fox Valley Electric Auto Association, I'm thrilled to be a part of the National EAA's tribute to our past president, William H. Shafer. I can't think of anyone more deserving of recognition for his many years of tireless efforts; promoting the everyday use of electric vehicles to the general public and media, while at the same time lobbying government officials to press for the future of automotive technology.

Those of you old enough to remember the gasoline shortages in the mid 1970s can remember the frustration of long lines at the gas pumps – and the feelings of being held helpless hostages by the oil producing nations of the world. Like so many others, Bill got fed up. Unlike so many others, Bill took action.

Bill was working as an engineer for the electric power utility, Commonwealth Edison in Chicago in 1976 when he converted a Dutch DAF automobile into an electric vehicle for his wife Polly. Polly never had a chance to take possession of the car, as it soon became Bill's mistress. It was a labor of love that had too many practical benefits to just give away.

Thousands and thousands of electric miles later, Bill built a second electric vehicle, a Mazda RX-7 that is still on the road today. He was also instrumental in the construction of many club project vehicles, much to the appreciation of the club members he helped and educated.

Bill was one of the founding members of the Fox Valley Electric Auto Association in 1979. While a big part of his involvement was for the fun of it, a major reason for founding the club was to extend its political activism and give credence to his lobbying efforts. Bill held several offices, including two stints as the club's president, only stepping down last year.

I first met Bill Shafer in December of 1998 at one of the Fox Valley's monthly meetings. Bill was kind enough to introduce me to the reality and practicality of EVs by sharing his many years of experiences and introducing me to the many knowledgeable club members.

Bill was inspirational to me and many other people when he would organize public awareness events throughout the Chicagoland community. One of his most endearing efforts was working with a local community college – Triton College in River Grove, Illinois. Bill put on various seminars and public awareness days. He also worked with the school president to set up a college level course offered on campus. The class was a hands-on student project that converted a Ford Ranger pick-up truck into an electric vehicle. That truck is today used as a daily driver by the campus maintenance department – but only after it won an award as the **Best Engineered Vehicle** at the prestigious *International Show Car Association's "World of Wheels" Car Show*.

Bill is still an inspiration to many of our club members. His unending devotion to the pursuit of electric vehicles in every day life has created several new generations of EV enthusiasts. Many of whom are working on project vehicles as we speak.

We at the Fox Valley Electric Auto Association will always have Bill's accomplishments and dreams to keep us on track, and we are thankful that the membership of the National EAA recognize Bill's achievements with us.

For Bill Shafer and for the members of the Fox Valley Electric Auto Association, Thank You.