

**Fox Valley Electric Auto Association**  
PO Box 214  
Wheaton, IL 60187

**Meeting: Friday, November 16th**

Doors open at 6:30PM \*\*\* NOTE TIME CHANGE \*\*\*

**Meeting starts at 7:00PM \*\*\* NOTE TIME CHANGE \*\*\***

Packer Engineering  
1976 N Washington St, Naperville, IL 60563

Directions: Packer Engineering is the on East side of Washington St, just North of the I-88 Tollway (North of Diehl, South of Warrenville Rd). Turn off of Washington onto Bighorn at the Packer Engineering sign, then take the first right into Packer Engineering and then an immediate left. Park in the lot between the buildings. 1976 is the new building up the hill. Enter the building in the middle of the North side.

**November 2007 Newsletter**

**Fox Valley Electric Auto Association**



A Not-For-Profit Illinois corporation and the Chicago area chapter of the Electric Auto Association

**Meeting Agenda**

Call to Order and Introductions

Approval of Minutes

Treasurer's Report

**Old Business**

- Welcome New Business Members
- Recruiting Business Members
- Committee Announcements and Updates

**New Business**

- Anyone have anything else?

**Intermission** - R E N E W A L S !!! EV Viewing, Networking, Refreshments, Raffle Tickets!

Raffle Winners

Show/Tell/Ask - Anyone can show/tell/ask something EV-related for 1-2 minutes.

## Programs

### The Story of a HEM Conversion - Larry Brady

A number of months ago, Larry called the FVEAA to ask some questions about electric vehicle conversions. It seems he was actively doing a conversion but had a few (humorous) gaps in his knowledge base. Long story short, Larry will bring his completed HEM (Homebrew Electric Motorcycle) for demonstration and share some of his conversion experiences.

### Battery-based Electric Generator Trailer

A pair of brothers from West Virginia plan to attend our meeting with their "Tow To Recharge" Electric Generator that is patent-pending. They will demonstrate their technology and share thoughts on what it may mean for the EV community.

### PowerCheq Demo & Presentation - Mike Damiano, VP Engineering, Power Designers, LLC

Mike will describe how the PowerCheq modules help keep the batteries in a series-string configuration equally charged. He will demonstrate their functionality by purposely causing an unequal battery in a series-string and show how the balance is restored by the PowerCheq.

**IMPORTANT: New Meeting Time!**

*Ted Lowe*

**PLEASE READ! IMPORTANT: Starting this month, our meetings will start at 7pm** (instead of 7:30pm). So, doors open at 6:30pm, meeting starts at 7:00pm! We've moved the meeting start time up 1/2 hour because we have to leave the building prior to the 10pm alarm. Weather permitting, we can hangout outside near the EVs after the meeting (for you night owls out there:-).

**President's Words - \$98/barrel, \$3+/gal and -\$39B = Saw That Coming**

*Ted Lowe*



**The world continues to gravitate towards our vision!** Let me point out some signs.

Crude oil traded at a record **\$98/barrel** last week and gasoline is near its all time high (**\$3+/gal** and heading higher) at this time of year when it is historically dropping in price! OPEC has too little "extra" supply and can no longer manipulate price. My "\$4/gallon gasoline by early next spring" prediction (made in last month's newsletter), may happen sooner... OUCH! i've recently read and heard similar predictions on CNN, CNBS, Bloomberg, etc.

GM, once America's pride and joy, just reported a **\$39 billion** quarterly loss! I bet they wish they were already shipping their Volt! Or were shipping their 5th-gen EV1 :-|

On the other hand, Toyota, now the world's largest and most profitable automaker, has just proactively shipped two "test" PHEV Prius to UC Irvine and UC Berkeley.

The writing is on the wall and we all see it. Thank goodness our FVEAA forefathers had vision and took ACTION more than 30 years ago! We modern FVEAAers are ahead of the curve in preparing for today's (and tomorrow's) energy issues. Keep envisioning and acting for a better tomorrow and please let me know what the FVEAA can help you to **Drive Electric!**

**Meeting Minutes**

*Rich Carroll*

Meeting minutes 10/19/07

Call to order 7:33 P.M. by Ted Lowe. Ted first introduced Peter Schubert, a Ph.D. who would later speak on the Storage of Hydrogen in Porous Silicon. Then Ted went around the room, asking for self introductions from the people who drive EV's daily. Ted surveyed to see how many members have cars posted on the FVEAA web site, and how many have not.

The minutes were approved as printed.

Bank balances were reported by Dale Corel as a checking account balance of \$xxxx and a savings account balance of \$xxxx. There are also monies due for the Avcon Charging Station we placed in Aurora.

The FVEAA'er of the Month is Todd Dore, who averted a major problem in the elections. We had inadvertently elected too many directors in the previous meeting, and Todd Dore volunteered to not take a director's position and to assume the Chairmanship of the Legislative Affairs Committee.

Several new attendees were introduced and handed AFV Expo Flyers and FVEAA newsletters.

Ted made the announcement that future meetings will have the doors open at 6:30 P.M. and the meetings will start at 7:00 P.M. so that we can leave by 10 P.M.

Business memberships are now available to any business interested in increasing their advertising exposure to FVEAA members. Ads will be placed on the web site and in the newsletters, with the size of each in accordance with the level of the business membership. Three levels of Business Membership are available, priced at \$100, \$250, and \$500 per year. Pioneer Conversions has made a commitment to a Business Membership, and Joliet Junior College has indicated that they would join in the future.

A new Family Membership is also offered with gives extra listserv entries, extra newsletter emailings, etc. With a new automated system to do dues renewals, this renewal process should occur relatively seamlessly.

The Committee Structure was announced, with eight committees to be announced in the newsletter.

1)Charging Infrastructure will be chaired by Todd Martin. The Beverly Unitarian Church has raised \$1600 to allow a parking space and to install needed wiring. Packer Engineering has begun the installation of their Avcon unit, with a trench dug and initial wiring laid.

2)The Outreach Committee will be chaired by Rich Hirschsberg. The next showing of the movie, "Who Killed the Electric Car" will be at Judson University in Elgin. Copies are available of an article by Chris Payne (of the movie fame) entitled "The Greening of General Motors."

The same day will have a Step It Up Rally in Geneva, on the lawn of the Kane County Courthouse.

3)The Legislative Affairs committee will be co-chaired by Todd Dore and Howard Hansen.

The other five committees will be announced in the newsletter. The meeting was adjourned for a break at 8:29 P.M.

We again convened (would you believe reconvention is a word that doesn't mean getting back together) at 9:01 P.M. In the Raffle, Gerry Jackson won the Green Car Journal, James Zukowski won the Home Power Magazine and Dave Aarvold won the Solar Today Magazine. The Raffle helped the club treasury by an additional \$40.

Ted Lowe gave a brief slide and video show of the Chicago Area Clean Cities Coalition EV Seminar that was held in Woodale in Sept. 2007. Other attendees shared their impressions of the various EVs (mostly NEVs) that were on display.

The balance of the meeting was a fascinating talk by Dr. Peter Schubert on the "Storage of Hydrogen in Porous Silicon." Dr. Schubert is an the Senior Director for Space, Energy & Education Research at Packer Engineering, and was easily able to discuss a complex topic in very understandable terms.

## **FVEAA Welcomes First Three Business Members!**

*Ted Lowe*

In our first month of offering business memberships, we are happy to welcome three (see below)! Visit our Sponsors page to view their information:

<http://www.fveaa.org/sponsors>

Pay their support forward by visiting their websites and seeing what services and products they offer!

Everyone please ramp up your recruiting efforts for new business memberships and if your business is relevant to FVEAA's mission, we'd gratefully appreciate your support as well! See more information at: <http://www.fveaa.org/join>

## Membership Renewals Still Due

*Ted Lowe*

**If you're on this list, please renew! We don't want to lose you as an FVEAAer!**

Aarvold, Dave	Brown, Ben	Goosby, Bill	Leban, David	Russavage, Mike
Aguilar, Mike	Cartwright, Tom	Grushas, Stephen	Lomblad, David	Sharp, Christopher
Anderson, George	Casey, Daniel	Hallenbeck, Jim	McCuen, Chad	Sheridan, Charlie
Ardan, Tim	Chaban, Phil	Hamstra, George	Merian, Samuel	Shumate-Pierre, Loretta
Attig, John	Chambers, Steve	Heinlen, Robert	Meyer, Edward	Sipes, Donald
Baker, Robert	Christophersen, Jon	Henry, Michael	Michael, Dan	Sorensen, Jerry
Baldwin, Jermaine	Dee, James	Hewes, Martin	Morden, Robert	Spurr, Ken
Becke, Paul & Gail	DeLong, Jan	Hill, Bob	Mosler, Chuck	Stephens, Andy
Becker, Bil	DeLong, Rick	Hirschberg, Rich	Nguyen, Kenny	Sykes, Joe
Becker, Frank	Doerr, Ed	Juderjahn, Jerry	Niminski, Adam	Tarter, Lyle
Berkemann, Robert	Eisele, Jonathan	Kitch, Fred	Norinsky, Mitchell	Trotter, Jim
Biernack, John	Eiserloh, Bernard	Kohnen, Kevin	Olson, Mike	Uelsmann, Keith
Bodine, Michael	Ewert, Chris	Korthauer, Rick	Oviyach, Ray	Volkman, Curt
Boyk, Greg	Gerhardt, Hugh	Kranz, Thomas	Pozorski, Nat	Wadas, Susan
Brandys, Ryan	Glowacki, Robert	Krope, Michael	Reddick, Rose	Wilson, Alan
Bray, Brad	Goode, Ellen	Latuszek, Chester	Riedl, James	Zanis, Greg

## Ways To Renew Your FVEAA Membership

1. Fill out the renewal form in this newsletter and snail mail it back with your dues check.
2. Pay in person by check or cash at an FVEAA Event (like a monthly membership meeting).
3. Use **our Online Renew & Pay** system to avoid the "old-fashioned snail mail thing" and save us all some time (that will be put to good use promoting **EVs**)! **You can pay with a credit card or PayPal account and it only takes about 5 minutes:**

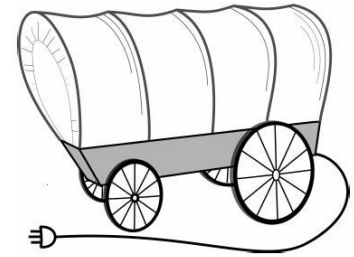
<http://www.fveaa.org/renew>

Individual memberships with electronic newsletter delivery are still only \$15 per year! **Please renew soon, THANKS!**

**Pioneer Conversions, L.L.C.**

12305 S New Avenue, Suite N  
Lemont, IL 60439  
630-243-6616  
Fax: 630-243-6582  
www.pioneerconversions.com

# Pioneer Conversions, L.L.C.



Your local **WarP** motor dealer  
Custom Electric Vehicle Conversions

12305 S. New Ave. Suite N  
Lemont, IL 60439  
(630) 243-6616

[pioneerconversions.com](http://pioneerconversions.com)

Pioneer Conversions is a new company that was formed by six members of the Fox Valley Electric Auto Association to build state of the art electric vehicles. Pioneer Conversions does simple conversions on economy cars such as Saturns and Cavaliers, and does custom conversions on customer vehicles such as Porsches, BMWs and MGs.

Pioneer Conversions is the local dealer for the WarP brand of electric vehicle motors, and for Raptor Controllers. If you need a part, or a lot of parts, Pioneer Conversions can help you discuss your needs, and set you in the right direction.

**TMT E-motion**

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708-655-6313  
talleyrand3@comcast.net  
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We are the sole Midwest distributor for Liberty Bikes and Trikes. Imported from China they are manufactured by Hondu Aircraft who have been making aircraft for over 50 years. The quality of the bikes is apparent from the aircraft quality control standards.

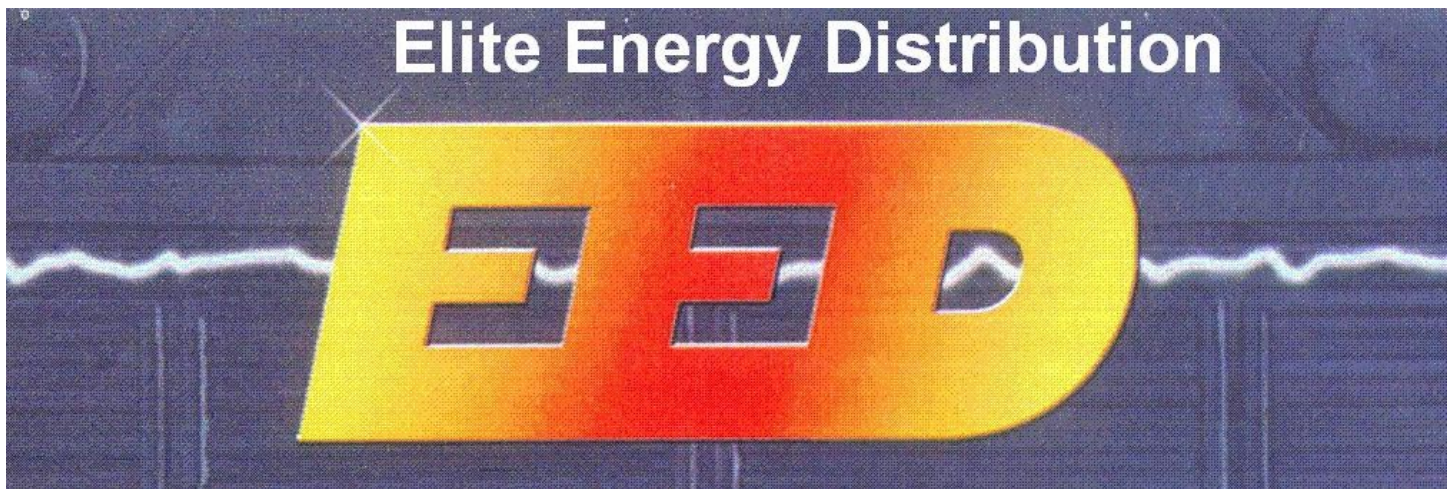


## Elite Energy Distribution

Dave Strange, President Of Operations  
5200 N 124th St  
Milwaukee, WI 53225  
Phone: 866-461-8216  
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Email: [dlstrange@milwpc.com](mailto:dlstrange@milwpc.com)  
Web: [www.elite-energies.com](http://www.elite-energies.com)

We are a Midwestern-based battery company leading the industry in...automotive, burglar, camcorder, cellular, computer, commercial, communications, cordless packs, forklift, industrial, marine, medical instrumentation, motorcycle, motive power, specialty, solar systems and standby system batteries. We have battery experts at your disposal so please don't hesitate to call toll-free (1-866-461-8216).

We can take for recycling any and all rechargeable batteries (NiCd, NiMH, and LION). During a time when metal prices are sky-rocketing, our prices stay competitive with extended warranties.



### Newsletter Publishing Schedule Moved Up

*Ted Lowe*

Starting next month, we'll be publishing the monthly newsletter about 3-4 days earlier than we have been. Our Bylaws require the newsletter be distributed 1 week before the monthly meeting. This will give people more time to read the newsletter and get ready for the meeting. So the cutoff for newsletter content is now Sunday Midnight before the 2nd Friday of each month. You'll receive an updated reminder from Yahoogroups. Summarizing the important newsletter dates:

Sunday Midnight - Content Submission Deadline  
2nd Friday 7pm - Newsletter Distribution  
3rd Friday 7pm - Regular Meeting

### Ken's Korner

*Ken Simmermon*

#### EV Tips for November

Welcome back for the chilly month of November and as of this issue it is pretty cold out there today, which brings us to our first tip!

1. Always keep an extra pair of warm gloves and hat on board so you can squeeze every mile out of your vehicle (by not running the heater as much).
2. Because of the colder climate your tire pressure should be checked as it will decrease in the cold weather. Keep it as high as possible, within the manufacturer's specifications.

3. Most of the home built EV's have a male 120vac male plug for charging. It's a good idea to clean that plug periodically and protect it from the elements. Bass Pro Shops have a charger interface plug with a weather cover for around \$15 ( thanks John Emde) and West Marine boating supply has it for \$25.
  4. I had mentioned building a circuit to indicate when batteries and connections were getting dirty. Then I also said do not connect anything from the main battery pack to ground. Well I'm sticking to do not connect anything from the battery pack to ground. What you can do is CAREFULLY check your positive and negative to a good ground and get some baseline readings. Other factors that can effect these readings are DC motors, controller and DC to DC design and of course dirty batteries and connections. IMPORTANT make sure your meter is set to DC volts, current can be measured but if there is a problem you might FRY (technical EV talk) your meter. If your EV is plugged in and charging you might get some strange readings both DC and AC.
  5. Charging your batteries right before use will warm them up.
  6. Ran across an interesting book at the library, Motor Control Electronics Handbook by Richard Valentine 621.46. It had an EV section that was very interesting.
- Remember who ever consumes the least Wins!

Ken Simmermon  
2000 NiMH Ranger

### Ready-to-Drive EV For Sale Locally

*Ted Lowe*

First, I want to publicly thank Ed Harris for his generous donation to the FVEAA for this listing (even though it was unnecessary)!

FVEAAer Ed Harris is selling his 1994 Mazda MX6 EV. He wants to sell it locally, so he's giving us the first opportunity. Here are some of the salient details:

- Red 2-door with rear spoiler
- Body in very good condition
- Leather interior
- Upgraded rear suspension
- Seats 4-5, front bucket seats
- Has electric plates already!
- Professionally Converted to Electric
- Range is about 40 miles (summer)
- Low mileage on batteries
- 5 Speed transmission, 0-40 in 2nd gear
- Power Steering/Brakes/Seats
- 120V DC System
- 20 x 12V Exide spiral-wound batteries in buddy pairs
- 6 batteries under hood, 6 under rear seat and 8 in trunk
- Speeds up to 60 (perhaps higher, never tried)
- For sale as-is

Contact Ed Harris directly for more details at 847-675-0701 (evenings).

### Carroll's Corner

*Rich Carroll*

While considering the batteries for the EV that is on my drawing boards, I have had many long discussions and many hours of thought about battery types. Anyone who considers building an EV from scratch faces these choices, so I don't feel alone in this process, but do have one very interesting option not many have been presented with. Obviously I debated the use of "flooded lead acid" cells with their higher watering requirements, their higher weight, and their lesser cost. I debated several different sizes of Valve Regulated Lead Acids, which are more expensive, a little lighter, need no watering, but need some additional battery management devices.

A new choice has presented itself. Apparently left over from one of the major automakers, after they abandoned their efforts to produce a Zero Emissions Vehicle are some nickel metal hydride cells. These cells are about 7 years old, but have a normal life span of greater than 20 years. These have a much higher energy density than any lead acid or VRLA cells on the market. A 1 kilowatt hour battery weighs only a touch over 40 pounds, making this slightly more than twice as dense for energy storage than any lead acid known. This could potentially give me a 60 to 80 mile range for a battery weight of under 850

pounds. This is very reachable in almost any vehicle I had considered. There are several drawbacks, and I haven't yet decided on the NiMH batteries.

The first drawback is cost. The batteries cost about \$450 each used, making a very significant investment in 20 batteries to be about \$9000. The batteries need special battery enclosures to prevent swelling; they were originally packaged in a steel 'bra' but have no containment system now. They also have liquid cooling pads on each side, meaning that the batteries have to be managed on the charge for equalization and on the charge and on the discharge for thermal cooling. Thus, the NiMH adds another layer of complexity to the EV. The cost of the batteries can likely be amortized over a much longer time than lead acids, but this assumes that I can get enough knowledge to not damage the batteries and end their lives prematurely. It appears that reasonable cooling, with a fully parallel cooling system is the best answer. This means building manifolds and carefully picking cooling tube diameters so that no areas are left to run too warm. I suppose it would be reasonable to add a heater to the coolant system for a winter heating system. Obviously this is another layer of complexity. The manufacturer who originally used these cells in their EV is of no help, and there are no NiMH batteries made for automobile use today, due to legal issues.

I have a very good friend, active in RC modeling, who says anything lead-acid is "yesterday" and that anything nickel hydride is "almost yesterday", that Lithium Ion is "today" and Lithium Poly is "tomorrow". However, he works in a groups of one or two or three cells, not a whole pack. I expressed my concerns for effective battery management and for good thermal cooling, and he allowed as this is not a significant issue of RC modelers as they only use a couple of cells. They can easily disassemble a pack, isolate a less than perfect battery, and replace it fairly easily. Obviously, if you are building a Tesla with over 3,000 lithium cells, this becomes very difficult.

No, I don't envy the old lead acid setups with their watering difficulties. But, I do realize that the EV groups and clubs have a much better job to do to help the new people get through the maze of how to assemble a state of the art EV. Here is a great way the club can be a real benefit to the members, making the knowledge available to all. As I learn more about the NiMH cells, I'll keep you posted.

### **Upcoming Event - Outreach in Glencoe - Sunday, November 18th**

*Ted Sanders*

This event will be held Sunday November 18 from 1:30 to 5:30 PM. I have made arrangements for a FVEAA display table at this event and to display electric cars in the parking lot.

The event will be held at North Shore Congregation Israel located at 1185 Sheridan Road, Glencoe, IL. The exhibits will be open from 3:30 to 5:30.

Can you display your vehicle at this event? Please contact me at: [ted.sanders@comcast.net](mailto:ted.sanders@comcast.net) or by phone at 847-406-1988.

This is a good place to reach people who are more concerned with the environment than with the price of gasoline.

Ted Sanders  
Beano  
1981 EscortEV

### **Event Report - Geneva Step-It-Up Rally**

*Ted Lowe*

The rally was held at the Kane County seat in downtown Geneva on an awesome fall day (in November!). It was well attended, with perhaps 50 people present. There were a couple of Prius, a hyper-miler (70 mpg in a sub-compact) and 3 EVs (Todd Martin, John Jeide and Ted Lowe). There was a lot of good conversation about global warming and what can be done about it. A number of politicians took turns speaking to the crowd about what their plans would be to deal with global warming. Todd Martin took the opportunity to invite the Mayor of Geneva to have a charging station installed in his city! Read more about this interesting effort to get congress to ACT on global warming: <http://stepitup2007.org>





## Free Magazine Subscriptions

Ted Lowe

I glean a good amount of useful information from these free magazines:

- *North American Clean Energy* - [www.nacleanenergy.com](http://www.nacleanenergy.com)
- *Power Electronics Technology* - [www.powerelectronics.com](http://www.powerelectronics.com)
- *EDN* - [www.edn.com](http://www.edn.com)
- *ECN* - [www.ecnmag.com](http://www.ecnmag.com)
- *Fuel Cell* - [www.fuelcell-magazine.com](http://www.fuelcell-magazine.com)
- *Battery Power Products & Technology* - [www.batterypoweronline.com](http://www.batterypoweronline.com)

- e-DRIVE - [www.e-driveonline.com](http://www.e-driveonline.com)

## Avcon Charging Station Installed at Packer Engineering

Ted Lowe

Packer Engineering has installed the (Intelligent talking) Avcon PowerPak donated by Ken Simmermon. The location is on the east side of the east building. Now we have to come up with a power sharing arrangement (like many governments should too:-). Certainly the most in need EVER should get first dibs.

Come to the November meeting to see a working demonstration of this cool technology!

## Forums Message Summaries Emailed to [fveaa] Listserv

Ted Lowe

An automated tool is now setup that checks the FVEAA Forums for new messages and sends a summary email to our [fveaa] listserv. If no new Forum messages are found, no email will be sent. I have initially set the tool to run every 12 hours (around 6am and 6pm, so "morning readers" can see "night posters" messages and visa versa).

For each new message found, there will be two lines in the summary email:

poster, date, category, board  
CLICKABLE\_SUBJECT\_LINE\_LINK

You can click on the subject line in your email program and it will launch your web browser to display the new message. You need to be logged into the Forums to be able to read the message. Once viewing the Forums message, replying is just a single click away (Reply button on top right).

**Hopefully this new summary will help increase the traffic on the Forums (and decrease it on [fveaa]), resulting in more organized and useful information for all of us present and future FVEAA members!**

Please let me know your comments/questions/suggestions/issues for future improvements. Thanks!

## Welcome New FVEAAers

Ted Lowe

Let's give a big FVEAA welcome to the following new members:

Jack Miller, Hoopeston  
Rob Dixon, Riverside

Eric Goodyear, Bartlett  
Bill Williams, Freeport

Welcome aboard Folks! Let us know what we can do to help you in your EV pursuits!

## EVs in the News

Rich Carroll

Honda seems to be taking a cue from the phenomenal sales of the Toyota Prius. While they have ceased production of the Accord Hybrid, they have kept the Civic Hybrid and are readying an even smaller car. The new hybrid is designed to compete directly with the Prius, and will seat four or five. It is reportedly more wedge shaped, and priced between the Civic Hybrid and the Fit.

In keeping with the NiMH thoughts above, recent developments in the NiMH world may have some bearing on the PlugIn Hybrid offerings. PlugIn Conversions Corporation (<http://www.pluginconversions.com>) and California Cars (<http://calcars.org>) have both discussed conversions using NiMH batteries from Nilar. The Nilar battery (<http://nilar.com/index.php?pageID=33&languageID=1>) claims to be a membrane battery and does not infringe on the older patents. To bring you up to date, the older patents were originally issued to Ovonic, which sold them to Panasonic. After making NiMH batteries for only a short time, Panasonic

sold the technology to Cobasys (Chevron/Texaco), where it was shelved. Cobasys owns the patents to the large format NiMH cells. Nilar claims that their patent does not infringe on the Cobasys patents. The specs on the Nilar cells look most interesting, although there is no battery management system announced yet, and the cells do not have the integral cooling jacket that most of the Saft NiMH batteries had.

Electro Energy (<http://www.electroenergyinc.com/products.html>) also has claimed to have a non-patent-infringing NiMH technology battery, deemed to be bi-polar. They claim their BNMH (bipolar nickel metal hydride) is superior, but their battery size is much smaller, designed for non EV applications. although they might be beneficial to a hybrid design. One must be careful to examine the hybrid design carefully; some hybrid designs have enough stored energy to run about a mile as an EV, some have enough stored energy to only run a few feet as an EV. Electro Energy is an interesting company with several aerospace applications. While their technology holds promise for EV use, they seem to have no immediate aspirations to produce batteries of a size useful to EV's.

We touched on hybrids. The word 'hybrid' does not mean having enough electric energy storage to drive independently. We have seen several Priuses rewired (a fairly simple change) to be able to run in an EV mode, and the 2008 Highlander Hybrid has an EV mode button for the driver to select an EV only mode. Most of the hybrid designs do not lend themselves to an EV only mode, and some brands obviously have too small a battery to really do anything significant. Oops, I forgot about one significant mission: to sell cars. Those brands do have a battery big enough to CLAIM that they are a hybrid, but anyone shopping for a hybrid ought to compare similar sized vehicles fuel economy with and without hybrid drive trains.

### **LionEV Vehicles Coming To Chicago**

*Ted Lowe*

For a few months now, Ted Sanders has been in the process of setting up a test drive of the LionEV vehicle. He was planning on driving all the way to the east coast to do so until he was told that LionEV (<http://www.lionev.com>) is distributing a number of the EVs to the larger cities around the US, including Chicago. Here is Ted's latest email to me:

"I just received a message from LionEV that they are having shipping problems with the charger. I may not get to test drive the cars next week. Evidently they are assembling the cars somewhere in the Chicago area. The batteries have evidently arrived but the charger has not. They are still planning to have cars in the Chicago areas so it does not make sense for me to spend the money for gas and lodging and wasting 4 days to drive to Virginia and back. I will wait until I can do the test drives here. If I decide to buy then the \$300 or so cost of the trip can be applied to the cost of the car."

Ted is keeping on top of this issue and will invite the LionEV folks (and their Lithium-powered EV) to an FVEAA meeting as soon as it is possible.

### **Coming Attractions - December 2007 FVEAA Meeting**

*Ted Lowe*

My crystal ball is a bit fuzzy right now, but Todd Martin has suggested many interesting topics for upcoming meetings. Please let Todd know about any ideas or requests you may have for future meeting programs as well

**Fox Valley Electric Auto Association  
Membership/Renewal Form**

Please check one: New Member \_\_\_\_\_ Renewal \_\_\_\_\_ (only need to fill in Name below)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Phone Type: Home \_\_\_ Work \_\_\_ Cell \_\_\_

Email: \_\_\_\_\_

How did you hear about the FVEAA ?

\_\_\_\_\_

**Membership Types and Annual Dues** (please circle your choice):

Individual	\$ 15
Family	\$ 20
Business	\$ 100
Premier Business	\$ 250
Charter Business	\$ 500

**Newsletter Delivery Types** (please circle your choice):

No Newsletter	\$ 0
Electronic Only	\$ 0
Postal Mail Only	\$ 10
Postal Mail and Electronic	\$ 10

**Total Due:** \_\_\_\_\_

—

**Please make your check payable to "FVEAA" and postal mail it with this form to:**

FVEAA  
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