



February 2016 FVEAA Newsletter

Fox Valley Electric Auto Association

The FVEAA is a Not-For-Profit Illinois Corporation and the Chicago-area chapter of The Electric Auto Association

Next Meeting February 19, 2016

Friday February 19, 2016 7:00 p.m. to 9:30 p.m.

Community Christian Church

1635 Emerson Lane
Naperville, IL 60544

[Google Map](#)

Agenda

- 6:30 p.m. Doors Open
- 7:00 Call to Order, Welcome and Introductions
- 7:20 Old Business / New Business
- 7:40 World of EVs
- Break
- 8:30 Mike Willuweit - Personal Opinions and Results Driving a Mitsubishi "i"
- 9:15 Close

President's Words

Bruce Jones

Hi EVeryone,

First I would like to say thanks to Dr. Hal Frankel who presented last month on his own personal experiences driving a Chevy Volt. Based on the survey feedback from December we're aiming to have more of these kinds of presentations this year, so this month Mike Willuweit will be presenting his driving experiences with his Mitsubishi "i." Mike is rather unique in that he has three Electric Vehicles including the Mitsubishi "i" as well as a 1984 Porsche 944 conversion. So he knows the ins and outs of both types of vehicle.

Steel Street Rod Update (the Green Beast)

The batteries are chosen and I am now working out layout and design details with John Emde and John Jeidi. I'm hoping to order the CALB 60ah batteries shortly and will give a brief update at the meeting. Lots of other details left but this summer I aim to be driving the most unique plug-in hybrid electric vehicle on the planet! Okay, well John calls it the world's oldest Prius which i'll have to interpret as high praise.

There's a LOT happening in the world of EVs these days, and it is hard to keep up with all of the new technologies. At the meeting I'll fill you in on a few of them.

Sincerely,
Bruce

This Month's Presentations

- Mike Willuweit, our Secretary who owns three electrified vehicles, will once again be presenting this month, but this time on personal real world results driving his Mitsubishi "i"

Photos from Jan, 2016

Bruce Jones



Dr. Hal Frankel on experiences driving a Volt



Conversations with the attendees on EV dreams and efforts

FVEAA Facebook Page - Like Us!

Grant Gerke

<https://www.facebook.com/FoxValleyElectricAutoAssociation>

FVEAA Facebook Group - Join Us!

Ted Lowe

In October 2015, i created a Facebook group for the FVEAA and invited all the past and current FVEAA members i know that are on Facebook. There are 47 members so far. If you're on Facebook but not in the group, yet please join us! If you're not on Facebook yet, please consider joining so you can join our group

there! This group will help to replace our forums because it is much easier to use, read, post pictures and videos and get notifications. Please let me know if you have any questions/comments/suggestions. Hope to see you there!

<https://www.facebook.com/groups/889497691136309/>

Rich's Ramblings

Rich Carroll

As I listen to my close friend, Paul Brian, discuss the EV movement with one of his guests last Saturday (every Saturday, 8 AM, 890 AM,) this time again there were presented discussions of why the EV movement will fail. I do find these discussions interesting, but they presented arguments using an old trick from Ralph Nader. For those too young to remember, in 1964, a fledgling lawyer published a book called, "Unsafe at Any Speed." In the book Mr. Nader told you why the handling of the Chevrolet Corvair was terrible. Nader used several arguments including, "a different drive configuration . . . if we don't change this, all these cars will have no one trained to drive them, and they will be unsafe. True the Chevrolet Corvair was rear engine, with an aluminum 2.4 L six in the rear compartment, and the luggage space in the front. But it was certainly not "evil handling." Porsche, Volkswagen and several other cars on the market used rear engine design as a way to increase traction for rain, mud and snow. I was really into cars at that time, and didn't read Nader's book until decades later. I was ice racing Corvairs, and even worked with one of the factory sponsored cars, and know that the 'factory prep' didn't change the stock springs, control arms, sway bars, etc. All of the Corvairs that won the Canadian International Winter Rally, that won their class in the Shell 4000 (4000 miles across Canada) and even in the Press On Regardless (became an international championship event in the early 1970's), all used stock suspension. The cars seemed to handle quite well when pulled off the showroom floor. In fact, for both of their wins in the Canadian International Winter Rally, the cars were just that, pulled off the showroom floor a few days before the event.

I've long been a member of the Corvair Club, the Chicago Corvair Enthusiasts has a good history of putting on Ice Races and Ice Slaloms. In the mid 1970s the local Corvair club went to several open forums where Ralph Nader was speaking. Several members were borderline disruptive, wearing Corvair jackets and shirts and turning up at a Nader speech. Ralph's interest was no longer Corvairs, but the GM diesel cars. I listened, and I heard a rather interesting logic presented as fact.

Ralph started his talk with the description of a woman from Michigan, who had taken her GM diesel back to GM on more than a dozen service visits, and she claimed GM could not make the car right. Nader then presented the story of a man from Texas whose GM diesel had the "engine fall out." It did, reportedly, have some bolts fall out between the diesel motor and the transmission, so the fluid leaked, and the car stopped running. After Nader presented a third story of a troubled GM diesel, he made what logical thinkers call a faulty generalization. "See, here are three concrete examples of how terrible these diesels are, they must all be bad." I watched Nader use four or five tricks of faulty fallacies to better his arguments that GM should recall all the diesel cars. Go look for common fallacies on the internet, and get a very interesting view.

Paul and his guest used an interesting policy to refute the "EV mantra." It is fairly common knowledge that even if 100% of the cars in the US were now made as EV's it would take many years for the conversion to be complete. And then I heard it, "The EV proponents use this logic." Huh, um, no.

No responsible EV person makes statements that EV's are going to take over the world. And it went on and on. But in each case, the guest told us what EV proponents were saying, and then presented an argument that EV proponents are wrong. Except that they used facts that are NOT what good EV proponents are saying. Let's be clear:

- EV's are not the ultimate solution to automotive pollution

- EV's do use energy, in some cases, that was made by coal fired generators, that was made by natural gas burners, that was made by atomic power. But we are NOT fixed on those sources, we have wind power, solar power, and more to choose from, and the choice can be made locally.
- EV enthusiasts don't think about taking over the world, most simply want a choice.
- Current EV's will not run forever, but powerplants are likely more durable than gasoline engines. (Only a few manufacturers can reliably get a gasoline engine past 200,000 or 250,000 miles without a rebuild.)
- Batteries won't last forever, but they are more easily recycled into new than gasoline engines.
- Batteries will not be prohibitively expensive to replace, causing the vehicle to be scrapped
- Service technicians can learn to work on EV's, they have added other things to their certifications, such as passive restraint repair and evaporative emissions.

I wanted to say to the guest, "Don't tell me what I said." Once they present what they think is your argument, they try to refute it. But I never used the argument in the first place. (as I never said EV's would solve pollution), so don't start telling me what I said. Listen to responsible leaders. One commenter said, "The Leaf people said . . .," when what was really true is, "I talked to one guy driving a Leaf, and he said . . ." That's a Strawman fallacy. Go print a free poster for identification. See: <https://yourlogicalfallacyis.com/poster> and scroll down to the free downloads.

Membership Update

Ted Lowe

NOTE: Our website is down and i am working on restoring it. Please stay tuned for an update.

We currently have **101** members We live in a large metro area with 8 million people and EVs are the latest buzz so we should be able to grow the FVEAA! **Please invite your friends, neighbors, family, colleagues,** etc. to FVEAA meetings and EEvents. Volunteer to attend EEvents on behalf of the FVEAA (with or without an EV)! Your ideas on how to help grow the FVEAA are welcomed at anytime, thanks! Howard Hansen had a **great idea**... giving an FVEAA membership as a gift!

Meeting Minutes - January 15

Mike Willuweit

Fox Valley Electric Auto Association

January 15, 2016 Meeting Notes

7:00 Call to order

7:00 -7:30 Welcomes & Introductions

Per Board call we shared what our particular interest in EV's are and what we'd like to see the club do in the future.

A suggestion was brought up to bring back an educational piece called the "tech question" of the month. Club member from St. Charles Jim deboth he drives his elderly dad to the meetings) is an owner of both a Tesla roadster and Model S. Perhaps he can do a talk similar to the Volt talk we had this month. I can do one on the I-Miev as well. What about a Leaf owner as well? Another Miata presentation as well?

I think the members liked the guided questions to start the meeting. It was nice to hear from some of the members other than just their names (IMO).

No old business

New business: Possible meeting in Union, IL at the electric Train museum.

7:40 Dr. Hal Frankel presents on Chevy Volt

Pro: Lots of information as you drive. You also get a diagnostic report from onstar every month.

Cons: Cold weather range, at 14 degrees engine engages to warm the batteries. Has only 4 seats. V 2.0 will have 5 seats.

Lively discussion about the Volt and other EVs followed.

Meeting adjourned at 8:40

Membership Form

Ted Lowe

FVEAA Membership Application Form - Version 2014-01-01

Name: _____

Address: _____

City, State Zipcode: _____

Phone: _____ Phone Type: Home ___ Work ___ Cell ___

Email: _____

Please check one: New Member Renewal

How did you hear about the FVEAA ? _____

Membership Types and Annual Dues (please circle one):

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

Newsletter Delivery Type (please circle one): No Newsletter Electronic

Please make checks payable to "FVEAA" and postal mail it with this membership application form to:

FVEAA

PO Box 214

Wheaton, IL 60187-0214

Attn: Membership

FVEAA Business Members



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—Daniel H., Hourly Pricing participant since 2015

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