

FVEAA NEWSLETTER FOR 2004

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

NEXT MEETING: Friday, January 16th at 7:30 PM in the Triton INDUSTRIAL CAREERS BUILDING, (East Campus), Room 108

DISCUSSION TOPICS: To be determined (See Pressez)

MEMBERSHIP INFORMATION

Any person interested in electric cars is welcome to join the Fox Valley Electric Auto Association. 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 will be \$20.

To obtain information about the FVEAA you may:
Visit the FVEAA Website at www.fveaa.org

Or contact FVEAA Vice President Steve Grushas
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PRESSEZ

The December, 2003 meeting is cancelled. On December 5th I tripped on a sidewalk discontinuity at the entrance to the Sears Store near my home. A Chicago contractor created the hazard when the Harlem-North intersection was rebuilt this year. I now resemble a raccoon with two black eyes, a bump on the head, and a hand strain that my doctor estimates will take two weeks to heal. No permanent damage but I am unable to get the December Newsletter out on schedule. The Board agreed with my recommendation that the December meeting be cancelled.

This is not a total loss because the December meeting was scheduled just six days before Christmas. That will give shopping procrastinators extra time to finish their tasks. It also allows members who have yet to renew their FVEAA memberships a chance to send your 2004 renewal application to Dale Corel.

Holiday greetings to each of you.

BILL

DONOR CAR AVAILABLE

Member Ben Schmid in Munster, Indiana has a donor car for sale. It is a 1995 Saturn with a manual transmission. Oil is leaking into the coolant reservoir indicating either a faulty head gasket or a cracked engine block. He does not wish to repair this. The firm price for the vehicle is \$300.

Ben sent to me an e-mail about this on November 11th, too late for the November newsletter. I sent the message to those members on the FVEAA e-mail newsletter list. If you are interested you can call Ben at (219) 924-7951 and leave a message.

MINUTES OF THE November 21st MEETING

President Shafer called the meeting at Triton to Order at 8:10 PM. There was full house of 30 persons, including three guests Steve Wypyszczak, Laddie J Vitek Jr. and Al Snook.

The President presented the recommended slate of officers for 2004. There were two changes from the present group. Director Ed Meyer asked to be dropped due to his involvement with the Wright Redux. (He is designing a magneto for the Kitty Hawk commemorative flight.) Peter Hartel agreed to serve in his place. Director Steve Grushas agreed to serve as both a Director and Vice President with responsibility of handling phone calls and membership inquiries. All other officers agreed to serve in 2004. The slate was unanimously elected.

The first agenda item was reports on battery heaters. Tim Moore was first and talked about heaters in his Cavalier conversion. He found adding heater pads went quickly and easily. The pads cost about \$300. They are sealed and capable of taking battery weight. He has no thermostatic control but uses a timer to schedule heat application. It works fine. The discussion noted that heat should be applied before recharging. This improves the battery charge-acceptance ability. Fred Kitch noted that his Ranger Pickup, a factory conversion by Ford, heated the batteries before charging.

Ted Lowe used battery heaters supplied by Rick Lane in Ottawa that cost about \$40 each and can heat four batteries. He presented a chart illustrating the effect of temperature on charge-acceptance ability. Ted stated that Rick Lane of the Ottawa Group provided him with helpful suggestions. Ted's system provides 15 watts of heat for each battery in his Chevy S-10 conversion. He followed the Canadian design principles of insulation and even heat. Doug Butchart stated that cold batteries can not accept a full charge. Of course this produces a significant reduction in range.

John Emde described a Positive Temperature Coefficient (PTC) heater used truck mirror heating. These have a diode matrix encapsulated in a plastic cover. It provides heat only where and when needed, using an efficient grid system. Ray DeBoth pointed out that manufacturing a similar device for battery heating would require a custom-made version. The potential supplier requires a production run of 10,000 units.

Bill opened a discussion about the club doing another conversion, possibly for a member that doesn't have the time at present to do it himself due to his regular work demands. A lively discussion followed. The idea received an enthusiastic response. Bill and Ray Oviyach will investigate the possibility of doing the project at Triton as an Adult (Senior) Continuing Education course. This is one possibility that will be considered. The Club's first conversion project was the Nissan that George Gladic now owns.

The meeting was recessed at 9:45 PM to the Auto Lab where members examined cars with heaters, had lively discussions, and enjoyed the "coffee and". It was adjourned at 10:45 PM.

Submitted by
Secretary Tim Moore