



January 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 January 15, 2016

Friday January 15, 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 Rich Hirschberg - 2015 FVEAA Survey Results
- 7:50 Mike Willuweit - Review of Argonne National Labs Tour in Dec
- Break
- 8:30 Hal Frankel - Personal Results Driving a Chevy Volt
- Bob Borgetti - Personal Results Driving a Chevy Volt
- 9:15 Close

President's Words

Bruce Jones

Hi EVeryone,

On December 11, we had an excellent tour of Argonne National Laboratory and 24 FVEAAers attended! The lab provided a bus to shuttle us around to the various buildings including the Transportation building where we saw the testing facilities for the Advanced Powertrain Research Facility. Another highlight was the advanced accelerator building where x-rays are used in high energy research.

Mike Duoba, a former member who works at the lab led us around most of the day and provided insight into the electric vehicle test facilities, charging station and battery testing areas. (For those who were here, In October 16, 2010 Mike presented at our FVEAA meeting on Argonne Laboratory's role in the Progressive Insurance Automotive X PRIZE and final dynamometer testing of 100mpg+ cars)

While we were assembling before the tour at the visitor center, we passed out our yearly survey and the results are shown below. Besides educating and promoting electric vehicles, we are always looking for ideas to make the group better, with presentations and events that you want to see and be part of. So 2015 SURVEY RESULTS will be presented at the meeting and are listed in this newsletter as well.

The Board met on Thursday Jan. 7 and a lot of good ideas came out of the meeting as well. I will be out of town this week but Rich Hirschberg and Mike Willuweit will handle the meeting this Friday. Thanks guys! Really appreciate you backing me up. See everyone next time!

Sincerely,
Bruce

This Month's Presentations

- Rich Hirschberg will review the results of the annual FVEAA survey filled out by those who came to our trip to Argonne National Laboratory
- Speaking of which, Mike Willuweit will present photos from our fun and interesting trip to Argonne on December 11. We had great weather and 24 showed up at the lab for the special hosted tour for us.
- Hal Frankel, a Chevrolet Volt owner wants to share results and information about driving his car. Likewise Bob Borgetti a new member will also present life driving a Chevy Volt. We're interested in how the OEM cars from other manufacturers compare so please let the officers know if you would like to do a similar presentation!

Photos from Argonne Dec 11, 2015

Bruce Jones and Mike Willuweit



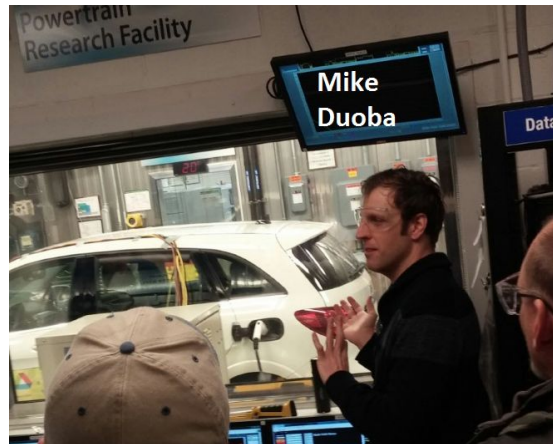
Assembling at the Argonne National Laboratory visitor center



Argonne provided a bus to shuttle 24 of us around



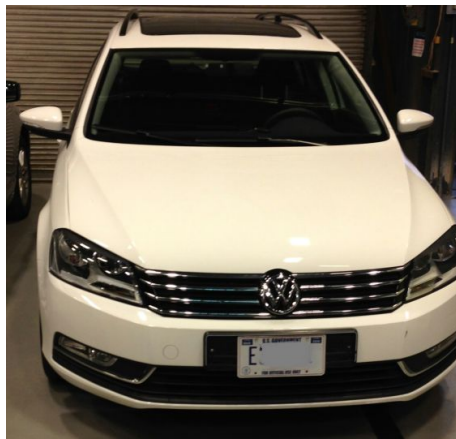
On the bus 24 FVEAAers!



Mike Duoba who works at the EV testing lab gave us a great tour including this powertrain testing center



EVSE in use at the lab



VW Natural Gas + Hybrid Electric Vehicle



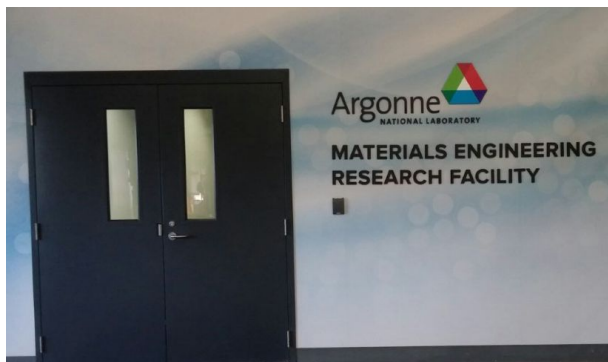
Bob Baker gets dibs on the Mercedes electric car



In the Smart Grid Interoperability Center



Testing Wireless Charging



Huge circular Advanced Photon Source building where xrays are used to illuminate chemical reactions and molecules at the nanoscale level



For those who could make it afterwards - dinner at White Fence Farm Restaurant

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

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/>

FVEAA SURVEY 12/11/2015 Please note if you have something you'd like to present, please let Bruce or a board member know! We welcome your input and feedback.

1. **What topic(s) would you like to see presented at an upcoming FVEAA meeting?**

- EV charging through wireless in-road charging
- Home/Individual conversion of an ICE to EV
- Compare all the EVs on the market
- Have a Volt owner and Leaf owner present pros/cons performance their cars and compare them
- Solar powered electric cars
- Solar garages
- Home batteries
- Value of BMS
- Cam bus versus Wifi
- Difference between DC and AC motors

2. **Would you like to deliver a presentation at an upcoming meeting?**

If yes, provide your topic, your name, email and phone number

- Hal Frankel – talk about the pros and cons of owning a Chevy Volt

3. **What do you like the most about the FVEAA and the meetings?**

- The current EV conversion projects
- The great information
- Nice folks with lots of information
- Learning the ins and outs of EVs
- The Presentations
- The Topics
- Argonne

4. **What would you like to see improved?**

- More hands-on work for conversions

- Meet in smaller room - cozier
- More on OEM cars and plugin hybrids
- More site visits like Nissan or Argonne
- Need business meeting in the second half
- Small workshops for beginners interested in electric vehicles
- More members

5. **Which two or three presentations were your favorite?**

- I'll Ted Lowe Dakota truck conversion presentation
- II Bob Baker's EV conversion presentations
- II Bil Becker the art of renewable energy EV charging stations
- Steve Trkla on Torquedo
- The newsletters are great
- George Hiller open EVSE
- Argonne National Lab tour
- Update on EV sales
- All Good
- Mike Willuweit's warp 9 presentation

6. **Any other comments?**

- Let's have a group projects where we can all get involved

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 engined, 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 in 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: This is last month's membership update. Our website is down and i am working on restoring it. Please stay tuned for an update.

We currently have **90** paid-up members, **9 down** from last month. 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 EVents. Volunteer to attend EVents 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 - December 11

Mike Willuweit

Arrangements: Pat Canaday, Manager, Community Relations, Communications, Education, and Public Affairs

Friday 12/11/2015

12:30 p.m. Begin to assemble at Argonne National Laboratory 9700 S. Cass Avenue, Lemont, IL

Tour escort, Dr. Dave McClenahan

1:15 p.m. Tour of Argonne National Laboratory - Mike Duoba

4:15 p.m. Meeting adjourned

5:00 p.m. Optional dinner at White Fence Farm Restaurant

Attendees

1	Dean B Anderson	13	Thomas A Koranda
2	Robert H. Baker	14	Bruce LeRoy Jones
3	Patrick R. Baker	15	Ted R Lowe
4	Richard C. Carroll, Sr	16	Jeremy McLean
5	Steve Clark	17	William P McVay
6	Ray DeBoth	18	Jeffrey S Miller
7	Hal S Frankel	19	Andrew J Schaeffer
8	George J Gladic	20	Christopher K. Sharp
9	George Hiller	21	William M Snyder Jr.
10	John F Jeide	22	Maureen J Stillman
11	Alfred L Kitch	23	Carl R Wallin
12	Michael A Kitun	24	Michael Henry Solis Willuweit

Transportation Research – The Advanced Powertrain Research Facility staff at Argonne National Laboratory performs vehicle systems and component evaluation in-situ as an independent technology reviewer with vast expertise. Argonne has long standing experience providing in-depth analysis of vehicle and component efficiency, and benchmarking of advanced electrified vehicles for the U.S. Department of Energy and other partners. Research includes targeted vehicle instrumentation and measurement of fuel economy, emissions and power and energy flows from chassis dynamometer testing. Component efficiency is also assessed with hardware-in-the-loop capabilities for transient operations. Smart Grid interoperability and Codes and Standard governance are areas with key Argonne engineering leadership. In addition, Argonne has developed expert software tools, i.e. Autonomie, for modeling and simulation of advanced propulsion technologies.

The Nuclear Energy Exhibit showcases Argonne's rich heritage in the development of nuclear reactors and its current role in the development of next-generation reactors and fuel cycle technologies. Argonne has over 70 years of leadership in nuclear science and technology, tracing its birth to Enrico Fermi's Manhattan Project. Argonne pioneered the development of peaceful uses of nuclear technology, including those used in major nuclear power plants throughout the world. The laboratory continues to advance the design and operation of nuclear energy systems and is applying its nuclear energy-related expertise to current and emerging programs of national and international significance. Visitors to the exhibit will learn about the development of nuclear

power generation, from the Manhattan Project outcome, to Argonne's physics experiments and analyses that were commercialized into current nuclear power reactors, and then on to the advanced reactor systems that are the focus of modern-day research and development at Argonne.

The Advanced Photon Source (APS), which is an Office of Science user facility funded by the U.S. Department of Energy, is one of the most technologically complex machines in the world. This premier national research facility provides the brightest high-energy X-ray beams in the Western Hemisphere to more than 5,700 scientists each year from every U.S. state, the District of Columbia, Puerto Rico, and many countries around the world. These scientists come to the APS from academia, industry, medical schools, and other research institutions to carry out experiments that promises new discoveries in nearly every scientific discipline, including materials science; life science; chemistry; environmental, geological, and planetary science; and physics. The X-ray beams provided by this remarkable facility enable the collection of data in unprecedented detail and in amazingly short time frames. The knowledge these researchers gain at the APS has a real and positive impact on our technologies, our health, our economy, and our fundamental understanding of the materials that make up our world.

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:
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Bob's Hillview Auto
Bob Baker
4c Hillview Dr
Lake Barrington, IL 60010
Work: 847-842-9543
Email: bobshillviewauto@gmail.com
Web: www.bobshillviewauto.com



Innova UEV

Roman Kuropas

16w235 83rd St Suite A

Burr Ridge, IL 60527

Phone: 630-568-5609

Email: roman@innovauev.com

Web: www.innovauev.com



**BATTERY
GIANTSM**

Charlie Echert

2321 Ogden Ave

Downers Grove, IL 60515

Phone: 630-324-6041

Email: cechert@batterygiant.com

Web: batterygiant.com/battery-stores/Downers-Grove-battery-store

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