

FVEAA NEWSLETTER

March 1994

President	Vice President & Editor	Secretary	Treasurer & Librarian	Director	Director
Ken Woods 1264 Harvest Court Naperville, IL 60564-8956	Bill Shafer 308 South East Ave Oak Park, IL 60302-3512	Dave Aarvold 915 Oak Street DeKalb, IL 60115-3470	Dale Corel 595 North Gateshead Elk Grove Village, IL 60007-3433	John Emde 6541 Fairmount Downers Grove IL 60516-2919	John Stockberger 2 S 643 Nelson Lake Rd Batavia, IL 60510-9762

NEXT MEETING - March 18 at 7:30 PM

Will be in Room 1046 in the Student Resource Center at
the College of DuPage, Southeast corner of 22nd Street & Lambert Road

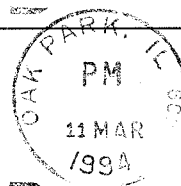
DISCUSSION TOPIC - Approval of ECOSTAR Test Draft Proposal

MEMBERSHIP INFORMATION

Any person interested in electric cars is welcome to join the FVEAA. The cost for a full year's dues is \$15 which will entitle the member to receive our monthly Newsletter which contains useful information about electric car components, construction, policies, and events. Dues for new members joining in April will be \$ 8.75

NEWSLETTER

FOX VALLEY ELECTRIC AUTO ASSOCIATION
308 South East Avenue
Oak Park, Illinois 60302



First Class

John Emde
6542 Fairmount Avenue
Downers Grove IL 60516 -2919

ADDRESS CORRECTION REQUESTED

MINUTES OF FVEAA FEBRUARY 18, 1994 MEETING

The meeting in Room 2020 at the College of DuPage was called to order at 7:38 PM by President Woods. Seventeen members and one guest were present.

Treasurer Corel reported \$ 1167.31 in the checking account and \$ 2106.62 in the checking account. His report was approved.

The January minutes were approved. The missing October 1993 meeting minutes were distributed to members present and filed with the Secretary.

President Woods reported on FVEAA participation in the "MRS WIZ" event sponsored by the Girl Scouts. This event is meant to encourage female students to take math and science courses in high school - leading to careers in science and technology. It will be held on Sat, Mar 12 and the DuPage County Fairgrounds in Wheaton. Expected attendance is over 3000.

Woods has a commitment from CECO for display of the Ford ECOSTAR. He has been unable to speak with Member Helenowska but will follow up, hoping that she can participate and perhaps display her Fiat. Other FVEAA members with cars are invited to display their EV's.

Member Oviyach was contacted by CECO regarding the proposed FVEAA-CECO test program. Edison will be receptive to a FVEAA proposal.

The club purchased the updated copy of Mike Brown's how-to-do-it book on vehicle conversion. It is available in the FVEAA library.

President Woods presented photos of EV's displayed at the Chicago 1994 Auto Show. On display were a Toyota with a 208-volt ac motor, 71 mph & 68-mile range; a Honda with a 240-volt brushless motor - 80 mph & 65 mile range; a VW "Super-Beetle" that had three power plant choice - gasoline, electric, and hybrid configurations. Peugeot, Nissan, and Suzuki also had exhibits.

There was a brief discussion of the February Newsletter, the first by the new Editor. Mailed were 58 copies to Illinois addresses, 23 out-of state, 4 international, and 21 exchange copies to other EV association. Most copies were received two or three days after the Friday mailing. Member Clark noted there would be a reduction in mailing cost if all mailings used a ZIP+Four code and mailing presort.

Shafer suggested the FVEAA begin to build a database containing information about EV's owned by members. His idea was accepted and he will develop a form to be mailed with a future newsletter.

Member Ortiz attended a seminar at Argonne Lab at which the paper entitled "Magnitude and Value of Electric Vehicle Emission Reductions for Six Driving Cycles in Four U S Cities with Varying Air Quality Problems" was presented. A copy was provided the Editor and an abstract will appear in a future Newsletter issue.

President Woods noted that John Newton's widow has offered to donate to the FVEAA EV components he had collected. Woods will set a Sat date acceptable to her; five members offered to help pick up the material which will be temporarily stored by John Emde at his business address.

President Woods led a discussion of the elements to be included in a FVEAA proposal to CECO regarding the ECOSTAR test program. The following were identified:

1. Program must produce useful data.
2. Insurance requirements.
3. Help CECO with its public information objectives.
4. Inform public about EV advantages.
5. Share data collected.
6. Only FVEAA members paid up as of 3-1 eligible to participate. FVEAA Board to approve other applicants.
7. 50 members expected to test the van with an average test duration of 4 days each (A total of 200 days of testing).
8. Keep a trip log.
9. Transfer arrangements between members.
10. Produce final report.

Members Woods, Shafer, Aarvold, Emde, and Stevens were appointed as an ad-hoc committee to prepare a proposal document to be approved at the March meeting and sent to CECO.

Submitted by

Dave Aarvold
Secretary

RECENT EV ARTICLES

A large backlog of electric vehicle articles has accumulated since I assumed responsibility for editing and publishing the FVEAA Newsletter. There is insufficient space to reproduce each article so each will be summarized, together with a source identification which will enable members to retrieve and read them in their entirety.

EV NEW WANNABE'S

Robert Cole, fired as GM Chairman, now with Ovonic plans to head new EV company
Sun-Times 1/26, Sun-Times 1/30

"It's no secret that I enjoyed the IMPACT when I was with GM. ... My view is that California is not going to drop the zero-emission requirements." He believes the Big 3 may be willing to buy electrics to meet that requirement.

Benjamin Rosen, venture capitalist and Compaq Computer CEO. Business Week 2/28.
He expects to have a power train by yearend and a car by 1996. Possible name: Rosen-Royce

PROTOTYPE EV'S

IMPACT RECHARGED; Tribune 9/26/93

GM will build and distribute 50 IMPACTs this fall and distribute them to selected utility companies around the country. These will be used to give at least 1000 consumers an opportunity to drive and evaluate these cars. A dozen prototypes have been for durability, safety, and reliability in Arizona.

GM GETS ELECTRIFYING RESPONSE; Tribune 2/6

GM admitted that an overwhelming number of people want to borrow an IMPACT for a one or two week test drive. They expected 5000 requests in New York and received 14,000. It will be tested in a dozen cities.

MITSUBISHI; Sun-Times 1/26

The LIBERO, developed by Mitsubishi & Tokyo Electric Power Co can run 102 miles at an average speed of 24 mph is available for purchase in Japan.

NISSAN ELECTRIC PRICE SHOCKER; Sun-Times 11/17/93

The electric Cedric/Gloria has a top speed of 68 mph and a range of 75 miles @ 25 mph will sell for 25 - million yen, or about \$ 120,000

CHRYSLER CUTS ELECTRIC MINIVAN PRICE; Sun-Times 1/19

Chrysler has cut the price of its 1994 minivan from \$ 120,000 to \$ 100,000. They will sell 50 this year.

QUICK CHARGE DEVICE HOLDS PROMISE; Tribune 2/18

Electric Power Technology (Atlanta) says it can recharge lead-acid batteries in just 18 minutes. The system was tested at the Atlanta Motor Speedway using a converted Chevy pickup. The system uses a series of sharp positive and negative impulses interspersed with a small discharge.

FORD - LESS ELECTRICITY; Sun-Times 1/12

Ford said it is scaling back plans to build an all-new electric car until it can reach a breakthrough on batteries.

RECENT EV ARTICLES (CONTINUED)

PUBLIC POLICY

ASSAULT ON BATTERIES ; Business Week 11/29/93

Behind the eco-PR the Big 3 automakers are working to delay or cancel rules that require them to offer electric vehicles for sale by 1998. They seem to be putting as much effort into lobbying as engineering. Car companies have plenty of evidence of the high cost of getting into electric cars. Ford's \$2 -billion includes such items as setting up a dealer network and projected losses for the first years when volume is low and costs high. "The comptroller threw in everything he could find," concedes John R Wallace, Ford's director of electric vehicle development programs.

Among the Big 3, Chrysler seems to have the soundest plan to meet the California deadline by readying its minivans to run on gasoline, natural gas, or electricity.

COMMUTER POLICE; Forbes 12/20/93

Kaiser Permanente was fine \$ 125,000 by the South Coast Air Quality Management District for offering employees cash incentives to car-pool and free rides for those working late. Regulation 15 mandates that employers with 100 or more workers at a site must reduce the number of cars driven to work. The Kaiser record keeping was unacceptable and the plan did not include enough free lunches. A cost study last year found that employers spent an estimated \$ 160-million in 1992 to comply with Regulation 15 and this resulted in 54,000 fewer vehicles on the road.

A far more efficient way to clean the air would be to remove from service the oldest 20% of the cars on the road that account for 80% of the pollution. Unocal spent \$5-million in 1990 and retired 8300 polluting cars.

If you live outside of Southern California don't feel too smug. Regulation 15 may find its way into other regions that do not comply with the Clean Air Act of 1990. That knock you hear may be the commuter police.

FROM OTHER EV NEWSLETTERS

WORLD ELECTRIC TRANSPORTATION - The Jan-Feb issue contains a listing of sources, resources, battery suppliers, chargers, clubs, controllers, consultants, components events, meters, motors, and other items relating to EV's. This is an annual feature.

DENVER EVC (DEVC) Their February Newsletter had a wealth of articles and EV news that featured a 70-minute video conversion of a GMC S-15 pickup truck and covered the 1993 International Electric Grand Prix held in Southern California. Video costs \$ 35.

THE ELECTRIC VEHICLE ASSOCIATION OF SOUTHERN CALIFORNIA (EVAOSC) January issue highlighted a presentation by John Dunning of Delco-Remy at their January meeting. His talk was about the 24-hour EV distance record set by a Geo Metro conversion. The history of the control of motor vehicle pollution in Southern California was the subject of another article.

EVAMERICA in Boston had an article on the economics of battery life that was informative.

**A PROPOSAL BY THE FOX VALLEY ELECTRIC AUTO ASSOCIATION
TO COMMONWEALTH EDISON
FOR TESTING THE FORD ECOSTAR VAN**

MARCH 17, 1994

BACKGROUND

Commonwealth Edison (CECO) has leased battery-powered vehicles, identified as ECOSTAR from the Ford Motor Company. The purpose of the project is to inform the public about CECO's interest in electric vehicles (EV), this program, and to test the capability of the ECOSTAR in a number different applications.

The FOX VALLEY ELECTRIC AUTO ASSOCIATION (FVEAA) was chartered as an Illinois not-for-profit corporation in 1975. It was incorporated to assist its members interested in recycling and converting conventional cars to electric power, to inform the public about the realistic capabilities of EV's and their contribution to energy conservation, pollution reduction, and cost savings. Members have 15 years of experience with these activities.

The FVEAA experience with these activities places it in a unique position to assist CECO in the achievement of their program objectives

SCOPE

This document covers a FVEAA proposal to CECO for the testing of an ECOSTAR leased by CECO from Ford Motor Company.

TEST OBJECTIVES

The FVEAA has identified four objectives of the test program:

1. Produce data which will be useful to CECO, Ford Motor Co., and the FVEAA.
2. Assist CECO in realizing the public relations benefits of the program.
3. Inform the public about the value of EV ownership and use.
4. To share information gathered by the FVEAA with members not actively participating in the test and with other similar EV organizations.

FVEAA ECOSTAR TEST PROGRAM PROPOSAL

CECO RESPONSIBILITIES

CECO shall have the following responsibilities for the FVEAA test program:

1. Assign use of an ECOSTAR to the FVEAA in a manner acceptable to the Ford Motor Company and CECO.
2. Provide liability insurance covering the vehicle during the program.
3. Provide a charging extension cord, 60 feet in length, that can be plugged into a standard 240-volt, 30-amp electric dryer receptacle (NEMA L7-30R) on one end and into the vehicle 240-volt recharging system at the other. This cord shall be equipped with a ground fault interruption device.
4. Provide metering so a user can record, without using any on-board data acquisition system, ac energy used for recharging any time the car is plugged in and energized for recharging from an ac source.

FVEAA RESPONSIBILITIES

The FVEAA shall have the following responsibilities for the test program:

1. Exercise due diligence to care for the vehicle and not cause it to be operated in violation of any Illinois motor vehicle statute.
2. Make certain that only a FVEAA member authorized by the FVEAA Board will be the operator of the car during the time it is assigned to an individual for evaluation.
3. Assign the vehicle successively to its members for testing and provide a listing of the test schedule, identify the individual responsible, and indicate the individual's proposed use. If CECO desires the FVEAA will, provide a copy of each individual's insurance policy covering other vehicles he may own.
4. Arrange for vehicle transfer between successive individuals during a test assignment.
5. Keep a trip log on car use. The log will include the distance travelled, nature of the trip, subjective comments about the trip and reactions, and Kwh reading .

FVEAA ECOSTAR TEST PROGRAM PROPOSAL (CONTINUED)

FVEAA RESPONSIBILITIES (CONTINUED)

6. Provide CECO in advance of any planned exhibition or public event scheduled to allow CECO Public Information Department participate in the event. CECO shall have authority to cancel any planned event or use.
7. Prepare a final report covering car use and performance.

GENERAL TEST PLAN

FVEAA's general plan for the test program is as follows:

1. A 3-5 day time is planned for each member to conduct his evaluation. Participation of 50 FVEAA members is anticipated, making the total assignment time about 200 days.
2. The FVEAA President will prepare an initial list of test assignments that will list the individual involved, his address, test dates, planned use, and other information that may be required. This schedule will be approved by the Board and forwarded to CECO for review and final approval.
3. Moving the car between assignments will be mutually arranged by the two members affected.
4. Only FVEAA members who have dues paid by 1 March, 1994 will be eligible to participate in the test program. The FVEAA Board is authorized to add others, subject to CECO approval of each additional assignment following the approval of the initial list noted in # 2 above.
5. Each member is encouraged to plan a public event in his community involving the ECOSTAR. While carrying out the plan, including information to the local press or media. the member may seek the assistance of other FVEAA members and CECO's Public Information Department may choose to also be involved in an event..
6. There may be major community events, such as the LaGrange Pet parade, Downers Grove Heritage Days, or Naperville's Last Fling that will require the participate of FVEAA general membership and CECO.
7. Members who have experience with use of an EV they have used will evaluate the ECOSTAR with their use of these vehicles for various driving missions.

FVEAA ECOSTAR TEST PROGRAM PROPOSAL (CONTINUED)

GENERAL TEST PLAN (CONTINUED)

8. Members not having an EV can compare the ECOSTAR with their use of a conventional car.
9. FVEAA requests that CECO have suitable participant identification painted on the ECOSTAR during the FVEAA test program.

TEST RESULTS, REPORT, AND USE OF DATA

After testing is completed the FVEAA will prepare a report to CECO on the test program. The report will be prepared by an ad-hoc committee of FVEAA members. Positive comments are anticipated, but the program may also produce suggestions for improvements that should not be publicly released. After the report is submitted the FVEAA, CECO, and Ford shall agree on a final version of the report which the FVEAA would be free to disseminate.

----- END -----

BATTERIES DELAY ECOSTAR

DETROIT—Ford Motor Co. has delayed delivery of 82 Ecostar electric vans because two suppliers have been unable to produce the sodium sulfur batteries needed to power the vehicles. The automaker had planned to ship the Ecostar to utility companies for trial runs sometime this spring.

CHICAGO SUN-TIMES 4/29/93

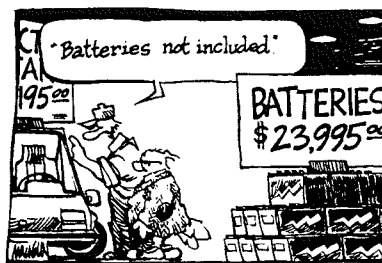
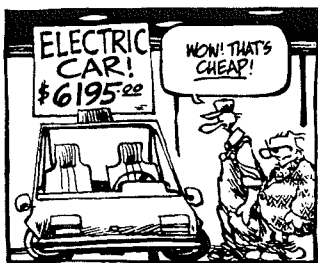
Member Dick Ness needs 3 or 4 aircraft-style 50-amp, 28-volt relays with 12-volt coils for his latest electric bicycle project. If you can help please call (312) 889-7757 or send a letter to 2129 North Naragansett, Chicago IL 60639.

PRESSEZ

HI

KEN

SHOE



NOTICE

Our computer records indicate you have not yet paid your 1994 dues of \$ 15 if this Newsletter contains a Membership Renewal Application Form. Due to the change in Newsletter Editors, we have sent to you the first three 1994 issues. This will be your FINAL ISSUE. Please renew if you wish to continue your membership and receive the FVEAA Newsletter. If our records are wrong, call Treasurer Corel (708) 228-5952, to correct your status.