



October 2023 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

This month's meeting is on Friday **October 20, 2023**
7:00 p.m. and will be IN-PERSON and on Zoom

Location:

Unitarian Universalist Society of Geneva
102 S 2nd St, Geneva, IL 60134

MAP:  Unitarian Universalist Society of Geneva

Meeting starts at 7pm and will run until about 9pm.

Topic: FVEAA Monthly Meeting

Time: Fri October 20, 2023 6:45 PM CT (pre-meeting setup check), Meeting 7:00 PM

Join Zoom Meeting:

<https://us02web.zoom.us/j/95901481473?pwd=UnpJVUJOUmVPOFZqR013ZFpPbzM0UT09>

Dial-in for audio-only users: Call: 312-626-6799

Enter Meeting ID when prompted: 95901481473#

Participant ID: (blank, just #) *6 mutes/unmutes your line, *9 raises your hand

Contact us if you need the password for audio only calls.

Agenda

- 6:45 Virtual Meeting Starts (to test connections)
- 7:00 Introductions
- 8:00 Scott Wilkinson with an update on his VW Bus
- 8:30 Break
- 8:35 Kyle Platt with his recent Tesla from Hertz experience
- 8:45 Updates from the NDEW teams on the events / EAGLE awards
- 9:00 Close

September Meeting

Dave Martinson gave an excellent slide show and description of his progress so far. He has some gorgeous battery boxes and really slick fixed ratio 2:1 reduction box. We all benefited from the work he has done, and especially the other people actively doing conversions. I had an update on the National Org, and am now sending out information on the EVA email system to all of our registered members on that system.

October Meeting

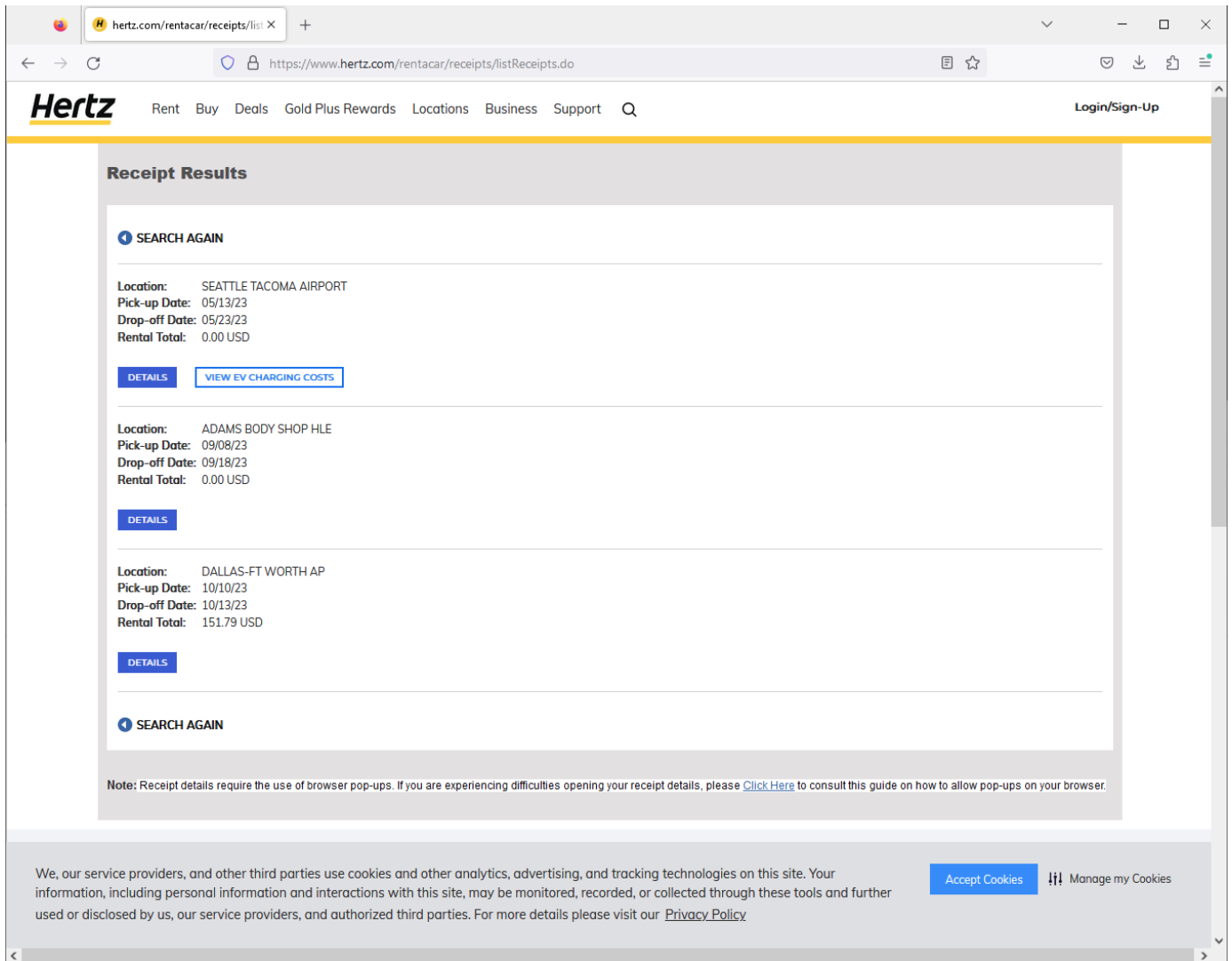
Scott Wilkinson has been quietly converting another vehicle. For those that are familiar with his Green Triumph Spitfire, you know what a work of art that car was. Now he is working on a VW Bus. I can't wait to see what he has been doing. Next up Kyle rented a Tesla Model Y from Hertz and it seems like many of the challenges that renters were experiencing earlier in the year have been addressed. Lastly, we have an update from the NDEW teams that put in so much effort in the recent events. I am looking forward to the pictures, and updates from the two groups that ran the events for us.

Hertz Tesla rental update

Not trying to steal Kyle's thunder here, but I suspect that many Tesla renters, through Hertz, got a recent surprise. Hertz finally caught up with me and charged me \$33 from my vacation rental back in early summer. I had found a Chargepoint 60KW station that was very close to the place I was staying and only 10 cents/kwh so most of my electricity came from there, not Tesla. Those people running Tesla rentals as Uber and charging all of their miles from Superchargers are probably unhappy. Considering some of those rentals were getting 15,000, or more, miles a month, that is going to quite the shock. Let's estimate they average 4 mi/kwh, that would mean that 15,000 miles would be about \$1238 at 33 cents/kwh, and if they did that for many months thinking they were getting free electricity, that is going to hurt. Of course this is likely cheaper than paying for gasoline, but when it all hits at once, many months after the fact, the drivers may find themselves being back billed for months of energy. I can't imagine people being happy about this.

Late in 2022 and early 2023 Hertz ran a promotion offering free electricity to all renters of Tesla's through them. For a ride share driver, this was a great deal! Many probably thought the deal had continued. Searching for receipts I see they now have a "View EV charging costs" button.

I always assumed they would come back for their money, and \$33 isn't an issue for me. If you happen to be an Uber driver that put 100K miles on a Tesla Rental, that might be a bit ugly.



Vice President's Words

Tracey McFadden

I started out the month giving an EV presentation to the Geneva Learners discussion group at the Geneva Library with Tom Coleman. Tom is a FVEAA member, Chapter Chair, and EV Campaign Leader of Climate Reality Chicago Metro. The audience was very engaged with us and we had a very lively discussion after the presentation.

The Drive Electric Event at the Fox Valley Mall was great. I found the discussions enlightening and thoroughly enjoyed socializing with other EV owners.

Tom Coleman and I co authored and submitted an op-ed article giving a factual and informed look at the current state of electric vehicles to the Chicago Tribune. It was in response to an op-ed piece by Charles Murray, which was critical of EV's and filled with misinformation. Our plan is to submit it to other Chicago news outlets if it is not picked up by the Tribune. Below is the article we submitted as well as a link to the original op-ed piece.

Stay Charged!
Tracey

Electric Vehicles: On the Road to the Future.

As we transition to Electric Vehicles (EVs), there will be doubters, just like those who called the modern automobile a threat to the horse and buggy. Accurate information, which we provide below, is key to ensuring a smooth transition.

According to the US Environmental Protection Agency (EPA), transportation accounts for about 29% of total U.S. greenhouse gas emissions, and 59% of those emissions come from light duty cars and trucks. The EPA and American Lung Association state that vehicles create about half of all poisonous pollution in the atmosphere, negatively affecting human and environmental health. We must transition to cleaner, electric vehicles.

EVs are affordable. According to Kelley Blue Book, the average cost of a light-duty vehicle is \$48,000. There are currently about 20 EVs priced at or under that amount. The Chevrolet Bolt, for example, starts at MSRP of \$26,500. The Bolt qualifies for a \$7,500 federal tax credit and some states have additional incentives, which could drive the cost down further. The Nissan Leaf has a similar MSRP with the Hyundai Kona Electric, Volkswagen ID.4, Kia Niro EV, and the Tesla Model 3 slightly below the average cost for light-duty vehicles.

New modern battery technologies and other advances will drop EV purchase prices further. EV plants are being built all over the country, and thirty new battery plants are either being built or planned. With only twenty parts in a typical EV drivetrain versus 2,000 parts in a gasoline car, there is little maintenance required. This means EVs are very cost-effective – they are already half the cost to maintain and a fraction of the cost to fuel compared to gasoline vehicles. According to Consumer Reports, EV owners spend half as much to repair and maintain their EV. There are no oil changes, no tune-ups, belts, spark plugs, no antifreeze, etc.

Much progress has been made with mining the materials needed for EV batteries. In August, a Federal Judge affirmed a permit for Thatcher Pass on the Nevada/Oregon border, the largest deposit of lithium in the world. In addition, Salton Sea development in California is using geothermal energy to source battery minerals responsibly. Most EV battery manufacturers are working to build batteries without precious metals like cobalt and nickel. About half of Tesla batteries today use cheap and abundant materials such as iron and phosphate instead of cobalt and nickel. The Inflation Reduction Act (IRA) only provides incentives for EVs that are made in North America and it includes escalating rules for responsibly sourcing battery minerals.

There is massive research and development going into EV batteries around the USA and the world, improving technology and reducing costs quickly. Much of what now comes from far flung areas like China is coming home to USA and North America as part of IRA rules.

Electric utilities are aware of the challenges and potential strain on the electric grid, and they are adapting quickly as customers move from fossil fuels to electricity. For example, every EV has the capacity to schedule charging for off-peak times reducing strain on the grid and lowering EV charging costs. It was predicted years ago that as homes began to increase their use of air conditioning, this would break the grid. This prediction was wrong, and so will the predictions about EVs.

Regarding home charging, as EV owners, we know that most EV drivers plug their cars in overnight. With the average driver only traveling about 35 miles a day, recharging would take about 2 hours to replenish the battery. Even with the extremely slow level 1 (120-volt) chargers that come free with most EVs, the car is fully charged by morning.

As homes and businesses install more solar power, local production will increase. Solar energy,

home battery systems and EV vehicle-to-grid loading (V2G) will form virtual power plants, which will increasingly transform power grids and help with overall grid resilience. As EVs and batteries improve, so will power grids.

There is a massive effort, driven by the IRA, to install 500,000 public fast chargers – 50 miles apart – on major thoroughfares across the USA. Companies including Electrify America, Tesla, and EVgo are spending billions to build a robust network of new fast chargers that will make longer trips easier. Many of these charging stations will be solar powered.

EVs are the way of the future and great news for future generations. Every major automobile manufacturer in the world is now producing or plans to manufacture EVs, and transition away from gas powered cars. This will benefit our environment, our health, and our pocketbooks.

Thomas Coleman - Chapter Chair and EV Campaign Leader, Climate Reality Chicago Metro
Tracey McFadden - Vice President, Fox Valley Electric Auto Association

Original Tribune Op-Ed by Charles Murray

<https://www.chicagotribune.com/opinion/commentary/ct-opinion-transition-electric-vehicles-cost-fast-charging-issue-20230922-j7577dk6bvdljyrtmwutczcau-story.html>

PHOTOS OF Sept. 15, 2023 MEETING

Bruce Jones



Meeting attendees on Sept.15, 2023



Dave Martinson provides an update on his 1940 Ford electric conversion project



Hyper9 motor from Netgain



Looking towards the front, w the location of the two stacked battery boxes



(this is not Dave's car but the future vision of the '40 Ford)



Batteries for the 1940 Ford!

Successful CCC Charging Station Repair



9/16/23 Bruce received text and email from CCC that the EVSE plug had been charred during a charge. Old twisted cable above w broken plug (right)



Old J-1772 plug with broken charred contacts.



9/23 Jeff to the rescue. With a trunk of tools and a new cable/plug from Clipper Creek.





New 25' cable with much sturdier J-1772 plug/ latch from Clipper Creek they sent for \$0 wow



Everything working and charger back in business! CCC was very VERY happy for the fix and our no charge solution. Thanks much to Jeff!

NDEW SOUTH 9/30/2023



Dana Hybl and her Nissan Ariya premiere





Ted Lowe receives the EAGL award prepared by Rich Hirschberg. presented by Bruce Jones



Christopher Sharp w Tracey McFadden, Jason Sapet, Kevin Sears and grandson w Tracey's blue VW ID4



Tom Coleman with Hyundai Ioniq 5



Ted Lowe's 2000 Dodge Dakota Conversion

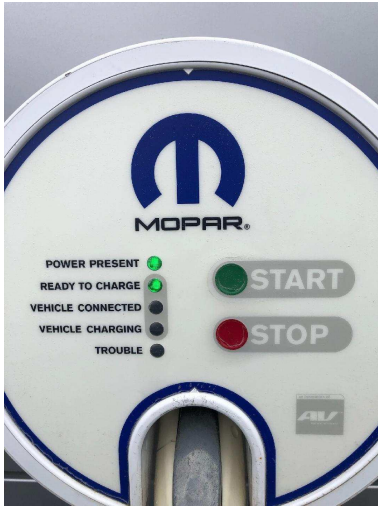


Boj-electric Bikes!

The Fall Season of Discord!

So now that Fall is here it's interesting to see that EVSE cords are beginning to fall out! I was called over to a local automobile dealer to see if I could investigate what the problem was with their level 2 EVSE! It shouldn't come as a surprise that auto dealers are beginning to sell EVs and provide charging capability, albeit limited to level 2.

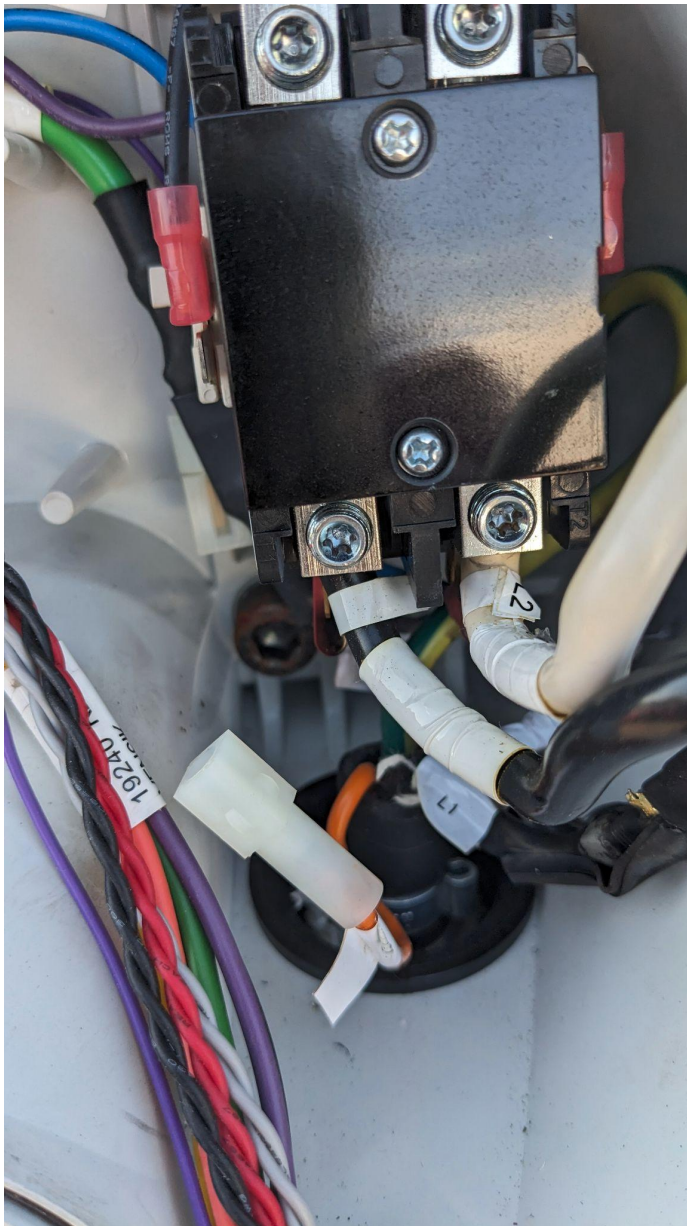
So I was able to take a look at the problematic EVSE.



This is a standard 32A unit that would not charge. So I inspected the plug which didn't look great:



So I opened up the EVSE to check continuity and it could be seen that the cord had become disconnected. Clearly a new cord is required but at least I could get the unit working again:



The dealership was very happy that they could charge their hybrid EV and any full EVs they may have had. I later learnt that they were in the process of having some DC fast charging equipment delivered and installed. A logical move since selling EVs would require the dealership to be able to quickly recharge vehicles in order to provide test drives and demonstrate the vehicles to prospective customers. Now I'm hoping that the service departments are able to get the training needed.

Upcoming EVents - Fall 2023

Rich Hirschberg

None known. Let Rich know if you have info!

See one of the officers to get some cards to hand out to people at various Events and daily life to promote EVs and our organization!

Fox Valley Electric Auto Association

PO Box 214
Wheaton, IL 60187-0214

630-260-0424
contactfveaa@fveaa.org

Free Yourself From The Pump^{fm}



Join Us and Discover How!

Check fveaa.org for
details about our
monthly meetings!



Hi Folks, If you haven't logged in to our website already, please check your email for instructions and login to check it out! Please let me know if you have any questions. Thanks!



FVEAA Web Report

as of 2023-10-18 04:58:08

Website Registered User Statistics

Statistic	Value
Total Users	108
Users Never Logged In	38
% Active Users	64.8%
Ave. Days Since Last Visit	651.8 days

FVEAA On Facebook - Join Us! Like Us!

Ted Lowe

The **FVEAA Facebook group** has 119 members as of 1/17/22! 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 supplements 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/>

Here is the **FVEAA's Facebook Page**. Like Us!

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

FVEAA On YouTube - Check out our videos!

Ted Lowe

The **Fox Valley Electric Auto Association** has a YouTube channel! Subscribe to us and check out our videos! We've had this channel for many years but we're going to start using it more to attract new members and promote EVs. Please let me know if you have some FVEAA-related videos to post.

https://www.youtube.com/channel/UCg_Pgp6g-HEuMICWMO2akPw

Membership Update

Ted Lowe

We currently have **70 active paid-up** members. Many members have taken advantage of the multi-year renewals offered by the new website! **Please renew & recruit new folks!!!**



FVEAA Membership Report

as of 2023-10-18 04:58:08

Count of Members by Type

Membership Type	Count	Paid Up
Charter Business	1	1
Family	4	4
Individual	67	63
Lifetime	2	2
Totals	74	70

Other Statistics

Statistic	Value
% Paid Up	94.6%
Avg. Paid Up Days	392.4 days
% With Email	97.3%

Encouraging Our Membership To Grow and Some History

Ted Lowe

We are growing! 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 any time, thanks! Howard Hansen had a **great idea**... giving an FVEAA membership as a gift!

Here is a time-varying graph of our membership size from 2007 to now. Note that we peaked at 255 members in October 2008 when gas was nearing \$5 per gallon. We were also attending lots more invitational Events with our converted EVs. The first Tesla Roadster was just coming into being. **Let's get out there and grow the FVEAA!!!**

FVEAA Paid Up Members as of October 18, 2023 9:15am



Monthly Treasurer Reports

Ted Lowe

As Treasurer, I am publishing a brief Treasurer's Report to our forums around the time our monthly newsletter is published.

I am publishing our various cash balances (Money Market, Checking, PayPal) to this location:
[FVEAA Committees](#) > [Finance](#) > [Treasurer Reports](#)

This area of the forums can only be seen by FVEAA members. As an IL Non-Profit corporation, we have no requirement to publish our assets or financial statements publicly.

Feel free to contact me if you have any FVEAA financial matters to discuss.

Membership Renewals

Ted Lowe

Our membership system sends out "renewal reminder emails," before your membership is due. You will receive up to 3 before being marked "not renewed" (inactive). The sooner you renew, the fewer emails you will receive :) So please pay attention to your email from the FVEAA and renew online using this link (for the easiest approach for all of us):

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

THANK YOU for your continued support of the FVEAA!

- 7:03 Jeff Miller, President opened the meeting and held Introductions all around for those participating in person, and on line
- Dave Martison provided an outstanding update on conversion of his 1940 Ford to electric. (see photos)
- **Board Nominations Completed and Board Elections**
 - Note Ted Liu declined board nomination, then Board Nominations were closed and elections finalized.
 - **The following members were re-elected**
 - **President: Jeffrey Miller**
 - **Vice President: Tracey McFadden**
 - **Treasurer, Editor: Ted Lowe**
 - **Secretary: Bruce Jones**
 - **Board of Directors:**
 - **Rich Hirschberg**
 - **Simon Gibson**
 - **Marty Belovicz**
- Jeff Miller discussed the FVEAA integration with the EVA

The meeting adjourned around 9:10 p.m.

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 Charter Business Members

Chicago Area Clean Cities

Samantha Bingham
2 N LaSalle St #950
Chicago, IL 60602
Email: info@chicagocleancities.org
Web: <https://chicagocleancities.org>



Chicago Area Clean Cities (CACC) is a 501(c)(3) not-for-profit working to promote the use of clean fuels for clean air in the Chicago area and throughout Illinois. Our coalition includes people from private business, academia, government, scientific research and energy and environmental services. Our main goal is to help with the adoption of cleaner transportation options.