

EEVC NEWSLETTER

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EEVC 25TH ANNIVERSARY BOYERTOWN LUNCHEON APRIL 10TH 2005

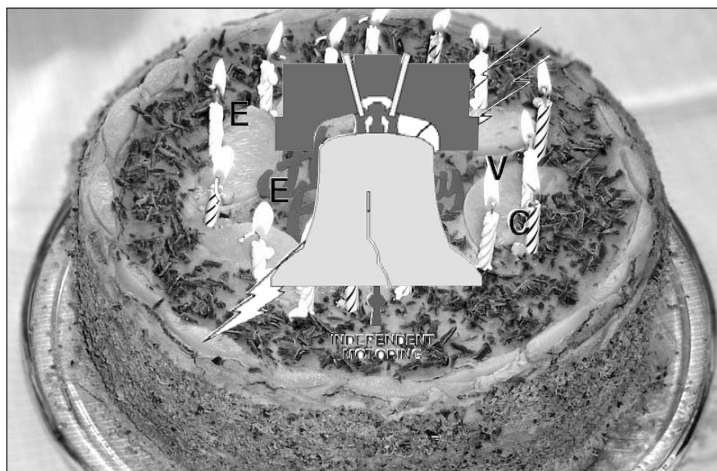
*Attention All
EEVC Members
and Friends.
April 10th is only
a few days away!*

If you expect to participate in the luncheon we need to know **IMMEDIATELY** whether or not you are coming in order to finalize our count for the caterer. Those

who do not wish to attend the luncheon may join us for the price of a museum ticket which may be purchased at the museum.

Quickly order your tickets now! Passes to the museum, valid only for April 10th, will be returned to you as soon as your check arrives. Please send a check for \$25 (single) and \$40 (husband and wife couple) to Oliver H. Perry, 5 Olde Stagecoach Turn, Shamong, New Jersey, 08088. Home phone 609-268-0944 cell 609-922-7275 e-mail perryoh@msn.com or perrydap@aol.com. Your ticket includes the museum fee.

The museum opens at 9:30 AM. You will need your special April 1st pass to get in.



Feel free to arrive anytime before the luncheon. If you wish to enjoy the museum, the earlier you arrive the more time you will have to do so.

Buffet Luncheon will be served at 2:00 P.M. Formalities and selected celebration activities will coincide with

and immediately follow the luncheon. Guy Davis, one of our founding fathers, will show some old slides featuring some vehicles which we hope some of you can help him identify. Ken Wells (Boyertown Museum) will offer one of his engaging and interesting Boyertown Museum historical talks.

If you have pictures and items of EEVC historic interest, please bring them. Give me an idea how much space you need to show them. If you wish to add something to or be a part of our celebration activities please contact me. It is disappointing to receive a great idea that could have or should have been implemented only after the event is

over. So speak now or wait until our thirtieth. Don't be shy, your ideas matter.

We are planning on having all former presidents of the EEVC say a few words regarding the highlights of their administrations. We hope to get a group picture of all who have served at least one term as EEVC president. Can you name all of them?

The Boyertown museum is an interesting and very worthwhile place to attend. We encourage you to bring family and friends. If family members and friends are not interested in attending the luncheon (we understand that the expense may exceed your budget) and EEVC activities (which might be too confining to some), they may bring a bag lunch or chose a dining place within walking distance. For the price of an admission ticket there is plenty for any thinking individual to see in the museum. Don't let anyone miss out on attending the Boyertown Museum of Historic Vehicles at least once in their lifetime. The museum will be open at 9:30 A.M. and will be extended for us until 6:00 P.M.

Looking forward to seeing you in Boyertown Sunday, April 10th!

UPDATE ON THE CINNAMINSON HIGH SCHOOL ELECTRIC CAR Oliver Perry

I have been working with the Burlington County Institute of Technology (BCIT), a local vocational high school, and Burlington County Community College (BCC) in a joint effort to attend the 2005 American Tour de Sol using the Cinnaminson High School converted 1986 Ford Escort. The car is more commonly known by us as The Olympian.

As this newsletter goes to print it is my understanding that Cinnaminson High School is willing to donate the electric car to BCIT and will do so upon the arrival of a letter of request for the car by BCIT officials.

I have attended several meetings with Jack Braun (BCC physics professor), Tom Mulnar (BCIT automotive instructor) and Paul Kydd (EEVC member). We have agreed to form a team and enter the Cinnaminson electric car in the 2005 American Tour de Sol.

Read our next newsletter for the latest update. We have a lot to do fast. Deadline for application to the Tour is April 1, 2005. We

are waiting for the official transfer of the title of the car from Cinnaminson High School to BCIT.

EV1 VIGIL ENDS IN SOUTHERN CA



On Feb 16 supporters of the General Motors EV1 began a vigil outside the GM training center where the company had stored more than 70 surviving EV1s before sending them to a crusher near Mesa, AZ. The vigil ended on March 15 with the loss of the cars.

On March 14 actresses Alexandra Paul and Colette Divine attempted to block the driveway where three car carriers with 15 EV1s were leaving. They were promptly arrested and a while later the carriers took the EV1s to their fate. The next day eight more transporters arrived and hauled away the rest.

The organization behind the vigil has not ceased activities, and is now working to get as much grass-roots participation as possible and urging people to write to GM, legislators, and the media. Detailed information on how to participate is available at:

www.saveev1.org/?How_You_Can_Take_Action.

PECO ON WIND ENERGY PRICING

Readers in PECO's area are probably familiar with the option to buy wind-generated electricity through their regular electric bill. The program, called PECO WIND energy, allows users to agree to purchase specified amounts of wind energy in 100 kWh blocks each month, for an additional fee of \$2.54 per block. Clubmember Ron Groening wrote to PECO asking about the economics of the wind power. "How much (per kwh) do you pay the supplier of wind energy?" he asked. "Do you make any other significant pay-

ments to the supplier?”

Steve DeMott, Manager, Marketing Programs, PECO Energy responded as follows:

“Thank you for your interest in PECO WIND. Unfortunately, I cannot answer your question directly because the information you requested is competitive business information. I can tell you that the expenses associated with PECO WIND fall into four major categories:

- Purchase of renewable energy credits
- Administration (primarily salaries at our partner, Community Energy)
- Marketing (primarily printing and postage)
- Amortization of information technology investment (costs of upgrading our billing system to support PECO WIND)

“In 2004 the total sales of PECO WIND were less than the total expenses — PECO lost money on the product. We expect this to be the case in 2005 as well, and we hope to begin to recover our losses in 2006.

“While PECO hopes that the PECO WIND product will eventually become profitable for the company, we recognize that profits will always be modest, and profit is not a primary motivator in offering the product. We chose to offer PECO WIND because we believe that giving our customers the option to support the development of wind energy resources in Pennsylvania is the right thing to do.”

For more information go to www.pecowind.com, or call 866-WIND-321.

CA FUNDING CLEAN ENERGY By California Pete



The Golden State (they call it that out here because they don't want to admit that the grass all turns brown in the summer — or maybe it makes a gold-colored light when it catches fire) has set up something called the California Clean Energy Fund (CalCEF), a \$30 million public benefit investment fund created as part of the Pacific Gas and Electric's bankruptcy settlement. On March 14 CALCEF announced agreements with three lead-

ing venture capital firms: Nth Power, Draper Fisher Jurvetson and VantagePoint Venture Partners. These venture funds, with combined assets under management of \$6 billion, will bring CalCEF matching funds and access to key strategic partners.

CalCEF's purpose is two-fold: to make attractive investments and to provide an engine of economic growth while reducing California's dependence on fossil fuels. It plans to support a wide range of opportunities, including both later stage and early stage opportunities, where CalCEF funding will make a difference. CalCEF has allocated \$8.5 million to each of the three funds for a total of \$25.5 million. Any profits from the investments will be reinvested in CalCEF.

Nth Power estimates that venture capitalists invested approximately \$500 million in US-based energy-tech companies in 2004, representing well over 2% of all VC investing, and California wants to take the lead.

In other California news, Governor Schwarzenegger has announced a new program for getting 15,000 of the worst-polluting cars off the road each year.

On March 19 the Governor announced a “Breathe Easier” campaign for cleaner air, which will target the 10 percent of cars that put out 50 percent of all the car pollution — the “gross polluters.” Owners of such vehicles can bring them in to be crushed and get \$1,000, or get them fixed to pass the Smog Check and receive up to \$500 to pay for repairs.

NEWS UPDATE

Brits launch hydrogen motorbike



On March 15 the British firm Intelligent Energy introduced its ENV (Emissions Neutral Vehicle) purpose-built, fuel-cell motor-

bike. At the heart of the machine is Intelligent Energy's 1 kW CORE fuel cell, which can be removed from the bike and used to power other things as needed. A battery pack allows for up to 6 kW peak to the motor

The bike can reach 50 mph and can run up to 4 hours on a tankful of hydrogen

The frame and swing arm are aluminum, the motor is an LMC LEM-170 48 Vdc 6 kW brush-type unit, the motor controller is a Brusa model MD 206, and hydrogen is stored in a Luxfer L65 High pressure carbon composite cylinder. The hybrid action comes from four 12 V 15 Ah lead-acid modules in series.

Acceleration from 0 to 20 mph (32 kph) takes 4.3 s (weight of rider not given), 0-30 mph (48 kph) in 7.3 s, 0-50 mph (80 kph) in 12.1 s. Range is specified as "at least 100 miles (160km)."

There have been reports in the press that some people are concerned that the motor-bike makes so little sound that it could present a danger, and might have to be fitted with a noisemaker. Whether this part is real or just hype remains to be seen.

High gas prices do some good

Ever-increasing prices for gasoline seem to be finally having an effect on vehicle purchase decisions. *Automotive Industries* reports that, according to new-vehicle retail transaction data from the Power Information Network (PIN), during the first two months of 2005 car and truck owners in 18 of the 20 vehicle segments were less likely to trade their current vehicle for a full-size SUV than during the same two months in 2004. Full-size SUV sales fell 21 percent in February after a 31 percent drop in January, when compared to the same month a year

So are the mastodon drivers beginning to see the light?

Coming Events

11th National Clean Cities Conference

May 1-4, 2005, Palm Springs, CA. Contact Annalloyd Thomason, 702-254-4180 x23 or 702-294-2333, or e-mail Info@afvi.org

2005 Tour de Sol

May 13-16, Saratoga and Albany, NY. Go to www.nesea.org or call Nancy Hazard at 413-

774-6051.

Fuel Cell 2005

June 7-8, Minneapolis. Contact Marsha Hanrahan, marshah@infowebcom.com, or visit www.fuelcell-magazine.com/fc_conf_index.htm.

FedFleet 2005

June 7-9, Nashville, TN. Call 800-315-4333, help@fedfleet.org, www.fedfleet.org.

Power of DC electric drag races

June 11, Mason-Dixon Dragway, Hagerstown, MD. Contact Chip Gribben at futurev@radix.net

2nd International Conference on Polymer Batteries and Fuel Cells

June 12-17, Las Vegas. Call 702.897.3027, dbrodd@broddarp.com, www.electrochem.org/meetings/satellite/pbfc/002/pbfc.htm.

5th International Advanced Automotive Battery (& Ultracapacitor) Conference (AABC-05)

June 13-17, Honolulu. Contact Advanced Automotive Batteries, 530-692-0140, info@advancedautobat.com.

2005 SAE Future Transportation Technology Conference

Sept 7-9, Chicago. Co-located with the 2005 IEEE Vehicular Power & Propulsion Conference. For information call 724-772-7131, or go to meetings@sae.org.

2005 Fuel Cell Seminar

Nov 14-18, Palm Springs, CA. For information call 202-973-8671, fuelcell@courtesyas-soc.com, www.fuelcellseminar.com.

MEETING SCHEDULE

Meetings are held in Room 35, Plymouth-Whitemarsh High School, 201 East Germantown Pike in Plymouth Meeting, PA, and begin at 7:00 p.m.

May 11

June 8

July 13

August 10

September 14