



EEVC NEWSLETTER

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INTERESTING TIMES Oliver Perry

There is action in the world of electric and hybrid automobiles and talk of major change in the automotive and energy related world. The Electric Car is not dead. The plug-in hybrid has become a mainstream topic of interest. The president of the United States was recently photographed plugging a power cord into a Ford plug-in hybrid fuel cell vehicle during a



President Bush gets a look at the Ford Edge with HySeries Drive, the world's first drivable fuel cell hybrid electric vehicle with plug-in capability.

recent demonstration of alternative fuel vehicles on the South Lawn of the White House.

In an associated press article covering the event written by Ken Thomas, Bush was reported to have made the following statements:

“A commitment by the leaders of the domestic auto industry to double their production of flex-fuel



President Bush and Dave Vieau, CEO of A123 Systems, with a Hymotion-converted Prius, Friday, Feb. 23, 2007, on the South Lawn of the White House. Photo: Calcars.org.

vehicles could help motorists shift away from gasoline and reduce the nation's reliance on imported oil."

"That's a major technological breakthrough for the country." "If the nation wants to reduce gasoline use, the consumer has got to be in a position to make a rational choice."

The president urged Congress to "move expeditiously" on legislation that the administration recently proposed to require the use of 35 billion gallons of alternative fuels by 2017 and seek higher fuel economy standards for automobiles.

In the meeting on the White House Lawn with General Motors Corp chairman and chief executive Rick Wagoner (possible leading suspect in Who Killed The Electric Car), Ford Motor Company chief executive Alan Mulally and DaimlerChrysler AG's Chrysler Group chief executive Tom LaSorda, Bush discussed the administration's proposal to reduce gas consumption by 20% in 10 years. The conference was focused exclusively on energy issues. Over a year ago the president received criticism from the Detroit automakers when he told the *Wall Street Journal* that they needed to build a product that was relevant. Standing with the big three auto chiefs in the recent March 07 meeting, Bush expressed that he now felt that the automakers recognized the reality of the world we live in and are presently exploring new technologies.

Ken Thomas's article closed with the following quote from Joan Claybrook, president of Public Citizen, "Automakers fool consumers into thinking they are helping the

environment and lessening our dependence on foreign oil, while they manipulate the CAFE credit loophole, avoid meeting federal fuel economy standards and laugh their way to the bank."

Double message from Detroit continues

The *Wall Street Journal* headline on page B1 of the MarketPlace section, April 5, 2007 reads, "Horsepower Nation: New Car Models Boast Speed, Size, Power," followed by, "While Washington Buzzes About Biofuel, At New York Auto Show, Big Is Beautiful" The opening line of the article: "The Supreme Court may have set the stage this week (see below) for aggressive new regulations of auto emissions, and Congress may want the government to take global warming more seriously — but for car makers, America is still the Horsepower Nation.

The head of Audi's U.S. marketing arm, Johan de Nysschen, was quoted as saying, "It's fine for politicians to rumble about these things, but the world isn't going to turn around and drive small cars tomorrow."

GM is eagerly promoting a pair of Buick super models with V-8 engines rated at close to 300 horsepower and its new version of its Hummer with a 295 HP V-8. Ford Motor company opened the New York Show presenting a new ultra powerful version of its Mustang muscle car, billed as the "most powerful Mustang ever."

Shortly after the Ford announcement, DaimlerChrysler countered with the Mercedes CL65 AMG, which features a 6 liter, 604 horsepower, V-12 engine that reaches 60 mph in 4.2 seconds.

Mike Jackson, chief executive of AutoNation Inc., the nation's largest publicly traded dealership chain, says fuel efficiency has consistently ranked behind cup holders and sound systems in consumer desires over the past twenty years. "You have to look past what the consumer says they're going to do and the moment where they write a check," says Mr. Jackson. "That's the moment of truth. They want size and speed."

If we want the mainstream public to downsize and switch to alternative fuel cars it seems as if we have to find a way to change a car owner's desires. Is Detroit influencing the type of car most people want or is the con-

sumer the driving force behind car company offerings?

In my opinion moral leadership is required to control consumer desire. Pornography sells. If one wants to make money, appeal to the base drives of humanity. It is easy to capitalize on our addiction natures. Moral leaders recognize man has base desires that need to be controlled. I think that is why the boys and girls shower rooms are placed on opposite ends of the gym and banks have thick walls. Some believe that it is possible for moral leaders to instill morality within mankind to the point that we don't need two separate showers or banks with thick walls. Either way we need moral leaders with integrity if we want to preserve our environment.

Meanwhile up in the clouds!

The global warming debate seems to be getting hotter. The carbon dioxide greenhouse heating effect issue made it to the US Supreme Court!

As many of you may already know the Supreme Court recently ruled in a close decision that the EPA can no longer refuse to regulate carbon dioxide tailpipe emissions even though U.S. tailpipe emissions account for just 8 percent of the total human carbon dioxide output. (*WSJ* April 4, 07)

We do not know for sure how the ruling will affect automotive carbon dioxide emission standards. There will a lot of shouting pro and con before this particular aspect of the carbon dioxide debate settles. (Like dust, carbon dioxide is heavier than air.) Apparently the Supreme Court ruling implies that the EPA must now consider carbon dioxide a possible threat to our environment and may regulate its production in cars. Up to this point the EPA considered carbon dioxide outside its jurisdiction and didn't limit the amount of it in tailpipe emissions.

Such a ruling implies that the Court assumes carbon dioxide is a leading cause of global warming which poises a serious threat to our planet. Many people feel CO₂ really is responsible for melting the polar ice caps but many people question whether or not it is a proven fact. The Supreme Court is not a scientific authority and one wonders why they decided to become one.

In the *Wall Street Journal* article "Climate

of Opinion" page A14, April 4, 07, Holman W. Jenkins, Jr. makes a few clever observations regarding the Supreme Court decision. He begins with, "Now you will begin to hear comments like, "Even a majority of the Supreme Court recognized the danger of global warming." The implication is that if the Supreme Court knows it is true, it indeed must be true.

Mr. Jenkins observations are that the Supreme Court's decision was not based upon scientific evidence but rather upon the magic word "consensus" for a physical fact that itself is still unproven. If our climate is warming, which most agree is at about the rate of 1 degree Celsius over the past century, is man-made carbon dioxide responsible? Certainly the 8 percent from tailpipes of U.S. cars could not be the primary culprit for global warming.

Over and again the word "consensus" of various scientific organizations appears. The "consensus of many scientists" that human activities are causing global warming is not yet established as a scientific truth, but rather a term that has caused the masses to believe it is true because a group of scientists thinks it's true. You cannot prove that the world is flat because the consensus of a body of intellectuals says it is. The world is not flat nor round because of what any group of people believe.

Sen. James Inhofe is notorious for saying the theory of man-made global warming is a "hoax." But such statements do not make it true even if Mr. Inhofe is persuasive enough to cause many followers to believe him.

For any of us to believe that one side or the other (in this hot debate) is definitely true, takes a leap of faith at this point in time. The earth's weather system is very complex.

I would like add a few reminders of my own at this point. Climate scientists do not completely understand how rain drops form. Aspects of lightning and the dynamics of tornadoes are still a mystery. Cycles of warming and cooling have occurred over the centuries. A few decades ago we were told that global cooling was going to cause another ice age. The logic that MAN is PRIMARILY responsible for the present warming trend, which most tend to agree is happening, seems reasonable because of correlated facts. But there are also other factors that also play roles in

climate change. Volcanic eruption records studied over time definitely have shown that volcanic eruptions disrupt weather patterns all around the world more dramatically than man could do by releasing atomic bombs.

Maybe we have contributed to climate change with our carbon dioxide emissions, but so have natural events from erupting volcanoes, forest fires, increased solar activity and cosmic radiation, to animal and plant activity; all of which are beyond our control.

Mr. Jenkins ends his article with the following conclusion. Head counting (consensus) is not a useful way of estimating the validity of a factual proposition. He feels that at present it's sufficient to say that many people (politicians for example) believe in man-made global warming because many people (their constituents) believe in global warming; Al Gore believes in global warming because many people (a large group of scientists) believe in it; many people (general public) believe in global warming because Al Gore believes in it; and so on, right up to the highest court in the land.

I am cautious to make any claim on the carbon dioxide global warming issue at this point. Thirty years ago I believed that we would have long been out of oil by now because many others believed that we would be. They were my trusted scientific friends. At that time I didn't want to listen to the other side because they were considered to be the powerful self serving oil barons. The truth was I didn't know a great deal about how oil came into being or where it could be found except for what I read in books that somebody else wrote.

I agree with Jenkins. Consensus does not determine whether or not something is really true or false. We live in interesting times. Stay tuned for another 10 or 20 or 30 years for the real answer to the major cause of global warming? It could be man-made CO₂. Reducing the number of Hummers on the road make sense for a lot of reasons. So does reducing our use of fossil fuels. We can play it safe without claiming we know for sure what we are doing.

I do not wish to make light of a serious issue. We must be careful before we begin our attack. The Devil loves it if we attack our brother when a Demon is the real culprit.

Maybe we will discover, in the end, that there are dragons in China and they belch from time to time. So to save our planet we will have to go and slay the dragons by ourselves because we prematurely killed our brothers.

MT. WASHINGTON ALTERNATIVE ENERGY DAYS ANNOUNCED

The Mt. Washington Auto Road will be holding the inaugural Mt. Washington Alternative Energy Days on June 17-18. The event is an exhibition for consumers looking to reduce their energy use and carbon footprint featuring alternative energy experts and vendors. The event will include a dinner and a keynote speaker and the Alternative Vehicle Regatta.

The history of alternative energy on the Mt. Washington Auto Road began the late 1970s with an Alternative Vehicle Regatta that featured a wide variety of alternative fuel vehicles testing their worthiness on the Auto Road. Because of mixed success of the homemade vehicles and declining interest, the Alternative Vehicle Regatta was last held in 1979. With the growing public consciousness of global warming, the Mt. Washington Auto Road has decided bring back the Alternative Vehicle Regatta as part of this new event, which is designed to educate consumers.

"Mt. Washington is a special place," said Howie Wemyss, Mt. Washington Auto Road General Manager. "Our goal is to make the wonders of the mountain available for generations to come. If we can educate people about the effects of global warming, they can make a difference in their everyday lives."

This new event is inspired by the entrepreneurial spirit of the Alternative Vehicle Regatta and gasoline/electric hybrids, "greasers," steam-powered and other alternative vehicles are expected to participate. One of the original participants in the Alternative Vehicle Regatta, Jory Squibb, will be on-hand with his 100 MPG "Moonbeam."

All events will be held in the Glen at the base of Mt. Washington. The Mt. Washington Auto Road will be open for regular operations.

The keynote speaker and exhibition and speaker schedule are still being finalized. For more information contact Amy Kuzma at the Mt. Washington Auto Road at 603-466-3988,

amy@mt-washington.com or visit www.MWAED.com to register a vehicle.

First opened in 1861 as the Mt. Washington Carriage Road, the Mt. Washington Auto Road is the country's oldest man-made attraction. Located on Rt. 16 in Pinkham Notch, New Hampshire, just north of the Mount Washington Valley and minutes south of Gorham, the Auto Road has a long and winding history, much like its 7.6 mile trip up to the summit of the highest peak in the Northeast.

LET'S GO TO THE RACES

NEDRA, the National Electric Drag Racing Association, has announced that the next Power of DC electric drag races will be held June 2-3 at the Mason-Dixon Dragway in Hagerstown, MD. Saturday, June 2 is the AutoCross Event at Hagerstown Community College, while Sunday, June 3 is the Drag Race at Mason-Dixon Dragway in Hagerstown. For more information contact Chip Gribben at futurev@radix.net or Mike Harvey at mike@hevimotors.com. To register a vehicle to race go to www.powerofdc.com/lets_race.html.

NEWS UPDATE

Really green power

Science Daily reported on April 6 that researchers at Massey University's Nanomaterials Research Centre in New Zealand are developing solar cells based not on silicon but on organic molecules, many of which are derived from chlorophyll and are, of course, bright green. The cells use titanium dioxide sensitized with dye molecules derived from a number of sources (some come from hemoglobin) and claim to work well even in low-light conditions and, more importantly, cost a tenth as much as silicon cells.

DOE moving ahead on clean coal in FL

On April 3 Secretary of Energy Samuel W. Bodman announced the signing of a Record of Decision that clears the path for construction of a \$569-million, 285-MW coal-fired power plant that is claimed to be one of the cleanest, most efficient plants of its kind in the world.

The plant will use a combined-cycle

approach that increases overall efficiency and is one of three projects under the second round of the President's Clean Coal Power Initiative (CCPI), a 10-year, \$2-billion demonstration program. While the technology may be an improvement over existing methods, and will cut down on emissions of other pollutants like mercury, the plants will still burn coal and produce carbon dioxide.

On the other hand, much of the same technology is also slated to be used in FutureGen, a \$1 billion prototype power plant that will reduce CO₂ as well.

CA GETS MORE SERIOUS ABOUT ENERGY — AND MAYBE MORE FRIVOLOUS By California Pete



California seems to be embracing anything that might reduce greenhouse gas emissions. A story by Mark Martin in the *San Francisco Chronicle* for April 2 reports that the state legislature has been flooded with more than 60 bills to combat global

warming. Proposed laws would require diesel-powered school buses to run on biodiesel, "change regulations to make it easier for housing projects to install solar power; require televisions and computers to be more energy efficient; create a new bureaucracy to consolidate the disparate agencies that study climate change issues; and add incentives for gas station owners to install pumps for alternative fuels."

In addition, a bill from last year has been re-introduced; this one would require that half of all cars sold in California run on alternative fuels by 2020.

The article goes on to point out that such bills are low-risk for state lawmakers responding to surveys that find that 70 percent of likely voters want the state government to act climate change. And considering the publicity our governor got from his efforts, legislators are rushing to jump on the bandwagon. But, says the article, "[t]he one proposal that might have directly impacted voters — a proposition to tax oil producers to pay for alternative fuels — was defeated at

the ballot box in November.

Silicon Valley moving ahead

While the legislature dithers others are taking action. A story by David Baker in the *Chronicle* for March 23 reports that the Silicon Valley Leadership Group, which represents 210 Silicon Valley companies, has announced “that it will encourage local businesses and cities to place ‘soft orders’ for plug-in hybrid cars, encouraging automakers to produce the energy-efficient vehicles.

“The ... Group ... will work with Plug-In Bay Area, an advocacy group promoting the cars.

“By placing soft orders, companies and government agencies tell the automakers that they will buy plug-ins, if the automakers decide to market them. The Leadership Group will encourage its members to place soft orders, and the mayor of Palo Alto said ... she will place an order as well.”

Not all Silicon Valley EV users belong to EV clubs, or perhaps even think of themselves as EVerS. On a recent visit to San Jose I passed by an outdoor cafe at lunch time. At least ten local workers had arrived by Segway (three more are out of the picture, around the corner).



COMING EVENTS

Hydrogen & Fuel Cells 2007

April 28th - May 2nd, Vancouver, Canada. Contact: Advance Group, infohfc@advancegroup.com, www.hfc2007.com/en/index.htm

Green Energy & Transportation Show

May 12th - 13th, Ottawa, Ontario. For information go to www.thinkinggreen.ca.

21st Century Automotive Challenge

June 9-10, Burlington County, NJ. For information contact Oliver Perry, 609-268-0944, perrydap@aol.com, or visit www.eevc.info.

Power of DC Electric Drag Race

June 2-3, Mason-Dixon Dragway, Hagerstown, MD. Contact Chip Gribben at futurev@radix.net or Mike Harvey at mike@hevimotors.com

Fuel Cell 2007

June 14th - 15th, Rochester NY. Contact Marsha Hanrahan, marshah@infoweb.com.com or go to www.fuelcellmagazine.com/fc_2007_conf_index.htm

Mt. Washington Alternative Energy Days

June 17-18, Pinkham Notch, NH. contact Amy Kuzma at the Mt. Washington Auto Road at 603.466.3988, amy@mt-washington.com or visit www.MWAED.com.

Green Grand Prix

July 6, Watkins Glen, NY. Contact Bob Gillespie <rgillesp@roadrunner.com> 315-536-7185 or go to www.glenspeed.com.

Duryea Day #42

Sept. 1, Boyertown, PA. Call 610-367-2090 or go to www.boyertownmuseum.org.

Panasonic World Solar Challenge

October 21-28, Australia. Call 61 8 8463 4500 or go to www.wsc.org.au

Michelin Challenge Bibendum 2007

Shanghai, Nov 14-17. Contact mail.challengebibendum@fr.michelin.com, www.challengebibendum.com

EVS 23: Sustainability: The Future of Transportation

2nd - 5th, Anaheim, CA. For information go to www.electricdrive.org/evs23.

MEETING SCHEDULE

Meetings are held in Room 49, Plymouth-Whitemarsh High School, 201 East Germantown Pike in Plymouth Meeting, PA, and begin at 7:00 p.m.

May 9

June 13

September 12

October 10

November 14

December 12