

EEVC

NEWSLETTER

25th Anniversary Edition

Published by the Eastern Electric Vehicle Club

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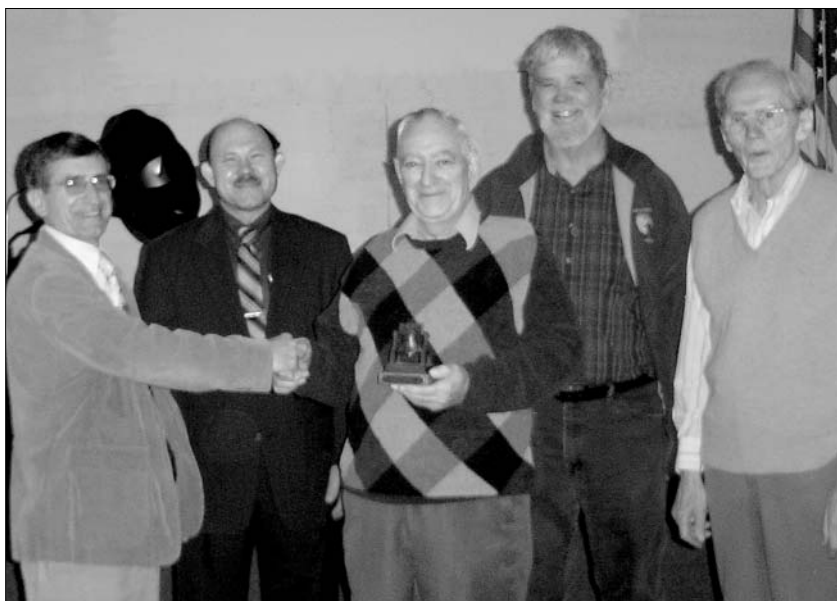
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EEVC CELEBRATES 25TH ANNIVERSARY

Twenty-five years ago this month the EEVC was founded at a meeting at the George Washington Lodge in Plymouth Meeting. The G.W. is long gone, but the EEVC is still here.

The anniversary was celebrated on April 10 at a dinner meeting at the Boyertown Museum of Historic Vehicles, with all but one past president of the club in attendance.

There were speeches by all concerned, as well as by the museum's Ken Wells, presentations of pens to the past presidents, a liberty bell award to club co-founder Guy Davis, and the awarding of the Club Member of the Year award to Ron Groening. The *Reading*



Oliver Perry (left), president, presents Liberty Bell Award to EEVC co-founder Guy Davis (center) along with past presidents (left to right) Ed Kreibick, Ron Groening and Bill Visser.

Eagle covered the event the following day under the headline, "They saw the future about 25 years ago."

This month is also the 25th anniversary issue of this newsletter; a replica of the front page of that issue is on the back of this one. Stories in that issue

included the announcement of a visit to the Boyertown museum with a buffet, an item on how to register an EV as an EV, and a long article on the care and feeding of lead-acid batteries. There was also a contest for a new name for this publication. As it turned out, the name was never changed. So after twenty-five years, it looks like we're stuck with it.

MY REFLECTIONS REGARDING THE PAST TWENTY-FIVE YEARS OF THE EEVC Oliver Perry

The EEVC was the most helpful organization imaginable for supporting the electric vehicle projects that I supervised at Cinnaminson High School. What more could an instructor have wanted to assist his students in their electric car endeavors, than a source of knowledge, technical support, and hands-on assistance? The EEVC provided a pool of EV talent for Cinnaminson students to swim in. Over the past twenty-five years many EEVC members gave their time and talents to help the students produce a dozen or more electric vehicles. And some of these vehicles have



Oliver Perry and Ed Kreibick cut the EEVC 25th Anniversary cake

been featured in major media events.

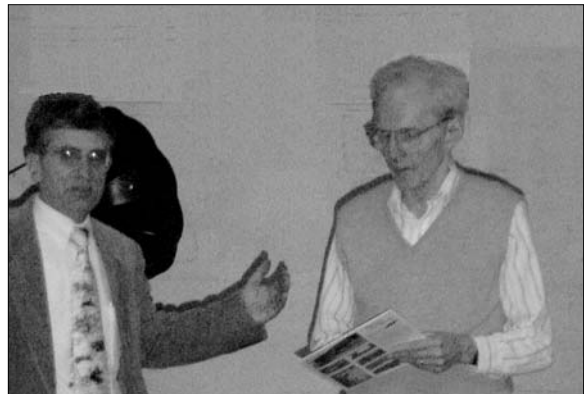
By presenting “Best Electric Vehicle” annual awards in the Southeastern Pennsylvania Physics Olympics League and at the Philadelphia Jr. Solar Sprint contests we have rewarded young people for their interests and efforts in electric vehicles. Perhaps we never made major splashes with these awards, but we made a few people feel great with their accomplishments. It has been a good thing for us to do.

The EEVC has served as a networking organization which linked those searching for information, parts, and support with able providers. And, the EEVC monthly meeting and newsletter kept members up to date on what happened in the EV world over the past quarter of a century. For some, the EEVC provided them opportunities to relate with



Oliver Perry presents Ron Groening with the Club-member of the Year award

others with common interests. The EEVC has been a fraternity of brothers, a club where one felt welcome, and a place to hang their hat and chat.



Oliver Perry presents a commemorative pen to Bill Visher

I have likened the EEVC to the famous old “Royal Society” of England, an organization that met on a regular basis to discuss and demonstrate the latest findings in science. The EEVC provides a format for all of its members and non-members to present their questions, ideas, and projects for critique among respected friends. The EEVC served as springboard for those wishing to launch themselves into the ocean of electric adventures in our world. Recently linked to the national Electric Auto Association, the EEVC is now able to better find the ocean that EV adventurers with particular interests might explore. Those who belonged to the EEVC over the past twenty-five years were

not alone in their interests. And, as we begin the next twenty-five years, EEVC members are still not alone.

In my opinion, as long as the EEVC continues to hold monthly meetings, publish the newsletter, and present annual school-related awards, it will still serve a worthy purpose. For now, at least, the EEVC will continue to keep its members linked to sources of help for their projects and reasonably updated on “the latest” in the world of electric vehicles. These may not be the noblest ventures on earth, but they validate our existence.

Can the EEVC improve our service in the next 25 years?

If we don't think that we can then we have begun cutting the wood for our coffin. Like a used electric car we need maintenance and new batteries. I don't feel that we are ready to be placed in the cases of a museum yet. But Ken Wells can begin the preparation for our memorial at the Boyertown Museum the moment we think there is no more to do.

REFLECTIONS BY PAST EEVC PRESIDENTS

Guy Davis

Many of the former presidents will reminisce what the EEVC has accomplished in our past twenty-five years of activity. We did spark some interest in electric vehicles through our projects, activities, and meetings. But now we are an aging organization. We need new blood if we expect to exist for another twenty-five years. The question before us relates to the new direction that the EEVC should take if we expect to live another twenty-five years. If we remain on our present course we will not be around to celebrate our 50th anniversary. My suggestion is that some time and energy be given to finding a new purpose for the EEVC. We fulfilled our first mission. Electric and hybrid cars are coming whether we add any more momentum to the movement or not. Therefore, look for a new mission and younger people to fulfill it.

My recommendation is that we set up a committee to study and research viable directions for the EEVC to take.

Carey Rowan

I have a great many wonderful and lasting memories of my early participation in the EEVC, including the events, the meetings, and the wonderful people who made it work. So many interesting and able people contributed to the club's longevity. But, in my humble opinion, three individuals made it possible to reach the 25 year mark: Guy Davis, Peter Cleaveland and Ollie Perry. Thanks to everyone that contributed to the club, and in what is again becoming an important issue-our nation's mobility. We survived the temporary oil embargo years ago, but now we may well have to face a more permanent situation of high cost fuel. More countries are competing for the dwindling reserves of petroleum stock worldwide. Inch-by-inch we are being drawn toward a future in which we will have to develop an integrated multi-fueled transportation system, in which electrics, hybrids, light rail (electrified) and heavier rail will have to play a part. America still has the largest group of problem solvers, from grass-roots groups such as the EEVC to DOE-funded programs and laboratories that can be brought to the effort. The sooner we get on with the innovative planning at the national level, the less apt we are to have to fight for the last drops of oil in the future. Congratulations EEVC!

Ron Groening

During the 80's the EEVC was a group of EV hobbyists. The environmentalists dominated and encouraged EV enthusiasts as fellow activists. We were “tolerated.” Our message was curious, interesting, clever, and even cute. It was not a serious message with a dark foreboding forecast for the future.

Today, after 9/11, and with the surge of SUVs and total disregard by society for the realities of the petroleum economy, petroleum society, and blind dependence on petroleum, the situation is now the “elephant in the living room.” As with all “substance abusers” change will not start to happen until the abuser decides to change. I've heard figures like \$3.50 per gallon of gas may trigger that; but I don't think it is that low. People seem so entranced by their big all-purpose cars that they will go bankrupt before they will adapt to fuel efficiency. The same is true

of nuclear power where the trivial disposal of used fuel rods becomes a political cause that is more important than immediately and directly solving the energy problem that has the potential for causing economic collapse.

This is an exciting time for EV enthusiasts because we are now more relevant. Every year that we politicize the issue and fail to take action makes real differences as the world tries to extend or look for sources of petroleum. Yet we know that there are solutions just around the corner that involve a cultural change. So the excitement is accompanied by frustration. We can only watch with futility as society seems to stupidly go over the cliff like lemmings.

This is not a pleasant message. It reflects some of our discussions at monthly meetings that are more than just a “bunch of guys shooting the BS.”

Bill Visher

I joined the EEVC the very first year. At that time the members brought cars to the meetings and monthly news was mailed to the members and other interested people.

Many members served as club officers over the years. I served as vice-president, president, and secretary of the club. I also presented monthly technical talks at the meetings.

I had a Renault Dauphine that I wanted to convert to electric from the time I joined the club. I never got it running, I never got my Renault Dauphine on the road. It is still in my garage waiting to be finished. It has an electric motor in it.

I have enjoyed all of the meetings over the years. I bet I have met and gotten to know over 100 people through the club. That is pretty good for a shy retiring person like me.

Ed Kreibick

It is hard to believe 25 years have passed. A lot has changed, some things haven't. Gasoline prices are soaring with talk of alternate fuel sources. This sounds the same! We predicted back in the eighties that the “Hybrid” — utilizing both electric and gasoline as fuel — would be the stepping stone toward all electric powered automobiles. We finally have commercially available, widely accepted “Hybrids” from Toyota and Honda, and now

from Ford. Progress is being made, but ever so slowly. I remember driving my electric car and people would laugh and joke about it. They still snicker today, but for other reasons. I am glad to see that the club has survived for 25 years and I hope that the next 25 years (hopefully less) will show a greater acceptance of pure electric, non-polluting, non-oil dependent automobiles in wide spread use as we are now starting to see with the “Hybrids.”

TOUR DE SOL GEARS UP

The 2005 Tour de Sol is to be held May 16 through the 16th, in Saratoga and Albany, NY. Scheduled events include:

- Thursday, May 12 - Evening arrival and registration;
- Friday, May 13 - Technical testing, team to team presentations, and an evening seminar on vehicles approaching zero carbon emissions;
- Saturday, May 14 - Display at Saratoga's Spring Auto Show;
- Sunday, May 15 - Range event; will include visit to nearby points of interest, and possibly a hill climb up Prospect Mountain;
- Monday, May 16 - Award ceremony and display in Albany, followed by a possible visit to Plug Power and its hydrogen refueling station.

EEVC president Oliver Perry is competing again this year, with the same car as in previous years but for a different organization. This year The Olympian will be sponsored by the Burlington County Electechs of Burlington County Institute of Technology (BCIT) and Burlington County College (BCC). competing in the Battery Electric Vehicle category, student division, light duty vehicles. Another local entrant in the same category will be the Methacton Electric Car Club, running the "Lorax," a 1999 Lomax kit car conversion donated by the EEVC's John Murphy.

Another vehicle from this area is the West Philly High School EV Team with their K1-Attack kit car conversion, a hybrid running on biodiesel and lead-acid batteries

Also of interest are three entrants in the E-Bike class from Bassi Scientific, headed up by the EEVC's old friend Tony Basilicato.



Several of Tony Basilicato's electric vehicles

SO NEAR AND YET SO FAR or Better Luck Next Year

A few weeks ago your editor received an invitation to attend a land speed record attempt for EVs. The location was a closed-off section of Highway 93A outside West Wendover, NV, just west of the Utah-Nevada line, and the vehicle making the attempt was the e=emotion, a battery-powered car sponsored by the Swiss engineering firm ABB (builders of Amtrak's Acela trains).

The purpose of the exercise was to beat the current official FIA (Fédération Internationale d'Automobile) electric land-speed record of 245 mph (394 kph) and become the first electrically powered vehicle weighing more than 2200 lb (990 kg) to break the 300 mph (483 kph) barrier. To qualify as an offi-



cial land speed record under FIA rules, the car would have to perform two recorded runs at better than 252 mph over a distance of 0.622 miles (one kilometer).

The car is the brainchild of Britons Mark Newby and Colin Fallows. In previous testing in the U.K., it had easily reached 146 mph (237 kph) in 1000 yards (914 meters) —the longest distance available to the team in the U.K. — and unofficially breaking the 139 mph U.K. record for an electric vehicle.

The car is powered by a pair of through-

ventilated ABB AC motors normally rated at 50 hp apiece, but in this application capable of putting out 500 hp. Juice comes from 52 12V Exide Technologies Orbital Technology lead-acid batteries, while the motors are controlled by a 480 HP ABB ACS800 industrial variable-frequency drive.

The car is 32 feet long, 24 inches high and 30 inches wide, with a chrome-moly frame and aluminum/carbon fiber body panels.

Then it started to go wrong

On Thursday, May 5, the day appointed for the attempt, the wind was too strong and a few mechanical problems cropped up, so things were put off until Friday. Friday came and the car wouldn't go, perhaps the controller didn't like the cold damp morning air, but it refused to go, and the group had to pack up and go home. Whether they will try again next year has not yet been decided.

But are they the first?

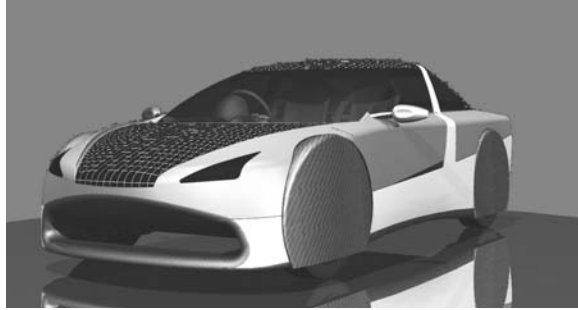
One thing that was never explained was how this attempt compared to the Ohio State University Buckeye Bullet, an EV which on Friday, October 15 set a new land speed record for the E-III class at Bonneville Salt Flats, Utah with a speed of 314.958 mph. and an exit speed in excess of 318 mph. We have asked the e=emotion folks for a clarification.

One good thing: As mentioned earlier, your editor had been invited, but work pressures made it impossible to attend. So instead of blowing three days and a pile of money on a futile trip to the Nevada desert, we covered the story from here in California. It's an ill wind....

NEWS UPDATE

Aussie students building hybrid

A team of students from the University of Queensland's Sustainable Energy Research Laboratory have unveiled a foam model of a hybrid car at the Queensland Museum in Brisbane, Australia, and are building a working model of the UltraCommuter that they want on the road within a year. The car will have two electric motors, one in each rear wheel, and will be powered by a lithium ion battery pack. Expected range is 200 km (125 miles) on battery power and 500 kilometers



(310 miles) with the addition of a natural gas fueled engine, and expected top speed is 150 kph (90 mph). The car has 2.5 square meters of transparent solar cells on the hood and back windscreen, and a summer day would supply enough energy for about 50 kilometers. If there is no sun, the car can be plugged in overnight.

The car would weigh about 600 kilograms (1320 pounds) with an aluminum and carbon-fiber body designed for low drag aerodynamics including wheel covers to cut down wheel drag.

Coming Events

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@courtesyasoc.com, www.fuelcellseminar.com.

MEETING SCHEDULE

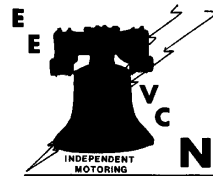
Meetings are held in Room 35, Plymouth-Whitmarsh High School, 201 East Germantown Pike in Plymouth Meeting, PA, and begin at 7:00 p.m.

June 8

July 13

August 10

September 14



E E V C

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VISIT TO BOYERTOWN MUSEUM

The club is planning an outing on the afternoon of Saturday, June 16 (Flag Day) to visit the Hafer Foundation Museum in Boyertown, PA -- A collection of historic vehicles including some very interesting EVs. If you've never seen a Walker Balance Drive type axle/motor this is the place to see one -- in one of Tom Edison's trucks. Family and Friends will be welcome, and if we're lucky we will have the pleasure of meeting Mr. Paul R. Hafer himself.

The Batronic Truck Corp (a subsidiary of Boyertown Auto Body Works) is very close to the museum and, although it's closed on Saturdays, maybe we'll get a glimpse of one of their electric Minivans or their new Volta Pickup trucks.

We plan on assembling at the museum (map to be supplied) between 12:30 and 1:00 PM.

COSTS

\$1.35 per person for the museum, \$4.50 per person for a buffet (serve yourself) catered luncheon in the museum, for those wishing it, payable in advance using the coupon on the last page. Others must make their own luncheon arrangements.

DEADLINE FOR REPLY IS MAY 30!

Bring your own EVs if you can and want to, your camera, your flags -- and celebrate Independent Motoring.

BIG CONTEST

BIG PRIZE

As you can see, we could use a snappier name for our paper. In the spirit of true democracy, we are running a contest for a new name. Bring your suggestions to the next meeting and we'll vote on them. The winner gets a hydrometer (courtesy of Guy Davis and C&D Batteries).