



EEVC NEWSLETTER

Published by the Eastern Electric Vehicle Club

Peter Cleaveland, Editor

Club Address: P.O. Box 134, Valley Forge, PA 19481-0134

email: easternev@aol.com. Web site: www.eevc.info

President: Oliver Perry, 5 Old Stagecoach Turn

Shamong, NJ 08088, (609) 268-0944

Copyright © 2007, Eastern Electric Vehicle Club, all rights reserved

Vol 27 No 2
FEBRUARY, 2007



Now affiliated with EAA

EEVC TO HOST 21ST CENTURY AUTOMOTIVE CHALLENGE Oliver Perry

The EEVC is hosting the "21st Century Automotive Challenge" June 9-10, 2007 in Burlington County, New Jersey. This event will be conducted in the "Spirit of the American Tour de Sol," which is on hold for 2007.

Saturday June 9th, the activities will be staged at The Burling-

ton County Institute of Technology. Sunday June 10th, the vehicles will be placed on display a few miles away at Historic Smithville Park, as a part of the annual Burlington County Earth Fair.

June 9th we will feature a "Drive to the Shore" road rally for gasoline, diesel, and bio-diesel vehicles, each in two weight



Proposed logo for the 21st Century Automotive Challenge (Lindy Groening)

classes, and hybrid vehicles using any of the previous fuels. The purpose of the rally is to determine which vehicle, in each category, can conserve the most fuel in practical real world driving. Anyone is welcome to participate. (Ethanol as a fuel is also being con-

sidered.)

In addition to the Drive to the Shore event, the "21st Century Automotive Challenge" will feature acceleration tests, range, and autocross events, with electric and solar electric vehicles. Assuming a volunteer steps forward we can also include NEV, electric bike, and scooter competition. Ron

Groening has volunteered to organize and supervise the electric wheel chair and three wheel scooter event, newly added to the menu.

The next few months will very demanding for a few of us. I have assumed the volunteer role of "2007 Tour Director" in the absence of the former director Nancy Hazard, who has moved on from NESEA (Northeast Sustainable Energy Association). Dr. Paul Kydd has volunteered to supervise a revised form of what was known the past several years as the NESEA Monte Carlo hybrid road rally. And as I mentioned above, Ron Groening has volunteered to take on the electric wheel chair event. We are counting on you, our fellow EEVC members, to come along beside us and make the "21st Century Automotive Challenge" live up to its name.

The word of our event has just reached "The EV newsstands," and already it's the "buzz!" Some very exciting things are falling into place. This event is the biggest and most prestigious undertaking in our organization's recent history. It should be of the same size and scope of several similar events which the EEVC undertook when we hosted several Tour stopovers in Boyertown, Pa. back in the nineties. Guy Davis, Pete Cleaveland, Ed Kriebick, Dan Carlin, Ken Wells, and Dave Patterson were some of the major players in those days.

Background to Tour 2007

Some members of the NESEA Board in recent years have considered changing the direction of the American Tour de Sol component of their wider energy agenda. The Tour has had to adapt to several losses of major funding from the US Department of Energy, Toyota, and Honda. For the past several years major players, Nancy Hazard in particular, have been volunteering their time, energy, and even personal funds to keep the Tour alive. At the end of last year's Tour, (2006) NESEA leaders felt that the time had finally arrived to rethink the program. Rethinking a program can take considerable time.

When Nancy Hazard retired from NESEA in the summer of 2006, it became evident that NESEA would be hard pressed to sponsor the Tour in 2007. David Barclay, the new executive director of NESEA, was asked by the

NESEA board to look at the long term role of NESEA in the transportation area. David Barclay's position, as related to me in December of 2006, was as follows. Although David hated to see the Tour put aside for a year he did not know how to provide for one without proper funding. I agreed with David that it would not be responsible for NESEA to sponsor a last minute, thrown together Tour, just to keep it going. Mr. Barclay felt that whatever was done, the Tour should be bigger and better if possible, not smaller and poorer.

Many of us who have participated in the Tour for years felt that it would be tragic (as one of the NESEA volunteers stated) to "let the ice cream melt!" It would be especially hard on schools that had established programs built around the annual Tour participation. Nancy Hazard had expressed similar sentiments.

After a month of careful thought and research, David Barclay accepted my offer on behalf of the EEVC and the Burlington County Electechs, to provide a competitive event in 2007 called the "21st Century Automotive Challenge. NESEA has notified all past participants and volunteers of the opportunity for them to participate in our event, and is making the Tour supplies, presently in storage, available for our use. Nancy Hazard has also expressed her gratitude for our efforts and is continuing to be a source of advice and counsel.

For updates on the event, visit the EEVC Web site at www.eevc.info.

"AN INCONVENIENT TRUTH" OR "A CONVENIENT MISTAKE?" Global Warming Smear Wall Street Journal Feb 9, 2007 Oliver Perry

"Mark Twain once complained that a lie can make it halfway around the world before the truth gets its boots on." (Today with the Internet it can go mega times around the world before truth even knows there is a lie being circulated. I recently passed on a chain-mail story, thinking it was true because the names involved in the account were well known historical figures. Who would dare to publish misinformation so easily documented

if it were not true? A friend of mine checked out the accuracy of the story. He forwarded a link to a site which proved the whole thing was a hoax. This legend has been being circulated around the world on the Internet since the nineties, knowing that suckers like me still bite.)

“That’s been the case of late in the climate change debate, as political and media activists attempt to stigmatize anyone who doesn’t pay homage to their “scientific consensus.”

Last week the London *Guardian* published a story headlined, “Scientists Offer Cash to Dispute Climate Study.” The story alleges that the American Enterprise Institute (AEI), a conservative-leaning think tank in Washington, collected contributions from Exxon-Mobil and then offered climate scholars \$10,000 so they could lobby against global warming legislation.

Another newspaper, the British *Independent*, picked up on the story and claimed: “It has come to light that one of the world’s largest oil companies, Exxon-Mobil, is attempting to bribe scientists to pick holes in the IPCC’s assessment.” (The IPCC is the United Nations climate-change panel.)

“A *CNNMoney.com* report offered that, “A think tank partly funded by ExxonMobil sent letters to scientists offering them up to \$10,000 to critique findings in a major global warming study released Friday which found that global warming was real and likely caused by burning fossil fuels.”

The *Wall Street Journal* continues...

“Here are the facts as we’ve (*WSJ*) been able to collect them. AEI doesn’t lobby, didn’t offer money to scientists to question global warming, and the money it did pay for climate research didn’t come from Exxon.”

“What AEI did was send a letter to several leading scientists asking them to participate in a symposium that would present a range of policy prescriptions that should be considered for climate change of uncertain dimension. Some of the scholars asked to participate, including Steve Schroeder of Texas A&M, are climatologists who believe that global warming is a major problem.”

“AEI President Chris DeMuth says, what the *Guardian* essentially characterizes as a bribe is the conventional practice of AEI-and Brookings, Harvard, and the University of

Manchester- to pay individuals for commissioned work. He says that Exxon has contributed less than 1% of AEI’s budget over the last decade.”

“By the way, commissioning such projects is also standard practice at NASA and other government agencies and at liberal groups such as the Pew Charitable Trusts, which have among them spent billions of dollars attempting to link fossil fuels to global warming.”

Further along the *Wall Street Journal* article adds; “Yesterday Senators Bernard Sanders, Patrick Leahy, Dianne Feinstein, and John Kerry sent a letter to Mr. DeMuth complaining that should these reports be accurate, then it would highlight the extent to which moneyed interests distort honest scientific and public policy discussions.”

“We were told the Senators never bothered to contact AEI about the veracity of the reports, and by repeating the distortions, these four Democratic senators, wittingly or not, gave credence to falsehood.”

On page A16 in the Monday edition of the *Wall Street Journal* under the caption “Climate of Opinion,” the editorial warns the reader that the fourth assessment from the Intergovernmental Panel on Climate Change (IPCC) may be how far it is backpedaling on some key issues.” The original UN report that caused such a stir with its dire doom and gloom predictions was only a short policy report written by policy makers not scientists. “According to people who have seen the full scientific report due in May, it contains startling revisions of previous U.N. predictions.” The supposedly high flood levels expected by the rapid global warming have in some cases been reduced by one half. Adjustments have been made in some of the supposedly rapid temperature rises. According to the U.S. National Climate Data Center, the world in 2006 was only .03 degrees Celsius warmer than it was in 2001!

In summation, the jury seems to be still out when it comes to arriving at firm scientific conclusions regarding global warming and its consequences.

Proceed with caution when addressing the global warming debate.

It is okay to have an opinion on one of the key environmental issues of our day. But,

hopefully EEVC members will remain respectable by not claiming that we know for sure all there is to know about global warming and its causes. To jump onto a political bandwagon that furthers our wishes with claims that scientific evidence backs our cause, at this point is foolhardy. It is far better to proceed with caution and let the real experts battle it out to a conclusion before we weigh in. For even a fool can be deemed wise if he keeps his mouth closed. Making claims that later may be proven wrong will put egg on our faces needlessly.

BIG DOINGS AT AUTO SHOWS

Multiple auto shows have taken place in the last month or so, with interesting announcements and vehicles at several of them.

Philadelphia Auto Show

At the Philadelphia Auto Show, which ran Feb 3 to 11, there were some expected and some unexpected cars.

The usual contingent of commercial hybrids were there, including the Chevrolet Silverado and Tahoe; the Ford Escape; the Honda Accord; the Lexus GS 450h, LS 600h L and RX 400h; the Mercury Mariner; the Nissan Altima; and the Toyota Camry, Highlander and Prius.

But there was also the West Philadelphia High School Hybrid Attack, the fantastic student-built biodiesel hybrid that won first place in the road race for alternative fuel vehicles in the 2005 Tour de Sol. With a 150 hp diesel engine and a 200 hp electric motor in a 2520-pound car wrapped in slick carbon-fiber body, this thing can beat almost anything that comes along, electric, hybrid or otherwise.

There was also a Ford Reflex hybrid concept that combines a diesel engine, electric motor and solar panels.

Chicago Auto Show

The Chicago Auto Show, running Feb 9-18th, had the usual hybrids and a good number of concept cars: the Chevrolet Volt, the Honda FCX. Several vehicles were listed as “may be” or “might be” appearing, including the Mazda Tribute SUV Hybrid and the Toyota FT-HS hybrid sports concept.



Also on display were a number of “production debut” vehicles, for which availability for purchase varies from soon to who knows? These included the BMW Hydrogen (above), which burns the hydrogen, rather than using it in a fuel cell, the GM Yukon Hybrid, the GM Aurora Green Line hybrid and the Toyota Highlander hybrid.

One true electric was there as well: The ZAP Xebra three-wheeler.

Washington Auto Show



A highlight of the D.C. Auto Show, held January 24 - 28, was the Ford Edge with Hy-Series Drive™,

billed as the world's first drivable fuel cell hybrid electric vehicle with plug-in capability. Like the Chevrolet Volt, it's a series hybrid, using a powertrain first showcased in the Ford Airstream Concept at the Detroit Auto Show and, also like the Volt, can use a fuel cell, small gasoline or diesel engine at the front end, along with a set of lithium ion batteries.

HIGH PERFORMER FROM ZAP



On January 30 ZAP, of Santa Rosa, CA announced plans to display the ZAP-X, an EV based on Lotus Engineering's advanced APX concept car at the North American Dealers Association annual meeting and exhibition in early February. The two companies plan to use the APX platform to create an electric version of the Lotus which is expected to have a top speed of a 155 mph provided by four wheel hub motors with total output of 644 hp. Other touted features include 10 minute recharge time and a 350 mile range.

INNOVATIVE LAWS AND LAWSUITS By California Pete



California continues to "out there" in a variety of ways. At the beginning of February BP, which has been touting itself as a green oil company (lots of ads stressing their "green" credentials, and even claiming that "BP" stands not for "British Petroleum"

but for "Beyond Petroleum") agreed to fund a \$100 million grant to develop new biofuels to a consortium called the Energy Biosciences Institute, led by UC Berkeley teamed with the University of Illinois. The center will fund "radical research aimed at probing the emerging secrets of bioscience and applying them to the production of new and cleaner energy, principally fuels for road transport," according to the company's Web site. BP has stated that California's recently-enacted legislation on limiting greenhouse gas emissions was a factor in choosing CAL.

At the same time our new state attorney general, Jerry Brown (yes, he's still around) announced that he would continue a lawsuit against six major automakers for building vehicles that emit too much greenhouse gas. He suggested a meeting with the automakers (who at the same time are suing California to stop the aforementioned cap on greenhouses gas emissions). Brown has offered to meet with the CEOs of the firms involved with an eye to settling their differences, but I wouldn't bet on any result.

As far as interesting new laws are con-

cerned, a California State Assemblyman has introduced a bill in the legislature that would outlaw the sale of incandescent light bulbs between 25 watts and 150 watts by 2012.

The fact that there are no compact fluorescents available for many applications, including flame-shaped candelabra bulbs and bulbs used with dimmers doesn't seem to phase this guy. Another legislator is quoted as asking "What, we're going to tell people we'll have light bulb police?"

Anything is possible around here, however. Remember that the city of San Francisco passed a local ordinance banning private ownership of handguns or ammunition for them (it's tied up in lawsuits at the moment) and the Peoples' Republic of Berkeley declared itself a nuclear-free zone in 1986, with provisions for fines for nuclear weapons-related activities and declared a boycott of any company involved in U.S. nuclear infrastructure. Of course UC Berkeley has long been a center of nuclear weapons research, and the University of California manages Los Alamos National Laboratory and Lawrence Livermore National Laboratory, but we're not supposed to notice.

NEWS UPDATE

Rendell unveils energy independence strategy

One February 1 Pennsylvania governor Ed Rendell released his Energy Independence Strategy, which is intended to save consumers \$10 billion in energy costs over ten years. Key parts of the plan include smart metering, rebates would be provided for customers turning in old, inefficient air conditioners and refrigerators, subsidies for residential solar panels, legislation allowing large energy consumers to enter into longer-term contracts with their electricity providers, and more. For details check out www.depweb.state.pa.us/energIndependent/lib/energIndependent/documents/pr-020107.doc.

DOE announces \$17M to increase automotive energy efficiency

On January 23 DOE Assistant Secretary for Energy Efficiency and Renewable Energy Alexander Karsner announced that DOE

intends to issue \$17 million in solicitations to improve automobile efficiency and reduce U.S. dependence on foreign sources of oil. The funding will be offered as two separate solicitations, one for \$14 million to support plug-in hybrid electric vehicle technology and another for \$3 million for research to improve E-85 engine efficiency.

DOE's FreedomCAR and Vehicle Technologies Program will lead the efforts, stressing research on PHEVs and E85-blended fuel. The \$14 million cost-shared solicitation for PHEV battery development aims to improve battery performance so that plug-in hybrid vehicles can deliver the 40 miles of electric range required for most round trip daily commutes. DOE has also created a PHEV test bed at DOE's Argonne National Laboratory.

The \$3 million cost-shared solicitation will support engineering advances to improve the fuel economy of E85 engines and reduce vehicle emissions. The solicitations are subject to Congressional appropriations.

U.S. wind power market booming

On January 23 the American Wind Energy Association (AWEA) announced that wind power generating capacity in the United States increased by 27% in 2006 and is expected to increase an additional 26% in 2007. The U.S. wind energy industry invested about \$4 billion in 2454 MW of new generating capacity in 2006. New wind farms boosted cumulative U.S. installed wind energy capacity by 27% to 11,603 MW.

Nuclear and renewable energy in Europe

On January 10 *Marketwatch* reported that the European Commission had called for a "new industrial revolution" via increased investment in renewable energy and nuclear power to combat climate change and reduce Europe's energy dependency. It also vowed to curb the power of large energy utilities and said it would keep pushing for the liberalization of Europe's gas and electricity markets.

The proposals come as concerns over Europe's energy security are making headlines as a bitter dispute between Russia and Belarus has disrupted the transit of oil supplies to Europe.

The commission's proposals are based on a

forecast that the region's energy imports will jump to 65% of consumption by 2030, when 84% of gas and 93% of oil will come from overseas, and sets out ways to reduce the dependence on Russia and other suppliers.

COMING EVENTS

SAE 2007 World Congress

April 16-19, 2007, Detroit. Go to <http://www.sae.org/congress>

Battery Council International 119th Convention and Power Mart

April 22-25, 2007, Myrtle Beach, SC. Phone: 312/644-6610, Fax: 312/527-6640, info@batteryCouncil.org.

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.

Fuel Cell 2007

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

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

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.

April 11

May 9

June 13

July 11