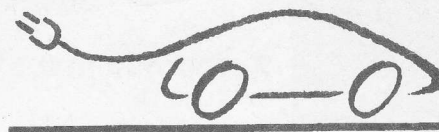


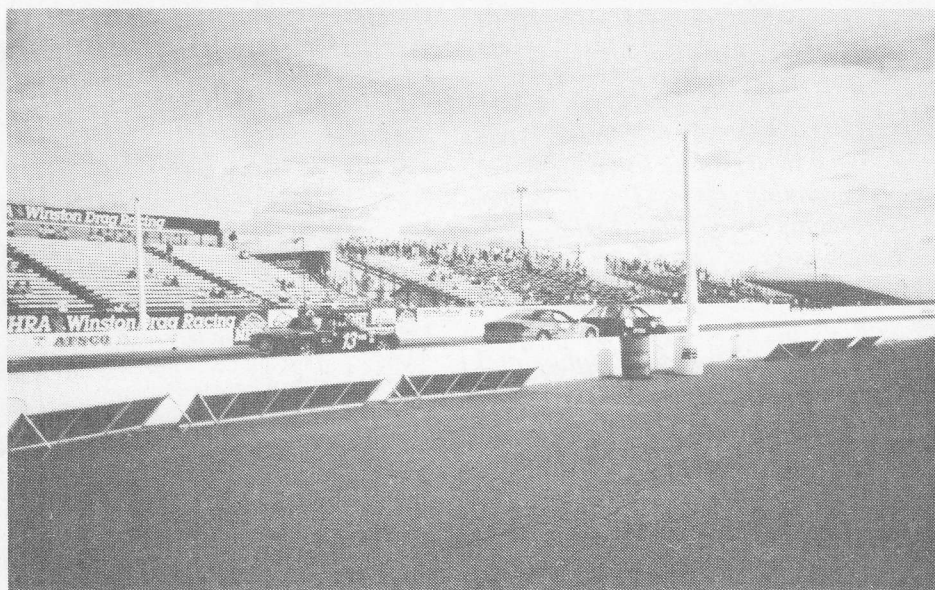
CURRENT EVENTS



MAY 1995

PROMOTING THE USE OF ELECTRIC VEHICLES SINCE 1967

VOL. 27 No.5



APS Electric Sprint

BY CLARE BELL

The APS Electrics 40 km (22 mile) sprint race was one of the most exciting contests yet in electric racing. Tires shrieked as competing cars rounded the tower corner wheel-to-wheel, battling fiercely for the lead. The Firebird Raceway 1.1 mile road race course proved to be a stiff challenge to all aspects of performance. The various parts of the track sorted cars and drivers out according to their strengths and weaknesses.

Stack-up at the Start

Tom Sneva, in the Salt River Project Ford Probe #90, ran a qualifying time that snagged him the pole position. Up front and to the outside was Rick Doran, using his electrathon racing skills in Cloud Racing's #40. Behind these two electric warriors spread the rest of the field including UC Davis' David Swan in #15 Geo Prizm, running on Zinc-Flow power in the Super Stock class.

Everyone sensed that it would be a tight race. Sneva's Probe had racked up a formidable record of APS Electric wins, plus expertise in fast-charging using the trackside Chrysler Norvik unit. Dave Cloud's lightweights had literally run rings around a determined Japanese team in 1994. Changing class didn't change his ability to build unusual but successful vehicles. Little Guy Racing's two entries, #43 Rabbit and #44 Geo Metro had a solid record as stayers in previous enduro contests. Gary Jackson's team were past masters at battery-battery dumps to refuel at trackside.

WE'RE-IT, the Women's Electric Racing Team, launched a nimble-wheeled pocket rocket in the form of Clare Bell's Horizon-powered 914 Porsche, car #13. All systems were go for a proven performer, driver Mary Ann Chapman. Roy Dempsey of Farmington High School, braved the pro stocker class in his pickup. Sunbelt

Battery's #84 Karmann Ghia was a welcome sight on the starting grid and driver Jesse James had some tricks up his sleeve in the form of a trackside recharge pack. Another returnee from last year was the Wilde Evolution's #7 Taurus, a great brave bull of a car that could probably have held enough batteries to power three of the smaller entries in its cavernous interior. Wilde also counted on the irrepressible spirit of driver Rod Irwin. Some of the smart money was on Tim Considine, driving car #4, the APS Saturn. Car #18, an electric Cobra driven by Archie Frietas, tried something new in the way of recharging via his hybrid auxiliary power unit. He would run the APU only during pit stops, circling the track on battery power only. Unfortunately, Crowder College's little Solectria got bounced out of the competition due to some electrolyte spillage problems that couldn't be resolved in time. Others on the starting grid included car #25, Alfred Criminale and Lee Hanover in Car #50 from Port Townsend, WA.

And They were Off!

Doran in the dual-motored Cloudcar rabbited ahead of Sneva on the straightaway, but the Probe fought back through the turns and S-curves, nipping at the Cloudcar's bumper. In the second lap, both leaders shot far

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For more info on EAA

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Editorial



Autocross that EV!

BY CLARE BELL

So you think you have a good, high-performance electric car. You regularly show the gasoholics your tail lights and nimbly whiz around curves. But feelings can be subjective, right, especially when they involve your car. Want to get a real idea of how good your EV is? Come out and compete against the rest of the sportscar world in SCCA Solo II autocross.

SCCA is Sports Car Club of America and autocross is a time-trial event where cars and drivers test their gumption by hurtling through a twisty turn-y track as fast as wheels and nerve will take them. Since cars are running against the clock, not against each other, the dangers of wheel-to-wheel racing are eliminated. If you lose it, there's nothing to hit except cones. SCCA track workers quickly red-flag any other cars on the track to a stop, get you back on course and on your way with nothing worse than a DNF (Did Not Finish).

Solo II time-trialing is a perfect venue for Electrics. Handling, acceleration and driver skill is what counts. The short track and limited number of runs makes range a non-issue. The off-the-line starting torque of series wound DC motors may prove to be an advantage against internal combustion engine competitors, who have to rev their engines up to peak RPMs, then dump the clutch.

This is not just airy-fairy dreaming. A number of electrics in the San Francisco Bay Region have run SCCA autocross. SCCA is considering opening up an electric class and is inviting more electrics to participate in the existing classes. Electrics have also made some respectable showings in SCCA events. Empirical Engineering's SnoWhite recently pulled 41 seconds at the hands of Barry Goldine on a track where big block Corvettes were running 45-48 seconds. WE'RE-IT's #13 Porsche ran a 52 second romp on the same course. Dan Sullivan's and Mike Brown's ESR-1 has also laid down some respectable times. Electrics can compete and compete effectively.

So why do autocross? Isn't that just a place where you can take your car out and play with it, as opposed to the various alternative energy and EAA events, where the main mission is to educate the public? Yes, SCCA autocross is fun, but you can also do some radical attitude adjustment while you are at it. And the attitudes you affect may be some of the more critical ones. SCCA members include a lot of the movers and shakers in today's world. They're the guys and gals who have the bucks to get a Porsche 911 or an Accura and SCCA is where they take it out and play with it. They comprise what the marketing field calls "early-entry consumers", the affluent, well-educated people who bought the first PCs, home faxes and other now-commonplace items. They set the trends that others follow.

If electrics start winning, these folks will start buying them. Price is no object to the go-fast gang. The object is to beat that guy with the turbocharged 911 down the

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Front cover photo: Sneva moves in on Doran at Firebird Raceway, Phoenix, AZ.

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If you would like to submit an article for Current Events—the preferred form is on a floppy disk, formatted for DOS (Ascii Format) along with a printed copy of the article. Also include camera-ready photos or graphics or include TIFF formatted files with your copy.

Articles and graphics or line art may also be submitted for the MAC. Please specify PC or MAC and identify software used. Please include a hard copy.

The deadline for articles is the 1st of the month. Articles submitted after the 1st of each month will be retained for future issues of Current Events. Contact Clare Bell, Managing Editor for further information.

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Editorial

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street, no matter what it takes.

If you start autocrossing your hot EV, you may hear an interesting series of comments along the following lines, indicating an attitude shift in progress.

"I'll believe in electric cars when they start beating Corvettes."

"I didn't know electric cars could autocross."

"Well, you know, they're letting them run, just for kicks."

"Hey, look at that thing move. Sure is quiet!"

"Not a bad time!"

"How does that thing drive?"

"Take a run in it? Sure!"

"Hey, this does pretty good!"

"I'm glad you guys are here."

"You know, I've been thinking of doing an electric autocrosser. Maybe now's the time to build one."

And in the announcer's booth it goes from, "And the cute l'il electric car is up for another run." to "Holy cow, that screamin' demon is off again!"

Want a taste? Prep your car and come on out! See you among the chicanes and don't worry if you eat a cone or too.

How To:

SCCA has Solo II events every two weeks. You basically find out where they are, bring your car, pay \$20 and run. You and the car must pass tech inspection and you must bring or rent a

helmet (available at the event). Car items include brake check (no fade), wheels (no slop when shaken), interior (floor mats out so they don't tangle up your feet) tires (not bald) and so on.

You will be assigned to a run group, depending on your class. You also volunteer on the track as a corner worker, who picks up cones, or in the timing trailer. Everyone who runs is supposed to work and you can learn a lot by helping out. It's a good place to watch the real hotshots show off, although don't get too distracted and forget to pick up those cones!

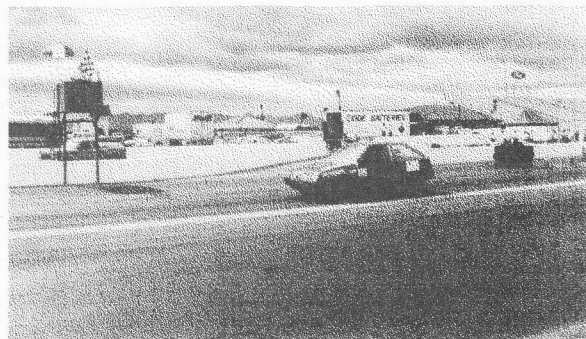
Access Info: Sports Car Club of America, San Francisco Region, 301 Preston Court, Livermore, CA 91556. Tel. (510)373-7222 Mon thru Fri. Membership \$40 (National). Publications include *The Wheel* (SF Region) and *Sports Car* (official national monthly magazine). —CB

Building a Good EV Autocrosser

To blast through a snaky track in a minimum number of seconds, you need a car that handles, that has traction and can get power to the wheels.

A well-handling EV shouldn't lean excessively during cornering, should keep as much rubber on the track as possible, shouldn't have excessive understeer or oversteer and be able to stop quickly without too many gyrations.

Cars equipped with 120 V or higher, the big 9-inch Advanced DC motor and a smooth-shifting manual gearbox should be able to pour on sufficient power. Your limitation here may be controller capacity. Another good configuration is a 2-motor direct (no tranny)



Rod Irwin's RX-7 would be a good autocrosser. (Facing off against the kilowatt dragster in the EV drag race.)

chain or belt-drive for hot acceleration. As for AC drives, anyone lucky enough to get the Cocconi 10KW drivetrain should be able to clean up! (Hear that AI?)

For braking, disk brakes with big rotors are good. Ventilated rotors are even better. You can get disk brake upgrade kits for almost any car. If your EV has regen, all the better, though you'll probably need the hydraulics as well.

To optimize handling and minimize leaning in turns, battery weight should be kept as low as possible to lower the vehicle's center of gravity. Weight distribution should be as close as possible to the original vehicle - you don't want the car to be too tail- or nose-heavy. You also want weight over the drive wheels to optimize traction.

If possible, keep battery weight, close to the center of the car as possible to preserve what is called "polar moment of inertia". A low polar moment makes the car responsive to the wheel during turns and nimble, although if it does spin, it is going to trade ends several times very rapidly. Low polar moment reduces plowing (understeer) and prevents pendulum-type actions such as fishtailing.

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APS Electric Sprint

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ahead of the pack, Doran keeping the lead down the straight, but losing it to Sneva in the first curve.

The next three contenders were bunched into an arrowhead with #13 Porsche at the tip. WE'RE-IT's hopes were riding on the Porsche's cornering ability and #13 proved out, catching the two leaders in the chicanes. "Car #13 wants in!" proclaimed the announcer, marveling aloud at the skill and determination of the "young lady" at the wheel. Also the fact that this was an "all-girls" team. He corrected himself later, stating that WE'RE-IT was a women's team. "You can even be an old lady and participate," he joshed, earning laughter from the stands and from the WE'RE-IT hot pits.

On the 4th lap it was Doran hugging the inside, Sneva with him, Chapman right behind and gaining. On the fifth lap Doran stayed tight around the tower turn, scrubbing off some speed. Sneva let #40 run a little wide to the center of the track. But it was Chapman who took the best line, running wide at the entry of the turn before the tower, then sling-shotting across to the inside of the tower turn and past both Doran and Sneva for a glorious run into the lead.

Neither of the guys let this upstart steal their thunder. Doran mashed the hammer on the straight and sent #40 after the Porsche with a scream of chains and challenge, passing the Chili Pepper before the first turn. Sneva in turn, romped on #40, taking the lead in turn 1. The Cloudcar wrenched it back. As the announcer shouted that "Mary Ann Chapman is all over Sneva", Chili Pepper zinged in behind #40 and through the straight it was Doran, Chapman and Sneva.

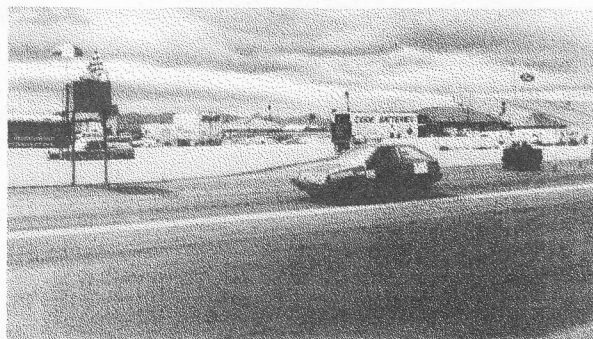
In laps 6 and 7, a new challenger arose. Swan's Zinc-Flow Prism, car #15 came

up to a close fourth, then dodged between Sneva and Chapman to second. A few laps later the grandstand got an additional adrenaline surge when Roy Dempsey's pickup made overly intimate contact with Jesse James' #84 Karmann Ghia. Dempsey hit the Ghia's left rear wheel, then rebounded, bashing #84's rear quarter panel. The truck swapped ends on the track, but Dempsey recovered. The injured (it was only a flesh wound) Sunbelt Battery car scurried wide to avoid the skidding pickup.

Screeching around turn 14 at the tower came Doran on the inside, Sneva outside and then Swann, with Chapman on his right quarter in a bid to overtake. She rode Swann's tail again through the S-curves and stole back third position from the Prizm.

Through the next few laps a pattern emerged among the three leaders. Sneva's Probe had the advantage on long straights, where #90's higher top-end speed counted. The Cloudcar edged out the Probe on sheer acceleration and had the battery load to go the distance whereas the Probe was expected to pit for fast-charge during the race. The 914's agility and handling paid off in the snaky part of the course; Chapman sailed through without slowing down whereas brake lights were flashing on the other two.

The pattern continued through the following laps. #13 would lose ground on the straights, then close in behind through the chicanes, bulldozing her way to the bumper of the leading car. On one occasion when she tried to sneak through a gap between Doran and Sneva, who were running neck and neck, the two closed the



Clouds and Cloudcar rolling in. #40 gets the checkered flag.

gap, blocking her out and forcing her around on the outside.

On lap 14, #40 and #90 lapped Gary Jackson's Rabbit, #43. Jackson, who prepares his cars for the enduro, did not expect to win the sprint, but he and partner Busath both ran a good clean race despite the mismatch between their cars and the course.

On this lap, #40 showed both its strengths and weaknesses. It could barrel ahead on short straights and sweeping turns, but couldn't quite handle the tight S-turns and had to scrub off speed to stay to the inside during the tower turn. Cloud says he could have made #40 handle better, but simply ran out of time during pre-race prep.

Considine, in the APS Saturn, #4, never made it to the front of the pack. In lap #15 he pulled into the pit with a technical problem.

Sneva, perhaps sensing a slight loss of power, changed his tactics slightly. The Probe ran wider on the tower turn, using momentum to shoot in behind Doran and bump-draft the Cloudcar down the straightway. At one point Sneva looked like he was going too far to the outside

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APS Electric Sprint

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on the tower turn, alarming the announcer, who cried, "Don't hit that wall, Sneva!" The skilled ex-Indy driver managed to maintain control and brought his 90 mph tire-screacher around safely.

The SRP Probe clearly didn't like being bested by the homebuilt and delivered several love-taps to #40's bumper. The Cloud team definitely took notice. In the enduro, #40's bumper displayed the message, "Tom Sneva, do not push here."

The leaders held position for the remainder of the race, Sneva, to the surprise of competitors, never pitted for recharge. He used the classic strategy of drafting the leader until the last lap, then making a bid for first just before the checkered flag fell. It worked and the Probe took the race, giving Sneva another APS victory.

The margin of victory between #90 and #40 was an incredibly close .005 seconds. #13 held a solid third. The surprise was in 4th place. Courageous Farmington driver Roy Dempsey not only recovered from a near-spinout and regained his place, he moved steadily up through the field, using the pickup's extra battery capacity to pass other entries, such as #84 who had to pit for recharge.

Little Guy's #44 Metro, ably driven by Jon Busath, took fifth and Rod Irwin tagged sixth. Gary Jackson in the venerable but still formidable #43 Rabbit grabbed seventh, followed by David Swan in the UCD Geo Prizm. #84, Karmann Ghia recovered from the bang in the rear left quarter panel to place ninth — kudos to Jesse James for hanging in there.

Doran pulled the fastest lap speed — 51.67 mph against a race average of 43.31.

Next Issue

An In-Depth Look at the APS Enduro

Editorial

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You want as good a power-to-weight ratio as possible. In the case of an EV with off-the shelf components, this means reducing overall weight. Unless you've got a custom controller that can deliver over 400 amps, you are limited in horsepower, so weight is critical. EVs that have autocrossed successfully have been in the 2000 to 2700 lb. range (including driver and gear.). Too heavy an EV will lumber like a hippo on the track and wallow through turns. It will also over-stress suspension components and you may end up out in the weeds with a broken suspension and a saggy bottom.

Fit your EV with good springs and shocks, such as Koni or Bilstein. Some have adjustable ride heights, so you can lower the car for competition. 6. The best tires for autocrossing are the exact opposite of the low rolling resistance types used on street EVs. Instead of the tall, narrow high-pressure type of tire, an autocross car needs short, wide sticky tires for maximum adhesion in cornering. If you are really serious, get racing slicks (not street-legal, by the way) Many autocrossers use Yokohamas.

SCCA doesn't seem to allow pickup trucks, though I'm not sure why.

Good EV Autocross Candidates:

Existing Conversions:

- ☐ Mazda RX-7 (Hey Rod Irwin, you got race stickies on yours!)
- ☐ Porsche 914 (lots of handling mods available, including 911 brakes)
- ☐ Fiat X1-9
- ☐ Sunbeam Alpine, Tiger
- ☐ MG
- ☐ Karmann Ghia (put those battery boxes low)
- ☐ VW bug (IF you can cram 120 V worth of batteries — try 12 volts)
- ☐ Datsun 280-Z (Hey Scorpions, this one's for you)
- ☐ Datsun 510 (A lot of gas ones are autocross-prepped and do extremely well)
- ☐ EV kit cars such as Bradley, Aztec, etc.
- ☐ Tropica (if you can get one)
- ☐ GM Impact (that would blow some records and some minds! Anyone got the guts?)

Good Autocross Conversion Candidates:

- ☐ Saturn
- ☐ Toyota Paseo, MR2
- ☐ Honda CRX, Del Sol, Accura
- ☐ Porsche 924, 944
- ☐ Geo Metro, Storm, Prizm
- ☐ Chrysler Neon

Note on the Chrysler Neon — the company has an SCCA racing program set up for the Neon, and cash incentives for winners. These apply right now to the gasoline Neons, but no-one said that it excludes electric conversion of the Neon.



Mighty Chili at the Track

By DON TRAICOFF



The Southwest sun shone warmly
on the WE'RE-IT crew that day
They'd traveled far from many towns and
struggled all the way.

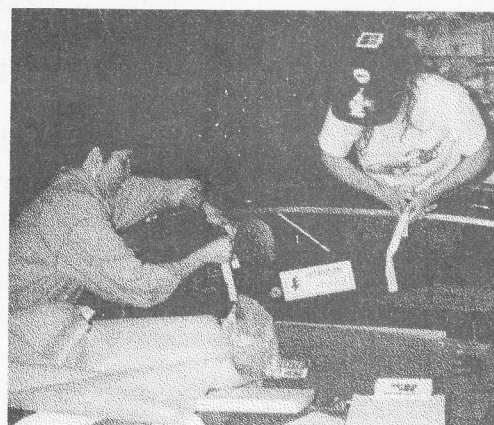
Then the starting line-up entered
As the Announcer's voice was heard,
"Welcome, one and all to Phoenix and
here to Firebird!"



Many famous names were entered, Considine
and Rick Doran



And Indy king Tom Sneva
A-heading up the band.



Somewhere in the middle
a lowly Chili could be seen
Sporting its new Horizon's, t'was the pride of the WE'RE-IT
team.

Inside was Ms. Chapman, driving that
Porsche 914

And on the Chili Pepper's door was
number Lucky 13

"People, start your motors" and the file moved down the track
And the crowd cheered on their heroes as they moved with
great Impact.

The race was on, the tires hot, the crowd knew who to watch
Sneva and Doran took charge and led right off the top.

With Number 15 hot behind,
the leaders took the turns
Through each chicane and straightaway, they made their tires
burn.

But moving fast up through the track and eager to make the
scene.

Came that lowly Chili, fast and fiery 13.

The crowd just went plumb crazy
as Ms. Chapman made her move.
"Chili Pepper's hot! Giving all
she's got! That lady's in the
groove!"



(this is much understated)
And congratulations were heard.
Well, the cars have rolled and the Bell
has tolled
For the leaders — of that there is no
doubt.

The timing crew was stunned
and the pit crew darn near burst.
As the announcer screamed into the mike,
"The young lady's now in first!"

It was nip and tuck and touch and go with
that car from SRP.
The race was hard and that Chili car was
fighting for the lead.

But alas the red-hot Chili started running
out of steam.

Sneva passed and then Doran, and last
Number 15.

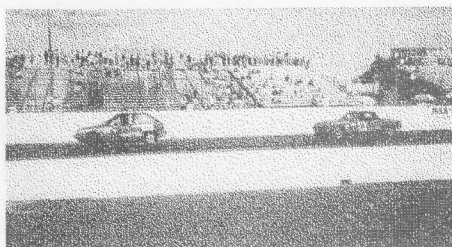
As power faded, the crew deflated. Would
13 complete the race?
They had started hot and taken their shot,
but their car was in fourth place.

But luck has a weird way of working,
and the crew with surprise on each face,
Saw that Number 15 had left the scene
and retired itself from the race.

The Chili Pepper made the race to the end
and finished a dignified third.
The crew was elated



Tom Sneva's Number 90 was a
hot one, all agreed
But the red-hot Chili Pepper was
about to take the lead.



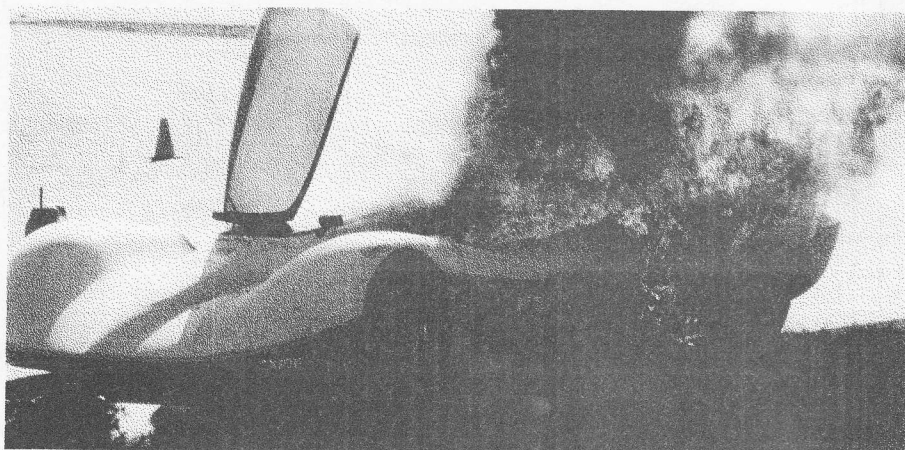
But, come next year's race, they'll up
the pace...
Mr. Sneva, you better watch out!

(Don was a member of the 1995 WE'RE-
IT team. He, Mary Ann Chapman and
John Witt make up EcoElectric
Motorsports.)

Exide Streamliner Burns

Firebird Raceway, Phoenix, AZ Friday, March 3, 1995 -In a dismaying and unexpected mishap, the Exide Battery Streamliner, car #12 went off the track in flames. Driver Billy Roe, 37, emerged without injury. "I was going into the first turn and heard a dragging noise. I slowed to about 40 MPH. I was going to take it into the pits, but then the cockpit filled with smoke."

According to owner Tom Brawner of Brawner Motorsports, the team was trying out a new 300 volt fiber nicad battery. The Streamliner was 29 minutes into Friday's practice session when the fire erupted. It damaged the left side carbon-fiber body panels and nearly consumed the entire car. Brawner stated that this was only the Streamliner's second outing, the last one being at the 1994 Electric Grand Prix in Long Beach, CA.



Streamliner at trackside moments after Roe bailed out.

Emergency vehicles were quickly dispatched. Fire Captain Mark White said his crew treated it as an electrical fire with potentially hazardous materials involved, but they found no evidence of hazardous substances. Brawner said they would take the car back to the shop and figure out what happened. Metal

casings on the new batteries may have helped ignite the blaze. There was some indication that the Exide poster-girl did not go through a thorough tech inspection prior to the practice session, but that was not confirmed as of press time. —CB

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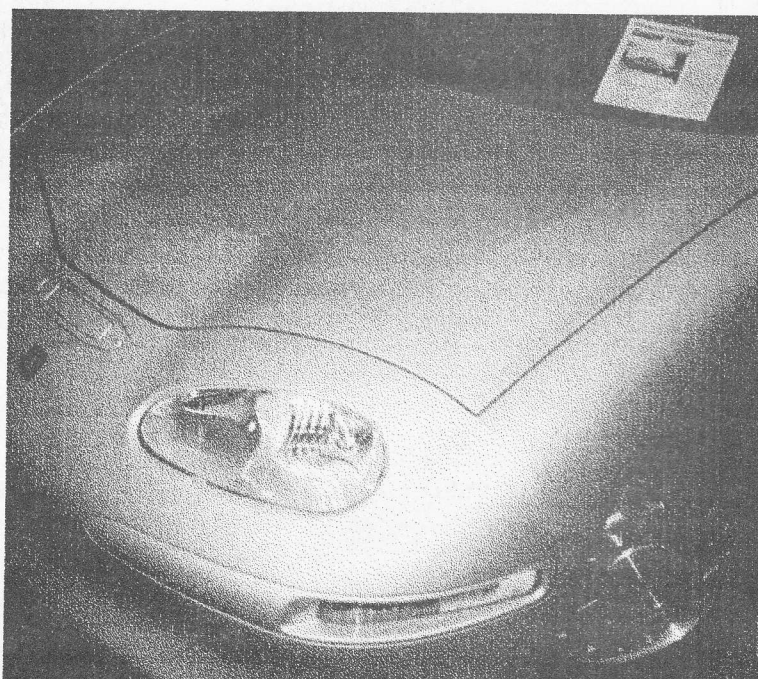
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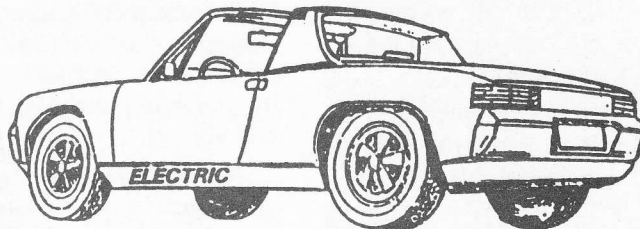
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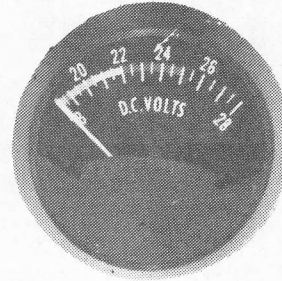
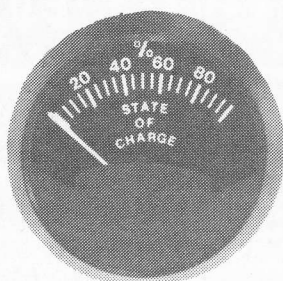
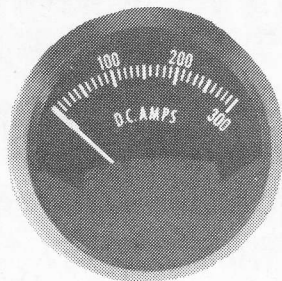
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'95 American Tour de Sol

The Seventh annual American Tour de Sol will run from Waterbury, Connecticut to Portland, Maine, May 20-27. The public is invited to view the latest electric, hybrid and solar vehicles as they compete for the national championship, and at public displays in nine communities along the five-state route.

"We are really excited about the breadth of entries which will include a pre-production prototype, an electric bus, hybrid electric vehicles, electric motorcycles, and numerous sedan and truck conversions," says Nancy Hazard, race director, and associate director of the Northeast Sustainable Energy Association (NESEA). "Electric vehicles, which will be on many sales lots in 1998, are good for the economy and good for the environment".

Electric, hybrid and solar cars will compete in five vehicle categories for Best Performance, Efficiency and Range Prizes, which will be offered by NESEA, the U.S. Department of Energy, and East Penn Manufacturing. A new prize, the NESEA Energy Challenge, will compare actual energy use of gasoline, electric and hybrid vehicles, looking at the entire picture of energy use from the "well to the wheels," and award a prize to the most efficient vehicle. Data collection for this prize is made possible by grants from the U.S. Departments of Energy, and the Electric Vehicle Research Network.

The first electric pre-production prototype for the American Tour de Sol will be entered by Solectria Corporation, defending champion of the Discovery Channel Commuter category. The *Solectria Sunrise*, a five-seater electric sedan, is using Ovonic batteries, the same brand of batteries that enabled Solectria to drive 214 miles on a single battery charge.

Another first for this year is that electric vehicles which were bought on the open market and have been in service for over a year are now competing in the American Tour de Sol. These vehicles entered by Boston Edison, The

Vermont program, and the CT EV Project will compete alongside twenty other sedans and pick-up trucks built by students from around the country and abroad.

New to the Production Vehicle Category will be a 22 passenger bus built by U.S. Electricar. NESEA hopes that this entry will encourage the public to use mass transit to solve the congestion problems on our highways. NESEA will also be collecting energy use data on the bus. It is expected to be very efficient on a per person basis.

In the Open Category, the Schiller Power Group, of Germany, who captured the prize for the best two wheeled vehicle in the 1994 American Tour de Sol, will be returning with a new pre-production prototype electric motor scooter. Using a new advanced lead acid battery, the Electrosorce Horizon, they anticipate a driving range of over 100 miles. An electric scooter entry built by Doran Motor company, as well as two student teams, will also be competing for the Two-Wheeled Electric Vehicle Prize this year.

The Solar Racing Category, has eight entries, one from Japan. These futuristic vehicles demonstrate the potential of solar energy to meet our future energy needs, and fuel the growing fleet of electric vehicles.

Another important first for the American Tour de Sol is a new category, the Hybrid Category. Vehicles built by Cornell, Dartmouth, Solar

Car Corporation and Mt. Everett High School, will use various types of on-board generators.

The American Tour de Sol is organized by the Northeast Sustainable Energy Association (NESEA), the nation's leading regional association involved in promoting awareness, understanding and development of non-polluting, renewable energy technologies.

Major sponsors for this year's American Tour de Sol are the U.S. Department of Energy, the Waterbury Region Convention and Visitors Bureau, the Massachusetts Department of Transportation, the Federal Highway Administration, the Maine Solar Blast, and the Discovery Channel.

For more information and registration materials, contact NESEA at 50 Miles Street, Greenfield, MA 01301. Tel. (413) 774-6051.

AMERICAN TOUR DE SOL



National Road Rally Championship for Electric and Solar Vehicles

MAY 20 - 27 1995

Waterbury, CT - Portland, ME

with pit stops in Northampton and Greenfield, MA, Brattleboro, VT, Keene, NH, Lexington, MA, Exeter, NH, and Dover, NH

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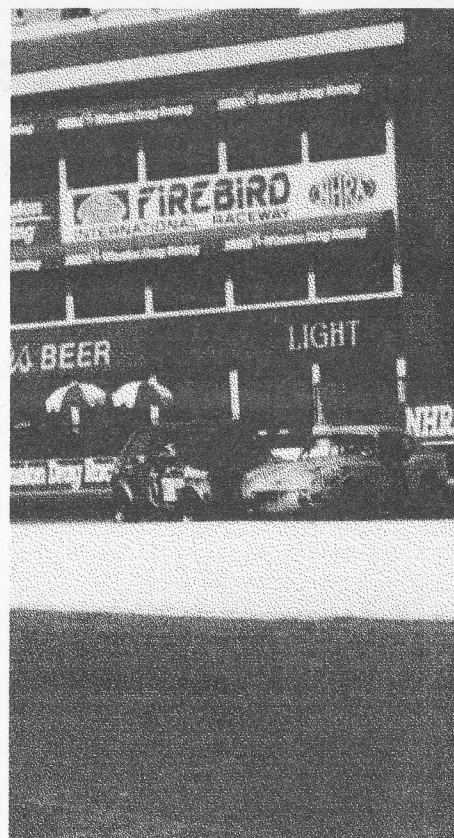
Students and Porsches made a good combination at the APS High School Races, but the overall contest was won by North Halifax from Littleton, North Carolina. Their clean, lively little Geo Metro's performance plus an outstanding oral presentation awarded the North Carolina students the top spot and a purse of \$500.

Shadow Mountain's #19 Porsche 914 took the range competition, completing 45 laps at an average of 39.8 mph. Driver Randy Salo used a conservative strategy, staying in the middle of the pack, then drafting the pace car. #19 also qualified for Friday's pole position in the first heat race and blitzed the handling and braking competition. with a 27.25 second run time and no cones over. Kearny High School followed Shadow Mountain's example by entering a converted Porsche. As student John Anderson put it, "We actually got our choice of a Ford Capri or the Porsche. What would you choose?"

Another Porsche, a converted 924, carried Port Townsend driver Chip Hannauer, WA to first in Saturday's first high school heat race. #50 helped Port Townsend place 2nd overall in the combined competition.

Cortez High School driver Kalman Gyory nabbed the second heat race win in car #18. He started in the last row in an entry completed the last Monday before the race. Gyory acknowledged that Shadow Mountain's 914 gave him some fierce competition on the crowded track. "He was faster than me and he handled better. He just had a little bad luck." Salo replied, "I don't like concrete. We were playing bumper cars out there."

Saturday's heat race winner Russ Gyory of Cortez High School, admitted that luck played a part in his win over the 914. "He was faster than me and handled better. He just had a little bad luck."



Trackside Conversation? No just getting sideways.

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EAA Chapter Listing 5/95

ARIZONA

Phoenix (PHNX)

Contact: Daniel Parmley (Pres.)
PH: (602) 250-2131
P.O. Box 40153, Phoenix, AZ 85067-0153
Meetings: 4th Sat @ 8:30 AM - 11 AM
APS Public Service Center 400 N. 5th St.,
Phoenix, AZ

CALIFORNIA

East Bay (EBAY)

Contact: Scott Cornell (Pres.)
PH: (510) 685-7580
60 Alan Dr. Pleasant Hill, CA 94523-1902
Meetings: 2nd Sat. @ 10 AM
Pacific Bell, 2600 Camino Ramon
San Ramon, CA (off 680 N.)

Los Angeles (LAEA)

Contact: Irving L. Weiss
PH: (818) 841-5994
2034 N. Brighton "C", Burbank, CA
91504
Meetings: 1st Sat. 11-1 PM
Pasadena City College, Rm C306
1507 E. Colorado Blvd. Pasadena, CA

North Bay (NBAY)

Contact: Preston McCoy
PH: (415) 499-0601
750 Pine Lane, San Rafael, CA 94903
Meetings: 3rd Sat, 9:45-12 noon
Santa Rosa, CA
Call for meeting location.

San Francisco Peninsula (PEN)

Contact: Ben Compton (Pres.)
PH: (415) 242-1881
1277 15th Avenue, San Francisco, CA
94122
Meetings: 1st Sat 10 AM
San Bruno Public Library El Camino Real
& Angus St., Downstairs meeting room.

San Jose (SNJ)

Contact: Don Gillis (Sec/Tres.)
PH: (408) 225-5446
5820 Herma St. San Jose, CA 95123
Meetings: 2nd Sat. 10 AM-Noon
San Jose, CA
Call for meeting location.

Sacramento (SAC)

Contact: Mark Bahlke
PH: (nm) (916) 356-6767
Meetings: 2nd Sat. SMUD
6201 S St., Sacramento, CA

San Diego EVA (SDGO)

Contact: Ron Larrea (Pres.)
PH: (619) 443-3017
9011 Los Coches Rd., Lakeside, CA
92040
Meetings: 4th Tues, 7 PM
San Diego Auto Museum
2080 Pan American Plaza
San Diego, CA

Silicon Valley (SVLY)

Contact: Chuck Olson (Pres.)
PH: (408) 296-6944
3087 Taper Ave., Santa Clara, CA 95051
Meetings: 3rd Sat. 10 AM-1PM
Call for meeting location.

FLORIDA

Florida EAA (FLA)

Contact: Bill Young
PH: (407) 269-4609
P.O. Box 156, Titusville, FL 32781-0156
Meetings: Call for time and location.

MASSACHUSETTS

New England EAA (NENG)

Contact: Bob Batson (Tres.)
PH: (508) 897-8828
1 Fletcher St., PO Box 59
Maynard, MA 01754
Meetings: 1st Sat, 1 PM in March, June,
Sept, Dec.

NEVADA

Las Vegas (LVGS)

Contact: Gail Lucas (Board. Member.)
PH: (702) 736-1910
P.O. Box 19040, Las Vegas NV 89132-
0040
Meetings: 3rd Thus. 7:30 PM
Desert Research Inst. Flamingo @
Swenson, Las Vegas

NEW JERSEY

TriState EAA (NJTS)

Contact: Kasmir Wysocki
PH: (201) 343-1252
293 Hudson St. Hackensack, NJ 07601
Meetings: Meets quarterly. Call for time
and location.

NEW MEXICO

Albuquerque (ALBQ)

Contact: Dale Riddle (Pres.)
PH: (505) 260-0070
603 Florida St SE, Albuquerque, NM
87105
Meetings: First Wed., 7:00- 8:30 pm
International House of Pancakes
Gibson just East of San Mateo, Albuquer-
que, NM

LAS CRUCES (LCNM)

Contact: Dr. Jack Hedger (Pres.)
PH: (505) 546-0288
P.O. Box 1077, Deming, NM 88031
Meetings: 1st Wed., 7 PM
Engineering Assoc. Rm at El Paso Electric
Div. Las Cruces, New Mexico

NORTH CAROLINA

Southeastern EVA (SEEV)

Contact: Lawson Huntley
PH: (704) 283-1025
P.O. Box 1025, Monroe, NC 28111
Meetings: Call for time and location.

OHIO

Ohio EAA (OHIO)

Contact: Pete Gall
PH: (513) 683-3122
6875 Oakland Road, Loveland, OH
45140 Meetings: Now forming.

TEXAS

Austin (AUST)

Contact: Louis Koiner
PH: (512) 990-9760
1413 Quail Run Rd., Pflugerville, TX
78660
Meetings: Call for time and location.

HOUSTON (HOUS)

Contact: Ken Bancroft
PH: (713) 729-8668
4301 Kingfisher St., Houston, TX 77035
Meetings: 3rd Sat. 12-5 PM at above
address.

UTAH

West Valley City (WVC)

Contact: Harry VanSoolen (Pres.)
PH: (801) 969-1130
3622 South 4840 West
West Valley City, UT 84120.
Meetings: Call for time and location.

VIRGINIA

Central Virginia (CEVA)

Contact: Jim Robb (Pres.)
PH: (804) 342-0925
3106 Porter St, Richmond, VA 23225
Meetings: 3rd Wed.
Science Museum, 2500 W. Broad St.
Richmond, VA

WASHINGTON (STATE)

Seattle EAA (SEVA)

Contact: Ray Nadreau
PH: (206) 542-5612
19547 23rd N.W., Seattle, WA 98177
Meetings: 2nd Tues.
Call for location.

WASHINGTON DC

EVA of Greater Washington DC (EVDC)

Contact: David Goldstein
PH: (301) 213-3990 (301) 869-
4954
9140 Centerway Rd. Gaithersburg, MD.
20879
Meetings: 2nd Tues, 7 PM
Marocco's Restaurant 1120 20th St.
Washington, DC

BRITISH COLUMBIA, CANADA

Vancouver (VEVA)

Contact: Bill Glazier (Tres.)
PH: (604) 980-5819
1402 Charlotte Rd., North Vancouver,
B.C. Canada V7J 1H2
Meetings: Call for time and location.

For other chapter information, call Anna Cornell (Board Member), @ (415) 685-7580 or (800) 537-2882.

All information and statistics in this application are for the exclusive use of the EAA.

Electric Auto Association -- Membership Application

New member: ☐ US ☐ \$35
Renewal: ☐ Canada ☐ \$40 USD
Date: / / Other country ☐ \$45 USD

Note: EAA membership dues are tax deductible as allowed by the IRS.

Name:

Company:
(If applicable)

Street:

Phone: () - x

City:

Fax: () -

State: Zip: -

Country: Country Code:

(Please use 9-digit code.)

EAA Chapter you attend or support:

I need chapter information! ☐

Member/Vehicle Information -- Please complete if new or changed.

Professional Background: Age: Sex: M / F

Please identify your primary areas of interest relating to the Electric Auto Association.
(Please rank choices with "1" being the most important, "2" second, etc.)

- 1 Hobby / Builder
- 2 Professional (EVs are a source of income for you.)
- 3 Competition (Rallies, Races and Records)
- 4 Environmental and Government Regulations for EVs.
- 5 Social (Rallies, Shows, Dinners, other)
- 6 New Technology and Research
- 7 Promotion and Public Awareness of EVs
- 8 Student or general interest
- 9 Electrathon / Bicycle / Off-road vehicles
- 10 Owner/Driver of electric commute vehicle
- 11 Other: Please specify.

Number of Electric Vehicles you have ever owned? Number of EVs you now own:

Please describe any Electric Vehicle you now own or are building: Veh. Lic.: State:
(If more than one, please attach information for each.)

Vehicle Type: Make: Model Yr: Build/Conversion Yr:
No. Wheels: Motor: Controller: % Complete:
Batteries: No./Type / Pack Volts: Avg. EV Mi./Week:
Other Features: Avg. EV Trips/Week:

If new member, where did you hear about EAA?

Comments:

Please fasten your check or money order to this form, then fold with EAA address showing and mail.

Ver. (6/15/94)

Annual EEvents

Some of the major EV events held each year throughout the country.

March - Arizona Public Service Phoenix Electrics. Electric stock cars and race cars compete at Phoenix Raceway. Call (800) 423-0198.

April - Clean Air Road Rally. Alternate energy vehicles challenge Southern California traffic. Contact DOE, (602) 774-0230.

May - American Tour de Sol. Classic 5-day EV road rally running from New York to Philadelphia. Contact Northeast Sustainable Energy Association, (413) 774-6051.

July - Solar Energy Exposition/ REDI (SEER), Ukiah, CA. EAA will be running an EV ride and drive Event. Contact SEER (707) 459-1256.

Sept - National EAA Rally and Symposium, WESCON EV Showcase. EV display and conference at huge West Coast electronics trade show Contact EAA, (415) 366-0643.

Oct - Sustainable Transportation Alternate energy vehicle workshops, trade show and EV display. Contact Northeast Sustainable Energy Association (413) 774-6051.

EAA History

- 1967** The Electric Auto Association was founded by Walter Laski in San Jose, CA.
- 1972** First of the EAA Annual Rallies.
- 1974** EAA member Roger Hedlund set a modern world speed record for electric cars of 175 mph at Bonneville Salt Flats.
- 1976** EAA members assisted US Congress in creating the Electric and Hybrid Vehicle Research, Development and Demonstration Act of 1976
- 1977** EAA member Frank Willey developed a transistorized speed controller and earned the IEEE Outstanding Engineering Award.
- 1983** A fleet of EVs drove from San Jose to San Francisco and back on a single charge, a distance of 100 miles.
- 1985** Saied Motai drove 230 miles on a single charge
- 1989** California Air Resources Board (CARB) established ZEV mandate. 2% of total car sales by 1998 must be "zero emission vehicles (ZEVs)"
- 1990** General Motors showed first "ground-up designed" Impact EV.
- 1991** First Phoenix Solar and Electric 500 Race
- 1992** EAA supported California \$1000 tax credit for EVs
- 1993** EAA participated with Runzheimer International on first complete survey of EV usage and costs
- 1993** EAA member Bob Schneeveis sustained an average speed of over 100 mph in a custom-built electric race car.
- 1993** EAA's EV Showcase exhibit was feature at WESCON Electronics Trade Show in San Francisco.
- 1994** Twelve additional states adopted CA-type ZEV mandates
- 1994** California Air Resources Board upheld ZEV mandate.
- 1994** Impact EV set 187 mph speed record.

EAA's Current EEvents Newsletter

Current EEvents is an incisive, informative national newsletter with practical information for the EV purchaser, driver or advocate. CE has recently run stories about the EV Showcase at WESSON '93, the California Air Resources Board ZEV mandate, EV insurance, how to present your EV to the press and recent changes in motor vehicle codes affecting EVs.

- The Calendar of EEvents lists EV races, rallies, displays, shows, alternate energy fairs, etc. all over the US.
- The Classified Ads section is a source of EVs and parts.
- *Letters to the Editor* provides a forum for EAA members to exchange information and air concerns.
- EV vendors can be accessed through CE's display advertising.
- Current EEvents serves the entire electric vehicle community, from EV racing to street-legal cars, from high school and college projects to EV conversion and components companies. CE has covered solar cars, electric bikes and motorcycles and electrathon racing.
- Current EEvents' back issues are computer-indexed by subject and author.

Electric Auto Association



The Electric Auto Association (EAA) is a non-profit educational organization for the promotion of clean, quiet electric vehicles (EVs) for personal transportation. Founded in 1967, by Walter Laski, EAA has grown from a pioneering group of EV hobbyists and engineers to a national organization whose members build, own, drive, and promote EVs as a solution to automobile-caused air pollution and dependence on fossil fuels.

EAA members have led and in some instances have initiated the present ground swell of interest in electric cars. EAA members have founded businesses supplying parts or doing conversions. Government, utilities, academia and industry have turned to EAA for technical EV expertise and practical driving experience. EAA chapters and members have been key participants and organizers in alternate energy conferences and events such as the American Tour de Sol, S/EV, SEER, the APS Phoenix Electric 500, Electric Grand Prix, Clean Air Road Rally and the recent WESCON EV Showcase.

EAA support has been and will continue to be critical to the current California Air Resources Board Zero Emission Vehicle Mandate.

Interviews with EAA members and test drives in their cars have helped turn around some of the media who have been staunchly anti-EV. With the wave of interest now building in EVs, the unique resources that EAA offers are now more valuable than ever.

How to Contact the EAA

EAA 800-Number

The EAA operates a nation-wide 800 number for the public to access information about EVs and the EAA. General Information and membership number is: 1-800-537-2882.

This will get you a packet of information, including chapter listings. Callers also have the option of speaking to a real live person, who can either answer questions or refer you to someone who can.

Current Events Newsletter, Editor

Clare Bell Tel/Fax: (415) 221-9678
(Please call head before faxing.)
Internet: CBCE@delphi.com.

Advertising and Production

Susan A. Hollis, PCTEK
Tel: (408) 374-8605
Fax: (408) 374-8750

Membership/Address Changes

For information on new membership or change of address, please send your requests to:

EAA Membership
June Munro
2710 St. Giles Lane
Mountain View, CA 94040

Technical Questions

Technical information and help hotline (415) 493-5892 or call the information number for the chapter nearest you from the chapter list. An experienced EAA member will be glad to answer questions and direct callers to resources for EVs, components and conversions.

Many EAA Members frequently monitor and respond to the bulletin boards on *Prodigy*, *America On Line*, and *Compuserv* as well as discussion groups on *Internet*.

EAA Member Benefits

- ❖ The experience, enthusiasm, and expertise of EAA's chapter members. EAA members give hands-on help, trade equipment, loan books, exchange technical information, make charging sites available and do anything and everything to encourage and support present or potential EV drivers.
- ❖ Lists of EV resources, such as parts suppliers, EV vendors, books, manuals and other information
- ❖ Chapter and national rallies, expos, ride-and-drives, media events.
- ❖ Chapter meetings for formal and informal discussions of technical and political topics.
- ❖ Yearly symposia covering important timely and interesting topics for EV enthusiasts.
- ❖ Awards to outstanding members, companies or individuals who have made significant contributions promoting electric vehicles.
- ❖ Participation in large trade shows, such as the recent WESCON '93 in San Francisco's Moscone Center.
- ❖ Representation and information is provided by members, chapters and the national organization to government officials, educational institutions, businesses, professional societies, and the public.
- ❖ Battery capacity testing and making tested batteries available at low cost to EVs that need to replace one or two batteries in an older pack. (This is being started up on an experimental basis in California, but hopefully will spread).
- ❖ Discounts: Some chapters have arrangements with local battery sellers or parts suppliers for bulk-buy and/or chapter/club discounts. The national organization is encouraging all chapters to set up similar arrangements.

News in Brief . . .

Compiled by Ruth M. Shipley from Environmental Information Network. If this is reprinted, please credit CE and Ruth Shipley.

Big 3 Begin Ad Campaign in Northeast

U.S. auto dealers recently met with automakers in Dallas to convince manufacturers to use a light hand in their advertising campaign to defeat the Ozone Transport Commission's efforts to introduce California-style clean car regulations in the 12 states in its Ozone Transport Region.

However, Vermont Ford dealer Michael Hays, who says automakers' "heavy-handed tactics" often "turn people off", has joined with others in urging Vermont Gov. Howard Dean to back off on a requirement for EVs.

Though the EPA has approved the Northeast states' plan, it has also shown support for the carmakers plan to build a cleaner gasoline-powered car. EPA administrator Carol Browner announced recently, "I believe that such a car will not only achieve air-quality benefits for the entire country, but quite simply it makes economic sense."

(AUTOMOTIVE NEWS: 2/20)

Auto Industry Lobbies California Policymakers

The American Automobile Manufacturers Association is trying to convince members of California Governor Pete Wilson's staff and the California Air Resources Board (CARB) to drop the state's ZEV mandate and join the industry's 49-state clean-car plan, which would require automakers to build cleaner gasoline-powered cars. AAMA spokeswoman Laura Armstrong says the organization would talk with any state with an EV mandate. "We want to talk about why we don't think it will work and why we think our 49-state approach will work."

Automakers have renewed hopes of persuading CARB, now under new leadership, to cancel or to postpone California's ZEV requirement that 2% of all vehicles sold by an automaker in the state be ZEVs.

(AUTOMOTIVE NEWS: 2/27)

OTC Supports 49-State Car Plan in Principle

The Ozone Transport Commission (OTC) recently adopted a resolution that supports the concept of a 49-state clean car, a concept discussed extensively as a possible alternative to the OTC Low Emission Vehicle (LEV) program approved by the U.S. EPA last December.

At the same time, OTC supports states' rights to adopt additional measures to meet air quality goals, including ZEV initiatives.

"We commend the auto manufacturers for bringing the concept of a 49-state car to the negotiating table," stated Timothy R.E. Keeney, chair of the OTC and director of the Rhode Island Department of Environmental Management. "We're committed to continue the discussions with the manufacturers to ensure that such a car, in conjunction with an advanced technology vehicle component, gives us the environmental benefits we all want."

For more information, contact Bruce S. Carhart of OTC at (202)508-3840.

(OTC NEWS: 2/28)

Massachusetts May Postpone EV Mandate

Massachusetts Governor William Weld has told the American Automobile Manufacturers Association that he will push back the state's EV mandate to the year 2000 if U.S. automakers will immediately develop and build their proposed 49-state clean car.

Weld further demanded that if a breakthrough EV battery emerges, automakers would agree to put an EV on the market within one year. He also called for cooperation between automakers and states in finding markets for advanced-technology vehicles including all AFVs.

(Automotive News: 3/6)

Boston Airport Acquires EVs

Boston's Logan Airport is joining the growing number of airports that are evaluating alternative fuel vehicles.

The Massachusetts Port Authority recently ordered two EVs from Solectria and three 31-foot electric buses made by Specialty Vehicles Manufacturing. The buses will probably replace 3 diesel buses that transport passengers between the terminal and the Boston Harbor ferry. Phase 1 of the program will be rounded out by purchase of two Solectria pick-ups to be used for a variety of jobs.

Phase 2 of the program will begin after approximately \$1 million in anticipated federal funding is approved. EVs to be purchased include larger sedans, buses and pickups and possibly electric cargo vans, and a quick-charge kiosk using the GM Hughes Electronics Magne-Charge technology is also planned.

(ELECTROTECHNOLOGY REPORT: 2/95)

GM's Saturn Division May Market Impact

General Motors' Saturn division may market the Impact in the U.S., according to President and CEO John F. Smith.

The decision to turn the Impact over to the Saturn division has not yet been made, Smith noted, but it would augment the division's limited model lineup and enhance Saturn's role as the "different" GM entity. The high-tech, contemporary vehicle would also fit with Saturn's

News in Brief . . .

"sophisticated, customer-friendly" image, Smith added. Initially, the Impact will be sold in California, where 2% of all cars sold in 1998 must be ZEVs.

(WALL STREET JOURNAL: 3/8)

Big Oil Campaign to Stamp Out AFVs

The oil industry is engaged in a major lobbying effort to eliminate all federal incentives aimed at promoting alternative fuels, according to a new report released by the Domestic Fuels Alliance (DFA). The report chronicles the history of subsidies and other benefits received by the oil industry to develop the market for gasoline.

"This study illustrates the inconsistency behind the petroleum industry's lobbying message," said DFA's Gregg Ward. "The big oil companies contend that domestic fuels like natural gas and ethanol should not require any government support to build market demand, yet they themselves received major federal support to help build the petroleum market.

For more information, contact Peter Soh at (202)828-8889.

(DOMESTIC FUEL ALLIANCE NEWS: 3/15)

Zinc-Air Battery May Boost EV Range

Binyamin Konetz of Jerusalem-based Electric Fuel Corp. believes the zinc-air battery developed by his company might be an acceptable alternative to the traditional lead-acid battery.

According to Konetz, the battery has eight times the energy density of a lead-acid battery and a ZEV using the battery could go up to 300 miles on a charge. A prototype vehicle ran a record 428 miles on a charge. He thinks the battery would cost roughly \$75/kWh in mass production — about as much, watt-per-watt, as the lead-acid battery.

Zincair Power Corp. (Canton, MI), which is also developing a zinc-air battery, hopes to build a pilot production plant and begin its own fleet tests in 1996.

(WASHINGTON TIMES AUTO WEEKEND: 3/10)

IBM to Get EVs

The New York Power Authority plans to place 14 EVs that were purchased through the EV America program into the commuter car program in Westchester County, New York.

IBM will buy seven EV sedans for its employees to use at its Yorktown Heights research facility. IBM employees who live in New York City will take a train from Manhattan to the North White Plains train station where they will carpool to the IBM facility in an EV.

Pending approval from North White Plains officials, the Power Authority will install charging stations at the suburban train station, while IBM will set up stations at its facility.

For more information, call (518)474-8418 or (212)417-2126.

(ELECTRIC VEHICLE PROGRESS: 3/15)

EV America to Test Advanced Batteries in 1995

EV America will conduct another round of EV performance evaluations beginning August 1 of this year.

EV manufacturers are being invited to provide vehicles for 30 days of testing at a

ENVIRONMENTAL  INFORMATION
networks, inc.

ALTERNATIVE ENERGY NETWORK

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Phoenix proving ground under a program sponsored by EV America and the U.S. Department of Energy. For the first time, EV America plans to test vehicles with advanced batteries, at least one of which has been developed under a contract with the U.S. Advanced Battery Consortium (USABC).

As many as 40 vehicles with advanced batteries could be purchased for field testing by EV America participants at the completion of testing. EV America will hold a conference on May 4 in Washington, D.C. to outline the procurement plans of the electric utility industry, discuss the vehicle specifications, and summarize the planned test process.

For more information, call Gloria Quinn at (202)508-5659.

(EV AMERICA: 3/17)

Stock Market tests Electricar

Rising resistance to ZEV mandates, having its stock traded in a tight and volatile market and lack of new venture capital have thrown tough barriers in the fast track of US Electricar. The largest player in the passenger car and truck EV conversion business, US Electricar has seen its stock peak at \$8.35 per share and bounce from low to high before its recent tumble to less than a dollar.

Before prospective purchasers and investors become alarmed about the general state of the EV industry, however, they should investigate the specific circumstances that placed the company in difficulty.

Electricar, which was counting heavily on corporate or government fleet purchases to meet the upcoming ZEV mandate, was hit by the November election results. The Republican-led backlash against ZEV hampered the search for investment funds. The abrupt change in the political climate may have also hampered Electricar's sales; only 190 vehicles in the last fiscal year as opposed to an expectation of 1500. Utilities, considered the primary purchaser of EV fleets, are also using a loophole in the law to postpone actual purchases in favor of promises to buy later.

Electricar's internal costs also played a part. Helped by a flood of press releases about joint ventures and overseas deals, US Electricar upped its staff to 310 employees, the largest of any EV conversion company. It opened production facilities in Los Angeles, and Redlands, CA, Riviera Beach, FL and Honolulu, HI. CEO Ted Morgan, who made his fortune in Office Club before buying US Electricar, poised the company to take advantage of the effect of Federal and state mandates on EV sales to fleets.

These expenditures caused a cash crunch that forced Electricar to lay off nearly a third of its workforce and stretch out payments to its suppliers. It is suspending the manufacturing of truck and passenger car conversions, although it continues to build industrial and transit vehicles in its Redlands, CA facility.

Some observers felt that one cause of the company's problems was that management did not heed the technical advice and warnings of their engineers and technicians about difficulties in developing a battery pack with high enough voltage to power the Hughes AC drivetrain and retain sufficient longevity to last.

All the same, US Electricar hasn't yet run out of juice. All of its resources, including the high technical ability of its employees, its industry contacts and contracts with suppliers were left unaffected by the stock plunge. Spokesperson Leo Hegarty said that the company will seek funding from "green" mutual funds that target environmentally progressive companies. Hegarty also stated that US Electricar's employees "have shown tremendous loyalty and enthusiasm at the potential of the company and its product."

Electric HOT Plates!

This plate [LCTRIC], featured in the April '95 CE, belongs to Fr. Fred Eschweiler, Headquarters.

CE will show a vanity license plate from one of our members' electric vehicles. If you spot your license, send us a picture and brief description of your car for publication in an upcoming issue of CE.



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And yes, another 914 on the road



Slick, trick and really quick. Jeff Simpson's 914 EV.

My electric 914 is finally on the road. I have been driving 50+ miles at highway speeds, getting ready for my daily commute to work. I will be driving 4-6 miles each way and charging at work on a 30 amp, 110V circuit. My new job at Stuart Hall is providing my own EV parking spot.

I will be at the races in Phoenix on Friday, Saturday, and Sunday. My wife and I plan to dress accordingly, so we can get garage passes.

Another EAA member and I are just starting to pursue forming a local chapter. I need to contact Anna to find out more information. The membership secretary already provided a list of EAA members in my area.

Look forward to seeing you at the races. Hope you enjoy the enclosed pictures.

Best Regards,
Jeff Simpson

Congrats on the new baby! Can I help it if I love 914s, as EVs that is? - CB

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Events Calendar

- April 22** PG&E in Salinas, CA is holding its Earth Day Celebration in Toro Park. This is a beautiful location in which to show your Electric! Call Spenser Erickson for details at: (408) 755-3347.
- April 23** Contra Costa County's Earth Day! 10 am to 6 PM at the Concord Pavillion. Admission is free. Those wishing to show their car at this Event, call (510) 685-7580.
- April 29** Bay Area Electric Car Rally (BEAR) Organized by EAA's San Francisco (Peninsula) chapter to benefit the American Lung Association. Features a run across Bay Area bridges combined with a scavenger hunt along the way. The Event starts and ends at the Presidio in San Francisco. Includes an awards ceremony and BBQ. COME ON OUT AND HAVE SOME FUN! Chase vehicles and opportunity charging available. East Bay Chapter will handle the Emeryville stop. North Bay will manage a stop in their area. For more info, call Ron Swenson at (415) 952-3277. Those who want to help out at the Emeryville stop, call Canna Cornell, (510) 685 7580.
- May 5-6** Virginia Power EV Grand Prix. Formula Lightning race. Richmond, VA Contact Todd Schneider, Centerion Energy, (216)447-3200
- May 20-28** American Tour de Sol from Waterbury CT to Portland ME via MA, VT and NH. Includes Electrathon races and Jr. Solar Sprints in addition to en-route displays. Enter now! Contact Nancy Hazard (413) 774-6051.
- June 5-13** Chrysler Neon HEV Challenge. Contact Argonne national Lab, 9700 S. Cass Ave. Bldg 362, Argonne, IL 60439 (708)252-8677, fax (708)252-3443.
- June 9** Formula Lightning Races, Delaware Raceway, London, Ontario. Contact SERA (602)953-6672
- Jun. 21-25** An Interdisciplinary Conference on the Environment will be held in Boston MA. (Details were in December 1994 CE).
- Jun. 22** Concours de Elegance wants you to show your electric car Stanford University, Palo Alto. Call Anna Cornell to show your car. (510) 685-7580.
- June 22-25** Solar Splash Electric Boat Regatta. Milwaukee, WA Advanced Energy Competitions, (602) 774-8474
- July 4** Pike's Peak Hillclimb. Sponsored by Chevrolet. Mantous Springs, CO (719)685-4400.
- July 11** Sun Sprint of the Rockies. An electric and solar race for all in Aspen CO. Individuals, high schools and colleges are encouraged to participate. For information call Zach Keele at (303) 872-3882.
- July 22** Cleveland Electric Formula Classic '95. Formula Lightning Races at Burke Lakefront Airport Raceway. Info: Todd Schneider, (216)447-3200
- Aug. 2-4** EV Conference for Fleet Managers. Edison Electric Institute, (202)508-5558
- Aug. 11-13** REDI Conference '95. Follow-up to '93 REDI Conference. PV and Utilities, Financing, EV Marketplace where fleet operators meet EV Manufacturers. Plus more! Call (707) 459-1256, or fax a paper to submit: (707)459-0366.
- Aug. 12** East Bay Chapter Rally (Tentative)
- Sept. 16** Silicon Valley Chapter Rally
- Sept. 19-22** Fourth Grove Fuel-cell Symposium will take place in London, England. Contact the conference secretary at Elsevier Advanced Technology, PO Box 150, Kidlington, Oxford OX5 1AS UK Phone +44 (0) 1865 843721/843659. Fax+44 (0) 1865 843971.
- Nov. 29- Dec. 1** Global Electric Vehicle Conference focusing on Evs and their impact on international business and the global environment. Crystal Gate Marriott, Arlington, VA Presented by INTERTEC Publications. Contact JoAnne Romanek, (610)-566-7080 or Betsy Norberg at (913)-967-1865.

1996

- July 31- Aug. 5** Scandinavian Electric Car Rally from Gothenburg Sweden to Oslo, Norway. Tour the fjords in your green machine. Sanctioned by Federation Internationale de l'Automobile (FIA). Begins with a seminar on July 31, then the rally. Submit abstract of papers to SECR'95. travel and hotel compensation available to presenters (confirm directly with them first). Contact SECR'95, Box 53, 401 20 Gotenburg, Sweden. Tel. +46 31-62 60 61. Fax +46 31-62 60 66

Local Funding

How it Works \$\$\$\$

Many EAA chapters and members don't know that some of the money paid in in memberships comes back to local chapters to fund local activities. The way it operates is this: The yearly dues are \$35. If a new or renewing member chooses to affiliate with a chapter, \$10 of that membership is returned to the chapter to fund local activities. The present Board believes that the strength of the organization is at the local level, in the chapters and encourages chapters to take the initiative in setting up EEvents and activities. To that end, EAA National issues local funding checks every month. Thanks to the efforts of our Treasurer, we have paid off local funding commitments to chapters and are keeping current with new ones. Result — chapters have money to do anything they want, from putting out local newsletters to organizing car clinics.

Renewing or new members who do not express a chapter preference were previously assigned to "Headquarters", but that has been changed. Now Bruce Brooks' database has them assigned to the closest chapter in their area. That chapter then get the \$10 from that member's dues.

What about the Rest of It?

Chapters and members also ask what happens to the other \$25, and how does it benefit them? Answer — it pays for:

- 1) Liability insurance to cover EEvents put on by chapters
- 2) The Current EEvents newsletter
- 3) Production of promotional and informational material that is or will be made available to chapters in bulk to use at their EEvents
- 4) Co-ordinating costs when EAA mounts an effort to make members aware of critical legislation and/ or mandates (such as the recent CARB ZEV)
- 5) Publicity and educational efforts to make the general public aware of EAA and its mission. Chapters gain additional clout by being part of a nationally recognized organization.

EAA National's Job

EAA National does not want to instigate and run all the EEvents. It wants the chapters to run THEIR EEvents. EAA National's job is to function as facilitator, troubleshooter and roadblock remover. Also as an interface to the general public and to government agencies as well as companies and other organizations. And, hopefully as an inspiration to chapters and individuals to create their own ways to a smog-free EV future.



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Member Want Ads

FOR SALE: '83 Escort, 8" Advanced DC Motor, Curtiss PMC controller, 60 MPH maximum speed, 40 mile range, \$7,500/obo. Call Doug @ 214-790-4499.

FOR SALE: '80 Dodge Omni (professionally converted), 5517 miles, 120V system on-board charger, 5 solar panels attached. Will need new batteries soon. \$4,500/obo. Call Martha, after 2:30pm at 916-934-9380.

FOR SALE: '81 Jet Electrica (Escort), 15,000 miles. PMC controller, new USB 2300 battery, on-board charger. \$8,500. Call 415-964-3974.

FOR SALE: '76 Citicar, PMC controller, K&W charger, 48V G.E. series motor, new tires, contactors and batteries, 38 mph, 30 mile range, \$2900. Call 206-632-2994.

FOR SALE: '77 Triumph Spitfire, 96V (new 12V Trojan SH5s). Advanced DC 8" motor, PMC controller, K&W charger, new paint, leather. Mint. \$15,000. Call (206) 632-9764.

WANTED: Curtis PMC 1221 controller. Call Ken at 408-353-2710.

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Please send check payable to Electric Auto Association, 18297 Baylor Avenue, Saratoga, CA 95070. Want Ads are available to EAA members for the sale of electric vehicles, equipment and parts. The EAA is not responsible for the accuracy of ads. Please see advertising rates on next page for commercial products.

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