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Speaker Nick Demma, arrived early for the July MNEAA meeting via cleverly conceived, homemade, aerodynamic, enclosed semi-recumbent bicycle, complete with headlights and turn signals. An electrical/electronics engineer by trade, Demma came to answer questions about batteries and chargers.

Basic information on battery chargers can be found on wikipedia.com, he said, a sort of Battery chargers for Dummies text. On board chargers have the advantage of being able to plug in anywhere. He described smart chargers, pulse chargers, float chargers, AC and DC chargers, intelligent chargers and drew diagrams on the white board. He addressed advantages and disadvantages of series and parallel chargers, as well as isolated and non-isolated chargers. He discussed issues involved with lots of smaller chargers at \$50 each instead of one large charger for \$1500 and various types of battery management systems. He spoke knowledgeably about super capacitors and resistors to regulate charge and discharge and the use of regenerative braking to dump current into the ultra-capacitor. His talk resembled a half hour university course on battery-base system possibilities and limitations.

After vice-president Denis Diekhoff complimented attendees on their attention and limited conversation during the presentation, the meeting was turned over to president, Craig Mueller. Mueller introduced new board member Mike Shoop who was given the title of Conversion Specialist

(because of his work on his Corvette conversion); Shoop stated that he also might be called Vice President in Charge of Trial and Error.

Mueller inquired about interest in embroidered jackets and/or hats and possible bumper stickers as possible fund raisers for the group; screened t-shirts were also mentioned as a possibility.

Treasurer, Kevin Low reported that the paid membership of the Minnesota chapter was 51 currently and that the chapter receives \$10 per member of the annual dues of \$39 (\$25 for seniors) from a national membership. The National dues reimbursements pay for the chapter expenses and appearances at the State Fair and the Living Green Expo. Beginning in April 2008, the club began hosting dinners for the meeting speakers at the Peking Garden restaurant (located in a shopping center on University behind the Flannery Construction meeting site). The petty cash fund is used to pay for these dinners. He then produced a large metal specially crafted "donations box/briefcase" that was passed at the meeting to restock the petty cash fund. He said that previous donations at the May and June meetings had netted \$91, of which \$30 remain.

A "show and tell" session followed in which Chris Born described his work on an S10 extended-cab truck that is pictured in the group yahoo site (<http://autos.ph.groups.yahoo.com/group/mnevgrp> <<http://autos.ph.groups.yahoo.com/group/mnevgrp/photos/view/d564?b=1>>). Another member Joel Silverman stated that he had ordered an A123 24-volt battery pack (\$1200) with 16 amp hours for a chopper type electric bike.

Marty mentioned that the entire film, Who Killed the Electric Car, is available for viewing on computer at <http://www.autobloggreen.com/2007/06/15/watch-who-killed-the-electric-car-online-for-now/>.

Break-out sessions included: Conversions, Events, Legislation, Factory-built and Hybrids, and further talks with speaker Nick Demma.

Cat Thompson, Events Coordinator, spoke about the need for assistance at the State Fair booth (August 21 to September 1) and asked people to sign up to help in 4-hour time blocks at the event in exchange for free admission to the fair and free t-shirts. MNEAA will be participating at the Minnesota Pollution Control Agency, Transportation Department's booth on alternative energy and transportation; Matt Comstock from that agency was in attendance at the meeting. Cat also spoke to the importance of issues to be brought up to the Minnesota legislature to promote electric vehicles, suggesting that MNEAA should prepare to become involved in lobbying efforts.

Deikhoff mentioned that the August meeting will take place at the Cushman dealership, which represents a number of industrial and personal electric vehicles, at 2909 E. Franklin (612-333-3487) in Minneapolis. There will be a tour and a brief meeting following a pre-meeting dinner at a Thai restaurant for those interested (watch email for further information).

Vehicles on display at the meeting included Jeffery James Casewell's Super Micro Bike, an aerodynamic, low-to-the-ground, pedal racing bike that can travel at 30 mph and takes corners at 40-degree angles. It took him three months to build the finished stylized bike with professional quality assembly, painting and lettering. He stated that it could be electrified; it was the third bike he had built. Jim Black (<http://www.blackbirdbikes.com/>) brought a four-wheeled semi-recumbent bicycle with room for two pedaler's side-by-side and a small rear passenger seat; the vehicle is stabilized for persons with balance problems who would not otherwise be able to ride a conventional bike. Speaker, Nick Demma's bike was also drawing crowds with questions and comments.

Members were invited to continue their conversations at Perkins on

University following the meeting.

Marty Elstrom, Secretary

July 31, 2008

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