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The most electric cars were built in 1899, according to Dave Tiedens, of Northern Battery <http://www.northernbattery.com/> (adjacent to Domino's Pizza) in St. Paul, who was guest speaker at the June 26, 2008 meeting of the Minnesota Electric Automobile Association (MN EAA). He was introduced by MN EAA VP, Denis Diekhoff, who stated the purpose of the EAA and gave an outline of the agenda for the meeting.

Production of electric cars in modern times has not reached the level of 1899. However, what goes around comes around and today, due to skyrocketing gas prices (\$4 + a gallon), there is a new surge of interest in electric vehicles. Tiedens stated that interest in electric vehicles seemed to volley every twenty years or so, namely the '60s, the 80s, and now the 00s.

Apologizing for his lack of handouts, because of our overwhelming attendance, Tiedens passed out literature on batteries, chargers, battery charging tips, and other information, including "Seven Myths About Batteries" with statements including "What you don't know about batteries could hurt you, or worse" and "Unsafe battery handling can be deadly." The handouts will be scanned and made available on the Association website (<http://mneaaev.wikidot.com> <<http://mneaaev.wikidot.com/>>) for reference and for those who did not receive copies.

Five basic kinds of batteries were discussed as possibilities for use in

electric cars and conversions. These included: 1. Flooded Lead Acid Batteries (typically with calcium added to reduce gassing), 2. AGM gel batteries by Decca, which were considered the most 'green,' 3. Odyssey, a deep-cycle marine dual purpose battery, considered a top choice for electric vehicles, 4. Ultimate Optima batteries with spiral cell (round) grids to reduce vibration, and 5. US Batteries, commonly used in golf carts and considered safe and 95% recyclable.

Tiedens (651-64...) fielded questions and discussed problems with disposal and recycling batteries, stating that Gopher Smelting in Eagan takes lead acid batteries for recycling and that the going rate for a recyclable battery was up to 53-cents a pound. He spoke cautiously about lithium batteries, suggesting that disposal might be considered toxic waste and that soon California may be home to a "Great Wall of Lithium." He also cautioned against trickle charging with solar power because of the inability to measure the charge; he recommended charging lead acid batteries every 30 days when they were not in regular service.

President Craig Mueller conducted a short business meeting in which preliminary plans for the possibility of a presence at the Minnesota State Fair (August 21-September 1) were discussed and attendees were asked to sign up to work in the Association space and exhibit. MNEAA is vying for space at the fair in association with the Minnesota Pollution Control Agency (PCA) or the Alternative Energy group.

Minutes of two meetings a year are required by the by-laws of the organization and Marty Elstrom volunteered and was elected to this post, after which she was told that it would be nice to have minutes for every meeting, but only required as stated in the by-laws. A donations cup was circulated (under the auspices of contributions for a tape recorder to check meeting minutes, however, Cat Thompson volunteered to bring a

tape recorder for that purpose). Donations from members and non-members are needed because the group only gets \$10 per member for the local chapter and funds are needed for club brochures, speaker's dinners, club business cards, and other incidental expenses. The money cup was given to Marty who turned it over to Kevin Low, treasurer of the local association. By the end of the evening \$31 had been contributed. Since a recorder had been donated entire during the donation collection period, an offer to retrieve donations was made.

Membership was mentioned and Marty distributed 10 applications for membership to those who wanted them. Applications for membership are also available on the national EAA website (www.eaaev.org). Membership fees are \$39 a year or \$25 a year for seniors (over 55).

A breakout into special interest discussion groups followed the business meeting. Groups included: Events, Legislation, Conversions, and Research related to changing laws. Over half the attendees descended on the Conversions group, leaving the other groups with the remaining attendees. The breakout groups inspired lots of talk.

Vehicles on display in the parking lot at Flannery Construction, where the meeting was held, included a 3-wheeled Zap truck with a solar panel surrey on top of an open truck bed displayed by Carl Gulbranson, and a small electric van which was recently traded hands among MN EAA members.

Members and attendees met for a pre-meeting dinner at Peking Garden and a post-meeting coffee at Perkins.

Marty Elstrom, Secretary

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