



# CONNECTIONS

## New England Electric Auto Association Newsletter

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NEDRA Drags at  
Woodburn

Power of DC NEDRA  
Event in Maryland

New NEEAA Web Site

October 2001

### A note from the President

It is with great sorrow we were plunged into chaos by the destruction of the World Trade Center. May we have the strength to rebuild and the heart to forgive the people responsible for this dark and sinister deed. The United States will not tolerate terrorism or the senseless deaths of thousands of innocent people killed as a result of it.



### TIDBITS

The EAA web site is: [WWW.EAAEV.ORG](http://WWW.EAAEV.ORG)

NEEAA web site is:

<http://www.NEEAA.ORG>

To encourage greater usage of EVs by increasing confidence in being able to obtain an opportunity charge away from home, (even if just for emergency use) please consider submitting your name and information for inclusion on our web page to TonyAscrizzi@juno.com.

## Highlights of the NEDRA Drags in Woodburn Oregon

The weather was pleasant and a good assortment of EVs were at the NEDRA Woodburn Drags this year. Due to battery and other problems, some of the favorites were not able to attend. I think for the first time there were no big electric dragsters ready to defang the vipers. Some of the more unusual ones were an electric propeller driven air car. This vehicle provided a powerful cool breeze for those behind as it reached it's top speed of 25 mph. Built on aluminum tubing, bicycle wheels, three, 12 volt batteries and a four foot diameter propeller, it resembled a Florida air boat on wheels.

Another was Electric Louie's small electric go cart. At first it looked like most until you begin to notice a few odd items. The drive axle is 2" thick, it has hydraulic disk brakes on all four wheels and a DCP-1200 controller! For THAT little 6" motor? It also had hiding in the side boxes, 144 volts worth of the now rare Boulder batteries with enough power to launch the cart to over 100 mph! After some electrical problems with the cart and a defective fuse, a simple recalibrating of the controller and Louie took it out for a test spin. It was like time travel, first he was here.... then he was waaayyy over there, instantly! He was most pleased with the cart and could not wait to get on the track. After a quick charge, Louie drove the little cart onto the track and it was obvious that the track officials did not think he could go fast, so they let him race without a roll cage. When the lights turned green he was down to the end of the track in 12.1 seconds at over 110 mph! The track officials were on the other hand did not expect this and would not let Louie on the track anymore, they said it was too fast.

John Wayland's White Zombie performed well with it's new 4:59 Ford 9" rear end. John's problem was the old Hawker batteries and new series/parallel switching arrangement. The batteries performed well before the S/P configuration because the battery current was low at the end of the track. Now John can switch to parallel motors and continue drawing 800+ amps from the small batteries. The problem is that now the internal connections of the batteries can no longer support the current for this extended amount of time and causes the batteries to explode. Good thing John brought spares, since every run down the track resulted in a battery being blown up.

Other unique EVs like an electric mini motorcycle. It rider, barely able to crunch himself small enough to get on it went on to take on the quarter mile.

For the first time in six years, the viper club won the race against an EV. Since Louie was not able to run anymore John Wayland's car was the only one left that had a chance of beating these fire breathing monsters. Once staged, the lights changed and John was off and in front by several lengths. He was doing great until about half way down the track, when his car got noticeably slower. We knew what happened... another blown battery. Although it was a good run, the Viper had won. Or had it? Comparing the time slips between Louie's cart and the viper, the cart won by about eight car lengths and over a half a second quicker than the Viper. Too bad, it would have been fun to watch a Viper get toasted by an electric go cart.

### **Available: 1992 Ford Fiesta**

Brian Matheny's Festiva is for sale. It is partially completed right now. It has an ADC 9" motor, clutch coupled to the 5 speed manual transmission. Battery boxes are cut into the floor under the rear seat, (easily removed for maintenance) and in the hatch area. Body is clean, and rust free but has some minor dents. The vehicle is available as-is or completed to your specs. Contact Brian at 508-966-3943, or E-Mail to [bmatheny@mediaone.net](mailto:bmatheny@mediaone.net).



## East Coast NEDRA Drags

On June 23rd, 2001 the EV Association of DC (Washington, DC) sponsored the first ever East Coast National Electric Drag Race Association (NEDRA) event! It was held at the Mason-Dixon Dragway in Maryland along with plenty of the powerful and noisy gassers from the area. 13 EVs participated making this a well rounded event despite the high humidity and occasional rain showers. Production Ford, Chevy and Toyota vehicles along with the NetGain dragster, some car conversions and homebuilts. See <http://www.powerofdc.com> for details.

One of our newest members, Ric Morgan-O'Connor generously offered to transport up to 5 club members to the event. Tony Ascrizzi, Bob Rice, Brian Matheny and Seth Bordeaux joined him for the 460 mile trip (each way), much of it in pounding rain and thunderstorms through the mountains of Pennsylvania. Brian's recently acquired and updated MR2 was tailgating for the whole trip and we often checked to be sure it was still there. One other club member, Jim Coate was already in the area visiting relatives and stopped in briefly at the track on Saturday to check things out.

The weather was not looking favorable for Saturday's race when we pulled in around 10pm Friday, still raining heavily. To the surprise of all, the tireless EVADC president and EVent organizer, Greg Pokorny showed up to welcome us and show us the camping area. Not the best time trying to locate working outlets in the camping area for the camper and putting the car on charge. At least we had an indoor restroom in the camper.

After some rain delays, the clouds let up and track owners used some machines which looked like very overgrown leaf blowers to try and dry the track. The tech inspectors didn't have any experience with EVs so just let us go without checking anything. EVs were assigned lane 3 and apparently were allowed to run when there were no gassers waiting. 3 records were set, all in the 96V and under class including a surprisingly fast little 48V moped conversion. It was Brian's first time on a dragstrip and he reported lots of fun pulling ahead of everything he raced despite inexperience and car problems (the dragster only made a couple of runs earlier after some great burnouts).

After the races, we joined up with the other racers and EVADC members for pizza at Ledo's Pizza emporium. We all had our fill of delicious food and drink. Soon enough it was time to leave for the long drive ahead. Disaster nearly struck on the overnight return trip when Brian discovered the MR2 key in his pocket about 50 miles down the road. If the key isn't in the ignition then the steering wheel must be locked! No damage observed, whew. At least it was still in Neutral with the parking brake off. Towing can be tricky.

Brian later replaced the bad contactor which was causing numerous power drop-outs on the track. Also, the controller was apparently overheating in the warm weather, so there's plenty of opportunity for a better performance next year as Greg hopes to organize another EVent. Come join us!



## Third Annual Autumn Cookout

The October meeting will be served up with burgers, dogs and ribs on the barby, rain or shine. Club members and family are welcome. If you have a special "dish" you would like to bring for all to enjoy, please do.

## Its Almost Election Time Again

Any member in good standing can be an officer of NEEAA for a year, or longer if desired. Positions are president, vice-president, secretary and treasurer. If you wish to partake, nominations will be during this meeting and final elections in November.

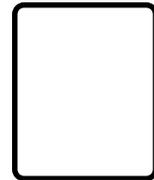
Please note....

Meetings are held on the 2nd  
Saturday of each month at 2:00 PM

at 34 Paine St. Worcester, MA. 01605. Questions?  
Call 508-799-5650 or 508-826-3471.



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First Class Mail