

# Minutes

Meeting of the AEVA Tas Branch  
Hobart Showgrounds, 25/05/2022 19:00

## Attendance

### AEVA Members

Christopher Walkden (Secretary), Ray Johnston, Charles Gregory (Vice Chair), Clive Attwater (Treasurer), Shayn Harkness, Julie Hargreaves, Michael Wadsley, Penny Wadsley, Rosemary Grant, Ron Andersen, Margaret Kinsela, Tim O'Loughlin, Craig Radcliffe, Millard Ziegler, Tony Johnston, Bruce Hocking, Bruce Longmore

### Guests *(apologies for incorrect spellings, I blame handwriting or Zoom handle!)*

Elliot Temby, Maxx Moore, Jono Bugg, Sue Webster, Jim Mansbridge, Wynne Russell, Sue Drake, Geoff

### Apologies

Penny Cocker

## Confirmation of minutes from previous meeting

Moved by Charles Gregory, seconded by Ray Johnston that the minutes of the previous meeting (available [here](#)) be accepted as an accurate record; carried.

## Correspondence in/out

Greg Partridge (from the AEVA NSW branch) is looking to document all existing Mitsubishi iMiEV vehicles in Australia. Please contact the secretary if you have one which you don't think he has on his list.

## General Business

### AEVA Tasmania

#### Treasurer's Report, 25/05/2022

Balance at last meeting: **\$3,364.62**

Since the last meeting -

Payments made:

Postage, EV tags **\$54.00**

Marquee repairs, storage **\$161.00**

Marquee banner sign **\$1,285.78**

Rural Youth, Agfest **\$3,755.00**

**Total payments \$5,255.78**

Income received:

AEVA national **\$2,500.00**

The current balance is **\$608.84**

We need to promote and gain partner contributions to AgFest to rebuild our balance.

## News

- Charles showed some slides, available here: [Charles' Slides](#)
  - The first three slides show the locations of fast chargers presently, and then projections into 2024 (based on currently planned locations). Note that it should soon be much easier to cross the Nullarbor Plain.
  - The next slide shows a 'map' produced by the federal Labor party during the election campaign. This was announced as being a \$40m spend by government, matched by a further \$40m by the NRMA. The existing NRMA chargers are shown on the map in blue. The funding is to be spent through ARENA, the organisation that recently provided funding for fast chargers in capital cities. Charles theorised that the dots on this map probably do not line up with actual scouted and approved locations, but are most likely just placed at regular intervals to make a good graphic for a press release. It was noted that some of the remote locations will be difficult and expensive to install, power and maintain. There are no details yet on the charging infrastructure to be provided at each site.
  - The final slide shows an Ampol AMPCharge site. Ampol received the ARENA grants for sites in QLD, NSW, VIC and WA, and have been installing these branded chargers. Each site has a 150 kW charger with two stalls, and is able to charge two cars at once. Ampol didn't get grants in the other states, but it is likely that these will be rolled out nationally at some stage.

- The VW ID Buzz has been launched overseas, with van and people-mover versions. Australia might get this at some stage later down the track.
- The [Subaru Solterra](#) has been announced for a 2023 launch in Australia.
- The Skywell EC11 Van is now available in Australia, see the review written by Bryce Gaton in [The Driven](#).

### Tasmanian Chargers [\(Click here](#) for the latest Tas fast charger map by Charles)

- Clive (managing director of Electric Highway Tasmania) spoke on the company's progress with charging sites funded under recent grants. Progress is currently being held up by long lead times on equipment purchases. This is affecting EHT, and will most likely affect other providers in a similar manner. So sites are progressing slowly. Clive is therefore taking this opportunity to go on holiday for a month.
- Some chargers in Tasmania have required repairs due to breakdowns and/or vandalism. Parts now have delivery times of 6-8 weeks, and electricians to install the parts are also busy. So Clive stated that EHT will now purchase a larger stock of parts to store in Tasmania, and EHT could provide those parts to other providers.
- The Clarence City Council will charge 45c/kWh to use their AC charger near Eastlands. A representative from the council stated that this was to match what 'other councils' were doing. This price for a slow AC outlet is very high, and Charles predicts that it therefore wouldn't get much use. Christopher theorised that perhaps the council was looking at fast charger rates?
- The City of Launceston council is in the process of installing four new AC chargers, at Cataract Gorge, Riverbend Park, Inveresk and Lilydale. See their press release [here](#). Charles said that this was a good example of a council realising that they don't always have to spend large amounts of money on DC fast charging stations, AC outlets are often a more sensible option. *There is currently no fee to use existing AC outlets provided by the council, although parking fees do apply in the car parks where they are located.*

### Launceston Conversions Group

*This is a Launceston-based group of AEVA members and non-members interested in converting vehicles to electric. Please contact the secretary if you'd like to be involved, you'll be added to the email list.*

Christopher has been working on his Subaru Brumby conversion. It was off the road with a battery problem, but it is now back on the road (in a testing phase). This is the third major problem this year, he's also had problems with motor brushes and a failed battery charger. The Brumby was first converted in 2012. Christopher sometimes makes videos for Youtube, you can see them on his channel [here](#).

### Hobart Conversions Group

*This is a Hobart-based group of AEVA members and non-members interested in converting vehicles to electric. Please contact the secretary if you'd like to be involved, you'll be added to the email list.*

No reports from anyone doing anything in this space. Wynne Russell asked some questions about conversions, mostly answered by Christopher and Charles:

- Are there any workshops converting vehicles to electric?
  - None in Tasmania (as far as we know), and only a small number in the entire country. [EVoLution](#) in Victoria may be the closest conversion workshop.
  - Conversions are generally quite expensive (more expensive than buying a secondhand EV), even if you can perform the labour yourself. Workshop-built conversions are therefore typically performed on classic cars that already have an inherent value.
- We're interested in conserving the embodied energy in making a car in the first place. A conversion appeals as a way of ensuring that another car isn't made from scratch just for us, and our existing vehicle doesn't need to be thrown away.
  - The people who started the Good Car Company originally started from this

philosophy, but found that conversions were going to be too expensive to sell in the numbers that they envisioned. So they decided to import second-hand cars instead, as a way to get cheaper EVs into the Australian market.

- How about turning a Prius mild hybrid into a plug-in hybrid?
  - This is possible, and there is information out there on how to do it, although as far as we know there is nobody doing it commercially. Each model of Prius has different challenges. Eric Rodda in Adelaide added a larger battery to his Prius and brought it to Tasmania for the 2017 EV conference. It would run for perhaps 50 km on a charge. He followed information from people overseas who had done it before him. Christopher remembers that there were little quirks resulting from the fact that the onboard computers had to be fooled. For instance sometimes the petrol engine would come on, and wouldn't turn off again until the computer was 'rebooted' by turning the car off and on again.

## National AEVA

- A meeting was held on May 22 to vote on a new AEVA constitution. It had previously been voted that AEVA should move from an incorporated body to a company limited by guarantee, and this would be the constitution for the new entity. After some discussion, the constitution was rejected due to some errors. One error was that only people over 18 years of age could join. The document will be amended and taken to vote again in the near future.

## Reports on Events

- March 27<sup>th</sup> [Devonport Motor Show](#). This is a large outdoor car show, and AEVA have attended for a number of years. We had a small showing of three electric vehicles, due in part COVID-related absences.
- April 9<sup>th</sup> [North West Ecofest](#) at Camp Clayton near Ulverstone  
We ran an Elektrikhana test drive day and took about 80 people for a spin in an EV! A good turnout of volunteers and cars meant that this event went quite smoothly. The new venue worked well and it looks likely that Ecofest will return again next year. Follow the link for some photos.
- April 16<sup>th</sup> [Top Gear@Stanley](#). Lovely weather for this car show, three EVs and lots of interest. It is good to talk to the rev-heads. Follow the link for Alan's report.
- April 17<sup>th</sup> Triabunna [Electric-Hybrid Vehicle Show](#). Another car show in a small town, this one is associated with a market. Follow the link for some photos. Mike was there with his Nissan NV200 camper, with a map of his travels so far. The VoltsWagon is used by an accommodation place for short trips including laundry runs.

## Planning for Upcoming Events

- August 5-7 [AEVA Conference and Expo](#) in Canberra  
Not much information on this as yet, but there will be a car show and conference. At least two people (Charles and Tim) are making the trip by road from Hobart. If you'd like to attend then you might like to travel in convoy?
- August 24-27: [Agfest](#) has been postponed until August (normally May). Our application has been accepted, we are paying \$3755 for a site 40x20 m. We've received a map with our location, and it is on the corner of South St. and Sixth Av. This looks to be a very good site, with 60 m of frontage! We need to think of what we can do on this site to engage the interest of the patrons. Last year we displayed vehicles from dealers and members, plus products and information from other related businesses. Christopher made a video which you can view [here](#).  
We'll need lots of help with Agfest this year. Firstly we need to contact likely businesses or organisation who might like us to display their products. We charge businesses for this, which helps us recoup some of the site fee. If you have any ideas please let us know! Some suggestions were recorded: Volvo, Polestar 2, Kia EV6, Atto BYD, Tasfast Freight, Skybus, EBusCo.

Businesses/organisations already signed up are: Farmers for Climate Action (information), Tas Electric Vehicles (bikes and motorbikes).

The site needs to be set up in the days before Agfest, and packed up afterwards. This includes putting up the marquee, putting down matting to help dissuade the mud, making signs and information boards, driving cars to and from dealers etc. etc.

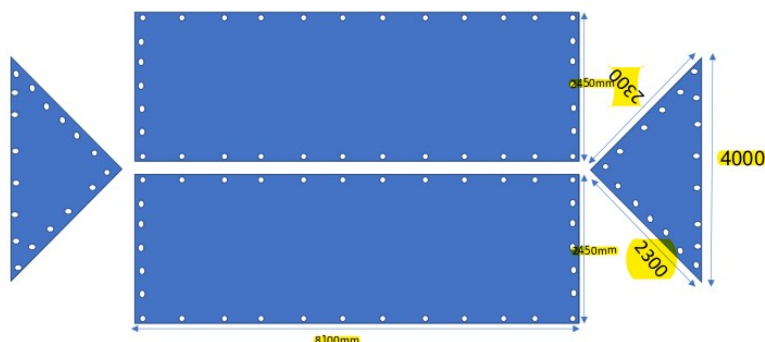
Then during the Agfest days the site needs volunteers to answer patrons' questions. We have the opportunity to purchase discounted tickets at \$11.25 each. Christopher proposed that we buy 5 tickets per day for our volunteers. Clive suggested amending to 7 per day. All agreed to 7 per day (\$315).

Christopher will send out an email in the coming weeks to ask for volunteers for Agfest, particularly in the early planning roles. Please consider if you'd like to help!

*Last meeting's minutes say this: Sean spoke about a JCB electric excavator that he thinks is being sold in Australia. This would make a great addition to Agfest, he will follow it up.*

## Signage

In the November meeting it was approved to purchase four large signs. These signs will be designed to adorn the AEVA marquee, but can also be used separately. They will be very large!



The banners have now been ordered (thanks to Julie for her work on this), here are the designs we came up with:



## Venue

The next meeting (July) will our last at the Hobart Showgrounds, due to redevelopment. There is a good chance that they will be building meeting rooms, but in the meantime we need a venue for our Hobart meetings. The ideal room would:

- Fit at least 40 people
- Be on the north side of Hobart (so that people travelling from the north don't have to go through the city)
- Have AV facilities, including two monitors, video camera, microphone and a good speed internet. We can cope without any of this, but the more the room has the more attractive it is!
- Be cheap! But we're willing to pay for a good room.

During the meeting a number of venues were mentioned, most of which the secretary (not a local) didn't catch. He did hear Mathers House and The Hub. The suggestion of meeting venues in Campbell Town was also mentioned.

If you have a suggestion please contact the chair, Penny Cocker. Preferably suggestions where you've contacted the venue to find out how many of the above points their room meets! [chair@tas.aeva.asn.au](mailto:chair@tas.aeva.asn.au)

## Presentation

Ron Andersen presented "A Long Range Road Trip in a Short Range EV", on their recent trip through the Wild West of NSW in a 2019 Hyundai Ioniq. There is a link to the slides and a video of the presentation on our meeting page [here](#):

Meeting closed 20:45

**Next meeting: 19:00 July 27<sup>th</sup>** at the Hobart Showgrounds, this meeting will include our AGM. Please contact the secretary if you have a good idea for a guest speaker. Meetings are the fourth Wednesday of every second month, see our [website](#) for a full list of meeting dates and locations.

*Text written in italics was added by the Secretary while writing the minutes, and was not part of the meeting on the day.*

## General information:

For more information on any of the topics covered, or for contact information of the people mentioned, contact the secretary Christopher Walkden at: [secretary@tas.aeva.asn.au](mailto:secretary@tas.aeva.asn.au)

Want to join the AEVA or join our mailing list? Need info on EVs? See our [website](#).

## Members' discounts:

- 20% off **Tesla Limousines & Tours** <https://teslatours.limo/> (Statewide)
- Discounted EV chargers from **Gelco**: <http://www.gelcoservices.com.au/>
- Fonzarelli Electric Scooters are offering a 5% discount and a free charger pack to AEVA members: <http://www.fonzarelli.co/>

Links provided by members (since last meeting)

A good 'Moose Test' performance by the Ioniq-  
<https://insideevs.com/news/560889/hyundai-ioniq5-moose-test-slalom/>

And by the Kia EV 6- [https://www.youtube.com/watch?v=9OXEJt\\_KDMg](https://www.youtube.com/watch?v=9OXEJt_KDMg)

A Tesla model Y doing a moose test for real-  
<https://auto.hindustantimes.com/auto/news/watch-this-tesla-model-y-does-real-life-moose-test-to-avoid-a-crash-41641891153634.html>

A 2022 Ford Mustang Mach-E not doing too well-  
<https://www.drive.com.au/news/2022-ford-mustang-mach-e-spectacularly-fails-moose-test/>

The Renault Zoe sliding about - <https://www.youtube.com/watch?v=8gQ0xjTaG78>

An understeering Nissan Leaf- <https://www.evnewstopic.com/2020/01/watch-nissan-leaf-40-kwh-on-moose-test.html>

What is really involved in converting an IC car to EV? | Fifth Gear:  
<https://www.youtube.com/watch?v=K6ZNDr9OPgU>

Fully Charged Show on the world's first solar powered camper van:  
<https://www.youtube.com/watch?v=4vHuldVlpFA>

Information on Tesla's new battery production: <https://www.youtube.com/watch?v=wYBVfiE0Uns>