



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

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Regular Meetings: 4th Tuesday of every month (January thru November), at 7:00 pm,
Location: San Diego Regional Transportation Center, at the corner of I-15 and El Cajon Blvd.
Place: In the Autotorium
Next Meeting: Tuesday, April 26, 2005 @ 7 p.m.
1st Subject: Converting an Autosaur ('82 VW Rabbit) to an EV.
Speaker Paul Marshall of Marshall Electrical Design Inc. & EVAOSD Member

The President's Message

Our March meeting was a complete update of the EV1 Vigil that had just been shut down in Burbank, CA. Thanks to Kevin Taylor and Brad Waddell we were able to have one of the originators of the Vigil to come down to our meeting to give us a first hand report from beginning to end.

Garth Ware joined our chapter at the National level and signed-up for the e-newsletter list saving printing & postage. Stan & Homer made a donation to our chapter. Dave Cutter won the raffle.

I was able to attend the Phoenix EVA meeting in March and to see all that they are doing. They have an active chapter and several EVents that they are working on.

Keith Vansickle did attend the 4th EVer All Chapters Meeting in Austin, TX, by driving his Impact hybrid to the meeting. So did have representation during the meeting for the second straight year and we will be able to get a first hand report of the meeting from Keith during one of our meetings.

During our April Meeting Paul Marshall is going to be sharing the good, bad & ugly details of his fuelish

conversion. Since completing his conversion during the holidays of 2004, Paul is becoming a local celebrity. Beyond being the first 2005 conversion (in San Diego), a convertible with glass back window and some extra power. Paul will be featured in a Union Tribune article and driving the Grand Marshal in the EarthFair AFV Parade on May 1, 2005.

Ivan Workman VP, for Southern California EVA will be attending our meeting as well. In this newsletter is an article that I got from Kevin Taylor which will give you some insight to Ivan's Riker Smart Car EV.

I look forward to seeing you at our meeting on Tuesday, April 26, 2005 @ 7p.m. The meeting will be at the RTC (Regional Transportation Center), in the Autotorium located on the southeast corner of Interstate 15 & El Cajon Blvd.

With the benefit of Daylight Savings Time, we will start the meeting outside by Paul's EV, then move to the autotorium.

Note: If you arrive late the building may look dark and closed for business. We meet after normal business hours in the "Autotorium" and the public is welcome to attend our meetings.

Bill Hammons, President EVAoSD

The EV Grin

"EV'ers know about the grin that someone has just after driving an EV." Here are some notes for the San Diego EV Community.

Calendar of Events:

4/-22 Earth Day 2005
World Wide

4/26 EVAOSD Meeting

4/27-29 7th Annual Small
Fuel Cells Conference
Washington, DC

5/1 EarthFair 2005
San Diego, CA

5/1-4 11th Nat'l Clean
Cities Conf. & Expo.
Palm Springs, CA

5/13-16 Tour de Sol
Albany, NY

5/15-18 Windpower '05
Conference & Expo.
Denver, CO

5/24 EVAOSD Meeting

6/13-15 Int'l Symposium
Large Lithium & VRLA
Batteries – Honolulu

6/15-17 Int'l Advanced
Automotive Battery
Conf. – Honolulu

6/17 SDRFC Meeting

6/27 EVAOSD Picnic

6/28-29 Energy Mang.
Congress – San Diego

7/13-11 Advance
Capacity World Summit
San Diego

New date for the Earth Fair 2005... Parade Sing Up

May 1, 2005 Our 16th
Annual EarthFair in
Balboa Park is the
largest free annual
environmental fair in
the world. EarthFair
draws around 60,000
visitors.

So contact Bill
Hammons to sign up
for the Alternative Fuel
Vehicle Parade.

EarthDayWeb.org or
call 858-272-7370

Earth Day 2005 Fact Sheet

Earth Day is an annual observance, held on April 22, to increase public awareness of the environment. Each year on Earth Day, millions of people throughout the world gather to clean up litter, to protest threats to the environment and to celebrate

progress in reducing pollution. Former U.S. Sen. Gaylord Nelson (D-Wisconsin) is credited with being the founder of Earth Day. His idea for increasing environmental awareness began in the early 1960s as a suggestion to President John F. Kennedy that the President conduct a five day conservation tour to bring environmental issues to the public's attention. This suggestion was made at a time when the public was hearing that the Great Lakes were dead, reading Rachel Carson's *Silent Spring* and learning of the misuse of pesticides and their devastating impacts to the environment and watching news reports of the first catastrophic oil spill from a supertanker

(the grounding of the *Torrey Canyon* off the coast of New England). Despite this appropriate climate, the senator's agenda moved slowly at first. Then, while the senator was touring the Western states speaking about conservation efforts, he thought about using the anti-war teach-in tactics of the day to bring more attention to environmental issues. In September 1969, Sen. Nelson announced that there would be a national environmental teach-in on college campuses and elsewhere in the spring of 1970. A law student, Denis Hayes, helped to organize one of these teach-ins after going to Washington, D.C., to interview Sen. Nelson. Hayes

is still involved in the national Earth Day movement. An overwhelming response helped to create that first Earth Day, April 22, 1970. It was estimated that 20 million people were involved. Folk singer Pete Seeger performed at the Washington Monument. In New

York City, cars were banned from Fifth Avenue to accommodate events there. Public speeches, parades, marches, rallies and teach-ins on college campuses launched this contemporary environmental movement. The first Earth Day was the largest focused

demonstration in history at that time. The U.S. Congress closed its doors and many politicians went home to attend local events. The U.S. Congress responded, creating the Environmental Protection Agency and enacting numerous environmental laws to protect air, water,

land and wildlife. Now, Earth Day is a globally celebrated effort to bring attention to the environment.

No one single organization "owns" Earth Day. Nationally, there are several organizations that have formed to promote Earth Day.

EVWorld review of EVS21...

EDTA President Brings Fresh Eye to EV Industry

Interview with EDTA president Brian Wynne on EVS 21 and the prospects of electric-drive industry in wake of escalating fuel prices.

April 11, 2005 The Prince is dead, long live the Prince.

Last week, there was a sad, but necessary transfer of power in the tiny principality of Monaco. It occurred with the passing of Prince Ranier III and the assumption of his son, Prince Albert.

That event may someday be looked on in a larger historic context than we might imagine, for Albert Grimaldi, now the head of state, is an active supporter of clean, green, sustainable transportation technologies. He may also be the first head of state to drive his own hybrid-electric vehicle. It was his influence and interest that helped bring EVS 21 to Monaco.

So, in a way, it was strangely fitting that the 21st Electric Vehicle Symposium should be held in one of the world' s smallest countries during the very week that Monaco' s beloved Prince Ranier would pass, allowing his son to assume his duties. We may someday see the passing of the generation that brought the excitement of road racing to Monte Carlo and the assumption of a new, more environmentally-aware Regent as a harbinger of things to come.

EDTA (Electric Drive Transportation Association) president Brian Wynne was on hand in Monaco last week and told me just one day after Ranier' s death that the Grimaldi family' s personal tragedy cast a pall over the event.

"It provided a bit of a backdrop and some of the events that would have happened were, to some extent, toned down out of respect for the Prince. Prince Albert, who has taken this father' s duties as Regent, as of last week, I had the good fortune of meeting for an organizational event. He is a big believer in our technology and was very eager to come and open the event, but obviously the circumstances being what they were had to decline to do that".

Wynne assumed EDTA leadership in January 2004, overseeing the legislative and education efforts of the industry advocacy group, which is made up largely of electric utilities, major carmakers and industry suppliers.

Europe's E-Drive Focus on Urban Congestion

I asked Wynne how Europe's view of electric drive technology differs from that of North America. He responded that the technology manifests itself differently in various regions of the world.

"There is more of a focus, I think, in Europe on reducing congestion and emissions in urban areas. That tends to lead you more to direct, grid-connected vehicles such as battery EVs, which fit those kinds of applications.

"Hybrids in Europe get a little less attention than we tend to see here in the US, probably because petroleum is upwards of three times the price here; and diesel is so much more popular for inter-city travel".

If the imminent death of Prince Ranier cast a shadow over the conference, so did the escalating price of oil that briefly peaked at \$58 a barrel during the conference. Wynne said that the changing price of oil should have been projected on screens in the exhibition area because "everyone was following it".

There's no question people are getting very concerned that we're not moving up the adoption scale fast enough to keep up with a gathering problem...

"It's a backdrop- no question -- for this show and the discussion for electric drive," he stated.

"Others are talking about the perfect storm when you look at energy security issues, the price of energy, availability, refinement capacity... there's no question people are getting very concerned that we're not moving up the adoption scale fast enough to keep up with what people feel is a gathering problem".

What vehicles most impressed him?

As might be expected, the [Venturi Fetish](#), which is manufactured in Monaco, clearly caught his attention, as it did everyone else who attended EVS 21, since it enjoyed the prime spot at the entrance to event. But he was also impressed by Provo, Utah-based [Raser Technologies](#) who had converted a Formula One race car to run on their Symetron electric motor.

"It was a very impressive vehicle with 420 foot pounds of torque".

He also cited [REVA](#), the Bangalore, India electric car manufacturer, and Volkswagen, which displayed a diesel-electric hybrid version of its popular "Golf", the latter attracting a lot of interest, he said. He was also taken by Intelligent Energy's [ENV fuel cell motorbike](#)

Wynne is an experienced Washington insider who has spent 22 years promoting technology inside the Beltway. Trained in international economics and trade, he previous job before EDTA was with ITS America, a public-private partnership promoting Intelligent Transportation Systems, both in-vehicle and infrastructure-based.

"I like working on global trends that can be accelerated using government policy, which is, of course, what we do here at EDTA..."

Besides seeking to influence federal policy to help promote electric-drive technologies, EDTA also engages in educational initiatives that include its own annual conference. [\[See EV World's coverage of 2004 event\]](#). Once every three years, it also hosts the EVS series, the last of which was in [Long Beach, California](#).

EDTA Reshapes Its Mission

I asked Wynne what was the most gratifying event for him personally since assuming the EDTA presidency.

He replied that this was acceptance by the EDTA board of a reshaped mission statement, one which shifted focus away from specific vehicle platforms to a view that electric-drive is now a "foundational" technology.

At a board member meeting last October, "everyone in the room could see that EDTA was really the place they wanted to be, no matter what kind of company they were representing or what kind of bias they were bringing to the table"

"That's really the fun part of the association business... getting people together that normally don't find each other or that compete directly in the marketplace with one another and having them collaborate together and create something that's larger than the sum of the parts".

Wynne explained that EDTA is probably the only association where carmakers and electric utilities cooperate; and the new mission statement seeks to enlarge the "tent" even more by bringing in upstream technology companies like Intelligent Energy.

"Let's make sure that we've got everybody who is toiling in this vineyard working together that we expand our footprint here in Washington. We've already got industrialized players, but there's going to be a lot of complex work that needs to be done going forward, whether it be from a policy perspective, or a regulatory perspective, or an engineering perspective that requires more people to be in the tent".

Industry's Biggest Challenges

Given the dramatic shift in public perception of electric-drive technologies, driven by a combination of brilliant engineering and savvy marketing by Toyota, along with the war in Iraq and \$50 a barrel oil, I wanted Wynne to give me his perspective on what he thinks are now the industry's biggest challenges.

"We want to move towards broad market adoption," he replied, "and there are some large forcing functions that are going to push us in that direction. I think our biggest challenge is going to be upstream supply to make sure that we're ready. If we were to have a major oil supply disruption tomorrow, I think everyone would be calling upon this technology and the industry to produce more of these kinds of vehicles and I just don't think that we're either able to at this point, or that we've educated the marketplace sufficiently or deeply enough that we would be able to move to respond to a real crisis.

"So, that says to me two different things. Number one, we need to begin before a crisis. We need to begin broadening out the demographic of people and the number of applications that actually leverage electric drive. The way we're trying to do that is, first and foremost, beginning with where I think we've got the largest potential volumes, is working here in Washington on behalf of consumer-based tax credits to reduce the cost differential between a traditional vehicle and a gasoline-electric hybrid, for example, or potentially a diesel-electric hybrid coming down the road".

Wynne also noted that EDTA is also promoting other market niches for electric-drive technology including the electrification of airport ground support equipment.

"Those are perfect, non-road kinds of applications for vehicles that leverage the technology and have an enormous impact both from a petroleum perspective, as well as an emissions and greenhouse gas perspective. We're trying to get deeper into those kinds of verticals, working with fleet operators and working here in Washington to get incentives for fleet operators so they can grab this technology and run with it".

A specific example is the 1992 Energy Policy Act or EPAct, a regulation that requires utility fleet operators to buy or lease alternative fuel vehicles to help reduce their use of oil while also helping stimulate the market for domestic fuels like ethanol and propane. When the law was written, it didn't envision gasoline electric hybrids, so it makes no provisions for them. Fleets want them, but since they don't currently meet EPAct guidelines, fleet operators can't buy them in any significant numbers.

"We're working to try and overcome that obstacle and get them that opportunity. And again, that will begin to move us towards broad market adoption and it will help us with this upstream supply problem that I sense we are already making progress with. The more volume we can get out there in the marketplace, the more companies that we can attract into this business, whether they be battery makers, controller makers, software makers; technology folks that want to contribute and bring the prices down.

that the day we did the interview [DENSO](#), one of the world's largest automotive component makers announced the development of four small, lighter components specifically designed for hybrid-electric vehicles. "They see the volumes coming".

Not Surprised By New Allies

Given the support hybrid technology is starting to garner from the political right and national security interests, in particular, I wondered what Wynne thought of this recent phenomenon as conservative hawks the likes of Robert McFarlane, James Woolsey and Frank Gaffney lending their significant political clout to E-Drive technology.

"Personally, I am not surprised at all," he responded. "As I have said, we've positioned electric drive as a solution in three realms, which are exceedingly important at this particular moment in history from a policy perspective: energy security, pollution and greenhouse gases".

He commented that the security think tanks inside the Beltway have "finally woken up to the fact that there is a solution... the technology is proven and can be leveraged and we can work our way out of this problem".

"What I need to caution about and I do caution about is that these are large societal issues. They are not going to be solved by policymakers or policy changes overnight. We are going to have to work on this overtime. And I really welcome the support that we are now getting from folks in the security arena that are opinion leaders. A lot of what we spend time doing here, through interviews such as this and other media channels, is try to influence opinion leaders about what it is that we can be doing that is really constructive".

He added that the EDTA and its predecessors, as well as its current members, have worked for decades on this problem and it is now starting to pay-off.

He is, however, concerned that the industry and its supporters not make promises for the technology that are unrealistic.

"It's very easy to minimize the challenges that we've got. Right now we have hybrids being adopted; there are waiting lines for some of the platforms that are out there because they are so attractive to the consumer. But it's still a very narrow demographic- if you will -- of consumer that's out there. It's someone that is relatively well-educated, makes a good deal of money, is energy conscious and environmentally sensitive. We need to broaden that demographic if we're going to have the impact that people are talking about that I think all members of EDTA want to have. We want to broaden that out and that's going to require that we get some help and that we leverage it. There are people that want to work on this problem. We shouldn't delay working on it. We should get after these things right now".

Wynne realizes that his job is to not only help create an climate that helps speed acceptance of electric drive technologies, but to also help people realize that it isn't a quick fix. It is a medium to long term play, in his view.

Technology Tug-A-War?

How's he feel about the ideological "tug-a-war" between those who support fuel cell technology and those pushing for [flexible fuel-capable, electric \[plug-in\] hybrids](#)?

Drawing on his experience in watching technology get used in ways never intended, he told me that, "EDTA is not going to try to pick winners and losers. We don't suggest that the government should pick winners and losers. I don't favor one type of vehicle platform over another type of vehicle platform by *charter*. The reason for that is, you can leverage electric drive on different kinds of vehicle platforms. My watch phrase is 'different horses for different courses'".

He thinks plug-in hybrids have huge potential but also equally daunting obstacles, as do fuel cells; both of which are EVs.

"As we get further down the road in applying more of these technologies and building a robust upstream supply... the availability and the commercial case for each of these kinds of platforms gets easier to make".

Have we finally arrived at the "tipping point" for E-Drive technology, I asked?

"I think that there' s a growing recognition that electric drive is the solution. It' s the best solution we' ve got to addressing energy security challenges, pollution problems, or greenhouse gas emissions".

Wynne credits not only high oil prices and Toyota' s triumph with the 2004 Prius, but also the people laboring behind the scenes to bring the technology to maturity.

"There' s a lot of credit to spread around here and that' s one ~~the~~ reason why this is such a fun enterprise. As long as we can keep the collaboration moving, I think we can gain momentum, but I don' t think that we' re there yet, by any stretch. I think we' ve got a long way to go to recognize the promise that electric drive holds out for us.

By the time the 23rd Electric Vehicle Symposium returns to North America in December, 2007 -- probably in Southern California again -- Wynne expects to see may more electric drive vehicles in the exhibit hall, estimating that there are already some 16-17 platforms announced that will be available with hybrid options.

He also expects by then that many more end users will be showing up looking for electric-drive solutions to their mobility needs, citing the example of the hybrid-drive Eaton built for [FedEx](#) to meet its transportation needs.

"Everybody knows that the technology works, now we need to know how people are going to use it and what their requirements are".

Taking Turns ‘ - - -, _ _ _ Messages from our members . . .

Kevin Taylor mention another EV that is becoming available in Southern California soon, here is information that he wanted to share with EVAOSD... FYI - this is the EV I didn' t have time to download the web pages for our meeting earlier this week. Their web page is: <http://www.rikerelectricvehicles.com/> Rikers first Smart Car EV will be arriving in the Summer/Fall of 2005. Cost will be \$25,000 to \$30,000

Photo courtesy of Noel Adams



SMART EV SPECIFICATIONS

Cost: \$25,000 to \$30,000

Top Speed: Electronically Limited to 75mph.

Range: 50-100miles depending on driving style.

Real World Range: 70 miles

Weight: 820 kg. or 2112 lbs.

Motor: ZYTEK 55kW (75HP) Permanent-Magnet, DC Brushless

Torque: 140Nm

Coolant: Water Glycol

Inverter: IGBT 3-phase bridge

Supply Voltage (Min, Nom, Max): 180V, 250V, 360V

Max Current: 450A

BMS&Vehicles Communications: Dual-CAN

Vehicle AUX Supply: 13.5V at 800W peak (integrated DC/DC converter supplied from traction battery).

Battery Type: Zebra

Manufacturer: MES-DEA S.A./Switzerland

Chemistry: Liquid Sodium-Nickel Chloride

Energy: 12.2KWH

Recharge Time: 3.5Hours (0-80% SOC)

On-Board Charger

Max output power: 3.3kW

Vehicle Power inlet: 80-264VAC, 48-62Hz

Conductive Plug-in Connection

Length: 8.2 ft.

Width: 4.76 ft.

Height: 5.1 ft.

Modifications made to vehicle:

IC-engine and fuel tank removed.

Integrated water cooled drive train mounted on standard ICE mounts within rear subframe.

Electric Vacuum pump installed within sandwich floor to power the brake system.

Electric water heater mounted adjacent to radiator for cabin heating.

Standard gearbox retained and locked in 2nd gear.

Battery mounted in unaltered sandwich floor.

Chassis and external appearance unchanged.

Passenger and storage space unchanged.

Ivan Workman <evtechnician@yahoo.com> wrote:

Date: Fri, 25 Mar 2005 00:43:22 -0800 (PST)

From: Ivan Workman <evtechnician@yahoo.com>

Subject: Re: Riker EV

To: kevin_roger_taylor@yahoo.com

Dear Kevin,

I will have more information available on the Smart EV once it gets here. If you have any further questions, I will be happy to answer them. Also, I am the Vice President of the EVAOSC (Electric Vehicle Association of So. California).

Ivan Workman

Riker Electric Vehicles

(909) 964-3488

Lawrence Emerson found this article... Michelin, Honeywell Announce eTire Collaboration

Michelin North America and Honeywell yesterday announced a three-year agreement to service and support the Michelin eTire System, an electronic tire-monitoring system designed to provide truck fleet managers with tire pressure and tracking information. According to a Michelin release, the eTire System incorporates an in-tire sensor, a sidewall-mounted SensorDock, hand-held or drive-by data reader, and BIB TRACK software to accurately capture and instantly report tire pressure, wheel position and maintenance information. The customized information is gathered and reported via the Internet, the tire maker pointed out, enabling fleet managers to track tire information accurately and to monitor existing tire inventories. "We introduced the eTire system on a limited basis in 2002 to measure fleet receptivity and test its functionality," said Luc Minguet, COO of Michelin America Truck Tires. "The response has exceeded our expectations and through this new agreement with Honeywell, we will further expand our service and support of the eTire system." Honeywell Automation and Control Solutions will handle installation of the eTire system. Honeywell will also provide customer service and support for current and new customers using the eTire System. -

EV World...California's Blueprint to a Hydrogen Future

Dr. Shannon Baxter' s address to the California Hydrogen Business Council on the state' s plans to shift to a hydrogen economy.

When it comes to California' s stake in a hydrogen future, Governor Arnold Schwarzenegger is, according to Shannon Baxter, "willing to put his money where his mouth is".

Not only was the state' s hydrogen initiative mentioned twice in the governor' s "State of the State" address as a way to both clean up the environment and encourage economic growth, two recurring themes of his administration, but as Dr. Baxter put it, "this governor really gets it"!

The product of the governor' s support and the topic of Baxter' s address [California' s Hydrogen Blueprint](#) was officially released on March 30, 2005 in Sacramento. It lays out a three phase plan, the first phase to be completed by 2010 that would see by the end of Phase One the creation of 100 hydrogen refueling stations, mainly in the state' s larger metropolitan areas. The state' s share of the project price tag is placed at \$6.5 million with a 50/50 funding match by private industry. Phase One also foresees 2000 fuel cell vehicles in the state by 2010, encouraged, in part, by a recommended \$10,000 per vehicle state incentive. Below are links to the two-part report.

- [Vol. 1 - Summary and Recommendations \[42pg. PDF\]](#)
- [Vol. 2 - Consultant' s Report and Blueprint Plan \[100 pg. PDF\]](#)

Baxter told the 150 or so attendees that while people criticize the governor for his support of the hydrogen highway initiative, saying it is too soon to be pushing such an immature technology, the governor responds by saying that if you want to be an Olympic-class athlete or a medical doctor it takes a decade of training and preparation. He says we have to start preparing for the hydrogen economy now.

To listen to Dr. Baxter' s complete remarks, including her explanation of how the blueprint was created and who participated, click on MP3 player below the Governor Schwarzenegger' s photo or download the 3.88 MB MP3 file to your computer hard drive for later playback on your favorite MP3 device.

EV World extends its thanks to the [California Hydrogen Business Council](#) for permitting us to record and podcast all of the presentations.

ZAP has over 100 EV's in stock. We are also always getting new ones in stock. According to www.zapworld.com

The Company's all-electric vehicles include the ZAP Intimidator LUV and ZAP Worldcar neighborhood and urban electric cars, ZAPPY® Scooters, Mobility Scooters, Bikes and All Terrain Vehicles (ATV). These products offer convenient, dependable and fun transportation that's heavy duty, powerful and noise-free.

The ZAP Portable Energy division has developed a next-generation, multi-use battery for electronic products that delivers up to four times the power of typical batteries, to charge or power a variety of devices, including cell phones, digital cameras, DVD and MP3 players, camcorders and laptops. For more information, visit <http://www.zapworld.com>. For investor-specific information, please visit <http://www.trilogy-capital.com/tcp/html/zap.htm>.



EarthFair 2005
Sunday, May 1 Balboa Park
10am - 5pm

Our annual EarthFair in Balboa Park is the largest free annual environmental fair in the world. EarthFair 2005 will be our 16th anniversary. Each year, the EarthFair draws around 60,000 visitors.

Produced entirely by volunteers, EarthFair features more than 200 exhibitors, special Health and Technology theme areas, a Food Pavilion, a special Kids' Area, five entertainment venues, and a Children's Earth Parade (*All Species Welcome*).

Exhibitors

[Our exhibitors](#) represent every type of environmental cause, governmental program and commercial enterprise. Our exhibitor fees are graduated to allow everyone to participate, from the smallest organization to the largest corporation.



It's impossible to list everything you'll find at EarthFair: traditional conservation organizations, wildlife preservation groups, products made from natural and organically grown crops, organic gardening information, alternative energy vehicles, ecotourism opportunities, many alternative and traditional health care products and services, pet adoption services, clean air and clean water products, rainforest preservation groups ... the list goes on and on.



Special for Kids

In our Children's Area you'll find animals, face painting, storytelling, and a hands-on activities for children of all ages. This year, participants will learn to make paper, find out about recycling, and learn how to visit wild areas without disturbing the environment. Our Children's Stage features youth-oriented performances throughout the day.

Entertainment

EarthFair will feature five stages. We've already mentioned the Children's Stage, featuring music, song and storytelling aimed at the younger set. The Earth Stage (at the Organ Pavilion), Sun Stage (behind the Federal Building), and Moon Stage (at Park and Presidents Way) will feature a variety of contemporary music by local artists. The Folk Music Stage (by the U.N. building), hosted by the San Diego Folk Music Heritage Society, will feature some of our city's finest folk music artists.



eHome



Our eHome exhibit area showcases products and technologies that can make your home more environmentally sustainable. If you're building a new structure, or adding to an existing home, alternative home-building technologies, such as straw bale and steel-frame construction, will be of interest. Find out about energy- and resource-saving products and materials, like energy-efficient appliances and low-E windows. A wide variety of solar electric systems – available now, to help you get off the grid – will be shown.

eART h Gallery

The eART h Gallery features works by artists using recycled materials or showing depictions of "Endangered Spaces" in San Diego County. The artwork will be presented next to the Children's Area in the Pan American Plaza (close to the AutoMuseum)

Food Pavilion



Tired of the nitrate-filled hot dogs and sugar-loaded sodas you usually get at large public events? Then step right up to our Food Pavilion for a change of pace. You'll find out-of-the-ordinary vegetarian fare that will make you wish it was available in the park all year long.

Children's Earth Parade and Cleaner Car Caravan and Show



The Children's Earth Parade (All Species Welcome) starts at 10:30 am by the Spanish Village and marches through the Park to the Children's Area in the Pan American Plaza. Participants are invited to dress up as endangered species, present their favorite earth-friendly messages, and can use any kind of alternatively powered vehicle (everything from solar electric to ox powered vehicles have been entered).

The Cleaner Car Caravan, following the Children's Earth parade, features vehicles of all descriptions that all run on alternative fuels (hybrids included). This isn't just "the future": these are vehicles being used on the road today. Following the parade the vehicles will be on display in "AFV Alley" in the Pan American Plaza.



Do you have a group that would be interested in taking part in either of the parades? Call (858) 272-7370 for more information. You can download Parade Entry Forms [by clicking here](#).

EVAOSD Newsletter Monthly, 6-10 pages, covering San Diego County and Southern California
Subscription rates: \$12.50 per year (\$15 foreign, via sea mail)

EAA Current Events Monthly newsletter of the Electric Auto Association
Subscription rates: \$39 per year (\$45 foreign), includes a subscription to the EVAOSD
Newsletter. Please send directly to EAA using form found at membership@eaaev.org

Current subscribers have borrowing privileges for the association's video tape and publications library.
Subscribing to the newsletter is optional and is not a requirement for membership.
EVAOSD meetings are always open to any and all interested parties.

New Subscribers, please use this form to register to receive the EVAOSD Newsletter.
Current Subscribers, please use this form to send us any change in your details.
PLEASE PROVIDE ALL INFORMATION AS YOU WANT IT TO APPEAR FOR MAILING
(Please print clearly.)

Name _____
First name Middle Last

Title (optional) _____

Company (optional) _____

Address 1 _____

Address 2 _____

City _____ State _____ Zip _____

Home Phone (optional) (_____) _____ - _____

Work Phone (optional) (_____) _____ - _____

Cell Phone (optional) (_____) _____ - _____

Email address _____

Please make check or money order payable to: EVAOSD.
Send this form and payment to: Russ Lemon, EVAOSD Treasurer.



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)
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