



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

An affiliate of the ELECTRIC AUTO ASSOCIATION (EAA), 2031 Ladera Ct., Carlsbad CA 92009 Ph: 760.753.2949

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- Regular Meetings:** 4th Tuesday of every month (January thru November), at 7:00 pm,
Location: San Diego R.T.C. (Pearson Plus), at 4001 El Cajon Blvd. and Interstate 15
Place: In the Autotorium
Next Meeting: Tuesday, August 22, 2006 @ 7 p.m.
Topic #1: Video of Ian Wright's X1 EV presentation to EVA-Silicon Valley.
Topic #2: Video from San Diegoito's EV Conversion Workshop.

The President's Message

The July EVAOSD Meeting was well attended with many guests due to the media attention that we have received from the workshop and the movie that is still showing this week. Abran Quevedo brought "da Little Phoenix" and ran San Diego's newest EV for over 100 miles during the meeting. We were not able to show the video however, there was plenty to discuss.

One item that we discussed is that Nissan is moving towards crushing their Altras or Hyperminis "EV". This seems unbelievable with "WKTEC" showing in over 70 theaters across the nation. More information will be in this newsletter we have been asked to call Nissan 800-647-7261 and tell them not to kill the technology. Support this simple action and ask others to do the same.

Steve Cox with John Coplin has ordered parts for our next EV which is a pickup with tilt bed that they have salvaged.

As we discussed "WKTEC" I realized that we had a person that was in the movie attending. Jerry Pohorsky discussed his part in the movie and we divided up the 500 flyers that we had for members to pass out when they went to the movie. It was noted that San Diego had the highest attendance for the movie nation wide during our opening weekend.

We also discussed an issue that seems paramount to EAA as we have been asked to use the registration mark when using the EAA logo. An example of this is on the newsletter as I was called on this item a couple of years ago. We do have permission to use the logo with the registration mark.

We had several attendees that went to the unveiling of the new Telsa Motors EV Roadster that is due to be released next summer. The discussion covered Pros (sleek design and power) and Cons (same old "off-the-shelf" stuff with no breakthrough design). The different views gave a prospective that is not available in the media outlets that I have seen.

Many other items were discussed that space does not allow I appreciate your participation and contribution to the meeting.

Our August meeting promises to be as active and the newsletter will give an insight as to some items that will be discussed as well as the current EV news of the day.

A Battery Resource Sheet is being put together for EVAOSD members please advise if you have any info to contribute.

I look forward to see you at our meetings perhaps in an EV.

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:

"Who Killed the Electric Car?" EV1 Movie Hillcrest Theater. <http://www.whokilledtheelectriccar.com>

8/22 EVAOSD Meeting – Video of X1 EV presentation to EVA- Silicon Valley - www.wrightspeed.com

9/25-27 CARB Technical PHEV Review

9/26 EVAOSD Meeting – EV Adapter Plate Installation & Plug-in Partners National Campaign

9/27 & 28 Solar Conference, San Diego

10/12 Nat'l AFV Odyssey Day

10/24 EVAOSD Meeting

11/28 EVAOSD Meeting

12/9-10 Santa Monica Alt Car & Transportation Expo. Stealing LA Auto Show's thunder see story in newsletter.



10/12 National AFV Day Odyssey - San Diego Region activities will be held at the RTC



Note that checks or PayPal payments for EVAOSD need to be made out to EAA with memo indicating that funds are intended for EVAOSD. Our day-to-day function stays the same EAA is helping with our banking and non-profit status.

CARB is having a technical review this summer, Sept. 25-27th. They've asked different folks to testify about experience with different technologies (PIA will testify as to the collective experience of the EV drivers) and the current state of what's viable, etc. Next year, new decisions will be made as to what technologies will be required to meet the mandate, though no date for those decisions has been announced. Obviously, our goal is to get PHEVs in for the first time, and hopefully BEVs back in.

EVAOSD Gives Thanks to all that help us down the road...

Chris Jones for repairing the EVAOSD.com domain connection on his server.

Jerry Pohorsky for providing another copy of the Ian Wright X1 presentation.

Mike Lewis and Judy Bishop as we start our 4th year of EVAOSD Meetings at the RTC.

The following members & associates that are "Taking Turns" with updates not in the mainstream media.

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

Paul Scott reports that if you are frustrated when you go to the Auto Show to find EV and fuel efficient transportation L.A. will have alternatives for you by having another Car Show that is not so fulish.



The Alternative Car and Transportation Expo

Saturday & Sunday
December 9 & 10
at the
Santa Monica Pier

- The **largest presentation ever** of high fuel efficiency vehicles, mass transit, transportation planning, cycling options and more
- Ride & Drive lot for an experience with all technologies
- Continuous seminars and panels discussing and debating the options
- World renowned experts
- Contest for transportation solutions

save the date!

For information regarding attending, exhibiting or entering the contest, please contact Platia Productions at **310-390-2930**.

Free Admission



This Alt Car Expo runs during the L.A. Auto Show with transportation (a clean bus) from the Santa Monica Pier to the L.A. Convention Center. Besides the environmental vehicles this show is free. **Support this event by sharing the info and attend if you are able.** Just think what kind of statement would be made if this new Expo had better attendance than the traveling Detroit show that is the same as it was in the beginning of 2006? Will San Diego be next as Detroit seems to roll out the same old show around the New Year Holidays before they put together a new show for everybody else.

More EV headed to the scrap yard? Whoops not yet...

An excerpt from Paul Scott's email detailing the first battle that was on August 8, 2006...

I arrived at the Pasadena City Yards at about 1:50 just in time to see two transports pulling out - EMPTY! That was a very good sign. I drove through the gate and found the nest of Hyperminis hidden behind a building and protected by a large van and, appropriately, one of Pasadena's RAV4 EVs both of which were parked to block access to the Hyperminis. Apparently, the city employees told the truck drivers some story about how the drivers of those vehicles were on a long lunch or something, and the truck drivers left empty handed:~)

I introduced myself to the three Pasadena employees and thanked them profusely for their unprecedented efforts to save these cars. We are PIA have been trying to find a lessee of the Nissan Altras or Hyperminis willing to go to bat and save the vehicles, and Pasadena is the first to step up to the plate.

KNBC News taped interviews with all involved, and the Pasadena Star News will be writing a forth installment as they broke the story last week and have been following it since. In addition, Steve Paynie, the DP on "Who Killed the Electric Car?" arrived to get shots that may be used in the DVD of WKTEC.

While I was there, the Ed Shultz show called and did a live interview at about 2:30. Following on the really terrific 2nd interview yesterday with Chris Paine, <http://audio.wegoted.com/podcasting/80706PaineChris.mp3>, they were already primed for the story and only too happy to report it live.

As the subject of this email attests, this is only the first battle against Nissan. PIA will mount a campaign to help save these cars, but we could use some help. While it's only 11 city EVs that are in contention here, it's the principle that drives us to take action. We have to stop these giant corporations from succeeding in their contemptible acts of wanton waste and anti-consumer perfidy.

This information will be on the PIA website soon, but for now, **please call 800-647-7261** and let Nissan know that you disapprove of their action to try and kill this technology. Tell them to let Pasadena keep the cars and use them as long as they are running. www.nissanusa.com for you email resource. A news article can be found at <http://www.evworld.com/view.cfm?section=communique&newsid=12767&url=Wrong%20time%20to%20pull%20plug> Tell Nissan that you "will not buy a new car from them until they sell one with a plug on it".

Tell Nissan to save Pasadena's electric cars and let Pasadena keep driving these cars! Call toll free: (800) NISSAN-1 or (800) 647-7261

Lawrence Emerson reports... Cal Initiative Aims at Demand and Dependence

Washington, DC - A new California ballot initiative to cut the state's demand on fossil fuels by spurring alternative fuel and conservation technology may place a new tax on oil producers, but it could also raise already high gas prices, reports UPI. Proposition 87, on the Nov. 7 ballot, would impose a temporary severance tax on most oil pumped in the state, the money from which would be funneled to energy saving, energy efficiency and renewable and alternative energy technology efforts. The tax - a royalty charged for resource extraction - would be assessed at the well head, on a sliding scale depending on the gross market value for oil, from 1.5 percent at \$10 to \$25 per barrel to 6 percent for anything more than \$60 per barrel. The initiative's goal is to cut oil and gas use by 25 percent in 10 years, but even those outside of the oil industry find things to worry about in the details. Severin Borenstein, professor at University of California-Berkeley's Haas School of Business, said the measure would boost research and development for alternative fuel and energy efficiency technologies that are "massively under funded." Yet he usually votes no, on principle, on initiatives and "special little taxes," that he views as a penalty for being profitable. "I'd rather pay a gas tax," said Borenstein, but says no politician wants to tell consumers "it's real expensive to use oil." Sixty-seven percent of adults surveyed in July by the Public Policy Institute of California said gas prices are creating a "financial hardship." Sixty-one percent said they'd vote for Prop 87, despite claims by opponents it will just make gas and oil more expensive in California. The state's nonpartisan Legislative Analyst's Office released a report July 20 that said specifics on exact taxation structure, and whether oil pumped in state and federal lands are included, will have to be decided by the state government or courts, and that the extent of Prop 87's effects can only be evaluated after, and if, it is approved. -

PHEV Campaign...

"PG&E is scheduling a bill insert that will encourage its 4.5 million customers to contact **Plug-In Partners** and place their (soft) orders for plug-in hybrids."

Cal Hybrid HOV-Lane Passes Going Fast, in L.A.

Only a year after the hybrid carpool-lane access program was introduced, California officials are perhaps weeks away from capping the number of special permits for hybrid cars to drive in the state's high-occupancy vehicle lanes, reports The Los Angeles Times. With a maximum of 75,000 permits offered, as of Thursday, state officials indicate they had received 74,108 applications and issued 62,355 permits. State officials say the Department of Motor Vehicles is receiving about 220 applications a day for hybrid stickers. Allowing solo hybrid drivers to use the high-occupancy vehicle (HOV) lanes has upset carpoolers who say the extra cars are slowing their commutes and clogging the lanes during rush hour. A similar program in Virginia led to overcrowding of the special access lanes, reducing their effectiveness in their original task: promoting car pooling. California officials planned to have the pilot program expire in 2008, though it's possible that the Legislature will increase the number of permits allowed, pending the results of a California Department of Transportation study on whether the hybrids are slowing traffic in the carpool lanes. Solo access to the carpool lane is available only to owners of hybrid cars that get at least 45 miles per gallon, a distinction that applies to just the Toyota Prius and the Honda Civic and Insight, and only previously applied to dedicated battery-electric and natural gas vehicles. Critics have long criticized the program, saying hybrids aren't that much more fuel efficient than some gas-powered cars. Ironically, carpoolers have said hybrid owners drive too slowly in an effort to maximize their fuel efficiency, slowing down the lanes and defeating the advantage they offer. - [According to Caltrans this is a critical issue in L.A., however San Diego has room for more hybrid stickers to be issued.](#)

Fuel Prices, Advocacy Spark Electric Car Rebirth...

With high gas prices and the release of the documentary "Who Killed the Electric Car?", electric car advocates have appeared at movie theaters, passing out fliers and talking up the technology, reports The Contra Costa Times. Believing their friendly enthusiasm sparks wider consumer interest, advocates of plug-in autos hope more people will come to see the electric vehicle as something that fits into their everyday lives. In the film, director Chris Paine finds that General Motors, the oil industry, the federal and California governments and consumers all contributed to demise of the EV-1, GM's revolutionary electric vehicle. The film implies that the "defendants" are motivated in turn by greed, incompetence, ignorance and complacency, "...a metaphor for why it's so hard to get America out of the 20th century," Paine said. The message seems to be getting out. In San Francisco, a coalition of environmental groups and electric car advocates appeared at a news conference with Gov. Arnold Schwarzenegger's senior adviser on energy and the environment. They announced a new campaign to get local governments and businesses to promise to buy plug-in hybrid vehicles if auto manufacturers ramp up the production of the cars. Unlike pure electric vehicles, these hybrids run primarily on electricity and then switch to gas or diesel when the power runs out. Showing there are enthusiastic buyers is a way to encourage the auto industry to start mass producing plug-in hybrids, said Sam Haswell, spokesman for the Rainforest Action Network, one of the organizers. [Note that our September Meeting will be about Plug-In Partners National Campaign.](#)

This marks the end of our printed & mailed newsletter additional EV related stories are available in our electronic edition at www.evaosd.com under meetings.

California Sets "Clean Energy" Oil Tax on November Ballot...

Story by Bernie Woodall of REUTERS NEWS SERVICE

<http://www.planetark.com/dailynewsstory.cfm/newsid/36943/story.htm>

LOS ANGELES - Californians will vote in November on a ballot measure proposing a constitutional amendment that would tax oil production to fund a range of alternative energy efforts, Secretary of State Bruce McPherson said Wednesday.

The initiative's supporters gathered 1,143,365 signatures, qualifying it for the ballot, McPherson's office said.

Supporters -- led by Californians For Clean Alternative Energy -- and opponents -- led by Californians Against Higher Taxes -- are expected to wage an intense battle for votes leading up to the Nov. 7 election.

The two sides set out arguments that are sure to fill California radio and television advertisements ahead of the November election, which will also pit Republican Gov. Arnold Schwarzenegger versus Democratic challenger Phil Angelides, the state treasurer.

Supporters are painting the vote over the ballot measure as between friendly environmentalists who want to cut energy prices versus polluting Big Oil and corporations seeking to drain consumers' wallets.

Opponents say the initiative is a sheep in wolves' clothing that if passed will create an unchecked bureaucracy and not only higher taxes but also higher fuel prices in the end.

"In the absence of a federal energy policy, the oil companies have a business-as-usual plan for California's energy future: higher gas prices, more pollution and greater dependence on insecure foreign sources of oil," said Dan Kammen, professor of public policy at the University of California at Berkeley and founding director of the Renewable and Appropriate Energy Laboratory there.

Scott Macdonald, spokesman for Californians Against Higher Taxes, said his side can't be cast as against alternative energy.

"We all believe we need more alternative fuels and we need to find new ways to power our economy and we need to do that in a hurry," Macdonald said. "But this is not the way to do it."

California is third in the United States in oil production and requires no tax on oil companies for extracting natural resources, unlike Alaska (15 percent tax), Texas (4.6 percent), and Louisiana (12.5 percent), according to Californians For Clean Alternative Energy.

If voters approve the ballot measure, the state will get new revenue of between US\$200 million to \$380 million annually from a tax of 1.5 percent to 6 percent on oil production, according to the state's nonpartisan legislative analyst.

The money would fund research and development of alternative energy including solar and wind power and electric and hydrogen-fueled cars. Both public and private organizations will be eligible for funds.

The tax depends on the price of a barrel of oil. At current levels of about US\$58 per barrel for California crude, the tax rate would be 4.5 percent, Californians for Clean Energy said.

The state analyst also showed local governments may lose money from property taxes paid on oil reserves, which would impact the oil-producing counties of Kern and Los Angeles.

The effort, termed the "California Clean Alternative Energy Initiative", seeks to cut petroleum fuel consumption in California by 25 percent of 2005 levels in 10 years. The tax would end in 2017 unless the California legislature votes to extend it.

Story by Bernie Woodall
REUTERS NEWS SERVICE

[Dave Cutter encourages action opposed to reaction...](#)

Think globally, act locally, but ACT NOW!!!

We've been rattling on these past few weeks about all sorts of meaningful and (nevertheless) world changing EVents, i.e., Tesla electric roadsters, EV Conversion classes for the masses, and of course, 'Who Killed the Electric Car?' public awareness - and the message is CLEAR, and the clock is ticking, so I ask ya ..whatcha gonna do?

If you're EVen mildly interested in converting your gas-guzzling vehicle into a clean, quiet, money-saving, zero-emission electric car, please read on...

For starters, please read the following article, and apologies if you are doing this for the second time, but please read again.

Current EVents (San Diego Union Tribune):

Workshop teaches how to convert gasoline-fueled cars to battery power

By Mark Maynard
WHEELS EDITOR

July 15, 2006

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http://www.signonsandiego.com/uniontrib/20060715/news_lz1dd15curren.htm

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They gave the EV Conversion Workshop and Village Energy a nice bit of publicity in what is turning out to be a well read and very favorable news article. We're getting numerous inquiries now about when will be our next EV Conversion Class? Q is talking about a mobile op which would deliver a dismantled EV (L'il Phoenix) to various locations where a class would learn how to build/convert their own electric/battery powered car, truck, whatever, in a matter of days and get all the hands on help and instructions on how it's done. Brilliant!

Once L'il Phoenix was reassembled in the class, (wherEVER in the world that might be), it could then be collected and dismantled again for its next science and mobility expo.

It's a revolution! Get motivated today and stop your BIG OIL addiction forEVER. Get free from the paralyzing do nothing mindset that will kill you EVentually, if you let it. But we can do something about what's not right and help others take the first faltering steps towards a brighter day, a cleaner future - a world free from pollution, wars, poverty, lies, deceits ..and especially, you really wanna GET FREE FROM CORPORATE THIEVES who exploit you from high places.

It's a REvolution! Patriots not only save gas and energy, they invent ways to break free from excessive use of it altogether, and encourage others to do the same.

You can do an EV conversion in your own garage at home, or like we're suggesting, make it a community group Event. Collectively, we benefit immediately while we gather a unique momentum, just by doing something so very positive, daring to be different, throwing aside the barricades of resistance and indifference, and working together with a shared vision of what might be something good or EVen better than good, and together with unstoppable determination, it will be GRREAT (think Tony the Tiger here). You can make it if you try, so why not try?

Just think, we the people can still have a hand in shaping our own destiny, as our forefathers before us always did, (It's what made freedom bells ring, dontcha know?!)... they just DID IT and made it happen, because it was the right thing to do, (huh?! Dump all that good tea in the harbor?) By tapping into their own wealth of resourcefulness, raw energy and can-do willingness to venture out beyond the realm of so-called possibilities, (tilting at windmills got Don Quixote labeled a bit of an eccentric, or was that madness they say), so some people might think it a bit peculiar having an electric car plugged in at home, but that kind of snootiness

is fast dissipating in the face of the energy crisis we simply must do something about.

"The world's supply of recoverable oil is fast running out. An energy policy (or the lack of one) that leaves us with no alternative but swilling more oil is suicidally stupid."

SHOCKING TIDBIT (courtesy of Rev. Gadget @ leftcoastconversions.com):
Did you know that it takes about 12 KWH of electricity just to refine one gallon of gasoline/petrol? An electric car can go farther on 12 KWH of electricity than the same gas-powered car can travel on a gallon of gasoline/petrol.

Why wait 20 more years to have an electric car? The future is here - NOW!

---off my soapbox now,

take care and have a good one,

best regards patriots and citizens EVerywhere [sp]

Dave the rat
Drive-electric.com / Pleiades-enterprises.com