Volume 19, Issue 11 EVAOSD Newsletter November 2009

Charged Up

ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)
An affiliate of the Electric Auto Association (EAA)
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Regular Meetings: 4th Tuesday of every month (January thru November), at 7:00 p.m.

Location: San Diego R.T.C. (Pearson Fuels), at 4001 El Cajon, Blvd. and Interstate 15

Place: In the Auto-torium

Next Meeting: Tuesday, Nov. 24, 2008 @ 7:00 p.m.

Program: General Topics & Special Guest

Inside this issue:

Aptera Struggling:

As if the EV community needed another kick in the pants. Steve Fambro and Chris Anthony are in what I call press limbo. On one hand, they could have been laid off, on the other, they could have taken a “leave for personal reasons” whatever the case, both are not spending time working on the car right now.

Presidents Rant:

Aptera...Argh...I swear if I hear about another multi-million dollar EV company struggling, going down, or floundering, my head will explode.

Conspiracy note: If I were big auto and wanted to crush any chances of the little guy making a dent, I would plant an “automotive CEO” that will slowly drain the company down to nothing.

From the Treasurer:

May 19, 2009 - *Daimler Takes 10% Stake in Tesla; Strategic Partnership to Collaborate on Future Models*

With all the talk of "Developing" vehicles versus actually "Producing" vehicles I found the equity stake of one of the world largest auto producers actually making sense. Tesla has done all the Development work and will now team with Daimler to help with the volume Production of their vehicles. Daimler AG has acquired an equity stake of nearly 10% in Tesla Motors Inc. The two companies have already been working closely to integrate Tesla's lithium-ion battery packs and charging electronics into the first 1,000 units of Daimler's electric smart car.

This investment deepens the relationship between the two, and enables the partners to collaborate even more closely on the development of battery systems, electric drive systems and in individual vehicle projects. Executives from both companies announced the arrangement this morning in a webcast press conference.

"Tesla has demonstrated expertise with electric vehicles, but nowhere near the experience and capability of an organization like Daimler in terms of general automotive experience with safety, mass production, all those things. Tesla brings those new elements of electric powertrain, Daimler provides to Tesla the traditional elements which are extremely important if we are going to mass production. Where I see the significant value, the mutually beneficial partnership, is that Tesla brings expertise on the battery electric front, Daimler brings expertise associated with everything else on the automobile. "
—Elon Musk, Tesla CEO and Product Architect

As part of the collaboration, Prof. Herbert Kohler, Vice President E-Drive and Future Mobility at Daimler AG, will take a seat on Tesla's board of directors.

Daimler says that the long-term partnership with Tesla complements Daimler's multi-facetted strategy to advance the electrification of the automobile. In March, Daimler founded the Deutsche Accumotive GmbH, a joint lithium-ion venture with Evonik Industries AG. Daimler also has a stockholding in Li-Tec, a subsidiary of Evonik.
Daimler has had 100 smart electric cars undergoing large-scale trials in London since 2007. These electric vehicles are being tested in day-to-day assignments by fleet operators and private customers. Later this year, the smart assembly plant in Hambach, France, will start production of up to 1,000 units of the second-generation smart fortwo with electric drive, which will initially be used for mobility projects such as e-mobility Berlin or e-mobility Italy.
This year Daimler is also starting small-series production of the Mercedes-Benz B-Class with a fuel cell drive system. In 2010 the company will introduce its first battery-powered Mercedes-Benz. As of 2012, Daimler plans to equip all smart and Mercedes-Benz electric vehicles with own produced lithium-

ion batteries. This is old news of course but in 2004, Tesla began development of its first electric vehicle, the Roadster, and is the first US- and EU-certified lithium-ion battery electric vehicle. Tesla unveiled its second car, the Model S, and plans to produce it beginning in 2011. The base pack for the Model S, Musk noted in the question and answer session of the press conference, would use some 8,000 cells were it to use the same cells applied in the Roadster pack.
We also are looking at potentially using other cells for the Model S...We are in agreement with Daimler that in the long term fewer cells makes sense.
—Elon Musk

I would most definitely agree….Fewer Cells makes sense !
Lloyd Rose

HISTORY Corner

A collection of EV history

Self-propelled, road vehicle – First on the road?

The first was not Benz (1885),
Not Daimler (1886), and
Not Henry Ford (1896).

The first was over 100 years earlier, a military tractor by French engineer and mechanic, Nicolas Joseph Cugnot in 1769.

Electric car: First on the road?

1832-1839 – Robert Anderson of Scotland
1835 – Professor Stratingh of Groningen, Holland
1842 – American Thomas Davenport and Scotsmen Robert Davidson – both used non-rechargeable electric cells.
1865 & 1881 – Frenchman Gaston Plante invented a better storage battery in 1865 and his fellow countryman, Camille Faure, improved the storage battery in 1881. The improved-capacity storage battery paved the way for electric vehicles to flourish.
1897 – The first commercial application was a fleet of New York City taxis built by the Electric Carriage and Wagon Company of Philadelphia.
1902 – Wood's Phaeton was little more than an electrified horseless carriage. The Phaeton had a range of 18 miles, a top speed of 14 mph and cost $2,000 [In 1902, $2,000 was equivalent to $121,216.12 in 2007 dollars or $12,000 more than a new Tesla]

1959 Electric cars have long been big news in air-polluted California, where lawmakers told automakers to sell 40,000 "zero-emissions" vehicles starting in 1998 and some 200,000 by 2003. It was rather draconian edict evidently inspired by the movie *Field of Dreams*: If you tell them to build electric cars, they will, never mind the cost, technical problems, and other unresolved matters.

Of course, in addition to being the smog capital of the world, Southern California has never been a hotbed of automotive invention, so it is no real surprise that various vocal locals tried sparking public interest in "volts wagons" long before legislators did.

San Diego, for example, was home to one very practical electric car way back in 1959 -- the Charles Townabout concept car. Just as interesting, the Townabout originated in the region's second best-known industry after filmmaking, the then-booming aircraft field.

Even its name had the quaintly memorable quality of a movieland character: Charles Townabout. Townabout also suggested the car's intended driving role. The 1959 Charles Townabout concept car put its electric powertrain in a fiberglass body based on the Volkswagen Karmann-Ghia. It was dubbed the "volts wagon."

The first part of that name honored Dr. Charles Graves, executive vice-president at Stinson Aircraft Tool & Engineering Corporation, the postwar descendant of the famed Stinson Aircraft Company. He assisted Dean Van Noy with engineering chores, but he was not your average corporate bigwig.

Besides being a dentist, Graves had credentials as both physicist and electronics engineer. As such, he took due note of recent predictions that "super" storage batteries were just around the corner, followed soon perhaps by fuel cells that could make electricity by means other than combustion.

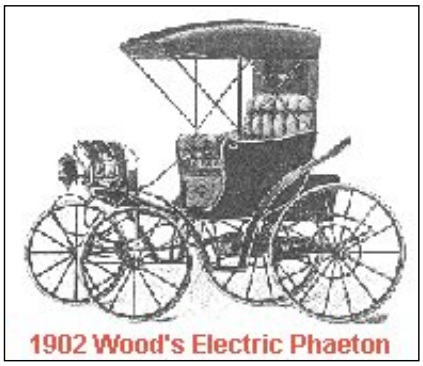
Graves was also aware of electric-car experiments going on at places like the Cleveland Vehicle Company in Ohio and, closer to home, the Pioneer concept car at the Nic-L-Silver Battery Company in Santa Ana, California.

Charles Graves, an aerospace executive, came up with the "volts wagon" that never quite caught the imagination of the public. Only a couple hundred were made, sold mostly to utilities, before the plug was pulled on the electric pioneer.

With the right technology and a little luck, he reasoned, Stinson might just beat everyone else to what loomed as a huge and lucrative new market for electric cars that could carry the firm through the ups and downs of its aircraft business. Accordingly, Graves put Dean Van Noy in charge of engineering an amps-powered auto, assisted by Dick Bardsley and Graves himself.

-Al Hodges (mah92019@yahoo.com)

THEN



1902 – Wood's Phaeton
Base Price $2,000.00
Top Speed: 14 MPH
Range: 18 Miles
[Due to inflation, $2,000 in 1902 funds had the buying power of $121,216.12 in 2007; $12,000 more than a new Tesla.]

NOW

2009 - Tesla Roadster
Base Price $109,000.00
Top Speed: 125 MPH
Range: 224 Miles

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