

Charged Up



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

An affiliate of the Electric Auto Association (EAA)

2755 Dos Aarons Way, Suite A, Vista, CA 92081

Ph: (760) 670-3388 Fax: (760) 266-9505 Email: EVAOSD.Newsletter@DriveGasFree.com

Website: www.evaosd.com

Officers:

President: Joseph S. Gottlieb

Vice President: Wistar Rhoads

Treasurer: Lloyd Rose

Program Chairman: Joseph S. Gottlieb

Newsletter Editor: Staff

Webmaster: Russ Lemon

Librarian & AV: Lloyd Rose

Regular Meetings: Our meetings times are changing. For this summer we are on the 4th monday of the month.

Location: California Center for Sustainable Energy
8690 Balboa Ave., Suite 100 · San Diego, CA 92123

Place: Main Conference Room

Next Meeting: Monday, Nov. 22, 2010 @ 7:00 p.m.

Program: General Topics

Reminders:

This is the last newsletter of the year. Also, we have no December meeting. So enjoy your holidays and think happy EV thoughts. I am sure next year is going to be VERY exciting with all the new EV's on the road.

I would like to give a special thanks to my right hand man Lloyd for helping me every month like a trooper. I would also like to thank everyone that sent in photos, articles, and helped wrangle people at the meetings (you know who you are).

Ecotality Update

Baker Electric (based out of Escondido) came to my house and did the Leaf re-evaluation. I got the contract and my part of the "free" charger costs \$92. That is more like it. I agreed and we moved to the next stage of waiting...and waiting...

Thanks for everyones support and help, it basically turned out that the electrical contractor from AZ was charging way outside the box and are no longer working with Ecotality.

Presidents Short Rant

They can scan my body and show me naked, they can watch me from space, they can launch me to the moon, so why can't they just build me an EV!

Inside this issue:

- 1 Reminders
- 1 Ecotality Update
- 2 From the Treasurer
- 4 Other News
- 5 Kick Gas Club
- 6 Subscription

From the Treasurer:

I am trying to figure out what did the X-Prize achieve and will it have some effect on the future of advanced automobiles? Did they accomplish what they had hoped?

In looking back at the history of the prizes and using information from articles of Mr. Eisenstein of the Detroit Bureau, it took the \$25,000 Orteig Prize, as much as the promise of fame and glory, to convince Charles Lindbergh to risk a solo 1927 flight across the Atlantic. Three-quarters of a century later the \$10 million Ansari X-Prize spurred the launch of SpaceShipOne, the first privately-funded manned spaceflight.

So, when the Progressive Insurance Auto X Prize was announced, at the NYAuto Show, several years ago, there was plenty of reason to be excited. And the promise of the project only seemed to increase when fuel prices hit their 2008 peak and the national mindset started to shift steadily more and more in favor of alternative propulsion.

But now that organizers have announced three winners that will share a significant \$10 million purse, I am left wondering what the Auto X-Prize actually achieved and whether it came anywhere near its lofty goals. They can be summed up elegantly, the organization explaining that the Auto X-Prize was designed to "inspire a new generation of viable, safe and super fuel-efficient vehicles." There are plenty of potentially breakthrough products and technologies lying hidden in automotive research labs around the world. The key, for the Auto X-Prize, was the promise of actually delivering to us vehicles not only hyper-efficient but that could meet some basic customer demands: they had to be safe and affordable, as well.

And here's perhaps the most intriguing mandate: participants had to prove they could not only build the vehicles they entered but lay out a viable business plan for bringing them to market. Those last hurdles sank more than a few of the 136 vehicles initially entered into the Progressive Insurance Auto X-Prize by 111 different teams.

Perhaps a few of those entries shouldn't have been washed out, like Amp, an Ohio-based electric vehicle maker whose battery conversion of a Saturn Sky roadster fell a few miles short of the 100-mile range target. On the other hand, Amp wasn't ready in time with a 150 mile version of the Chevy Equinox, which incidentally it will soon be bringing to market.

In hindsight, one of the organizers admitted in an off-the-record comment, barring the Electric Equinox was a big mistake. It might have given the competition an extra dose of credibility that the winners seem to be lacking.

It certainly didn't help, that source admitted, that the "mainstream" category quickly came down to a competition of one – and a vehicle, at that, which makes the description more than a stretch.



Automotive X-Prize: Edison2 Very Light Car

The top \$5 million award went to the Edison2 team for their Very Light Car #86. Technically intriguing at every level, it uses a downsized engine and advanced materials to bring its total mass down to a featherweight 830 pounds, impressive for what is shown as a four-seater. Slick aerodynamics, meanwhile, helped boost its fuel economy to over 100 mpg.

But the design looks more like something out of a scifi movie than anything you'd really expect to see in a showroom anytime soon, especially with those One-style out-board wheels. The only car to try that in recent memory was the old Plymouth Prowler, and to little success.

But compared to the X-TRACER, the VLC does seem positively mainstream.

Just trying to figure out how to get into this Swiss-made 2-wheeler is a major challenge. A tandem 2-seater that's really little more than a modified motorcycle, the X-Tracer requires some serious training to make it work, and it just barely slipped through the rules.



Gallery: X-Tracer

It is a more elegant design than the BMW motorcycle offering of a few years back that incorporated a roof-like contraption that allowed you to ride without a helmet. But can we imagine a highway full of X-Tracers? Not really.

Unfortunately, if the only goal of the Progressive Insurance Auto X-Prize was to foster an array of advanced, high-mileage vehicles that could soon flood into showrooms, the competition will have fallen flat on its face.

That's not saying it was a failure. It's one thing to encourage a Lone Eagle to fly across the Atlantic or even get a few adventurous entrepreneurs to try to ride a roman candle into the exosphere. Transforming the auto industry is an entirely different matter.

I would quote the goal of Eric Cahill, one of the senior executives with the Auto X-Prize, who says he hopes the competition will "help accelerate the pace of change."

As with the Orteig and Ansari competitions, the Auto X-Prize did tap a sense of restless entrepreneurship, 111 teams looking for ways to address one of the key issues of our era. But, with a growing consensus that U.S. fuel economy standards must hit 50 to 60 mpg by 2025, it won't be the easy answers that will save the auto industry. It will take – ahem - plenty of out-of-the-box ideas. No, not a production VLC or X-Tracer, but some of the concepts and components that helped them win the \$10 million competition.

I myself am of the opinion that if the X-Prize ultimately yields a few sound ideas for lightening tomorrow's vehicles, making powertrains more efficient and improving aerodynamics, it will have proved worthwhile despite all the hype and promotions. I just hope the big 3 auto manufacturers were paying attention.

Other News:**Neil Young warehouse blaze started in hybrid 'LincVolt' car**

By Joshua Melvin

jmelvin@bayareanewsgroup.com

Posted: 11/16/2010 07:47:46 AM PST
Updated: 11/16/2010 10:02:40 AM PST

The three-alarm blaze that caused \$1.1 million in damage to a warehouse filled with rock legend Neil Young's music equipment and memorabilia appears to have started in a one-of-a-kind hybrid car stored at the site, a fire official said Monday.

Flames began in a 1959 Lincoln Continental dubbed LincVolt, which runs on electric batteries and a biodiesel-powered generator, and then spread to the warehouse at 593 Quarry Road in the early morning of Nov. 9, according to Belmont-San Carlos Fire Marshal Jim Palisi and a website devoted to the car.

While the exact cause of the fire is still being probed, it seems "to be an operator error that occurred in an untested part of the charging system," Young wrote in a statement. Workers have removed the car's computer and hope it will shed light on the cause.

"We are investigating the components involved with plug-in charging," Young wrote.

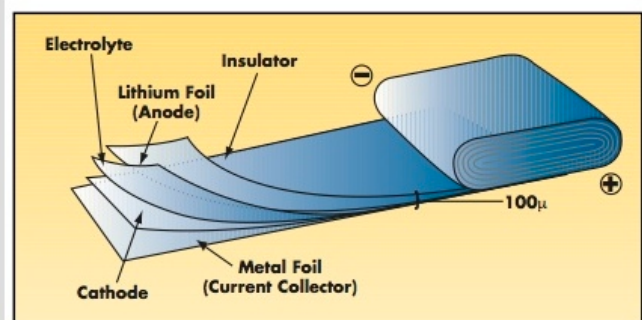
DBE Energy in partnership with German utility lekker Energie and the German Economy Ministry has shown off an Audi A2 with a 375 mile range (on a single charge obviously) based on KOLIBRI AlphaPolymer Battery Technology used in forklifts.

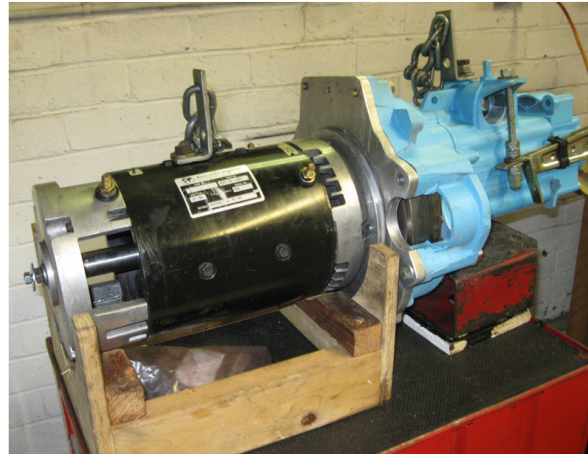


The battery, based on what DBM Energy calls the KOLIBRI (Hummingbird) AlphaPolymer Technology, comes with 97 percent efficiency and can be charged at virtually every socket. Plugged into a high-voltage direct-current source, the battery can be fully loaded within 6 minutes, Mirko Hannemann, Chief Technology officer for DBM Energy said.

If that is not impressive enough, they claim they can recharge the battery in 6 minutes from a DC source.

From what I can find the technology is Lithium Metal Polymer (LMP). As you can imagine they have a much higher energy density through the use of thin film technology but the downside is a much higher cost than Lithium Ion Batteries.

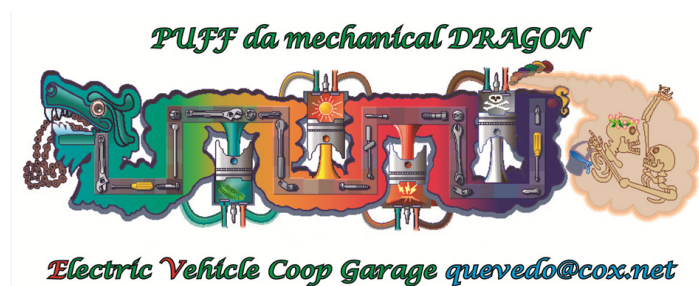




ELECTRIC VEHICLE (EV) CONVERSION WORKSHOP (TEN DAY COURSE)

A project-based instructional offering for teachers and electric vehicle enthusiasts. Workshop participants will learn how to convert a small ICE (Internal Combustion Engine) car into a NICE (No Internal Combustion Engine) car, powered by batteries. A collaborative team approach will be used to brainstorm, plan, design, and convert the project car within the ten-day period.

- Dates: May be offered in the Spring or Summer of 2011
- Time: 8:00 am to 2:00 pm daily
- Cost: \$1,000 (includes all materials and lunch)
- Location: San Diego, California
- Instructor: Abrán Quevedo, retired high school auto shop teacher and master mechanic. If you are interested in attending please contact:
 - Mr.Q via e-mail : quevedo@cox.net
 - View 4 min video : www.youtube.com/watch?v=a3MmiuUexM



Electric Auto Association (EAA) Membership Application Form

Fill out this form, attach a check, money order or use PayPal, in US funds only, payable to 'Electric Auto Association'. CE = Current EVents newsletter

e-CE [] \$35 USA & other Countries [] \$25 Student [] \$25 Senior (>65-USA/Canada only) birth year []

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[] \$120 (supporting level-1) [] \$240 (supporting level-2) [] \$500 or more (high voltage) [] do not list my name

I support the _____ EAA Chapter (additional chapters, \$10 each) _____

[] (\$10each) Additional Chapters or Special interest group (other than the one that comes with the membership)

You can fold this form as indicated and mail it with your payment enclosed. Use tape to seal the form, on the sides, before you mail it or send an e-version of this form, through PayPal using http://electricauto.org/eaamembership.html

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[] Electronic version of Current EVents, paperless only, link sent by email, if your membership was for the e-version, that is what you will receive

[] Do you own or [] Lease an electric vehicle (plug-in) [] production [] conversion [] bicycle [] hybrid or [] None

please include miles driven and type of vehicle []

All information in this application is for the exclusive use of the EAA and not sold or given to any other organization.

Please identify your primary areas of interest relating to the EAA (check as many as your wish

[] Owner/Driver [] Hobby/Builder [] Professional/Business [] Competition (Rallies, Races, Records [] Plug-in Hybrids

[] Environmental/Govt. Regs [] Social (Rallies, Shows, Events [] New Technology & Research [] Solar & Wind Power

[] Promotion & Public Awareness of EVs [] Student or General Interest [] Electrathon/Bicycle/Scooter/Other

The Electric Auto Association is a non-profit, 501(c)(3) for the promotion of electric vehicles. Your donations are tax deductible and with your membership you will receive the EAA publication, "Current EVents". All information and statistics in this application are for the exclusive use of the EAA and is not sold or given to any other organization or company. Your membership dues include a percentage goes to the EAA Chapter you support for public Electric Vehicle promotion EVents like rallies, shows and EV rides.

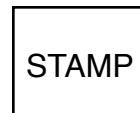
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Please make check or money order payable to: EAA and reference EVAOSD. Send this form and payment to: Lloyd Rose, EVAOSD Treasurer; 2755 Dos Aarons Way, Suite A, Vista, CA 92081

EVAoSD Newsletter

2755 Dos Aarons Way, Suite A

Vista, CA 92081



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