

Charged Up



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

An affiliate of the Electric Auto Association (EAA)

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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 are on on the 4th monday of every month (except December).

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

Place: Parking Lot

Next Meeting: Monday, June 27, 2011 @ 6:00 p.m.

Program: **Pizza Social 6PM**

PIZZA SOCIAL THIS MONTH

If you have a favorite food or drink, please feel free to share. We will have pizza and drinks. It's open to all so bring your EV down!

Local News:

Wow, thanks to all for coming out to the Ecotality BLINK public charger debut! It was the largest public gathering of Nissan Leafs ever (49!). Balboa Park now has a lot of EV charging stations. I



made a short speech thanking all parties involved to make the charging infrastructure happen. Mayor Sanders said a few powerful messages about San Diego and pushing for a green agenda. I did crack a corny joke about it being fall...pause for effect... because of all the leafs on the ground! I think we have 6 in the club.

Inside this issue:

- 1 Local News
- 3 Video Links
- 3 From the Treasurer
- 5 Kick Gas Club
- 6 Subscription

Clean Vehicle Rebate Program ran out of money!

But don't worry, they have be funded for next year (\$2M more for EVs in 2011!). It won't be for as much money per car, but it's still a great program.

Changes in the Rebate Amount

In an effort to provide more rebates for more consumers, ARB is increasing the available funding and reducing the rebate amounts for 2012. Once 2011 program funds are exhausted (including additional funds from the CEC) rebate amounts will be restructured according to the schedule in the following table.

Vehicle Type	Rebate Amount
Light-Duty Zero-Emission Vehicle	
Type II, III, IV, or V (e.g. Nissan LEAF)	\$2,500
Type I.5 (e.g. Azure Transit Connect)	\$2,000
Type I (range = or >50, <75 miles)	\$1,500
Light-Duty Plug-in Hybrid Electric Vehicle (e.g. Plug-in Prius)	\$1,500
Neighborhood Electric Vehicle (e.g. GEM)	\$900
Zero-Emission Motorcycles (e.g. Brammo)	\$900



Another one to break a 9!

In the high-octane, torque-twisting world of the drag strip, a paradigm shift is slowly taking shape with the most unlikely of cars leading the way. Unassuming look aside, the "Black Current" Volkswagen Beetle EV by Oliver Young is an electric vehicle that has done some serious damage on the drag strip becoming the first street-bodied EV to post a nine-second, quarter-mile time. That time looks more impressive when you take into account the fact that this little Beetle once destroyed a Tesla Roadster on a drag strip.

While it's not the fastest quarter-mile time ever posted by an EV – that title belongs to the Current Eliminator, which covered the same distance in seven seconds at 160 mph – the Black Current does hold the record for being the fastest 'street-bodied' EV in the world - at least until proven otherwise. For now, though, Oliver Young can stake claim to this tremendous achievement and on a grander scale, he and his 'Black Current' Beetle EV are giving EVs the proper exposure in the world of drag racing, something that was unheard of as late as a decade ago.

Video Links:

From GM to Chevron to oblivion: http://www.youtube.com/watch?v=1J5f9x_RfHI&

Kick Gas Club Rally: <http://vimeo.com/24293147>

KUSI Charging Station Spot: <http://www.kusi.com/video?clipId=5974067&autostart=true>

Black Current Drag Car: http://www.youtube.com/watch?v=UmQp_tKAHFU&



How is this public charging stuff going to work?

Well for the Blink program, it starts with a RFID card. For now, it will be free. In the future, it will be charged to you. How it will be charged to you wasn't exactly clear. Thoughts of it showing up on your electricity bill at your rate were mentioned. Other ideas of just having a credit card on file that they charge too. The commercial charging stations will have a nice color display to let you know of any special deals inside the stores they are parked by. You wouldn't want to miss that critical advertisement.

From the Treasurer

Think Bankruptcy - Dang! I hate seeing the EV companies hit the wall like this! Where is Aptera, ZENN etc.... This is getting depressing. So here is a "shortened version of inside information on what may have happened.

Think City – By Blanco (RSS Feed) on Jun 23rd 2011

On the one hand, the fact that Think needed to file for bankruptcy "again" yesterday was not a big surprise. The company has had a hard time selling its plasticky two-seat commuter car in a world that also includes the cheaper, better-equipped Nissan Leaf. The Think City starts at \$36,495 in the U.S. while the Leaf, even if it is a different segment vehicle, starts at \$32,780 (\$25,280 after fed incentives)). On the other hand, the reason for the bankruptcy filing are not at all transparent, so we went out and got as much information as we could about what happened behind the scenes. Turns out, sources were willing to talk, but only off the record, so take what follows as the truth from people who were there (or were close)



Some time around December of 2010 or January of 2011, it became pretty clear inside Think that the company was starting to run into financial difficulties. The Norwegian company had excess inventory of around 500 cars that could not be sold, and some were shipped to the U.S. to try and move them here. There was talk that Russian investor Boris Zingarevich, who

is Ener1's largest shareholder thus had the most to lose if Think went under (battery company Ener1 has been Think's supply partner since 2007), would step in – and he did provide some short-term loans – but it was not enough to save Think. Its partners were hurt – Ener1 took a \$71 million hit in its Q1 earnings call earlier this year – and at some point this spring, Think City production was halted at Valmet . It seems that Think stopped paying some suppliers earlier this year, too. In May, Ener1 ended its deal with Think. ...)

Think's problems extend to its home country of Norway, too, as these electric vehicle sales numbers for January-May of 2011 sent to us show:

Mitsubishi iMiev: 532 sales and 62% of the market

Think City: 85 sales and 10% of the market

Citroen C-Zero: 79 sales and 9% of the market

Pure Mobility Buddy: 72 sales and 8% of the market

Peugot iOn: 54 sales and 6% of the market

Tesla Roadster: 14 sales and 2% of the market

Tazzari: 10 sales and 1% of the market

Reva 8 sales and 1% of the market

Fiat 500 Microvett conversion: 2 sales and 0% of the market



As one source told us that, "At the end of the day the Think City did not survive the introduction of the iMiEV triplets. At an identical price of \$44,000, the iMiEV had an easy match against the home team supporters who were thirsty for something just a little bit bigger." Everyone we talked to mentioned the too-high price of the Think City, and some were in a position to let those in charge know, but all to no avail.

Think City

So, what happens next? At this point, Think has only been in bankruptcy for a few hours and it is far too early to tell. The first step is for the appointed trustee to put Think's assets up for sale. The profits from this sale, if any, will go to the creditors, of which Ener1 is the largest one. Someone could come in and buy up Think and move forward with trying to reduce the cost of the car. This would make Ener1 happy, since it is trying to get the \$35 million that Think owes it and could maybe even continue to supply batteries to the new owners. Ener1 disclosed the \$35 million charge to the SEC yesterday, and of that \$35 million, \$14 million were receivables for Ener1 that was written down to zero. When you know that the Think's battery pack costs \$17,000, you can do the math to find that Think effectively got around 823 battery packs for free. Even then, it could not make money selling the cars.

If someone else tries to come in and pick up the pieces, it will only leave us with many more questions. Is it possible to "rethink" the Think so that it gets a price tag of around \$20,000 and bring that deal to the U.S. market? Might a new owner actually get a DOE loan to make the car, something Ener1/Think tried but could not accomplish? Is the "window of opportunity" that another automaker without a good electric vehicle program might want to snap up these assets and get a jumpstart on EV technology?

I would hope that maybe the latter scenario would take place! What a waste it would be if, after all these years of struggle, no company picked up the pieces and took advantage of the available assets.



ELECTRIC VEHICLE (EV) CONVERSION WORKSHOP (ONE DAY MINI-COURSE)

Description: The workshop will go over the basics of a Gas to Electric Vehicle conversion with a focus on the EV sub-systems needed for a do-it-yourself conversion. Instruction will include hands-on activities on dynamic EV mock-up platforms. In addition previously converted EV case study models will be available for test rides.

- Date: Offered on the first Saturday of each month
- Time: From 9:00 AM to 1:00 PM
- Cost: \$75.00 (includes materials and lunch)
- Location: Kick Gas Co-Op, 815 University Ave, San Diego CA 92103
- Website: <http://kick-gas-club-electric-conversions.com/>
- Contact: quevedo@cox.net or jasonrugs@yahoo.com to pay registration fee

**** Space is limited ****

PUFF da mechanical DRAGON



Electric Vehicle Coop Garage quevedo@cox.net

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

paper CE \$45 USA \$48 Canada \$52 World \$29 Student \$29 Senior (>65-USA/Canada only)

\$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/eamembership.html>

New Member Renewal

Name email

Mailing address (Apt. #) Home phone

Mailing City, State & Zip-8 Work phone

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.

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 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

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