

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 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, July 25, 2011 @ 7:00 p.m.

Program: General Topics

News:

Salinas Leaders Take Heat Over Green Vehicles' Flop

By Amy Larson, KSBW.com

Salinas' top city leaders were blasted on Tuesday by unhappy taxpayers who fumed over the city's decision to give more than half a million dollars to an electric car manufacturing company.

Salinas taxpayers' anger unleashed after news spread that Green Vehicles was closing due to lack of capital and investors.

Since 2008, the city of Salinas handed Green Vehicles more than \$524,000 to woo the company to set up shop here. The public money also helped the private start-up company get on its feet.

"How stupid can you be? We told you it was a waste of tax payers' money but you wouldn't listen," Salinas resident Bill Harris told the city council during their Tuesday night meeting.

Council-member Kimberly Craig defended the city's decision to pump money into Green Vehicles.

"We had good intentions," Craig said Tuesday night. "Its forward movement that had state and federal funding behind it. They needed local funding as well."

Inside this issue:

- 1 News
- 2 From the Treasurer
- 4 EVSE use by conversions
- 5 Kick Gas Club
- 6 Subscription

From the Treasurer

The following article which discusses the rebate changes for electric vehicles has affected many folks who would like to be early adopters but may re-think their position based on the increased costs. The incentives have been generous and all we can hope is that they continue them in some form to continue to encourage the public to move forward with purchases. If you Read on...this LA Times article discusses the issues.

Electric cars about to cost more in California

The state has run out of the \$5,000 rebates it was giving drivers who bought all-electric vehicles such as the Nissan Leaf and Tesla Roadster. Also, prices for the Nissan Leaf are going up.



A 2011 Nissan Leaf is displayed in May at a Transportation Department news conference on fuel-economy labeling. (Alex Wong, Getty Images / July 21, 2011)

By Jerry Hirsch, Los Angeles Times

July 21, 2011

It's going to cost more to buy electric cars in California.

The state has run out of the \$5,000 rebates it was giving people who purchased all-electric vehicles such as the Nissan Leaf and Tesla Roadster.

That's on top of a price increase for the Nissan Leaf. The automaker said this week that it

would raise the price of the base model when the 2012 cars come out this fall by \$2,420 to \$36,050, including destination charge. The higher-trim-level Leaf SL will go up \$3,530 to \$38,100, including destination charge.

But there could be some relief for those who were on the waiting list for the \$5,000 rebate. The state's Air Resources Board on Thursday will consider a recommendation to provide rebates of \$2,500 to about 500 people who have already purchased cars and who were on the waiting list.

The vote would provide additional funds for about 5,500 rebates — also \$2,500 — for electric cars and some other types of zero-emission vehicles such as the hydrogen vehicles that some automakers offer through experimental lease programs, said Mary Fricke, spokeswoman for the Air Resources Board.

None of this affects the \$7,500 federal tax credit used to spur sales of electric vehicles and plug-in hybrids, such as the Chevrolet Volt. The Volt doesn't qualify for the state rebate, though emission-control upgrades to the vehicles expected sometime next year could put it on the list.

The rebates are intended to promote the production and use of zero-emission vehicles, known as ZEVs, which include electric, plug-in hybrid electric and fuel-cell vehicles.

"The government is saying that if you are an early adopter, be prepared to pay for it," said Jesse Toprak, an analyst at auto information website TrueCar. He said there's enough demand for electric vehicles to absorb some price increases and shrinking rebates, at least for the next year or so.

It's not a surprise that the California rebates are shrinking, said Brian Wynne, president of the Electric Drive Transportation Assn.

"The California rebate already has been a particularly generous incentive," Wynne said.

Though incentives are helpful to increasing sales, the electric-car industry has to get to the point where its vehicles are competitive with traditional internal-combustion-engine cars, he said. That will require production in greater volume and price decreases for batteries and other components.

Non-financial incentives, such as carpool-lane permits for electric vehicles, can be just as important to increase sales as dollars from the government, especially in regions such as California that are known for traffic congestion, Wynne said.

The number of electric-car offerings is about to grow. Other automakers have battery-electric and plug-in offerings set to hit dealerships in the next 18 months, including the Mitsubishi iMiEV, the Ford Focus Electric, the Toyota Prius plug-in hybrid, the Toyota RAV4 electric, the Honda Fit EV and a plug-in hybrid version of the Honda Fit.

Nissan also is gearing up Leaf production. It is investing about \$1.7 billion — mostly from

federal Department of Energy loans — in an electric-car battery factory and other upgrades at its massive factory complex in Smyrna, Tenn. It plans to start building the batteries and cars at the factory by the end of 2012.

On Wednesday, Nissan said it would produce the electric motor for the Leaf starting in early 2013 at its Decherd, Tenn., powertrain assembly plant. The factory will add about 90 jobs and will have the capacity to produce up to 150,000 electric motors annually for the Leaf, which will be built in Smyrna.

Nissan has sold 4,134 of the battery-powered electric cars this year. [General Motors Co.'s](#) Chevrolet, by comparison, has sold 2,745 of its Volt car, which is technically a plug-in hybrid because it runs on electricity for about 40 miles before a gasoline-fueled generator kicks in to extend the vehicle's range. Chevrolet also is ramping up Volt production.

As the Crow flies:

Here is a picture of how conversion folks (this one is David Crow) can charge up at a public J1772 charging station. More and more people are building/buying adapters that allow use of the J1772 power system. These adapters trick the EVSE (Electric Vehicle Supply Equipment) into supplying power. Once the power is on, you can use any EV charger to charge the vehicle. Does it work...Yes. Does it by-pass the original designed J1772 safety mechanisms...Yes. Does it matter? That is up to you. Can we make the assumption that as long as it is not abused or no one causes damage with it, the EVSE companies will not implement another method to prevent these solutions to be used?





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

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



First Last
Other Street
Other City, Other State Other ZIP

Address Correction Requested