

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: Main Conference Room

Next Meeting: Monday, Aug. 22, 2011 @ 7:00 p.m.

Program: General Topics

From the President:

There are a lot of great EVents coming up. Make sure to check out the EVents section to see all that is going on.

News:

Costco Rips Out EV Charging Stations
Costco, the membership warehouse-club chain, was an early leader in offering [electric-vehicle](#) charging to its customers, setting an example followed by other retailers, including Best Buy and [Walgreen](#). By 2006, Costco [had installed 90 chargers at 64 stores](#), mostly in California but also some in Arizona, New York and Georgia. Even after General Motors crushed its EV1 battery cars, the Costco chargers stayed in place.

Yet just as plug-in cars like the Nissan Leaf and [Chevrolet Volt](#) enter the market, Costco is reversing course and pulling its chargers out of the ground, explaining that customers do not use them. "We were early supporters of electric cars, going back as far as 15 years. But nobody ever uses them," said Dennis Hoover, the general manager for Costco in northern California, in a telephone interview. "At our Folsom store, the manager said he hadn't seen anybody using the E.V. charging in a full year. At our store in Vacaville, where we had six chargers, one person plugged in once a week."

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From the Treasurer

It's interesting to see another method to test Electric Vehicles by using the "Car – Sharing" method that has been used in other big metropolitan cities and by other companies. One of the larger companies is ZipCar and car sharing memberships have grown rapidly from 1,600 members in 1999 to over 16,000 members in 2010 throughout North America. This is actually a clever idea because this method allows Daimler to show that "Electric Smart Cars" are available from Daimler (and that not just General Motors and Nissan have production electric cars available). But, it also gives them a great test-bed for testing a large number of Production Electric Vehicles under one of the most severe testing conditions possible ... use by the general public. The following article does a nice job of discussing Daimler starting this Operation in SAN DIEGO !



San Diego Gets Smart, Hosts 100% Electric Car Sharing Scheme
Nikki Gordon-Bloomfield - Contributing Writer

City CAR sharing schemes have become more popular in recent years as the cost of owning a car sky-rockets, but until now they've focused on traditional gasoline-engined cars. Not any more. The City of SAN DIEGO has just become the first North American city to host a car-sharing scheme made up entirely of tiny two-seat electric cars.

Ran by car2go, a subsidiary of Daimler North America, the scheme will give all members access to 300 Smart ForTwo

electric drive cars spread throughout the city, eliminating the worry of owning a car but giving them all the freedom. Payment is handled through an automated system, which also tracks the location and state of charge of each car. Registered members can then find out the location of the nearest car via an array of smart phone apps or using the car2go website.

While the diminutive Smart ForTwo Electric Drive is probably not the first electric car that consumers think of buying when looking for a new car, its tiny dimensions, high seating position and go-cart like qualities make it ideal for inner city travel. It's a view shared by Dr. Annette Winkler, Head of Smart. "Right from the beginning, the Smart ForTwo was designed for electric drive and that shows. I love driving the smart electric drive and I am convinced that the car2go members in California will enjoy using this forward technology to get around their home town San Diego." But what about the Smart ForTwo Electric Drive's 84 mile range per charge? And what about recharging? That's not a problem, according to car2go. Apparently the distance covered by car2go members in other schemes throughout the U.S. is rarely above 6 miles per trip, meaning that the all-electric Smarts could provide at least 14 average rental trips throughout a day. And if the cars need charging, car2go members will be able to use one of the 1,000 charging stations currently being installed in the San Diego area by charging station provider Ecotality. With such a limited market appeal car, Daimler's decision to push its all-electric smart into service in the car2go scheme is a stroke of genius. Not only does it allow the automaker to put large numbers of the car through severe testing at the hands of the general public, but it helps to get the cars noticed in an electric car world dominated by the likes of NISSAN and Chevrolet.

When all is said and done, The Smart For Two is still a very small vehicle, with only so much room for batteries. It's looks probably "put off" a lot of the general public but in this application maybe it is the correct vehicle to allow people to use an all electric vehicle without having to travel too far or without too much anxiety. Perhaps it will be a good way to expose a lot of the general public to their first all Electric Vehicle. But, I still didn't think it really had the range of 80+ Miles. I may have to rent the car and test it out!

Events:

EVcon

For five days beginning September 21st however, it will become the center of the electric car conversion universe as Jack Rickard and his "compadre and consigliere" Brian Noto of [EVTU](#) host the Electric Vehicle Conversion Convention (EVCon).

SDG&E - Multi-Unit Dwelling Vehciel Charging

Learn about the stakeholders involved, the decision process flow and possible issues for multi-unit dwelling communities interested in the installation of vehicle charging units for electric cars.

Tuesday, August 23, 2011

(Seminar #6272)

Time: 9:30 a.m. – 11:00 a.m. (9:15 a.m. check-in & **continental breakfast provided**)

Cost: **No fee**

Location: SDG&E Energy Innovation Center 4760 Clairemont Mesa Blvd. San Diego, CA 92117

Pre-registration is required. Register online at: seminars.sdge.com

CCSE - High Performance Home Fueling Station

Now that your home is your fueling station, make sure it's as high performance as your new electric vehicle!

Date: [September 13, 2011](#)

Time: 6:00 – 7:30 pm (dinner provided)

Place: California Center for Sustainable Energy

8690 Balboa Ave., Ste. 101 Kearny Mesa, San Diego, CA

This workshop explores the connection between electric vehicles, energy efficiency and renewable energy. Come and learn how you can:

- Reduce your energy bill with energy efficiency upgrades and renewable energy

- Take advantage of new incentive programs for energy efficiency and solar PV

- Improve your home's comfort, health and safety via energy efficiency upgrades

- Achieve Zero Net Energy and energy independence at home

The presentation will also include an open discussion and time for questions.

[REGISTER NOW](#) at energycenter.org

City of La Mesa

The City of La Mesa Environmental Sustainability Commission is pleased to announce the fourth annual "Sustain La Mesa" Environmental Festival and "Our Planet, Our Home" K-12 Environmental Literacy and Art Contest, Saturday, October 8, 2011, at Harry Griffen Park from 10:00 a.m. to 2:00 p.m. We hope your group can participate. Since the event is educational and not commercial, there is no fee for booths, and we will provide a table and two chairs.

If you would like to reserve a space, please contact Scott Munzenmaier at smunzenmaier@ci.la-mesa.ca.us by August 12, 2011. Let us know your needs so that we may situate you appropriately:

There are shade trees over much of the park grounds. Please let us know if you will bring a canopy so we can provide sufficient space. Electricity is available upon request. Sunny spots can be reserved for those who need solar energy.

Booth set up is available from 7:00 a.m. We ask that cars be parked and booths set up by 9:00 a.m., and that all booths remain open until the Festival ends at 2:00 p.m. A map of assigned spaces will be provided to you prior to the festival. Additionally, we will be putting together a Festival program. If you have a scheduled hands-on activity or workshop as part of your exhibit that you would like included in the Festival schedule, please let us know so that we can coordinate times to allow the public to attend as many activities as possible. If you have any questions, please contact Scott at 619.667.1338 or by email at smunzenmaier@ci.la-mesa.ca.us. Thank you again for your efforts to help spread the message of environmental sustainability.

From a member of the MAEAA chapter of the Electric Automobile Association (the other EAA) in Kansas City, MO Cross-posted from Plugin-cars. A dirty dozen arguments against EVs

Electric vehicles (EVs) are a sales flop and a dismal failure. Or so I was told this week, last week, and the week before by respected newspapers (an oxymoron).

The "sales flop" part surprised me, since I am one of thousands of people waiting in line to buy my electric vehicle. I made my reservation for the car in April 2010, and am hoping for delivery by April 2012. If a car has a two-year wait list, is it a sales flop?

The latest article's author, like the others, conveniently left out the part about the long waiting list. And he left out a few other things as well. Maybe these folks are just too busy to check their facts. Or maybe something else is going on.

To a true EV-hater, the image of an electric car will always be the small, weak, battery-powered vehicles from the 1970s. Preferably, the EV will be depicted on a flatbed truck, being towed after running out of electricity.

Whatever the reason, the media often has an irrational disdain for electric vehicles. And a similar disdain is common among the general population too (who read the newspapers). The same EV-hating arguments are repeated ad nauseam in the media. After analyzing the key arguments of the EV haters, I have compiled what I believe is the first-ever "EV-Hater's Guide to Hating Electric Cars." If you really hate EVs -- and you know who you are -- then this Dirty Dozen Guide is especially for you.

First, commit these "EV Haters' Facts" to memory:

- 1) EVs are totally overpriced. Point to the \$109,000 Tesla Roadster super car as your only example. If you're forced to compare prices with a Nissan LEAF in the mid- to high-20s after tax breaks, then perform a lengthy comparative cost analysis contrasting the LEAF to a \$12,000 gasoline car to prove that the EV is more expensive.
- 2) Plugging them in will crash the grid. Forget that most electric car charging will occur during off-peak times. And forget that the EV charger on the Nissan LEAF draws a modest 3.3 kilowatts. Just for fun, make the grid-crashing claim while your 4.4-KW clothes dryer is running.
- 3) EVs are worse for the environment than a gasoline car. It's not true, but if you say that often enough, people will believe it. Then roll your eyes and point out that producing electricity for an EV emits pollution too. And what about those batteries? Imply that they're made out of poison that will pile up in our landfills.
- 4) EVs are just a status symbol for Eco-snob. Remember, the EV is always a symbol for something that you hate. It's not a car.
- 5) EVs are a sales flop. Never mention the huge unmet demand and the production bottleneck. Never mention the long waiting lists. Small sales numbers in the first few months of introduction prove that no one wants to buy one. That is your basic belief. Period.
- 6) Shout it: Limited range! This is the one gripe about electric cars that is actually true, so get all the mileage out of it that you can. Associate limited range with the word "anxiety," "range anxiety." Say it again: "range anxiety." See how delightfully negative that makes you feel. And if an EV-lover mentions that gasoline cars run out of fuel, too, just look at them like they are crazy, and then change the subject. It doesn't matter how much electric horsepower the latest electric cars offer, all EVs are golf carts.
- 7) Now, swear (on a stack of Hummer owner manuals) that you'll never talk about these things:
- 8) NEVER mention fuel costs. Just don't go there. A typical gasoline car will burn about \$20,000 worth of gasoline over its 128,500-mile lifetime, while an EV will run the same distance for less than \$4,000 of electricity. If people start mentally adding that extra \$16,000 to the cost of their gasoline car, it's game over.
- 9) Never mention timing belts. I just spent \$1,500 getting one replaced in my gasoline car. Of course, an EV owner will never have to do that. Similarly, oil changes and other costly service and maintenance are non-issues with an EV. Keep that quiet, okay?
- 10) Never mention the luxury ride quality. People spend tens of thousands of dollars extra for gasoline cars that have a smooth and quiet ride. An even smoother and quieter ride is standard with an EV. Avoid mentioning that, and remember to mutter something about golf carts.
- 11) Never mention the future. The cost of an EV will go down by thousands in the years ahead as production costs fall -- especially the cost and increased efficiency of batteries. Along with the cheaper price will come longer range, faster recharging, more choices, better performance, and other improvements. EVs are price-competitive already. In a few years, EVs will be a distinctly better value than gasoline cars. Shh. Just keep saying that they're too expensive.
- 12) According to the Southern California Mitsubishi EV Sales Manager, his biggest problem is to convince the dealers to sell the i MiEV electric car because the service department is their main source of income. His poor argument to convince them is, "Every i MiEV customer will have to return to the dealership after 35,000 miles for a new air filter."

There you have it, EV haters. Please don't bother to take an electric car out for a spin to see for yourself, or to ask an EV owner about the real-world experience of driving an electric car.



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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