

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: Main Conference Room

Next Meeting: *JUNE 25th - Pizza Social*

Program: Pizza Social

DON'T FORGET NO MEETING THIS MONDAY!

Presidents Message:

Well folks, it is starting to happen. Lloyd and I are getting very busy with other things and the EVAOSD is not getting the time it needs/deserves. The EVAOSD needs some ambitious members to start taking on the torch. We have tried subtly, we have tried aggressively, we get flashes of help now and again, but we need a matriarch to grab this baby and take it to the next level. If you think you have the right stuff (or a library card), then sign up and come along for a magic carpet ride.

Also, if you are a Car2Go member or have an EV and want to be able to move them, they have a "friends of EV" class membership that doesn't charge you for hopping in and moving their cars out of the charger space so you can charge. Just call them up and ask them about it. It's a nice service seeing as they are taking up most of the EV charging stations around the county! They are trying to be conscience of others, but the best way is to let us move them when we need them.

Next month is our Pizza Social. Don't forget to bring your own snacks if you don't like Pizza. A pre-thanks to those who bring other goodies like salmon rolls and cookies!

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From the Treasurer

PLUG-IN VEHICLE DRIVERS OFTEN GET LOWER INSURANCE RATES

I've attached the following article, since this is an area that is near and dear to my heart. I also find it interesting that Profit making Insurance companies would really lower their rates. But, with further reflection, and picturing Joseph G. driving like an old lady (or man), it would make some sense statistically to lower rates. EV drivers are probably slower and safer than most other classes of drivers out there on the road. It's also interesting to see the comments section and what the general public thinks. Hyper-miling EV drivers may be the new standard discount class with the insurance companies.



Plug-In Vehicle Drivers Often Get Lower Insurance Rates.

By Danny King RSS feed
Posted May 24th 2012

Plug-in vehicle drivers are probably less likely to get cited for shredding rubber or doing 80 in a 50 zone and, apparently, insurance companies are taking note.

Drivers of vehicles like the Nissan Leaf, Mitsubishi iMiev battery electric and Chevrolet Volt extended-range plug-in hybrid pay, on average, lower insurance premiums than their conventional-vehicle counterparts, according to the Detroit Free Press.

Companies like Hartford Insurance have started offering a five percent discount for U.S. electric vehicle drivers, apparently taking into account statistics that show that these drivers tend not to speed or rear-end other folks, the publication reported.

Of course, there are some insurance companies that charge more to insure plug-ins because of their higher price tag, compared to gas-powered vehicles of a similar class. Still, on average, EV drivers appear to be paying less. Specifically, a typical Leaf driver pays about 15 percent less than a driver of a Nissan Maxima, whose base price is about 15 percent less than the Leaf's. News Source: DETROIT FREE PRESS

16 Comments

Spec

Pure EVs will probably rarely be stolen since the thieves can't get more than 100 miles away. And how are they going to charge it?

goodoldgorr

Of all the plug-in cars only the volt and prius plug-in make sense. At least you can drive from key-west to alaska without problems, we can't say that from tesla, imiev, leaf, focus ev. We can also drive that same road with a honda clarity if they fit an hydrogen electrolyzer to that car.

Ele Truk

You don't buy an EV for long trips, they are commuter cars. The average American drives 40 miles or less each day. If you are looking for a primary car, then yes a plug-in hybrid is the better choice. However if you already have a car (or two) and are tired of throwing money to the oil companies, then by all means look into EVs as an alternative, especially if you have a regular daily commute to work.

Spec

And how many times do people drive from Key West to Alaska? *rolls eyes*

EZEE

Insurance companies, mean spirited and hateful that they are, figure rates on math. If they see a lower number of claims, they cut rates. If higher, they raise rates.

I know I know, they are evil, so why cut rates? Well, simple., they want the business, because they will pay fewer claims. Fifty percent of nothin is nothin! You can bet they are watching the Fisker closely....

Ele Truk

I use Farmers insurance, and they gave me an alternative fuel discount 5 years ago when I bought my Ford Ranger EV. 5 years ago they didn't really have any statistics on EVs, so they offered the discount as a policy and not based on numbers, which is one of the reasons I continue to use them.

Kevin Gregerson

The electric vehicle driver is an enthusiast, thoughtful of driving without paying tons of money in doing so. They are more likely to be fit, they love the drive, and they are likely to be paying more attention to the road.

Letstakeawalk

It would be nice to know the demographics of the owners; many factors play into lower insurance rates.

I wouldn't be surprised to find out that EV owners are more highly-educated, better-paid, live in safer neighborhoods (with garages instead of on-street parking), and are generally a little older, with multiple cars insured by the same company.

This applied to Hybrids a few years ago. The demographic of the driver/owner is probably what is driving the discount.

SVX pearlie

"I wouldn't be surprised to find out that EV owners are more highly-educated, better-paid, live in safer neighborhoods (with garages instead of on-street parking), and are generally a little older, with multiple cars insured by the same company."

Exactly right. All of these drive premium discounts.

DaveMart

With apologies due to the non-working tips system I will repeat an OT post I made yesterday here:

'We have the figures for French sales of electric vehicles for the first 3 months of 2012, and they are pretty bad, although commercial vehicles - the Kangoo ZE - are a bit better.

I can't reconcile the gross sales figure they give of 1,594 with the breakdown they give, but any way you look at it they are bad.

<http://www.lesechos.fr/entreprises-secteurs/auto-transport/actu/0202071813133-le-marche-francais-du-vehicule-electrique-cale-au-demarrage-325635.php>

Breakdown:

http://www.lesechos.fr/medias/2012/05/22/325635_0202073384308_web.jpg

The breakdown figures are:

Ion (Peugeot version of Mitsubishi) 96

Bluecar (the one used for the Paris autolib, so that would be almost all sales) 982

Mia 189

Kangoo 649

Twizy (surprise hit!) 935

Since most of these were corporate sales, probably including the Kangoo, the little Twizy aside it basically means that French private customers are not buying electric, although of course the one which is expected to be the best seller, the Zoe, is not out yet.

As is pointed out here, the French Government was expecting electric sales of 100,000 this year.

It ain't gonna happen.

<http://blogs.lesechos.fr/dominique-seux/le-flop-de-la-voiture-electrique-a10665.html>

The depressing thing is that France is ideal for electric vehicles, with shorter average journeys, a supportive Government, and cheap surplus nuclear power overnight.

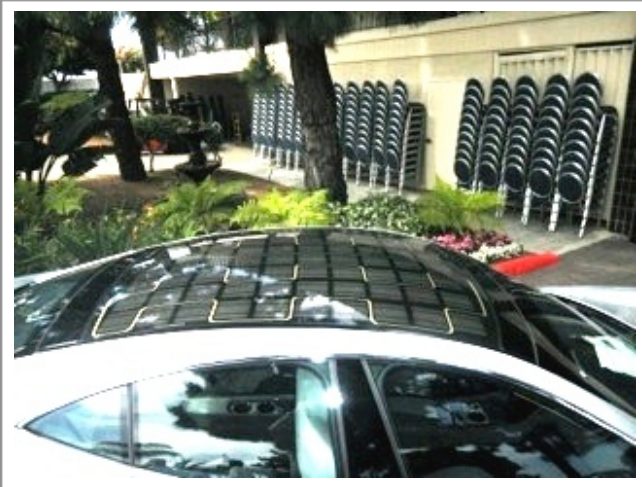
There is a lot riding on the launch of the Zoe.'

Picture Gallery:

Attached are some pictures from the SDG&E Energy expo. My S-10 was the only converted vehicle there. The truck was placed between the Fisker and the Coda which was nice. The Fisker has a solar panel that is actually used to charge the traction pack which Fisker claims to get an extra 200 miles per year. The best picture of the solar panels is on the Fisker web site.

Examples of electric and hybrid trucks were there also. Over all it was a nice even mix.

Thanks
Lee Campbell



A Touch of History:



Priced Right For Your Budget

Besides reduced maintenance and operating costs, the Kewet Compact offers market-competitive pricing. The 1993 Kewet has a base price of \$12,900. Right-side drive is available for an additional \$1,000, a sun roof for \$500 and an AM/FM stereo cassette for \$250. Other options include a 220-volt automatic charger, regenerative braking and maintenance-free, gel-cell batteries.

PRIUS

BATTERY PACK REPLACEMENT



Does your **First Generation Prius** (2001-2003) need new batteries? Is your fuel economy (MPG) dropping? Why not let the **Kick Gas Car Club** guide you through a simple DIY battery replacement while you act as your own contractor? At \$2,500, the cost is a little over half of what most local Toyota dealerships charge for the installation of a new battery pack. The KGCC will be installing Re-inVolt remanufactured battery packs, and turnaround is fast. Re-inVolt battery packs contain the higher density energy cells found in the Second Generation Prius. These "Gen2" cells reliably last 225,000-250,000 miles with like-new performance and less corrosion. Re-inVolt replacement battery packs come with a 12-month, unlimited miles guarantee.

See www.re-involt.com and www.kickgasclub.org.

Please contact
Mr.Q at
<quevedo@cox.net>
for any additional
information you
may require.

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
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