

# 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](mailto:EVAOSD.Newsletter@DriveGasFree.com)

Website: [www.evaosd.com](http://www.evaosd.com)

### Officers:

President: Joseph S. Gottlieb

Vice President: Lloyd Rose

Treasurer: Richard Rodriguez

Secretary: David Crow

Program Chairman: Staff

Newsletter Editor: David Crow

Webmaster: Russ Lemon

Librarian & AV: Lloyd Rose

**Regular Meetings:** Our monthly meeting location is in transition. Please, check date and location below (No meeting in December)

### Meeting Location, Date and Time:

**Studio Diner (back patio)  
4701 Ruffin Road, San Diego  
June 24<sup>th</sup> (Tuesday), 6:30 P.M.**

**Program: Club activity, News, future events**

### Inside this issue:

- 1 Newsletter Topics
- 2 Message from the President
- 3 750 HP Mustang Conversion
- 4 Harley Davidson EV
- 5 EVAOSD at Junior Solar Sprint
- 6 NEVs for Sale
- 7 Subscription

### Newsletter Topics:

#### Powerful EV Conversion



#### Harley Goes Electric



#### EVs at Solar Sprint



## Message from the President

by Joseph Gottlieb

What makes me feel GREAT about the electric car movement is the fact I can still be surprised at who is switching to electrons. Take a trip back with me to a vacation as a kid in Marathon, FL. It's the last stop before the 7 mile bridge to Key West. I am sitting on a porch with ridiculously high humidity and I start to hear a thunder that didn't seem to go away. It just kept getting louder and louder. I asked my Dad what it was and he said "It's those crazy poker run harley guys making their annual trek to Key Weird". Next thing I know, miles and miles of Harley Davidson's passing by with a roar that is indescribably loud. I wondered, as I held my hands over my ears, how these guys enjoyed cruising through the mangroves and serene beauty on something that is akin to lighting a long string of ladyfinger firecrackers under your posterior.

Fast forward to my later teens and that visceral rumble and roar was embedded in my soul as power! Even today I still get a rush from hearing the roar of a strong engine. However, I am even more excited to see companies like Harley Davidson making an electric version of their bike for those of us who have now replaced that need for the rumble to one that is more in tune with a nice quiet cruise through mother nature. You will still get bugs in your teeth, the wind in your face and speed to tear off your toupee, just not the hearing loss.

-Joseph



**Harley Davidson LiveWire Electric Motorcycle**

## A 750 Horsepower Electric Mustang To Silence The Haters

Christofer DeMorro, GAS2.org, June 2014

Finally, somebody is taking a classic Ford Mustang, and stuffing a powerful electric drivetrain under the hood. That someone is John Wayland of Plasma Boy Racing and White Zombie, the 10-second 1972 Datsun EV. He isn't alone though, having teamed up with eager Texan tech CEO named Mitch Medford, who had the dream of a powerful electric Mustang as a Tesla competitor.

Together, John and Mitch have built a 750 horsepower 1968 Ford Mustang that runs on pure electricity, and can dash from 0 to 60 MPH in 3 seconds flat. Hemmings Auto Blog reports that Mitch came up with the initial idea of building a high-power, all-electric classic Muscle car. During his research, the name John Wayland kept coming up, so Mitch eventually reached out, and the two found enough in common to strike up a business partnership. Together they assembled a team to make the dream come true.



Here is a [web video](#) of the Black Zombie burning rubber at the drag strip

That dream came in the form of a 1968 Ford Mustang, originally powered by a 289 V8. That engine was removed in favor of dual 11-inch electric motors and a pair of Zilla controllers, a Gear Vendors overdrive unit, and a 40 kWh Kokam battery pack. This setup is good for an estimated 750 horsepower, 1,800 ft-lbs of torque, and about 120 miles of driving. The drivetrain adds about 600 pounds to the Mustang's weight as well, but I think 1,800 ft-lbs of torque more than makes up for that. Coilover shocks, 13-inch disc brakes all around, and a Strange Engineering 9-inch rear end help put that zero emissions power to the pavement. Let me again mention that 0 to 60 MPH figure of 3 seconds. Mmm mmm good.

Granted, we've seen electric Mustangs before, even classic Mustangs, but they've all been slow, short range vehicles built at home. This is more along the lines of traditional, high-end hot rodding, which has seen an explosion of popularity in recent years, something Mitch and John intend to take advantage of.



They've formed a company named Bloodshed Motors to market their idea to a market hungry for fast and expensive EVs, the first of which is called Black Zombie. The line of electric Mustangs is being called the Zombie 222 package. They estimate that if Bloodshed provides the donor car, a conversion would run in the \$200,000 to \$250,000 range, depending on the desired range and power specs. Sounds like a lot, and it is, but people have paid far, far more money for Mustangs with much less power. With the average Tesla Model S running over \$100,000 out the door, there's obviously a market interested in electric vehicles that do more than just save the environment, and it's not so far fetched to imagine dropping this drivetrain into any American classic.

Go green. Go fast. Go in style. Anybody wanna loan a brother \$200,000?

## Harley-Davidson to Unveil Electric Motorcycle

'Some people get on it thinking 'golf-cart' and get off it thinking 'rocket ship.'

By: M.L. Johnson, The Associated Press, June 19, 2014

MILWAUKEE—Harley-Davidson will unveil its first electric motorcycle next week, and President Matt Levatich said he expects the company known for its big touring bikes and iconic brand to become a leader in developing technology and standards for electric vehicles. Harley will show handmade demonstration models Monday at an invitation-only event in New York. The company will then take several dozen riders on a 30-city tour to test drive the bikes and provide feedback. Harley will use the information it gathers to refine the bike, which might not hit the market for several more years.

The venture is a risk for Harley because there's currently almost no market for full-size electric motorcycles. The millions of two-wheeled electric vehicles sold each year are almost exclusively scooters and low-powered bikes that appeal to Chinese commuters. But one analyst said investment by a major manufacturer could help create demand and Levatich emphasized in an interview with The Associated Press that Harley is interested in the long-term potential, regardless of immediate demand.



"We think that the trends in both EV technology and customer openness to EV products, both automotive and motorcycles, is only going to increase, and when you think about sustainability and environmental trends, we just see that being an increasing part of the lifestyle and the requirements of riders," Levatich said. "So, nobody can predict right now how big that industry will be or how significant it will be."

At the same time, Levatich and others involved in creating the sleek, futuristic LiveWire predicted it would sell based on performance, not environmental awareness. With no need to shift gears, the slim, sporty bike can go from 0 to 60 mph in about 4 seconds. The engine is silent, but the meshing of gears emits a hum like a jet airplane taking off. "Some people may get on it thinking, 'golf cart,'" lead engineer Jeff Richlen said. "And they get off thinking, 'rocket ship.'"

One hurdle the company has yet to address is the limited range offered by electric motorcycles. The batteries must be recharged after about 200 kilometers and that can take 30 minutes to an hour.

San Jose State University police Capt. Alan Cavallo helped his department buy two bikes from Zero Motorcycles, the current top-selling brand, and said officers have been “super happy” with the quiet, environmentally friendly bikes made nearby in Scotts Valley, California. But he said American riders who like to hit the highway would likely lose patience with the technology. “That’s the deal with the cars; you can’t jump in a Tesla and drive to LA, it won’t make it,” Cavallo said, adding later, “People want the convenience of ‘I pull into a gas station, I pour some gas in my tank and I go.’”

Zero Motorcycles introduced its first full-size motorcycle in 2010 and expects to sell about 2,400 bikes this year, said Scott Harden, the company’s vice-president of global marketing. That would give it about half of the global market for full-size, high-powered electric motorcycles. In comparison, Harley-Davidson alone sold more than 260,000 conventional motorcycles last year. But John Gartner, a research director for the consulting firm Navigant Research, said having large, well-funded companies get into the electric motorcycle market could give it a significant boost. The major automakers helped drive sales for hybrid and electric cars, he noted. “Their marketing budgets are much larger and they have dealerships set up everywhere, and so it’s much easier for companies like Ford, BMW and Honda to advertise about their electric vehicles,” he said.



Levatich said true growth will require common standards for rapid charging and other features, as well as places for people to plug in. Harley expects to play a key role in developing electric vehicle standards, and its dealership network could provide charging stations to serve all drivers, he said. “We’ve been very silent up to this point about our investment in EV technology,” Levatich said. “. . . but now that we’re public, and we’re in this space, we expect to be involved and a part of leading the development of the standards, and the technology and the infrastructure necessary to further the acceptance and the utility of electric vehicles.”

[Hit this link](#) for a video that will give you goosebumps!  
I suggest you play it loud. - EVAOSD Editor

# Junior Solar Sprint Saturday, June 7, 2014 At San Diego Electrical Training Center

EVAOSD Members showed-off their conversions along side some Teslas during a solar car race designed for middle school students. About 300 students, teachers, and parents attended. Rep. Scott Peters stopped by, too.



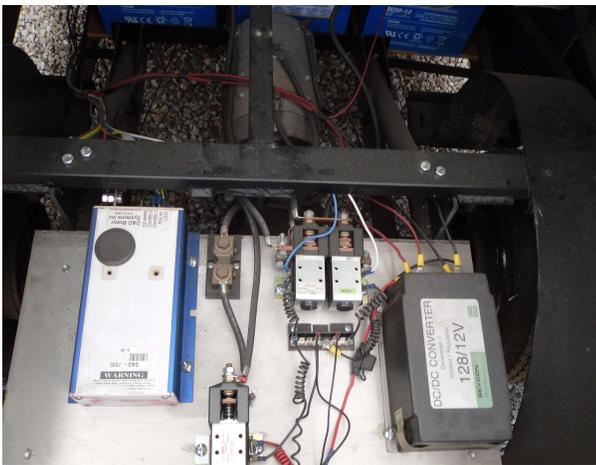
**Farhad Sorourifar, Lee Campbell, and Dave Crow EVs with some Teslas that happened to be in the neighborhood.**

### FOR SALE



**1978 Electra King NEV**  
**Cruise Speed: 20 MPH**  
**Street Legal and registered**  
**Currently running on AGM batteries**  
**Full pack of replacement**  
**Lithium cells included in deal.**  
**Lithium range: 20 Miles**

**\$3,500 or best offer.**  
**Contact Bob at:**  
**2bobv@cox.net**  
**On Craig's List, "Inland Empire"**



## City 2

### Electric Run-About



**AVAILABLE COLORS:** white, gray, yellow, maroon  
**AC Motor 72V**  
**Six 12v Deep Cycle Lead Acid Batteries (Trojan)**  
**Range: 30 miles**  
**Approximate re-charge: 4-5 hours**  
**Overall length: 8 feet, 10 inches**  
**Width: 4 feet, 10 inches**  
**Curb weight: 1,900 pounds**  
**Transmission: automatic with reverse**  
**Sevcon controller**  
**Brakes: front disc, rear shoe**  
**4-wheel MacPherson Strut independent suspension**  
**Leather seats**  
**Alpine Stereo Radio**  
**Electric windows**

Distributed by Bud Hulst

**Go-Electric EV — San Marcos, CA**  
 go-electricev@roadrunner.com  
**760.612.5022**  
**Made in South Korea**  
 by CT&T Co., Inc.

**THE "CITY 2" IS A LOW SPEED VEHICLE**

# 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) \_\_\_\_\_

(\$10 each ) 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: Richard Rodriguez, EVAOSD Treasurer; 2755 Dos Aarons Way, Suite A, Vista, CA 92081

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

Address Correction Requested