

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

And we're on Facebook (<https://www.facebook.com/EVAofSanDiego>)

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

Monthly Meetings: During the 4th week of the month, day depends on venue.
(No Meeting in December).

Meeting Location, Date and Time:

Coleman University, Hopper Hall

8888 Balboa Ave

San Diego, CA 92123

Monday, 23 Nov 2015, 7:00 P.M.

Program: News, Projects and Coleman meet

Newsletter Topics:

“The Future” Display



Drive the Dream



Fastest EV in Europe



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Message from the President

Hi All,

Happy holidays everyone. It's our last meeting of the year! Dave has done an amazing job of keeping me on task and taking charge of keeping the EV torch alive. The EVAOSD would be defunct if it wasn't for his drive to keep us alive. Thank you Dave!

For the rest of us, we need to get off our electric laurels and start helping more. As time goes on, electric cars become a more relevant option for people, however, people tend to forget and now pass by the electric option because the stigma of lack of range is still there. Let's end this year by talking to someone you don't know about electric cars and see if you can get a few folks into the dealerships to take a look or help them starting to buy parts for building their dream car. Have a great rest of the year. Hope to see you at this month's meeting.

-Joseph



Everyone deserves a Tesla for the Holidays!

"Balboa Park, the Future"

By Mark Maynard, San Diego Union Tribune, Nov. 5, 2015

Look to the future of transportation from the 1950s forward in the San Diego Automotive Museum's latest special display, "Balboa Park, the Future."

The San Diego Automotive Museum looks to the future of driving as it closes its yearlong tribute to the 1915 and 1935 Centennial Exhibits in Balboa Park.

"Balboa Park, the Future" features advanced technologies, concept design and presentations about what the driving experience will be in the next generation. The special display of 11 vehicles (including an electric bicycle) and interactive displays will run through Jan. 29, 2016.

This exhibit features a 2000 Nissan Hyper Mini (on loan from Nissan Design America in the University Town Center area) and a 2000 24.7 Ford Concept pickup. There is a locally designed and built three-wheel, single-seat electric roadster with an 80-mile and an 80 mph top speed and the skinny 1999 Tango EV.



Tango, Electric Car

Contemporary EVs include a 2016 Smart fortwo electric, a 2015 BMW i3 electric car and a 2015 Stromer ST1 electric bike. Space-age-looking entries include a 2015 Polaris Slingshot — a slash-up of styling, on loan from Motoworld of El Cajon. This wicked, three-wheeled, two-seat roadster — weighing 1,743 pounds — is powered by a 173-horsepower, automotive 2.5-liter four-cylinder engine with five-speed manual transmission.

Dreams lost in the dust include a 1981 Delorean DMC 12 and a 2012 Fisker Karma. And reaching back with future technology is a 1924 Ford Model T that has been converted to run on hydrogen.

SDG&E is the community partner for this exhibit and has staged a display about plugged-in cars. There's also a video of Terrafugia's hybrid-electric flying car prototype. "This Boston-based company is making the 1962 vision of the Jetsons flying car something that is real and on the horizon," said museum director Paula Brandes.



Terrafugia Hybrid-Electric Flying Car on the Road

The museum, at 2080 Pan American Plaza in Balboa Park, is open 10 a.m. to 5 p.m. daily (last admission at 4:30 p.m.); closed Thanksgiving and Christmas.

Admission: \$9 adults, \$6 seniors (65 and over), \$5 students with ID, \$4 children ages 6-15. The museum is free to San Diego County residents and military with ID on fourth Tuesdays.

Info: (619) 231-2886 and sautomuseum.org.

California's Big Plans For the Future of Electric Cars

Justin Stoltzfus, The Cheat Sheet, October 28, 2015

We know that not all states are equal when it comes to electric and plug-in technology. And electric car enthusiasts on the East Coast know it all too well — many have never seen an electric charging station in our local community, or even within a 50-mile radius. We've rarely seen electric cars on the road — and we understand the reluctance of local mechanics to even work on these cars at all.

But that's not the way it is in the Golden State; officials, businesses, and third-party groups are arguing to advance the electric auto industry across the second-largest state in the country.

The [Drive the Dream event on October 15](#) gathered business leaders, industry players, state officials, and local utility providers under the same roof to discuss how to advance electric driving for the 21st century. Those in attendance heard speeches, looked at electric car demos, and did some green networking. The event was organized by partners including the California Plug-in Electric Vehicle Collaborative (PEVC), a public/private organization comprised of 47 members working together to move the PEV market forward in California.



Event participants also viewed some of the new technologies for electric car drivers — including the Chevrolet Bolt concept car. Nine auto manufacturers showcased 12 cars. The Tesla model S was there, along with the Nissan Leaf and other electric cars.

Another new design on display was the Toyota Mirai, a brand-new vehicle that Toyota promotes with an ambitious "Back to the Future" marketing campaign featuring guest appearances by none other than Christopher Lloyd and Michael J. Fox. The Toyota Mirai's biofuel design means it can drive on hydrogen for a practically zero-emissions result.

The [Drive the Dream 2015](#) event also included some exciting announcements about future plans by various parties within the state of California. The U.S. Navy announced intentions to lease more than 450 electric vehicles. San Diego Gas & Electric said it will add electric vehicles to its fleet, and the Los Angeles Department of Water and Power said it will use 157 new plug-in vehicles.

Southern California Edison talked about installing charging stations, and various business groups including automakers put forth their own ideas for promoting plug-in or electric fleets or otherwise outfitting some of their facilities. For example, Pacific Gas and Electric Company will invest \$35 million in electric car initiatives.



California Governor, Jerry Brown, attended Drive the Dream to help bolster the efforts of green auto enthusiasts. Brown talked about “both political parties — getting it done” and underscored the need for change, citing estimates that California imports 70% of its oil, and referencing spikes in gas prices. “The sun does blow hot and cold,” Brown said, contrasting the fickleness of the oil industry with the steadfast sustainability of renewables. “It continues to shine.”

In comments made on October 23, PEVC’s Deputy Executive Director, Josh Boone, discussed the organization’s future plans to promote the use of electric and renewable energy car technology. Drive the Dream, Boone said, was aimed at a business and industry audience, but his group also understands the need for more public awareness on the benefits of electric cars.

So the PEVC is planning “[public ride and drive](#)” events that will get more consumers behind the wheels of plug-ins. Some of these types of events have also been pioneered on the East Coast. Vermont, for example, held a Drive the Dream Vermont event on September 16.

Seeing electrical charging stations or electric cars on the road in your state may lead you to feel more confident about the future of this market, but big-ticket events like the October Drive the Dream occasion are also landmarks on the way to a greener transportation industry — and a futuristic world where more electrical stations sit alongside conventional gas pumps.

1970s Enfield 8000 Electric Car Hot Rod Now Quickest Street-Legal Electric Car in Europe

By NIKKI GORDON-BLOOMFIELD, Transport Evolved • SEPTEMBER 9, 2015

Back in the 1960s and 1970s, prompted in part by a run of oil crises which threatened to cut off oil supply to much of Europe and North America, large and small automakers alike were working hard to build fully-electric alternatives to the internal combustion engine vehicle.

Nearly every one was built with an optimistic, futuristic design, tiny wheels, and an even smaller electric motor. Powered by heavy lead-acid batteries, they had a limited top speed and limited range. Most never even made it to production, but the diminutive Enfield E800- ECC (Electric City Car) was one such vehicle.



All summer, Jonny and his team have pushed the enfield ever faster.

Built by a British-based automaker owned by greek millionaire Giannis Goulandris, many of the 120 or so Enfield E8000 cars built by hand on the Isle of Wight entered into service with British utility companies before becoming curios and collectors' items in the 40 years or so since their creation.

But one — now known as the “Flux Capacitor” — has forgone the quiet life as an antique vehicle to become Europe’s quickest street-legal electric hotrod, posting a 10.84 second quarter mile time at 121 mph at the Santa Pod Raceway in Northamptonshire, England.

As long-time readers to the site will know, the car now known as the Flux Capacitor was once owned by our very own Kate Walton Elliott, who purchased it for her mother to use as a zero-emission runabout for trips around her local village. After a terrible flood destroyed the original car however, the tiny blue Enfield found a new owner in the form of well-known motoring journalist and TV presenter Jonny Smith.

Jonny's goal? To make the vintage plug-in faster than a Tesla Model S.

The original motor in this electric car produced 6 kilowatts of power. Now it has more than 600.

Thanks to enthusiasm and help from some of the electric drag racing world's brightest minds, Jonny and his team tore out the Enfield's original 6 kilowatt electric motor and replaced it with not one but two massive 9-inch series-wound electric motors. Combined with a monster Zilla 2k power controller and a custom-built lithium-ion battery pack based on cells usually found in military helicopters, the Enfield's total power output rose to more than 600 kilowatts.

Married to a tiny driveshaft the size of a drinks can connected to a heavily modified Ford 9 inch rear axle and fitted with appropriate street-legal tires, the Flux Capacitor has been a regular at Santa Pod for the past few months as Jonny and his team push the car ever further.

On Saturday, the Flux Capacitor went faster than ever before, hitting 102 mph in 6.9 seconds and going on to complete the quarter mile in 10.8 seconds. Jonny was suitably happy.

To put that into perspective, Tesla's flagship Model S P85D is capable of an 11.6-second quarter mile.



While there are faster electric cars in Europe, including Black Current III as raced by Jonny's mentors from Black Current Racing, the super-fast Volkswagen Beetle is built purely for the drag strip and isn't road legal.

Jonny's car meanwhile, is fully street legal — just like John 'Plasmaboy' Wayland's White Zombie — which like Transport Evolved's head office, is based in Portland, Oregon.

On paper, the larger, more powerful White Zombie has the performance edge, with its most recent quarter mile records coming in at well into the 9s. But even though the two cars are an ocean apart, we're hoping it won't be long before a showdown takes place. After all, who wouldn't want to watch two of the fastest street-legal custom-built electric sleepers race head to head?



FOR SALE: 1998 VW Golf EV Conversion
Range: 50-60 miles, driver dependent
Azure Dynamics Motor/Controller
97 X CALB 60 AH Cells, 19 Kwhr Batt Pack
5-Speed Manual Transmission
Power Brakes, Power Steering
Displayed at SD Intl Auto Show
Contact Dave Crow, (619) 846-5358 (cell)
deekcrow@yahoo.com
\$4,900 or OBO



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) _____

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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>

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Name email

Mailing address (Apt. #) Home phone

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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.

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 2755 Dos Aarons Way, Suite A
 Vista, CA 92081

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