

##### WEBSITE UPDATE & FACEBOOK #####

#  
# We've amended our mission statement to include advocacy  
# for accelerated deployment of renewable energy  
# generation capacity with smart-garage implementation as  
# the ultimate goal. Smart-garage is a means to take full  
# advantage of the energy efficiency and cost reductions  
# that are now made possible by the electrification of  
# America's transportation fleet.  
#  
# The ATC's full mission statement now reads as follows:  
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# "The ATC is for Electric Car & Vehicle enthusiasts in  
# Reno / Sparks, Washoe County and surrounding areas. We  
# are a chapter of the Electric Auto Association whose  
# mission, in part, is "to act as a public source of  
# information about electric vehicle technology, to  
# encourage experimentation in the building of electric  
# vehicles, and to organize public exhibits and events of  
# electric vehicles to educate the public on the progress  
# and benefits of electric vehicle technology."  
#  
# "The ATC is also involved with urban planning that  
# promotes equitable smart-growth policies which include  
# efficient walkable / bikeable communities augmented with  
# clean public transportation options and greenspaces. To  
# that end we are actively developing initiatives that  
# accelerate deployment of distributed renewable energy  
# generation capacity with a focus on "smart-garage"  
# implementation where buildings, transportation, and the  
# electric grid come together forming a synergistic  
# relationship that enhances efficiency, reduces costs,  
# and mitigates climate changing greenhouse gas  
# emissions."  
#  
# If you have any comments, concerns, or objections please  
# contact Bob at 775.826.4514 or write to  
# lakeport104@yahoo.com.  
#  
# ---  
#  
# In other news - and with special thanks to Dave Baker -  
# the Alternative Transportation Club/EAA is now on  
# Facebook! If you have a Facebook account you can plug-in  
# to the ATC group here: <http://tinyurl.com/c4u3gb>  
#  
# And if you've been a social networking holdout (like  
# me) you're missing a lot. Facebook is easy to join and  
# it's free. Checkout it out here: <http://facebook.com>  
#  
##### END UPDATES #####

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# ALTERNATIVE TRANSPORTATION NEWS (ATC eNEWS)  
#  
# Volume 3, Number 2  
# February 17, 2009  
#

# Published several times annually  
# by the Alternative Transportation Club &  
# Electric Auto Association of Northern Nevada  
#  
# On the web at <http://ElectricNevada.org>  
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### ATC eNews ###  
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### NEXT MEETING ###  
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\* \* \* NEW LOCATION! \* \* \*

Thursday, February 19, 6:00 - 7:30 p.m. at the Truckee Meadows Water Reclamation Facility, 8500 Clean Water Way, Reno, NV (click <[http://electricnevada.org/download/TMWRF\\_Map.pdf](http://electricnevada.org/download/TMWRF_Map.pdf)> for a map AND click <[http://electricnevada.org/download/TMWRF\\_Map1.pdf](http://electricnevada.org/download/TMWRF_Map1.pdf)> for an aerial photo of the meeting room location). Clean Water Way is just north of Mill Street off S. McCarren Blvd. You enter Clean Water Way at the UNR Farm (Nevada Agricultural Experiment Station) entrance and go all the way to the end (2.5 miles) where you arrive at the plant location. Continue forward (North) through the plant toward the Truckee River, curve to the right, past the two story warehouse where you'll see a double-wide trailer East of the warehouse (you made it!).

This month's meeting topic will be ultra-capacitors.

We are also beginning the process to get John Wayland and his White Zombie <<http://www.plasmaboyracing.com>> into Hot August Nights. We'll have a report on that project as well.

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### EVENTS CALENDAR ###  
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Sunday, April 19th 2009, Earth Day!  
EVs will be on display at Nevada Econet's Earth Day on Sunday, April 19th 2009 from 10 am - 5 pm. If you'd like to display your EV, bike, or other alternative form of transportation please contact Bob at 775 826-4514. There is no charge to participate in this event. Volunteers needed to help build displays and for setup as well.

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### MEETING REVIEW ###  
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On January 22 ATC co-chair Bob Tregilus presented, "Barrier Busting: Thinking Outside of Government Incentives to Accelerate Renewable Energy Growth" where we discussed renewable energy payments (REPs or feed-in laws) that are used extensively in Europe and other nations to incentivize deployment of RE. (See the Watt's Up? column below for more on this topic.

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### LISTSERVS - GET INFORMED VIA EMAIL ###  
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Alternative Transportation Club (ATC) general local listserv. Discuss EV news and Events here <<http://tinyurl.com/3xs4jk>>.

Electric Vehicle National Discussion List, founded in 1991, click on the following link for more <<http://www.evdl.org/>>.  
[Editor's note: Be sure to select the "digest" option instead of individual emails as this is a very busy list and will fill up your inbox quickly! Or, if you prefer to not receive emails you can read the list online.]

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### WATT'S UP? ###  
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WATT'S UP?  
TRANSPORTATION & ENERGY IN THE U.S. - THAT'S WATT!  
by Bob Tregilus, ATC Co-chair

The following article is part two of a three part series on United States leadership in transportation and energy policy. (To read part one follow this link <<http://www.electricnevada.org/newsletter/enews31.pdf>>.) This second installment will compare and contrast policy tools used to incentivize renewable energy growth. For part two I felt I'd let another voice, John Farrell of the Institute for Local Self-Reliance, address RE incentives. The series will conclude in the third part which will bring together transportation, energy, and buildings - three sectors of society that have traditionally had little to do with one another - into what's been dubbed the "smart-garage".

TRANSPORTATION & ENERGY IN THE U.S.  
PART 2 - TAX REFORM AND COMMUNITY BASED RENEWABLE ENERGY  
by John Farrell, ILSR, February 5, 2009  
<http://tinyurl.com/bw3sfj>

The federal tax credits for renewable energy have been a major barrier to widespread ownership of renewable energy. The production tax credit, for example, can only be taken against passive income, a type of income that very few of us actually earn. Accelerated depreciation or investment tax credits can be taken against ordinary income - slightly better - but again the credit provides more benefit the higher one's tax bracket and the more tax liability one has. The overhead costs in aggregating sufficient tax equity to finance wind and solar projects have proven very high. Nevertheless, to date the industry has grown rapidly based on this inefficient and cumbersome arrangement.

The economic downturn, however, has all but eliminated the ability of renewable energy projects to sell their tax credits. The result is that in mid-January, AWEA and SEIA joined an increasing call to move toward refundable tax credits.

This is a useful step, for it opens up the possibility of investments in renewable energy from a much wider portion of the American people. But it is only a halfway step. It will apply to the production tax credit but probably not to the other types of tax benefits - accelerated depreciation and investment tax credits. Thus similar overhead costs in selling tax liabilities will occur and local ownership

will still be stunted.

A better solution would be to avoid the need for tax incentives completely and set a price utilities have to pay for renewable energy sufficient to attract investors. Since investors would earn their money from the sale of electricity, not the sale of tax credits, a majority of Americans might be able to become investors.

The strategy is called a feed-in tariff (FIT). It has achieved remarkable success in Europe and has now been adopted by one Canadian province (Ontario) and one U.S. municipal utility in Gainesville, Florida. Half a dozen states are currently considering such a strategy.

Under a FIT, the government or public utility commission sets the price for renewable electricity high enough to attract investment. The price is varied to achieve multiple goals. For example, a government might prefer to encourage, with a higher price, rooftop solar rather than remote solar power plants. It might prefer to encourage, with a higher price, emerging technologies.

Utilities must enter into long-term (usually 20-year) contracts with the producer. The government revisits the tariff price every couple of years, lowering it when it feels producers are making excess profits, raising it when insufficient production is occurring.

Many Americans may react in horror at the idea of government setting a price. But in fact, that is the way the electric system has worked for more than a century. Regulatory commissions offer a utility a guaranteed rate of return sufficient to attract investment in new power plants.

Indeed, the U.S. now has two types of price setting. For conventional power plants utilities are given a cost-plus contract. Ratepayers will pay a price that recovers the cost of the power plant plus a healthy but reasonable profit. For renewable energy plants, however, we cobble together a byzantine array of tax benefits, rebates and mandates.

Some 38 states have renewable electricity mandates. In these states, government sets the quantity and the "market" sets the price, with the market massaged by tax and other incentives. Under a feed in tariff the government sets the price and the "market" the quantity. Neither is a pure market based strategy. But the feed-in tariff is much more transparent, comprehensible and – studies have shown – less expensive and more effective.

At a conference on feed-in tariffs held by the Institute for Local Self-Reliance in Minnesota in early January, former Minister of Energy of the German state of Schleswig-Holstein, Willi Voigt said that the renewable energy debate in the U.S. today sounds exactly like it did in Germany ten years ago. It was around that time that their experimentation with various renewable energy incentives gave way to a feed-in tariff. The renewable energy industry immediately took off. Renewable energy generators today satisfy 15 percent of German electricity needs. Half of the renewable energy power plants are locally owned.

The Germans are exceeding their renewable energy goals at a cost less than that of other European countries that have imitated U.S. strategies. American renewable energy generators face increased risk and cost from bundling energy incentives, confronted with the possible expiration of tax incentives, and having to find equity partners. German producers can attract low-cost financing because their electricity contract is guaranteed, the price is attractive and the process of gaining interconnection approval is simple and fast. German renewable energy

policy also results in more economic development (and green jobs), because more than half of projects are locally owned.

Shifting to refundable tax credits is a good step, but the country and the renewable energy industry would do better to demand a new way of doing things. As our newly inaugurated president has suggested, we should set our sights higher.

John Farrell is a research associate at the Institute for Local Self-Reliance <<http://www.ilsr.org/>>, where he examines the benefits of local ownership in renewable energy. His latest paper, Wind and Ethanol: Economies and Diseconomies of Scale, uncovers why bigger isn't necessarily better. He's a graduate of the University of Minnesota's Humphrey Institute of Public Affairs and currently resides in Minneapolis, Minnesota.

Next time: The collision of buildings, transportation, and the electric grid into what has been called the smart-garage.

How's Zap?  
Bob

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### FEATURED ALTERNATIVE TRANSPORTATION WEBSITE ###  
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#### 1 ) TESLA MOTORS

"At the core of Tesla Motors is the belief that an electric car need not be a driving sacrifice. We have brought the best of the automotive and technology worlds together to permanently bury the image of an electric car as a step backwards in performance, efficiency, or design. Our key technology is the 100% electric powertrain, which propels us in the present and simultaneously establishes a foundation for our future models. We set out to forever alter perceptions of electric vehicles and to make electric cars a viable alternative. We have produced a car that is at once beautiful and exciting to drive, along with being the most efficient production automobile on the planet."

View the website here:  
<http://www.teslamotors.com>

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#### 2 ) BATTERIES: BASICS, PITFALLS, & SAFE RECHARGING PRACTICES

"Abstract: This overview of charging methods and current battery technologies gives you a better understanding of the batteries used in portable devices. Nickel-cadmium (NiCd), nickel-metal-hydride (NiMH), and lithium-ion (Li+) battery chemistries are discussed. The article also describes a product that protects single-cell lithium-ion and lithium-polymer batteries."  
[Website suggested by Neal Peters.]

Visit the website here:  
<http://tinyurl.com/c59qow>

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### EVs IN THE NEWS ###  
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3 ) YES, THEY COULD. SO THEY DID

"So I am attending the Energy and Resources Institute climate conference in New Delhi, and during the afternoon session two young American women – along with one of their mothers – proposition me.

"Hey, Mr. Friedman," they say, "would you like to take a little spin around New Delhi in our [plug-in] car?"

[Article contributed by Steve Gifford & Shayne del Cohen.]

Full article here:

<http://tinyurl.com/b62h9v>

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4 ) MAPPING A GLOBAL PLAN FOR CAR-CHARGING STATIONS

"Years ago, when Shai Agassi started promoting his idea of service stations to recharge electric cars, the automotive world barely took notice."

[Article contributed by Glee Willis.]

Full article here:

<http://tinyurl.com/czwxpl>

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5 ) VECTRIX ADDS TWO UNITS TO ITS MODEL LINE

"Vectrix Corp. today introduced its "entry-level" VX-2 and 2009 VX-1E urban commuting model at the Cycle World International Motorcycle Show in New York. These two new scoots join the VX-1 in Vectrix's model line."

[Article contributed by Mark Harris.]

Full article here:

<http://tinyurl.com/dm6q8y>

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6 ) NASA RETIREE MAKES HIS OWN EV OUT OF RUSTED VW BEETLE

"Manvel resident John Hendrickson remembers racing Volkswagen Beetles in his younger days. Those days are long gone, but he still drives a VW, and this one is different than all those others. That's because he never has to fill it with gas."

Full article here:

<http://tinyurl.com/cw5yfb>

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7 ) THE ELECTRIC CAR BATTERY WAR

"There is little in its spare Manhattan headquarters to suggest that Ener1 (HEV) could someday be an industrial power. The office of Charles A. Gassenheimer, a former hedge fund manager installed as CEO in August to shake up Ener1's management, has few props. They include a framed photo of Senator Richard Lugar

(R-Ind.) visiting the company's Indianapolis factory, a poster from a charity event called Ball of the Wild, and a white metallic device the size of a book."

Full article here:

<http://www.koamtv.com/Global/story.asp?S=9842535>

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#### 8 ) HAMBURGERS & HYBRIDS: MCDONALD'S WILL LET YOU PLUG IN

"There's already a strange phenomenon at roadside Swedish McDonald's - to avoid building a lot of extra asphalt to accommodate on-off drivers traveling in both directions getting a fast-food fix, Sweden puts a complete drive-through restaurant on either side of the road! So perhaps it's not such a surprise that the country should take advantage of McDonald's handy easy-on, easy-off infrastructure and strike a deal with the yellow-arched fast-food joints to implement a network of hybrid-electric car charging posts. Jump to see a picture of the yellow-and-red prototype post."

Full article here:

<http://tinyurl.com/bsshea>

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#### 9 ) ELECTRIC NISSAN TO HAVE 100-MILE BATTERY RANGE

"CHATTANOOGA, Tennessee: Nissan's new all-electric car to be sold starting late next year will have 100 miles (160 kilometers) of pure battery range, a Nissan North America planning director said."

Full article here:

<http://tinyurl.com/cq4a3l>

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#### 10) 2010 APTERA 2E: A LOOK AT THE CA COMPANY'S 3-WHEELED EV

"We've been following the development of the automotive world's wingless bird fairly closely, and bugging the management team at Aptera to come let us try its unusually styled, three-wheel electric vehicle."

Full article here:

<http://tinyurl.com/b7ufrz>

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#### 11) ECONOMIC STIMULUS ACT - GOOD NEWS FOR GREEN CAR ADVOCATES

"Now that the Economic Recovery and Reinvestment Act of 2009 has passed through Congress and is awaiting the signature of the President who so adamantly has wanted it, we thought we'd revisit, as best we can, the provisions that apply directly to the green car world."

Full article here:

<http://tinyurl.com/b27hnm>

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12) EV SUBARU POISED TO LEAP OVER ANKLE-HIGH SALES TARGET

"To paraphrase Pamela Anderson (I believe that's a first for ABG), "It's great being a plug-in Stella - with such low sales expectations it's easy to impress." So, extremely impressed we are that the kei-sized city electric is poised to clobber its underwhelming sales target of 100 units set for it by Fuji Heavy Industries, parent company of Subaru. The early interest is pouring in from fleet customers like Takeda Pharmaceuticals, who have ordered up 50 copies for themselves."

Full article here:  
<http://tinyurl.com/bp73p5>

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13) BETTER PLACE SAYS THEY NEED THE BIG THREE

"Need a quick update on Better Place? World Focus has a five-minute video that features interviews with founder Shai Agassi, video of the cars testing in Israel and skeptics like Forbes' Bruce Upbin, weighing in on the electric car startup. The clip says that Better Place promises they could have their EV charging network in place across the U.S. by 2012, given enough government and automaker support. In it's home country, Israel, Better Place plans to have several hundred thousands charging stations installed in two years. As we've heard, Better Place is in discussions with more than 25 countries, plus many major automakers and local partners, to expand their program. It sounds like they're going to need the help, as this notable quote from Agassi makes clear: "We're not against Detroit. We're for Detroit. Without the Detroit Three going out and producing millions of cars, electric cars, that fit this model, we don't get the U.S. off of oil.""

Full article here:  
<http://tinyurl.com/deun2q>

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### EV VIDEO CLIPS ###  
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14) A RIDE WITH STEVE FAMBRO IN THE APTERA 2E AT TED  
[Video contributed by ATC co-chair Chuck Swackhammer. Editor's note: Chuck has one of these on order and since he lives in CA will likely be one of the first to get one, we hope!]

Video here:  
<http://www.apteraforum.com/showthread.php?t=2204>

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15) WHO KILLED THE ELECTRIC CAR?

"This week, NOW talks to director Chris Paine about his upcoming documentary "Who Killed the Electric Car?" The film looks at the hopeful birth and untimely death of the electric car, an environmentally-friendly, cost-saving salvation to some, but a profit barrier to others."

Video here:  
<http://www.pbs.org/now/shows/223/>

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#### 16) REVENGE OF THE ELECTRIC CAR - BLOG

"Every week, we'll be posting production stories, insider information, and late breaking news from the world of plug-in vehicles. We'll be covering stories from around the world – from the auto giants to the converters to indy startups. Once again there is incredible momentum and talent around the renaissance with electric cars, plugin hybrids, and electric transportation in general. The world is changing!"

Video and article here:  
<http://revengeoftheelectriccar.com>

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#### 17) EGG-SHAPED APTERA IS NO WALLFLOWER, BUT WOULD YOU BUY ONE?

"Last week, we paid a visit to startup car company Aptera at its headquarters in Vista, California, just north of San Diego. Aside from talking to company executives, we also got to take a ride in the ultra-efficient, spaceage vehicle." [Editor's note: Be sure to leave a comment supporting EVs on this Reuters' blog story!]

Video and article here:  
<http://tinyurl.com/bnfazv>

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### ENERGY NEWS ###  
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#### 18) COMMISSION GIVES ITS APPROVAL TO FEED-IN LAW FOR SOLAR POWER

"Beginning March 1, those in Gainesville with new solar photovoltaic systems will be eligible to receive 32 cents per kilowatt hour of electricity produced by the system over the next 20 years."

Full article here:  
<http://tinyurl.com/cc2ad3>

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#### 19) WASHINGTON STATE CONSIDERING FEED-IN LAW

"Washington State is considering creating a feed-in tariff for all renewable energy technologies, following the introduction earlier this month of HB 1086, by representative John McCoy."

Full article here:  
<http://tinyurl.com/dnlqm3>

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#### 20) Feed-in Tariffs Could Energize Solar Industry

"In the current economic environment, finding an industry with robust growth is a rarity. However, solar companies have been bucking the trend, posting stellar revenue growth and revealing the continued demand of solar modules worldwide. In fact, FSLR, which reported year-over-year sales growth of 119%, has experienced such rapid sales growth that the company is unable to meet customer demand due to constraints on their production capacity. Industry peers SunPower Corporation (SPWR), and Energy Conversion Devices (ENER) also recorded phenomenal year-over-year sales growth of 61%, and 96%, respectively."

Full article here:  
<http://tinyurl.com/anar5y>

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#### 21) POWER MAGAZINE: FEED-IN TARIFF COMING TO AMERICA?

"Europe has seen tremendous activity in the development of renewable energy as a response to climate change. As a result, some of the most important renewable energy firms operating in the U.S. are based in Denmark, Germany, and Spain. Stable, high-level policy is one reason Europe dominates this sector.

"Over the past two years I have been collaborating with a German colleague to compare how the U.S. and Germany support renewable energy, trying to understand why the two countries have such different policies and what they can learn from each other. One thing we've learned: Sometimes the policies that get the most media coverage don't have the biggest impact. Take cap and trade."

Full article here:  
<http://tinyurl.com/ca4p5k>

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#### 22) "If you cannot measure it, you cannot improve it."

"How much does it cost to leave your TV on all day? What about turning your air conditioning 1 degree cooler? Which uses more power every month – your fridge or your dishwasher? Is your household more or less energy efficient than similar homes in your neighborhood?"

Full article here:  
<http://www.google.org/powermeter>

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### CLASSIFIEDS ###  
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#### BOMBARDIER NEV FOR SALE:

I need my driveway space and want to sell my cute little NEV am asking \$4,000. The Bombardier is 8.3 feet long, 4.6 feet wide 5 feet tall. Weighs about 1,276 pounds with batteries. Non-skid material in footwells is intact. Hand parking brake. In-body charger. Two seat belts with three point attachment. Turn signals, horn, parking and head lights, a full set of canvas and plastic side and back covers with plastic windows, trunk, glovebox, four wells for drinking glasses or soda cans in the front dash area, two bucket seats the undercarriage in fine shape, The tire size is 145R12. The motor, is DC shunt 72 volt, air cooled, 5 hp continuous up to 20 hp peak, the charger is an integrated 110V 15 A unit with 12V auxiliary

battery charger. I replaced the original dead 300 amp controller with the factory upgrade kit it now has a 400 amp Curtis unit, with regenerative braking. Seats: The plastic of the seats do not have any rips or tears with the exception of a small one on the driver side seen in photo. For being ten years old, they are in great shape. The seat bottoms are lifting a bit from the metal edge of the seat bottoms (see photographs) and the underlying foam can be seen a bit. Batteries: The vehicle needs new batteries and requires six deep cycle 12V batteries 80 up to 120 ah and one small 12 volt battery for the dashboard electronics, lights etc. Originally, Bombardier made these units so the batteries had to be serviced from underneath, requiring a car hoist on which to lift them. Although you could modify it for top access. NEVs: Neighborhood Electrical Vehicles are a category of vehicle that is street legal but can only be used on streets with speed limits of 35 miles per hour or less. The Bombardier NEVs were made for only about three years, 1997 to 1999. To the best of my knowledge, only one Bombardier NEV parts supplier exists in the United States, and that is Peacock in Michigan. <[http://www.peacockltd.com/miscpage\\_002.asp](http://www.peacockltd.com/miscpage_002.asp)>. Because it was originally owned by the University this NEV was never registered in Nevada. I have the factory title and will transfer to a new owner. Follow these links for pictures: <<http://www.electricnevada.org/download/photo1.jpg>> <<http://www.electricnevada.org/download/photo2.jpg>> <<http://www.electricnevada.org/download/photo3.jpg>> <<http://www.electricnevada.org/download/photo4.jpg>> Call Bill Brinsmead, 775 784-1502, or email [billb@physics.unr.edu](mailto:billb@physics.unr.edu).

#### 1986 HONDA ACCORD CONVERSION CANDIDATE:

Electric car enthusiasts! I have a 1986 Honda Accord LX that I have been told is dead. My mechanic said the engine is gone, however, since I have put nearly \$3000 into this thing in the past year, I would like \$300 for it and would like to see it be converted into an electric. The body is in good shape (no accidents) and the interior is in good shape (never smoked in). I am the third owner and it has always been well maintained (if this makes any difference for a conversion!) Please feel free to contact me for further information or to see it. Vicki (775) 379-2122 or [vklinn@gmail.com](mailto:vklinn@gmail.com)

2003 & 2005 ZAP SMART CARS PASSION COUPE: Dealer's Comments: 2005 Zap Mercedes Smart Passion Coupe 3 cyl turbo 6 speed tip tronic transmission AC, power windows, alloy wheels, 50 miles per gallon! Made in Germany by Mercedes, Follow this link <<http://tinyurl.com/cfzqpm>>. for pictures. Keith's Kars, 13203 S. Virginia Street, Reno Nevada 89511, Phone: (775) 741-4652, Email: [KeithsKars@yahoo.com](mailto:KeithsKars@yahoo.com), Nevada Dealer License #D541 [EDITOR'S NOTE: Keith also has a low milage 2003 Smart Car for sale. It's really clean. Private party (no sales tax) asking \$15,900!]

#### 1984 MAZDA RX7 (GENERATION 1) CONVERSION CANDIDATE:

I got it from a little old lady that had blown the engine. I have already pulled the engine and it is ready for construction. Because it is a unibody construction style, it is strong and can handle the extra weight of the batteries. It has the manual transmission too. From the different research I have done, these car's make into a great conversion. I just posted it on Craig's list for sale at \$800. But if anyone in the club would like to take it on as a project, I would definitely cut them a deal. Maybe mention it at your next meeting and see if there is any interest? Contact Kevin Kaiser, (775) 233-9035

#### 6 HP SEPARATELY EXCITED DC MOTOR:

I also have a large 6hp separately excited DC motor that I'd like to sell for \$150. It can be wired as either a series wound or a shunt wound.....therefore, it gives you electric gearing with proper switching. Provides good torque for acceleration and can switch over

for better continuous speed efficiency. It can produce over 20hp with the right amplifier. It's too small for large cars or conversions, but is very good for carts or whatever. Would be great for a Burning Man vehicle if anyone is interested. Please pass along that listing too if it isn't too much trouble. Contact Kevin Kaiser (775) 233-9035

**ALTRAX AXE 4844 24-48VDC 400 AMP PROGRAMMABLE CONTROLLER:**

For series wound or permanent magnet motors. More info here <[http://www.alltraxinc.com/Products\\_AXE.html](http://www.alltraxinc.com/Products_AXE.html)> Brand new. \$350.00 obo. Call Bob 775 826-4514.

**STARTECH 5 PORT 10BASET NETWORK MICRO HUB:**

I have a bunch of these. They are brand new in the box with full documentation. I'll sell them in quantities of one and up. \$5.00 each, discount with quantities. Follow this link for more details and a picture <<http://tinyurl.com/a5e5hl>> Call Bob 775 826-4514.

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### WHO WE ARE, SUBMISSIONS, & LEGAL ###

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### ELECTRIC AUTO ASSOCIATION (EAA) ###

The Alternative Transportation Club (ATC) is a chapter of the Electric Auto Association whose mission, in part, is "to act as a public source of information about developments in electric vehicle technology, to encourage experimentation in the building of electric vehicles, and to organize public exhibits and events of electric vehicles to educate the public on the progress and benefits of electric vehicle technology."

Please support the Electric Auto Association (EAA)! You may join by visiting the national EAA website <<http://www.eaaev.org/eaamembership.html>> or by sending \$39.00 (\$25.00 seniors) to:

Electric Auto Association  
Membership Renewals  
323 Los Altos Drive  
Aptos, CA 95003-5248

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