

Plug For Plug-Ins

Burning oil-based fuels, in addition to its political and economic problems, is the single largest contributor to U.S. greenhouse gas emissions. The interim strategy of increasing fuel efficiency of gasoline powered cars relies on a continuing commitment to gasoline. In parallel, strategies are needed for reducing dependency on fossil fuel. A range of approaches will do this. Electric cars provide unique opportunities in this regard, as they can be powered by solar, wind or almost any other form of renewable energy.

Why would converting the entire U.S. auto fleet add so little to electric consumption? The key is the greater efficiency of the electric motor. According to

Chevron engineers, the current internal combustion car only delivers 13% of the fuel energy from the motor to the wheel. A recent report by US traffic engineers discovered that 10% of the remaining energy is wasted waiting for traffic lights. In contrast, 85% of the energy stored in an EV's batteries is delivered to the wheels, and no energy loss while stopped in traffic.



Join the "green" car movement

Many people have decided they won't wait for the automakers to come up with an affordable, true 100% electric car. These people have been converting gas-engine "donor cars" to all-electric themselves for 40 years. There are many companies in the U.S. that sell conversion kits custom designed for specific popular car and truck models, or generic kits that the hobbyist can custom fit easily into any vehicle.

*"Starve a terrorist,
drive an electric car"*

No noise, no smog, no gas, no kidding!

Web links for more information:

<http://www.pluginamerica.org>

<http://www.setamericafree.org>

<http://www.evfinder.com>

<http://www.driveev.com>

<http://www.eaaev.org>



Electric Cars: The Future is Here!

Get informed

Look past the government, auto and oil industry hype



Houston Electric Auto Association

HEAA.org

What are Plug-ins?

In an all-electric car, high performance batteries store cleaner, cheaper, domestically produced electricity, and an electric motor provides propulsion with zero emissions. In a plug-in hybrid, more batteries than a conventional hybrid allow local all-electric, zero-emission driving with an internal combustion engine for longer distances.

Electric cars are very reliable. No oil changes, no tune ups. EVs have fewer than 1/10th as many parts as a gas car. There's no engine, transmission, spark plugs, distributor, valves, fuel tank, tailpipe, starter, clutch, muffler or catalytic converter.



A Case for Electricity

Politics and the power of entrenched economic interests aside, the best way to reduce carbon emissions is to utilize the ever cleaner, greener and renewable grid to power transportation. Only grid-rechargeable cars can attain the end goal of zero-emissions and ensure fuel price stability.

Even without massive investment from government, advanced batteries for cars have developed far more rapidly than fuel cell/hydrogen technology.

Where can I get a plug-in car?

Until the Nissan Leaf and Chevy Volt are introduced into the market, home conversion is the only game in town if you want something affordable and bigger than a clown car. Thousands of EV conversions are under construction or completed by consumers, because of the rarity of assembly line EVs in the USA. Hopefully this situation will soon be remedied.

7 out of 10 EVs on the road today are home-built. The remaining 30% are legacy vehicles from the past four decades that have demonstrated their reliability, safety, durability and roadworthiness.

1. The near-term goal of true zero-emission driving can only be achieved with electricity into batteries, with renewably generated electricity (solar, wind, hydro).
2. Electricity generation and distribution is publicly regulated. Public and citizen involvement in pricing and rule-making is not possible with petroleum or bio-fuels.
3. Cost per mile will always be cheaper with electricity.
4. Of all the alternative transportation fuels, only electricity is infrastructure-ready.
5. Improvements in energy density and price reductions for advanced batteries are evidence of what is achievable with large format car batteries.
6. Plug-in hybrids and electric cars offer a difference in kind rather than degree. As long as the market only offers gasoline vehicles of varying efficiencies rated in mpg, the choice for consumers is always the same.
7. Running a gasoline powered car costs 8 times as much for gasoline (at today's prices) vs. the electricity to run an EV.