

29 March 2009

Senator Kim Carr
Dear Industry Minister
Minister for Innovation, Industry, Science and Research
Parliament House
CANBERRA ACT 2600

Dear Senator Carr,

You may recall that I wrote to you about the potential for the electric car for Australia.

The prospect of electric or hydrogen powered vehicles with local plug in recharge points from community or home owned solar and solar / thermal could revolutionise the industry and breathe new life into the dying Australian manufacturing and car manufacturing sector.

I wonder if you could be kind enough to raise the issue in Parliament about both reasonable import of the Tesla Cars and also hydrogen cars and potentially, a car manufacturing sector in Australia. Whilst biofuels are consuming much oxygen in the green debate and potentially, fertile soil and water in Australia which are at a premium and essential for food production, the electric or hydrogen car will easily and quickly find its place.

I wonder also if the Government could indicate any reasons why Australia cannot move quickly down this pathway and down the pathway of hydrogen power stations for the grid or retrofitting existing coal fired power stations to be either solar / thermal or hydrogen powered.

The economic and environmental costs of coal production are clearly unsupportable particularly when linked to the carcinogens emitted into the atmosphere or exported to countries such as China from Australia. Our best export opportunities are Australian owned technology.

With regards and best wishes

Acacia Rose

Model S is here!

Just moments ago, we took the wraps off the **Model S**, an all electric family sedan that carries seven people and travels 300 miles per charge. We also launched a web site and began [taking orders](#) for this historic vehicle, which will likely be world's first mass-produced, highway-capable EV.



The [Model S](#), which carries its charger onboard, can be recharged from any 120V, 240V or 480V outlet, with the latter taking only 45 minutes. By recharging their car while they stop for a meal, drivers can go from LA to New York in approximately the same time as a gasoline car. Moreover, the floor-mounted battery pack is designed to be changed out in less time than it takes to fill a gas tank, allowing for the possibility of battery-pack swap stations.

The floor-mounted powertrain also results in unparalleled cargo room and versatility, as the volume under the front hood becomes a second trunk. Combining that with a four-bar linkage hatchback rear trunk and flat folding rear seats, the Model S can accommodate a 50-inch television, mountain bike *and* surfboard simultaneously. This packaging efficiency gives the Model S more trunk space than any other sedan on the market and more than most SUVs.



"Model S doesn't compromise on performance, efficiency or utility -- it's truly the only car you need," said Tesla CEO, Chairman and Product Architect Elon Musk. "Tesla is relentlessly driving down the cost of electric vehicle technology, and this is just the first of many mainstream cars we're developing."

Tesla expects to start Model S production in late 2011. The company believes it is close to receiving \$350 million in federal loans to build the Model S assembly plant in California from the Dept of Energy's Advanced Technology Vehicle Manufacturing Program.

Building on Proven Technology

Tesla is the only production automaker already selling highway-capable EVs in North America or Europe. With 0-60 mph in 3.9 seconds, the Roadster outperforms almost all sports cars in its class yet is six times as [energy efficient](#) as gas guzzlers and delivers 244 miles per charge. Tesla has delivered nearly 300 Roadsters, and nearly 1,000 more customers are on the [waitlist](#).

Teslas do not require routine oil changes, and they have far fewer moving (and breakable) parts than internal combustion engine vehicles. They [qualify](#) for federal and state tax credits, rebates, sales tax exemptions, free parking, commuter-lane passes and other perks. Model S costs roughly \$5 to drive 230 miles – a bargain even if gasoline were \$1 per gallon.

The anticipated base price of the Model S is \$49,900 after a federal tax credit of \$7,500. The company has not released options pricing. Three battery pack choices will offer a range of 160, 230 or 300 miles per charge.

But the anticipated sticker price doesn't tell the full story. Model S costs half as much as a Roadster, and it's a better value than much cheaper cars. The ownership cost of Model S, if you were to lease and then account for the much lower cost of electricity vs. gasoline at a likely future cost of \$4 per gallon, is similar to a gasoline car with a sticker price of about \$35,000. That's why we're positive this car will be the preferred choice of savvy consumers.



The standard Model S does 0-60 mph in under six seconds and will have an electronically limited top speed of 130 mph, with sport versions expected to achieve 0-60 mph acceleration well below five seconds. A single-speed gearbox delivers effortless acceleration and responsive handling. A 17-inch touchscreen with in-car 3G connectivity allows passengers to listen to Pandora Radio or consult Google Maps, or check their state of charge remotely from their iPhone or laptop.

Tesla is taking reservations [online](#) and at showrooms in California. Tesla will open a store in Chicago this spring and [plans to open](#) stores in London, New York, Miami, Seattle, Washington DC and Munich later this year.

We're certain you'll be hearing a lot more about Tesla in the weeks and months ahead, and we look forward to seeing you at the stores we're opening soon!

Elon

*Tesla Motors
1050 Bing Street
San Carlos, CA 94070
United States*