

So you want to start a car company. Get ready to get attacked!

By EPRI SERVICES

There are a group of people (THE DIRTY 8) that will try to stop you, they are:

- **Senators with Insider Trading Deals**
- **Campaign Financiers with Investments in Competing Areas**
- **Silicon Valley Venture Capitalists and their Energy Department Shills**
- **The Steel Industry (because electric cars avoid using steel)**
- **The Unions (Because they have certain deals with the “old” car companies)**
- **The Oil Cartel and their Energy Department Shills**
- **The Detroit Auto Cartel and their Energy Department Shills**
- **The White House (in order to protect Silicon Valley Campaign financiers)**

Not only will you get ZERO government support unless you are a Detroit or Silicon Valley campaign financier, but you will get attacked by government officials and campaign financing VC’s for daring to compete in the open market.

There are a group of people that will try to help you, they are:

- Politicians who want to get "green PR" points with their constituents so they can say they "helped make clean energy happen"
- Consumers who want to buy one but who have no idea how the political system works
- A few mid-level federal managers who like doing good things
- Suppliers who want to sell you their supplies if you get funded.
- Some press people who like stories about "wins".
- Some banks that want to finance your sales.

The ones that are going to try to stop you will use the following tactics:

- Now that they have your financials, they can figure out how long it will be before your company runs out of money. They will delay any decision, on the critical funding that you need, until some months after the projected date by which you have to shut down. This process is called "killing by delay".

The amounts of money you are requesting happen every day in loans and deals with major commercial banks globally. This is not rocket science. Most commercial manufacturing bank loans have a standard 14 day review process. Additionally, any government people, you are applying to, have billions of dollars of experience in just car loans and spend tens of millions of dollars on Administrative costs for the best resources to review financial applications. That is what they told Congress in writing. For every day, after 2 weeks, be suspicious that something is up if you don't get your confirmation letter. There are also, now, very few applicants so you have most of their resources dedicated to you. This would seem to make it faster than any previous applicant.

- Think about who is putting more SUPER PAC, campaign cash and perks in the pockets of the politicians deciding about your money. Is it you or GM, Tesla, Ford and Chrysler. If you are not buying influence then you need to be counter-measuring it. Watch the 60 Minutes episode, online, called THE LOBBYISTS PLAYBOOK to see the sneaky ways they can pay politicians without getting caught.

- While many politicians will smile and shake your hand and tell you: "this sounds great".. "It is moving right along..." they may be lying to you to shut you up. Just ask Bright Automotive, XP, Apterra and the hundreds and hundreds of previous applicants that were lied to and filed formal complaints.

- People with impressive resumes will show up to work for you at great rates or with great partner or financing connections. Some of these people will be plants by the opposition ventures listed above. They will be there to gather intelligence and stir up trouble so they can get the founders booted out and take over the company. This happened to most of the past major applicants.

- Your phone, voicemail, servers, hard-drives and mobile devices will be hacked and bots will be put on them that FTP your latest files and emails to a remote location in a way that you cannot see. The software to do this is now so common-place that hackers can buy it for \$40. bucks and be inside your systems in two mouse clicks.

- They might do harm to your people if they think you are really starting to take off. DOE whistleblower Gary D. Conley was found with a bullet in his head in the back of an Air Force Base. The Energy reporter for the Wall Street Journal, David Bird, that was investigating DOE has disappeared. 3 key Tesla engineers all died in the same plane crash. There are many suspicious passings connected to cars and energy. We have communicated our concerns to every federal law enforcement agency but they are also conflicted by split political party allegiances.

- They will tell you to "be quiet" stay out of the press and the media and not to "make a scene". Your main advocates are the press and the public. Make a scene! Send out press releases and do update interviews. Don't get shoved into the bottom drawer. Your supporters can't support you if they don't know you need them.

- They will send "Venture Capitalists" and "Bankers" who are just there to gather intelligence. The line: "We are Vc's, you can trust us" is generally considered to not be accurate. While some bankers and VC's are good people, remember that most banks have now been charged with crimes and many VC's are under federal investigation. Never tell anyone your secret sauce or propriety secrets. Many will just

hand them to a friend, who copies the secret sauce and has no official connection to the VC you told it to.

- They will try to create a lawsuit to slow you down. There has never been a successful, or failed, car company that did not have lawsuits. Plan on lawsuits. Have a litigation and PR team ready to receive them and serve them.
- Key suppliers will be pulled out from under you. Always have at least 3 sources of supply for every item you need to manufacture.
- Union problems will be created for you. Consider going to the relative unions before the bad guys do.
- They will hire a massive number of "meat puppet" bloggers to nay-say every single aspect of your project, over-and-over, on the web. Have an answer ready for everything negative anyone might say. If somebody is having an affair or using drugs, it will come out. You are affecting tens of billions of dollars of someones money. The kinds of big Goombahs that do these sorts of business tricks to not have high morals.
- The rates you are getting on your cash from feds is better than any VC or bank can ever do so no bank or VC may touch you until after they see your contract with the feds. If the feds delay your contract they can cut you off from ALL possible funding by delaying the banks, the VC's; and themselves until you are out of business.

-
- The steel industry has a kick-back scheme with Detroit and a large number of Senators
 - The oil industry has a kick-back scheme with Detroit and a large number of Senators
 - The auto unions have a kick-back scheme with Detroit and a large number of Senators and Party Officials
 - Chrysler, Ford & GM have kick-back schemes between a large number of Senators, The oil industry and the steel industry
 - None of them make any money with electric cars so they don't want any electric cars

GM, Ford & Chrysler manipulate funding, marketing, laws and politicians to hold off the electric car market on behalf of themselves and their steel and petro-chemical cartel partners.

Electric cars don't use much, if any, steel so the steel industry feels it can keep billions of dollars for itself if it stops electric cars. The steel industry gets billions of dollars of contracts from Detroit which it pays back to some Detroit boards in repercussive stock and supplier arrangements.

Electric cars don't use petroleum products so the petroleum industry feels it can keep hundreds of billions of dollars, for itself, if it stops electric cars. The petroleum industry gets hundreds of billions of dollars of contracts from Detroit which it pays back to some Detroit boards in covert ways.

Using a complex series of tactics deployed by hundreds of hired operatives, [consultants] and shills and costing Detroit over \$16 million per year, this ongoing strategic interdiction plan has been very effective; until the internet came along.

Here is their playbook. Here are the details about how they do it. If you think it is how your world should work then you do not need to do anything, If you think it is wrong then you need to use all of the same techniques that they use to end it. If you think this is over-the-top or not credible then you need to think about what you think people might do to control trillions of dollars of profit and political power. Since you probably cannot even imagine that world, yet you know it exists, then you might want to help fix it:

THE BAD GUY'S PLAYBOOK:

Targeted Blockade Efforts. All of the groups at the top of this report get together, via their lobbyists, and undertake coordination of all of the efforts listed below:

Department of Energy Manipulations. Documents have been uncovered which show that the Detroit Big 3 co-authored and lobbied the laws and decision process for DOE funding. The Big 3 represent that they are “competitors” but they conspire to direct all money to only themselves in auto funding efforts with tax dollars. Rahm Emanuel, while working as head of the White House, is said to have given Steven Chu a “do Not Fund” list prepared by Detroit and the Silicon Valley Campaign Backers.

Lobbyists. It costs \$50,000.00 to \$150,000.00 to buy any politician in Washington. There are only 32 people, at a time, you need to buy in Washington to change policy and laws that affect hundreds of millions of citizens. Buying is accomplished with cash, sex, tickets, plane trips, meals, after-Washington (‘private sector’) kick-back jobs, lawyers, access, mortgages and other secret trades.

Tucker-izing. The Tucker incident was a grand example of a car company “take-down”. See the Francis Ford Coppola Movie: “*A Man and His Dream*” for a set of classic playbook tactics

Fake Congressional “White Papers”. Lobbyists write white-papers or hire McKinsey Consulting to write white-papers that are made to look academic but are really a series of shill documents skewed to try to trick politicians into voting for kickback schemes to campaign backers and Detroit

Cartel Venture Capitalists. Silicon Valley and NY VC groups organize to agree to not fund any but a few select companies that they control. They still take pitches from all of the other players so they can steal ideas and technology

Shill Pundits. Lobbyists who pretend to be subject experts and appear on TV and radio to say the same sales pitch/mantra over and over to embed falsehoods in the mind of the public

Shill Bloggers. Lobbyists who pretend to be subject experts and appear on blogs to say the same sales pitch/mantra over and over to embed falsehoods in the mind of the public

Corporate Saboteurs, Moles, Honey Traps & Spies. Over 500 Corporate Saboteurs, Honey Traps & Spies work in Silicon Valley alone. They are actually escorts, private eyes and undercover lobbyists. They are hired to infiltrate a competing company and cause a staff ruckus, prep a hostile take-over or get the CEO in a lawsuit. They try anything to slow-down or sabotage the new technology that is competing with the Cartel. Kleiner Perkins placed executives inside XP Vehicles, Aptera and Bright in order to sabotage their efforts.

Monopolization of the Battery Industry. VC's bought control of the battery industry and ore supplies in order to create their own cartel. Elon Musk and the Silicon Valley Cartel notoriously acquired monopolistic control of the lithium ion battery industry and the Afghanistan lithium mines via a war profiteering deal.

Goldman Sachs. False front organizations which appear to be one thing are actually manipulating funding, public policy and media coverage, ie: McKinsey, EPRI, Goldman Sachs, Lobby Groups, Banking Groups, Venture Capital Groups

Shill "Reporters". - The key tactic is to make the public think that the EV market is crashing or is not being accepted by the public. This is accomplished by making sure every car is too expensive or too hard to fuel so that the public will not want one, under the current synthetically generated limits.

Trade Industry Blockades. - Insider Cartel's will tell their trade groups not to sell you things or fix the prices so high you can't afford it.

Penalty & Discouragement Laws created by Detroit Lobbyists. - Making laws that only Detroit Cartel members can meet.

Green-Washing. - A thing that is very deadly, explosive, toxic, impossible to dump safely, etc. (ie: Lithium ion) is branded and PR-hyped as a "green"-thing or "Cleantech". Ie: Detroit said they needed more money because nobody was buying their cars so they told DOE to say they would give them free tax money to make "green cars" they never intended to market.

Building "See-It-doesn't work". - Anti-EV's Car companies, who really don't want to build electric cars, will build a few and either price them out of market interest or create a failure point so that they can say: "oh well, we tried, see it doesn't work, back to gasoline then!"

Manipulating the stock market. - By having the same investors in the dirty 8 also be the same investors in the media companies and internet companies who control public information, the dirty 8 can delete any negative news and push only positive news about their cartel products (ie: Tesla works with Google to hype Tesla and hide news any any other car indies)

White House "Consultants". - Steve Rattner (Indicted), Steven Chu (Under Investigation) or certain "Expert Executives" that are part of a cartel get appointed as adviser/shills so they can manipulate the taxpayer money from within the system

Controlling the Unions and their Votes. Senior Washington Executive Staff go to the Detroit unions and say: "If we give your associated companies, that hire your members, a bunch of money will you make all of your members vote for our party/candidate/bill?"

The GM. The GM EV1 was ahead of it's time and had consumer raves. It was killed off because it was too successful and it threatened the status quo.

Fake science papers. Lobbyists and Cartel VC's write papers or hire McKinsey Consulting to write white-papers that are made to look academic but are really a series of shill documents skewed to try to trick news editors into creating articles and news stories which skew to support kickback schemes to Silicon Valley campaign backers.

Anti-Advertising. An example of this is the Chevy Volt ad showing the Volt being driven into a gas station for the owner to use the bathroom and then the owner getting abused and harassed by the other customers. For millions of dollars of ad buys and video production, the main subliminal message is that you will get harassed if you buy the car and you associate it with bathroom urges. Chevy and Madison Avenue knew EXACTLY what they were doing. You don't spend millions on focus group ad response research, as shown in the UI/UX research budget for this ad, without knowing it will have a negative effect ahead of time.

Manipulation Front Organizations. - False front organizations which appear to be one thing are actually manipulating funding, public policy and media coverage, ie: McKinsey, EPRI, Goldman Sachs, "Plug-in America", Lobby Groups, Banking Groups, Venture Capital Groups"

There are a few hundred others things the bad guys will try to do to stop you.

HERE IS THE GOOD NEWS: Now, if you catch them doing any of this, it is all illegal. You can sue them and win. Good Luck

If your Car Company gets any traction at all, huge attempts will be undertaken to engage in a hostile take-over of your company in order to prevent you from competing with the insiders – Here are some of the take-overs:

WIRED

GEAR SCIENCE ENTERTAINMENT BUSINESS SECURITY DESIGN OPINION VIDEO

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evs and hybrids

Aptera Founders Ousted in Boardroom Showdown

BY DARRYL SIRY 11.15.09 11:11 PM

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TECHNOLOGY

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Fisker Founder Out In Electric Car China Shakeup

By DONNA HOWELL, INVESTOR'S BUSINESS DAILY

Posted 03/13/2013 03:15 PM ET

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It's the second flap really to do with freezing that's hit the luxury electric car industry: Fisker Automotive founder Henrik Fisker just quit after disagreements with management, amid reported talks of chopping a majority stake in the hybrid automaker north to a Chinese

You are here: [Green Car News](#) > Miles EV Names Ex-Goldman Sachs Exec As

Miles EV names ex-Goldman Sachs exec as Co-Chairman



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Shai Agassi out at Better Place: Like Tesla without Musk, or Apple minus Jobs

In a shocker, Better Place's board has dismissed the man who imagined the company, raised hundreds of millions for it, and relentlessly drove it forward. What's next without the visionary founder?

Thu, Oct 04 2012 at 11:31 PM

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UAE'S Aabar buys 40 percent of Daimler's Tesla stake

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(Reuters) - Abu Dhabi-based Aabar Investments AABAR.AD has purchased 40 percent of Daimler AG's (DAIGn.DE) stake in electric-car start-up Tesla Motors Inc, with the aim of launching a joint venture, Aabar said on Monday.

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V-Vehicle Founder & CEO Out, Ray Lane in as Chief Executive

by Josie Garthwaite APR. 5, 2010 - 8:58 AM PDT

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SUMMARY: *V-Vehicle has undergone a shakeup since the feds rejected its request for \$321.1 million in loans. V-Vehicle founder Frank Varasano has left his post as chief executive. and investor Ray Lane has stepped into the CEO*

[electric car / zap](#)

ZAP Gets New Chairman from Dubai

by Craig Rubens

MAY. 28, 2008 - 10:00 AM PDT



2 Comments



+1



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SUMMARY: *The ever-evolving saga of the electric car company ZAP Motors has added a new chapter today. The maker of the three-wheeled, all-electric*

TESLA SACKINGS A "BLOODBATH" : COMPANY'S CO-FOUNDER, MANY MORE GONE



Say what you will about Carroll Shelby (and we've said plenty of uncomplimentary things along to every story), but something he told me a long time ago holds true today, even more than it did 50 years ago. "Steve," he said, while we were sitting in some hotel suite in some city, "It's just as tough and expensive to make one car as it is to make a million." His point is an old story: The costs of R&D, manufacturing, tooling, marketing, advertising and emissions testing and crash-testing are enormous, and not anywhere near the total of what real car-making costs. And only people who know what they are doing should get involved in such an undertaking. And an "undertaking" it has, quite unfortunately, but not unexpectedly, turned-out to be for California start-up EV venture Tesla Motors. (Photo - A Tesla "roadster" on LA's streets).

with the good; there are at least two sides to every story). It's just as tough and expensive to make one car as it is to make a million. His point is an old story: The costs of R&D, manufacturing, tooling, marketing, advertising and emissions testing and crash-testing are enormous, and not anywhere near the total of what real car-making costs. And only people who know what they are doing should get involved in such an undertaking. And an "undertaking" it has, quite unfortunately, but not unexpectedly, turned-out to be for California start-up EV venture Tesla Motors. (Photo - A Tesla "roadster" on LA's streets).

When we saw the sad, sorry "exhibit" which featured Tesla at the recent Los Angeles Auto Show, it was obvious that either the company was "in-between" PR and marketing people, or, worse (and true, as we found) the company itself was going through some terrible divisions. (Photo - Tesla's LA Auto Show exhibit was part of the Yokohama Tire display in the LA Convention Center lobby; how far --- and how quickly --- the mighty had fallen).



And we've seen some shlocky "car companies" come and go; we know plenty of "car-builders" who somehow bolt-together one version of the earth-shaking "car" they're trying to raise money for, and they re-paint it every few weeks so it appears that he or she has more than one car already built.

Talked-up to the world's media by no less an odd couple of American politics than Condoleeza Rice and Arnold Schwarzenegger, Tesla, heavy on cash and brainpower but low on car-industry experience (like, none at all) seems now on the verge of shutting down ... but maybe reappearing, we'd hope, as a company which might actually be able to deliver on its promises.

Elsewhere on this blog, we've detailed the close connections between Tesla, the Bush Administration and Republican heavyweights. Is it possible that, as many say General Motors did with their "EV1", Tesla was organized in order to "prove" once more that a true battery-powered electric vehicle is untenable given today's technology? That oil-fueled internal combustion engines still make the most sense? (Photo - Martin Eberhard, a co-founder of Tesla, was fired by the company).



We're all entitled to an opinion (last time I checked ... the Supreme Court hasn't changed that yet, have they?), but the co-founder of Tesla, Bernhard Eberhard, and other "Tesla Founders", have a thing or two to say about Tesla on their blog. Even though going to that blog today has this message from Eberhard about some specific entries of his: "This blog entry has been taken down at the strong request of Tesla's management. By taking it down, I am in no way admitting that anything I wrote was in violation of any agreement I signed with Tesla Motors, and I stand behind the truth of what I wrote. But it was explained to me that Tesla and its financial backer(s) can spend far more than I can on a lawsuit... Most of the comments on this blog entry have also been taken down; sorry for the inconvenience", we at SteveParker.com have found the original postings by Eberhard and others (Tesla can't fire us); the numbers of those fired by Tesla are between 26 and 40, depending on the source, and offices in Detroit and possibly Washington, DC, have been shuttered. With all that, here's what at least some of the "Tesla Founders" have to say:

"As you may have heard, the ax has been steadily chopping away at Tesla. I don't pretend to understand the choices being made and honestly wouldn't even be surprised to learn if I was next on the list. At this point, I'm not even sure if that would necessarily be a bad thing."

"The company has changed so tremendously since I started. It's very secretive and cold now. It's like they're trying to root out and destroy any of its heart that might still be beating."

"I came to Tesla with a great deal of optimism to work for a company with a noble purpose that had a real chance to make a difference in the world. That sense of mission and hope generated incredible energy and determination to overcome the many challenges of producing a great EV. This energy has been drained by the cold, irrational bloodletting that has been going on there. Everyone understands necessary, rational cost management actions in startups, but this was neither necessary nor rational. No thought has been given to the immediate and long term impact on the future of Tesla. Entire departments are stumbling around stunned, bleeding, and headless." (Photo - California Arnold Schwarzenegger and Tesla's Martin Eberhard give Tesla the "walkaround" treatment at a Santa Monica, CA, media event in 2006).



"It is a damn shame about Tesla. I once again spent the day dreading the words, 'Did you hear?' Today I just don't know what they're thinking. [REDACTED2] referred to it as a 'stealth bloodbath.' It's next to impossible to concentrate and actually get anything done. And the real insult in my mind is that they have the nerve to host the holiday party this Saturday. It's going to be more like a wake(!)"

"The atmosphere at Tesla Motors has been suffering for the last couple of months as the new management have slowly squeezed the life out of engineering. The way in which the layoff/reduction-in-force/firings have been handled is one almighty cluster cabbage. In a stroke of pure genius, the two HR folks were the first to go, leaving nobody to turn out the lights. Only after they left the building did they realize that now there was nobody to write the termination letters. Like I said, pure undiluted genius."

"Sadly - and I do mean this - I am not sorry to leave. The culture that Martin and Marc created is gone. The car is nice, but every day in the office was like a visit to the dentist, not knowing what was going to happen next. Enough. I have moved on."

"Unfortunately, the company that I used to love has changed drastically. If I were to pin point a critical turning point, it would be the day when you were pushed aside. Until then, it was not so obvious how Tesla Motors was really Martin Eberhard's company. After you were gone, I think the spirit and the character of the company went with you. It was surprising how quickly it happened. Yes, there were technical and operations delays for sure, but

these could have been better managed and, to a certain extent, anticipated since what you have started was a major paradigm shift in the industry. It was well understood that a revolutionary movement always comes with major challenges and costs. What Tesla has now become is a mere profit-loss centric company--and with a poor chance of making even that--unless someone absorbs it for its remaining core value that you have left behind. Tesla lost its true evangelist and the leader..." (end of blog quotes)



So, what do you think happened at and/or to Tesla Motors? One thing we can probably rule out, and that's the forming of Tesla to rip-off people's money. Even though the company demanded (and got) 100% down-payments of \$100,000, or more, from each potential buyer just to get on a list of those wanting a car, the founders of Tesla already had tens and maybe hundreds of millions of their own dollars; many of them came to Tesla after retiring at young ages from their various Silicon Valley success stories.

That's where the mystery deepens, the part of the story when people shake their heads and force themselves to wonder: Was Tesla simply the modern iteration of what used to be called "planned obsolescence"? Were the Tesla EVs always destined for the dump, their real purpose to "prove" to the world that even the money and minds of Silicon Valley are unable to build and market an EV?

These and other questions will probably never be satisfactorily answered. For our money, we bet Tesla will not be an exhibitor at the 2008 Los Angeles Auto Show.

How a car company really works:

Previously It has taken 3-5 years and up to \$2B to make a new car. Traditionally it has taken 10-12 years and up to \$50B to build a new car company. Traditionally, A car company was comprised of at least 2000 people and up to 20,000+.

The markup on automobiles and the margins for them used to be spectacular but over time the overhead, layers of distribution deals and inefficiencies reduced the profit margins. A new car company, unburdened by these overhead layers, could have dramatic profit margins.

The majority of cars in the world are about to reach “end of life”. This means that there is about to be a surge in the demand for new cars.

Because of all of the resources that the previous car industry has dispersed around the world, it is now an option to simply sub-contract all of these services to reduce the overhead. Because of venture capital start-up process, it is now possible to use virtual staffing to run such operations. This reduces the labor and capital costs dramatically, from billions to tens of millions.

Any car that is built and shown prior to the expenditure of years of engineering work and testing and massive amounts of expense is generally a “pretend car”, a mock-up or a promotional device of little or no use to the actual engineering effort. It is believed that every new car company is showing such mock-ups. A smart car effort has avoided building such a mock-up in order to preserve funds. It is obvious to any party that anything that one puts wheels on will drive in a forward and backward motion.

There really is an oil company plot to destroy alternative energy cars study finds!

Oil companies acquired as many clean car patents as they could in order to blockade all clean car projects.

Oil company records from 1960s reveal oil companies hoarded patents to reduce CO2 emissions in cars and lied about technology

ExxonMobil and others pursued research into technologies, yet blocked government efforts to fight climate change for more than 50 years, findings show



[Suzanne Goldenberg](#) For THE GUARDIAN

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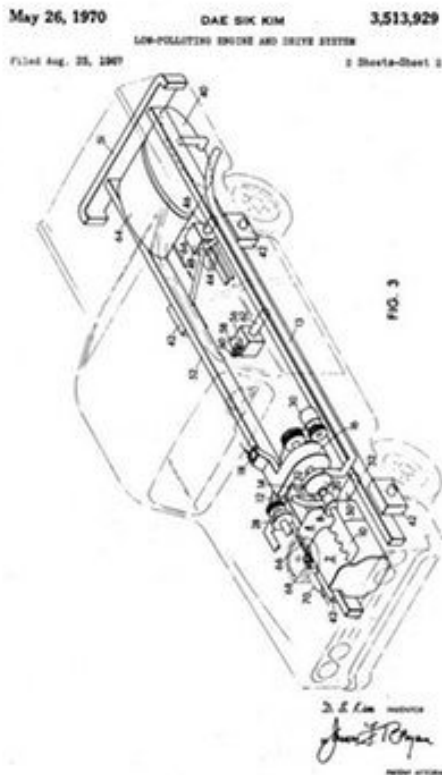
The forerunners of ExxonMobil patented technologies for electric cars and low emissions vehicles as early as 1963 – even as the oil industry lobby tried to squash government funding for such research, according to a trove of newly discovered records.

Patent records reveal oil companies actively pursued research into technologies to cut carbon dioxide emissions that cause climate change from the 1960s – including early versions of the batteries now deployed to power electric cars such as the Tesla.

Scientists for the companies patented technologies to strip carbon dioxide out of exhaust pipes, and improve engine efficiency, as well as fuel cells. They also conducted research into countering the rise in carbon dioxide emissions – including manipulating the weather.

Esso, one of the precursors of ExxonMobil, obtained at least three fuel cell patents in the 1960s and another for a low-polluting vehicle in 1970, according to the records. Other oil companies such as Phillips and Shell also patented technologies for more efficient uses of fuel.

However, the American Petroleum Institute, the main oil lobby, opposed government funding of research into electric cars and low emissions vehicles, telling Congress in 1967: “We take exception to the basic assumption that clean air can be achieved only by finding an alternative to the internal combustion engine.”



And ExxonMobil funded a disinformation campaign aimed at discrediting scientists and blocking government efforts to fight climate change for more than 50 years, before [publicly disavowing climate denial in 2008](#).

The patent records were among a new trove of documents published on Thursday by the [Center for International Environmental Law](#), and deepen the legal and public relations challenge for Exxon.

“What we saw was an array of patent technologies that demonstrated that these companies had the technologies they needed and could have commercialised to help address the problem of CO2

pollution,” said Carroll Muffett, president of the Ciel. “They then turned to Congress and said you don’t need to invest in electrical vehicle research because the research is ongoing and it’s robust.”

The findings echo those in the documentary [Who Killed the Electric Car?](#), which explored the deliberate destruction of GM’s first electric vehicles.

Alan Jeffers, an Exxon spokesman, insisted he could not comment directly on the documents as he was unable to access the Center for International Environmental law website on which they were published on Thursday morning.

In an emailed statement, Jeffers said: “The Guardian gave us only a few hours to comment on documents from four decades ago.”

Jeffers went on: “This further illustrates the Guardian’s well-established bias on climate change issues which has been demonstrated previously through its keep it in the ground campaign.”

He said the company believed the risks of climate change were real, was researching lower emission technologies, and engaged in “constructive dialogue” with policy makers about energy and climate change.

Researchers discovered more than 20 such patents filed by oil companies from as early as the 1940s for technologies that could help in the development of electric cars.

However, Ron Dunlop, president of Sun Oil and API chairman, told a joint hearing of the commerce committee in 1967 that government funding of research into electric cars would be misplaced – because the oil companies were so advanced in their research of cleaner cars. “We in the petroleum industry are convinced that by the time a practical electric car can be mass produced and marketed, it will not enjoy any meaningful advantage from an air pollution standpoint,” he told Congress. “Emissions from internal-combustion engines will have long since been controlled.”

Muffett said the findings were the result of three years of research and were not exhaustive.

“The question is what did they do to try to commercialise these technologies, knowing what they did about climate change,” he went on.

The revelations, the second set of documents released by Muffett’s organisation, reinforce charges by campaigners that Exxon was well aware that the burning of fossil fuels was a main driver of climate change – despite its public posture of doubt.

In addition to the technologies with potential for electric cars, Exxon and other oil companies were actively researching methods to cut emissions of carbon dioxide – the main greenhouse gas.

In another historic document that surfaced last month, a Canadian subsidiary of Exxon admitted the company had the technology to cut carbon emissions in half. However, the corporate memo dating from 1977 said it would be prohibitively expensive – doubling the cost of electricity generation, according to the documents obtained by [Desmog](#) blog.

New York and 17 other attorneys general, including DC and the US Virgin Islands, are investigating whether the oil company lied to investors and the public about the threat of climate change.

Campaigners plan to further turn up the heat on the company next week when Exxon holds its annual shareholder meeting in Dallas.

Campaigners have argued for more than a decade that Exxon bankrolled a network of front groups and conservative think tanks aimed at discrediting well-established science – confusing the public and delaying governments efforts to cut the greenhouse gas emissions responsible for warming.

Those efforts to put Exxon on the spot gathered pace after Inside Climate News and the Los Angeles Times reported that the company’s own scientists knew as early as the 1970s that greenhouse gases caused climate change.

Tell the truth, ExxonMobil: a low-carbon future is affordable – and necessary

Natasha Lamb and Dr Bob Litterman

The attorney general of the US Virgin Islands has subpoenaed Exxon to turn over email, documents and statements over the last decades.

Exxon has dismissed the investigations as politically motivated.

However, the company has reversed its opposition to fuel cell technology. Earlier this month, the company announced it had been conducting a joint research effort on fuel cell power plants with FuelCell.

The initiative, which got underway in 2011, aims to route the carbon dioxide from fossil fuel burning power plants into fuel cells, producing low emissions electricity. The company has estimated it can cut 90% of carbon dioxide emissions.

“At ExxonMobil, we share the view that the risks of climate change are serious and warrant thoughtful action,” Rex Tillerson, Exxon’s chief executive, told the US [Energy](#) Association after receiving its annual award.

Car company says Obama team steered stimulus funds to political favorites

By [Carol D. Leonnig](#), Thursday, January 10, 8:10 AM

An electric car start-up and its sister company sued the U.S. Department of Energy Thursday, claiming Secretary Steven Chu and his federal agency awarded money to politically-favored firms and strung along their firms and others in a "fixed" race for federal funds.

The two lawsuits filed in federal court by the fledgling San Francisco companies echo what has become a familiar complaint since 2010 and throughout the presidential campaign: that the Obama administration's signature investment of tens of billions of dollars in the clean energy industry frequently benefited companies who were backed by the president's campaign donors and political allies.

In addition to complaints of cronyism, XP Vehicles and its sister company, Limnia, said they have evidence suggesting the Department of Energy improperly shared their patented technology with competing companies who won federal funding.

XP Vehicles had sought a \$40 million federal loan in 2009, proposing to make a lightweight sports utility vehicle of space-age materials, and was ultimately rejected. Limnia had devised a rechargeable energy storage system that would power the car.

The two firms made their complaints of unfair treatment in two separate lawsuits in Washington, in the U.S. District Court and the federal claims court.

XP and Limnia are fighting against the Department of Energy's lack of fairness in favor of politics as well as its "flagrant abuse of taxpayer dollars to harm small business and benefit political cronies," said Dan Epstein, executive director of Cause of Action, a nonprofit watchdog group that helped the company file its suits. XP and Limnia are now turning to the court for the accountability the DOE failed to administer.



Topics

- [Electric, hybrid and low-emission cars](#), [Exxon Mobil](#), [Oil and gas companies](#), [Fossil fuels](#), XP Vehicles, U.S. Department of Energy