

## Main Office

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**From:** Janet Kopenhaver <janetk@eyeonwashington.com>  
**Sent:** Friday, June 26, 2009 6:13 AM  
**To:** scott@sr1.org  
**Subject:** Re: FYI TESLA

Scott,

This is useful. One other clarification - have the ATVM people asked for anything else from you with respect to your application. During your meeting with Jason, did he say anything was missing and/or wrong with your application? Is this the application that you had to answer seven questions for?

Also we might need to start a letter-writing campaign to legislators to apply the heat on DOE. This might require your suppliers, partners, etc. and maybe putting an action alert on your website. Do you have a list of partners and/or suppliers that you could share with me so that we can start finding out who their legislators are?

Janet

----- Original Message -----

**From:** <scott@sr1.org>  
**To:** "'Janet Kopenhaver'" <janetk@eyeonwashington.com>  
**Cc:** <scott@sr1.org>  
**Sent:** Thursday, June 25, 2009 10:20 PM  
**Subject:** RE: FYI TESLA

> Oh.. Isn't that interesting.. the amount of money they got is in equal  
> proportion to the amount of money they spent on influence buying and in  
> the  
> same order...  
>  
> FYI- We have been stalled doing any production work since December because  
> of the ATVM people. The Senators and the law said the money was supposed  
> to  
> go out by the end of December.. then the Bush Appointed ATVM  
> administrators  
> "reinterpreted" the law and said that the money needed to be "directed" or  
> some such by the end of December. The DOE people know that by becoming an  
> ATVM applicant as a start-up means you cannot get investment money until  
> ATVM makes the award. ATVM refuses to specify the terms of the loans and  
> no  
> investor will come in until AFTER ATVM announces because ATVM sets the  
> valuation of your company. So, they do not seem to be playing fair with  
> all  
> applicants.

>  
>  
>

> -----Original Message-----

> From: Janet Kopenhaver [mailto:janetk@eyeonwashington.com]

> Sent: Thursday, June 25, 2009 10:23 AM  
> To: scott@sr1.org  
> Subject: Re: FYI TESLA  
>  
> Actually a story you sent me yesterday also was very critical of all three  
> loans. And somewhere I read that they all still have to raise the matching  
> funds.  
>  
> But one thing that I saw (which I did not realize) is that these three  
> loans  
>  
> use up all the "authorized" funding for this program for this fiscal year.  
> Therefore in theory no more funding can be awarded until the next fiscal  
> year starting October 1. Did you know this?  
>  
> As for lobbying expenses, according to the Lobby Disclosure records, these  
> companies spent the following amounts in 2008 and first quarter 2009. Now  
> of  
>  
> course we do not know what portion of this was specifically lobbying for  
> these loans.  
>  
> Tesla - \$50,000 (2008); \$60,000 (1st quarter 2009)  
> Nissan - \$7.99 million (2008); \$1.896 million (1st quarter 2009)  
> Ford - \$9.52 million (2008); \$2.115 million (1st quarter 2009)  
>  
> I have a meeting scheduled with Mike Carr so far on July 7th. I also made  
> some nice color copies of four pages from the brochures you sent me - they  
> look great on glossy paper!  
>  
> Janet  
>  
> ----- Original Message -----  
> From: <scott@sr1.org>  
> To: "'Janet Kopenhaver'" <janetk@eyeonwashington.com>  
> Cc: <scott@sr1.org>  
> Sent: Thursday, June 25, 2009 12:41 PM  
> Subject: FYI TESLA  
>  
>  
>> Manny Lopez  
>> Tesla loan does not add up  
>>  
>> The redistribution of your tax dollars to others, including Corporate  
>> America, isn't something you can figure out no matter how hard you try.  
>> And honestly, you shouldn't try because it will just make your head hurt  
>> and  
>> infuriate if you're paying attention.  
>> Take the U.S. government's most recent doling out of cash to the car  
>> companies. It made available \$5.9 billion to Ford Motor Co; \$1.6 billion  
>> to  
>> Nissan Motor Co.; and \$425 million to Tesla Motors Inc. so all three

>> companies could retool plants and help fund the development and  
>> production  
>> of more fuel efficient vehicles.  
>> Given that Congress has mandated fuel rules that require billions to meet  
>> the standard, this is drop in the bucket funding for the major automakers  
>> that have been building cars and trucks in the U.S. for decades -- but  
>> it's  
>> an all-out gift to Tesla, the Silicon Valley startup that makes cars for  
>> the  
>> rich and famous.  
>> Advertisement  
>> Ford in need of loans  
>> Ford CEO Alan Mulally pumped his fists and cheered repeatedly -- as he's  
>> wont to do -- at an event Tuesday with Energy Secretary Steven Chu when  
>> the  
>> loans were announced. Ford needs this money desperately to help it steer  
>> clear of the bankruptcy path its crosstown rivals have taken. There's  
>> merit  
>> to the investment it will make in a dozen factories to build more gas  
>> sippers (though there are still gaping holes in their alleged market  
>> demand). Nissan will use its money to produce electric cars and battery  
>> packs at its manufacturing complex in Smyrna, Tenn. Never mind that  
>> Tennessee Sen. Bob Corker was one of the staunchest opponents of federal  
>> aid  
>> to the auto companies.  
>> But the real smack in the face in all this is the cash for Tesla, a  
>> company  
>> that makes cars for the super rich.  
>> Tesla loan is curious  
>> It's no coincidence that the California company was awarded loans. It has  
>> friends in Congress who are making decisions without regard to facts and  
>> figures.  
>> If Tesla used the money purely to build its Roadster, it could produce  
>> another 5,300 or so, putting it just ahead of Maserati and Ferrari for  
>> full-year sales assuming it could sell all those Roadsters in a year.  
>> Tesla has reportedly sold a few hundred Roadsters and with a price tag of  
>> \$80,000 (reduced from \$109,000 coincidentally just before the loans were  
>> announced) most of us will never get behind the wheel of one. Nor will we  
>> see its "cheaper" Model S gaining any market share. The sedan has a  
>> starting  
>> price of \$49,900.  
>> I'm sure these are fun cars to drive and the Roadster reportedly gets 244  
>> miles per charge.  
>> But that's not how our dollars should be spent, propping up millionaires  
>> and  
>> billionaires, who, unlike their Detroit CEO brethren, fly in private  
>> planes  
>> when they're not toying around town in their electric cars.  
>> mlopez@detnews.com (313) 222-2536 Auto Editor Manny Lopez's column runs  
>> Thursday.  
>>  
>>

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>  
> No virus found in this incoming message.  
> Checked by AVG - [www.avg.com](http://www.avg.com)  
> Version: 8.5.375 / Virus Database: 270.12.90/2198 - Release Date: 06/25/09  
> 06:22:00  
>  
>

Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 8.5.375 / Virus Database: 270.12.92/2202 - Release Date: 06/25/09 17:58:00