Volume 2, Issue 1

Spring 2008

Your Auto Connection

Auto Specialty Appraisals

A Note from Steven...

By now, you know that we changed our name to Auto Specialty Appraisals. After working with us for many years as "Steven Heyl Appraisal," it is a significant change, but one I feel is for the best.

I believe that the new name more accurately represents us, as well as the product that we provide to you, our customer.

Every appraisal is a "Specialty" report. Vehicles are personally inspected and photographed by one of our trusted team members (when possible, of course). All information provided to us is carefully reviewed. The condition and history of every car is taken into consideration before the report is even started.

Once the report has been written, it goes through a series of reviews to make sure that every detail is accounted for.

That is where the "Specialty" really comes in (I think the "Auto" is pretty self-explanatory!). We want to make sure that your report is as complete and thorough as we can possibly make it, and we do everything we can to provide a personal touch to each and every appraisal we send out.

We have tried to make the transition between names as smooth as possible for you, and I hope that we have succeeded. Your comments and suggestions are welcome—please help Auto Specialty Appraisals give you the service you need.

Sincerely,

Steven Heyl

History Repeats Itself: A Look at Electric Vehicles

The concept has been around since the early 1800s. In fact, the first working one was created sometime around 1832. The electric car is not a new commodity by any means. But now, as gas prices soar, they are looking better and better to a generation of drivers that spend a majority of their days on the road.

Electric cars were the vision of the future in the early 1900s. According to PBS.org, electric autos represented one-third of all cars found in New York, Chicago and Boston, and twenty-eight percent of all cars produced in the United States were run by electricity. In fact, Thomas Edison was so convinced that electric cars were going to be the only option in the future, he spent 10 years researching a battery that could be used in commercial vehicles.

Thomas Edison and an electric car, 1913.
(***Photo courtesy of the Smithsonian Institute***)

Ultimately, the decrease in popularity of the electric car began with the introduction of Henry Ford's gasoline-powered, mass-produced Model T in 1908. By the 1920s, electric cars were all but extinct due to the consumer's desire for longer-distance vehicles, more horsepower, and the ready availability of gasoline.

Interest in electric-powered vehicles did not fizzle out completely. In the 1970s, concerns about the rising price of gas and environmental concerns (sound familiar?) resulted in increased interest from both consumers and producers. A few hybrid and electric vehicles were produced in the next few years, but none took off. In 1976, Congress passed the Electric and Hybrid Vehicle Research, Development, and Demonstration Act, which was intended to encourage the development of new technologies for hybrid and electric cars.

Even with the consumer's interest piqued by the possibility of an electric car, it wasn't until 1988 that a major vehicle manufacturer took a step toward developing their own electric car. G.M. CEO Roger Smith announced that G.M., in collaboration with California's AeroVironment, would design a vehicle that would eventually become the EV1.

But history repeated itself: once again the electric car did not fare so well. Between the years of 1997 and 2000, a few thousand all-electric cars were produced by major vehicle manufacturers, but many were available for lease only. All the electric production programs were discontinued by the early 2000s.

Hybrid vehicles, running on both gasoline and electricity, are currently the new wave for a country dependent on motor vehicles as transportation. After the Toyota Prius was introduced worldwide in 2001 and with more hybrids being produced each year, it seemed that this was the beginning of the end for the all-electric vehicle. But as gas prices continue to rise, the hope for a vehicle that does not depend on gasoline at all still exists.

Tesla Motors, of San Carlos, California, is looking to answer that call. The manufacturer has just developed the Tesla Roadster, an electric vehicle based on a modified Lotus Elise chassis. Its performance is nothing to sneeze at either—Tesla Motors claims it can go from zero to 60 miles per hour in less than 4 seconds, with a top speed of 125 miles per hour. It takes about three and a half hours to completely charge using a 220-volt, 70-amp charger that is hardwired into existing power, and can go an average of 200 miles between charges.

But with a price tag of about $100,000 and limited production, it will be quite some time before the Tesla Roadster is a viable option for the every day driver. What is encouraging is that manufacturers are once again working on feasible options to advance the art of the electric car. The Tesla Roadster may not be affordable for everyone, but it definitely gives hope for a future that is not so dependent on gasoline-powered vehicles.

Sources: The Smithsonian Institute, PBS.org, Caranddriver.com, Teslamotors.com

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"The Personal Touch"

We are committed to helping our clients and to going above and beyond what is necessary to do so. We are committed to excellence in everything we do.

We must think creatively, continuously improve, and pursue new ideas to achieve uncommon breakthroughs.

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Let us know what you think, and how we can make it more useful for you!

Just for Fun... *Non Sequitur* by Wiley Miller