

# LATEST PRESS COVERAGE ON ELON MUSK AND TESLA MOTORS: REPORT # 274-B



## Inside The Washington Termination of Elon Musk

- Proving corruption doesn't pay.....well, it does, but you eventually get caught!



Today NASA released a nasty-gram because the Senate cut NASA's budget in order to terminate Elon Musk's outrageous taxpayer kick-back scheme.

As you will see from recent articles, below, Elon Musk has been exposed as the kick-back conduit for paybacks to Silicon Valley for funding the Obama election campaign.

Every single thing that Elon Musk does is now based on taxpayer kick-backs for billionaires. You would think that the last people on Earth, who need handouts, are technology billionaires. If you are a technology billionaire associated with Kleiner Perkins, though, then you are "technically considered to be a "disadvantaged billionaire" because corruption has so severely damaged your moral compass.

So poor NASA gets caught up in the middle of this. The White House promised Elon Musk and his crony's a piece of NASA. The crony's got the whole NASA AMES airfield and free jet fuel for their private jets handed to them on a platter. A bunch of people got fired and American jobs were lost because of this. The exact same part of NASA was shut down, as the part that Elon Musk then got to receive contracts for. A bunch of people got fired and American jobs were lost because of this.

Now Musk is rolling in so much taxpayer cash that he said, in the media, he is going to use some of it to "build a roller coaster" just for fun at the taxpayer funded Space X building. NASA has pretty much been handed over to Elon Musk as another kick-back perk. One look at NASA's website shows it to be more of a PR campaign for Musk's Space X company than a research agency, any more.

So, being Congress, they don't like corruption that gets too insane and becomes too visible. The narcissistic Musk and Kleiner Perkins have now gone way over the line. On top of that, they put their egotistical brags and self-glorification way too far out in the media limelight.

Because of unmitigated corruption; The public has to suffer, good engineer employees at NASA have to suffer, the future of American innovation has to suffer and good works have to suffer. Musk is a self-deluded elitist, his self-purchased media coverage confirms this. In his 60 Minutes story, he cries, on-camera, because the real space engineers have called him a late-to-the-game yuppie poser.

All this was because White House senior staff decided to run kick-back campaigns instead of healthy bi-partisan forward programs.

Here is the letter from the NASA Boss:

## NASA Administrator Statement on Senate Appropriations Subcommittee Vote on Commercial Crew Budget



The following is a statement from NASA Administrator Charles Bolden on the Senate Appropriations subcommittee vote Wednesday on NASA's Fiscal Year 2016 commercial crew budget:

"I am deeply disappointed that the Senate Appropriations subcommittee does not fully support NASA's plan to once again launch American astronauts from U.S. soil as soon as possible, and instead favors continuing to write checks to Russia.

"Remarkably, the Senate reduces funding for our Commercial Crew Program further than the House already does compared to the President's Budget.

"By gutting this program and turning our backs on U.S. industry, NASA will be forced to continue to rely on Russia to get its astronauts to space – and continue to invest hundreds of millions of dollars into the Russian economy rather than our own.

"I support investing in America so that we can once again launch our astronauts on American vehicles."

-end-

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*Last Updated: June 11, 2015*  
*Editor: Allard Beutel*

Here are the rapidly increasing exposes on Musk:

### The Silicon Valley Kick-Back Scheme

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## Elon Musk: Government's \$5 Billion Man



A little help from his friends. [View Enlarged Image](#)

**Capitalism 2015:** In corporate finance today, the theme is “Go where the money is.” For Elon Musk, CEO of Tesla, SolarCity and SpaceX, the place to hunt for cash isn’t Wall Street or even Silicon Valley. It’s Washington, D.C.

Musk is one of the hottest CEOs in the country, and Tesla stock has been a strong performer. But one key to Musk’s success is that his companies have, according to an analysis by the Los Angeles Times, gathered in \$4.9 billion of taxpayer subsidies over the past several years — everything from grants and loan guarantees to property-tax abatements and federal tax credits for buying his products.

Musk is the new king of corporate welfare, and he’s starting to make Florida’s Fanjul family, which lives off sugar subsidies, or former Archer Daniels Midland CEO Dwayne Andreas, who cashed in on ethanol mandates and subsidies, look like pikers.

Many Wall Street observers say investors are gambling that Musk can cut his costs before the taxpayer money runs dry.

But it might be that he and his backers are betting that the tax dollars will never stop flowing, like a fiscal perpetual motion machine.

This is what is meant by “public-private partnership.” It says a lot about the U.S. [economy](#) and the role that big government plays that those who reach the top of the federal subsidy mountain are Wall Street’s darlings.

Nearly all of Musk’s corporate activities — building electric cars, producing solar panels and launching rockets into space — depend on government’s largesse.

The secret to his success is finding out what the Obama administration and other politicians want, then starting to produce it — regardless of whether it’s commercially viable.

As we’ve noted, the solar panel scam is so costly that the government in many cases is paying homeowners to put Musk’s product on their roof.

Then earlier this year, Musk got the state of Nevada to offer him \$1.3 billion in incentives to move one of its factories to Reno. The Times reports that he also persuaded New York to kick in an estimated \$750 million for a SolarCity plant in Buffalo.

How does he do it?

Musk was challenged on CNBC this week about the size of the subsidies that he rakes in every year. He said that they're "helpful" and create jobs. He defended the government support as necessary because "what the incentives do is they are catalysts. They improve the rate at which a certain thing happens."

INTERNET MEMES RELATED TO THESE ARTICLES AND INVESTIGATIONS:



Tesla and Solyndra sit next door to each other. After the FBI raids, it was discovered that Senators Reid and Feinstein made billions in kick-backs off of these Steven Chu crony insider deals.

OFFICIAL DEPARTMENT OF ENERGY (DOE) ALTERNATIVE ENERGY LOAN APPLICATION

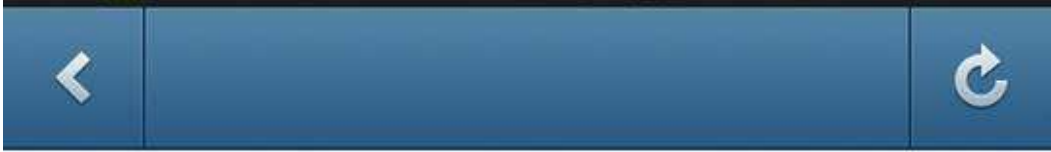
# DOE GREEN ENERGY LOAN PROGRAM

YOUR TICKET TO SOLAR, WIND AND UNICORN METHANE SUCCESS



DOUG ROSS © JOURNAL





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3h



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iamsohai @teslamotorsfremont #teslamotors





## Airbus to drop lithium-ion batteries for A350 due to regulatory concerns

Text Size Print E-mail Reprints

By Associated Press, Updated: Thursday, February 14, 6:44 PM

NEW YORK — Airbus is dropping lithium-ion batteries from its new A350 airplane because of uncertainty surrounding the technology that has led to the grounding of Boeing's 787.

The European planemaker said late Thursday that it has decided to revert to nickel-cadmium batteries for the A350. The plane is a wide-body jet rival to the 787 and is expected to make its first flight around the middle of the year.

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### Comments

Weigh In Corrections?

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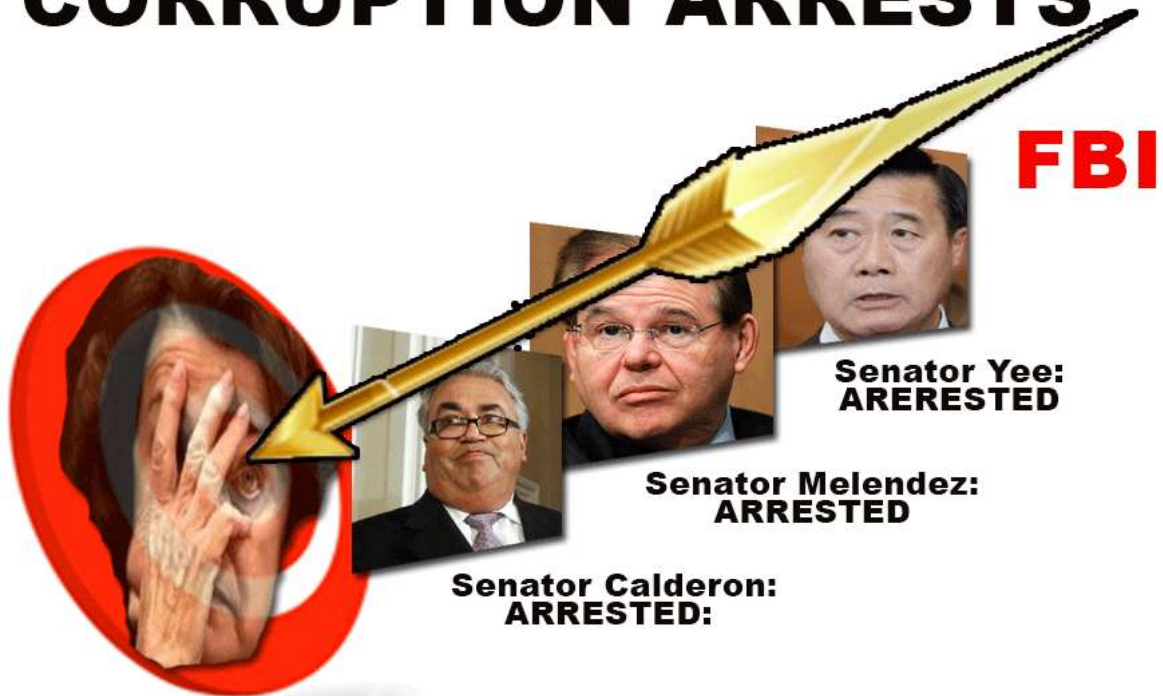


Airbus says it does not expect the battery switch to delay the A350.

Federal officials grounded the 787 last month because of problems with its lithium-ion batteries that caused one fire and forced another plane to make an emergency landing.

Airbus says the A350 uses batteries in a different setup to the 787, making it unlikely that it would face the same problems.

# SENATORS DROPPING LIKE FLIES IN CORRUPTION ARRESTS



**FBI**

**Senator Yee:  
ARRESTED**




**Senator Melendez:  
ARRESTED**

**Senator Calderon:  
ARRESTED:**

**Senator  
Feinstein:  
Next?**



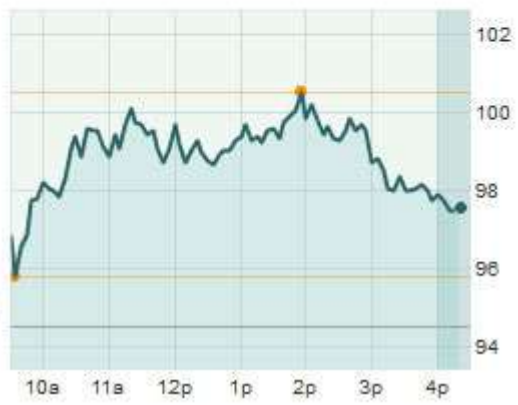
# Tesla shares fall after Barron's article

36 Comments        **NEW** Portfolio Relevance **LEARN MORE**

By Laura Mandaro

SAN FRANCISCO (MarketWatch) – Tesla Motors Inc. **TSLA +3.45%** shares fell 3.2% premarket Monday, to \$98.54, after Barron's featured the company in a cover story. The article noted that one big driver behind the stock's tripling in value this year was a powerful short squeeze. "With the shorts in retreat, Tesla should trade more in line with its fundamentals," notes the article. The author argues there will have to be a break-through in battery technology for sales to take off. ■

**TSLA**



not apply directly to DOE but instead work with financial institutions satisfying the qualifications of an eligible lender which may apply directly to DOE to access a loan guarantee. The solicitation invites applications from eligible lenders for partial, risk-sharing loan guarantees from DOE. The guarantee percentage will be no more than 80% of the maximum aggregate principal and interest during a loan term, and the project debt must obtain a credit rating of at least 'BB' or an equivalent with a nationally recognized credit rating agency.

This solicitation marks the eighth round of solicitations issued by the Department's Loan Guarantee Program since its inception.

Read more information on this solicitation and the Department's Loan Guarantee Program at [www.lgprogram.energy.gov](http://www.lgprogram.energy.gov).



**George Clooney Tells Tesla:  
“Why am I always stuck on  
the side of the F\*CKING  
road...make it work!”**



**WHAT WOULD ELON DO?**



***"Elon: Congratulations on being a Self-righteous,  
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***You must be so proud!"***



**I love your sense of superiority.**



**Tell me all about how deserved it is.**

**The Elon Musk Center  
For Self Agrandizement  
& Douchebaggery**





**ELON MUSK, YOU PAID TO HAVE OVER 480 TV SHOWS  
& MAGAZINE ARTICLES WRITTEN ABOUT YOURSELF**



### Should Management Spy on Employees? - CBS News

The story, according to Valleywag, goes like this: ... **Elon Musk** is now spying on everyone. .... What do you think? Should management spy on **employees** to stop media leaks or for any other reason? Come to think of it, ...

 [cbsnews.com/news/should-management-spy-on-employees/](https://www.cbsnews.com/news/should-management-spy-on-employees/)

### Leaks: Tesla CEO in Digital Witch Hunt - Gawker

Life for the **employees** at Tesla Motors has got more depressing over the last few months. **Elon Musk** is now spying on everyone. The inquisition began after an engineer named Peng Zhou revealed the company's perilously low \$9 million cash balance to Valleywag last October. **Musk** ordered a ...

 [gawker.com/5164035/tesla-ceo-in-digital-witch-hunt](https://www.gawker.com/5164035/tesla-ceo-in-digital-witch-hunt)

### Elon musk - Valleywag

**Elon Musk** Turned Into Unwitting Hair Transplant ... On Monday former **employees** of SpaceX, **Elon Musk's** own private ... The mysterious 'collector' who spent \$866,000 on the James Bond Lotus submarine from The Spy Who Loved Me was none other than billionaire investor and Tesla CEO **Elon Musk** ...

 [valleywag.gawker.com/tag/elon-musk](https://valleywag.gawker.com/tag/elon-musk)

### Elon Musk - Page 2 - Tesla Motors Club

**Elon Musk**: Tweet. If this is your first visit, ... **Elon Spying on all Employees** Leaks: Tesla CEO in Digital Witch Hunt. 2009-03-04, 09:23 AM #14. DRM. View Profile ... and the majority of the negative ones seem to stem from valleywag/gawker.

 [teslamotorsclub.com/showthread.php/1830-Elon-Musk/page2](https://www.teslamotorsclub.com/showthread.php/1830-Elon-Musk/page2)

### Tesla Death Watch 35: Musk Outs Zhou | The Truth About Cars

Which is fair enough. God knows TTAC has its **spies** friends throughout the industry. And the fact that

# Tesla CEO in Digital Witch Hunt



Owen Thomas

Filed to: LEAKS 3/04/09 9:30am

29,228 🔥 2 ★



Enraged by leaks at his troubled Silicon Valley electric carmaker, CEO Elon Musk cooked up a sophisticated electronic scheme to catch the blabbers. It backfired hilariously on the brilliant entrepreneur, who's a bit blabby himself.

Tesla Motors is an icon of the new Silicon Valley, which is placing its bets on clean, green technology. Its \$109,000 Tesla Roadster runs wholly on electricity and

accelerates from 0 to 60 miles per hour in less than four seconds. But the company is in deep financial trouble, and is betting its future on government loans that may not materialize. Musk, the company's lead investor, took over as CEO last fall. But his reign has been marked by constant and, as Musk himself had admitted, deadly accurate disclosures of Tesla's parlous condition.

A tipster writes:

*Life for the employees at Tesla Motors has got more depressing over the last few months. Elon Musk is now spying on everyone.*



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[The Blog of Cars - Tesla to recall Roadster 2.0 and 2.5 due ...](#) 


[theblogofcars.com/2010/10/tesla-to-recall-roadster-2-0...](http://theblogofcars.com/2010/10/tesla-to-recall-roadster-2-0...) Cached

Tesla will be recalling the Roadster 2.0 and 2.5 due to a fire hazard. The issue is that the 12V low voltage auxiliary cable, located behind the passenger side ...

[Tesla Model S Catches Fire: Is This Tesla's 'Toyota' Moment?](#) 

[www.thecarconnection.com/news/1087401\\_tesla-model-s...](http://www.thecarconnection.com/news/1087401_tesla-model-s...) Cached

What's far less clear is the effect that the fire will have on Tesla in the near ... fire battery pack Toyota Recall Fire risk ... About the 2010 Tesla Roadster;

[Tesla recalls 439 Roadster 2.0 and 2.5 electric cars due to ...](#) 

[www.engadget.com/2010/10/04/tesla-recalls-439-roadster-2...](http://www.engadget.com/2010/10/04/tesla-recalls-439-roadster-2...) Cached

Tesla Motors is pretty proud of the fact that it decided to recall 439 Roadster 2.0 and 2.5 vehicles after a single one saw "a short, smoke and possible ...

[Tesla Roadster recall over fire hazard | Ultimate Car Blog](#) 

[www.ultimatecarblog.com/tesla-roadster-recall...fire-hazard](http://www.ultimatecarblog.com/tesla-roadster-recall...fire-hazard) Cached

If you're concerned about the fuel burning part you should go electric and in recent days there's quite a choice and the most exciting version of it is the Tesla ...

[Tesla Motors - Wikipedia, the free encyclopedia](#) 

[en.wikipedia.org/wiki/Tesla\\_Motors](http://en.wikipedia.org/wiki/Tesla_Motors) Cached

[Overview](#) | [Corporate...](#) | [History and...](#) | [Car models](#)

Tesla Motors, Inc. is a California-based company that designs, manufactures and sells electric cars and electric vehicle powertrain components. Tesla ...

[Top Speed - Tesla Roadster Being Recalled Due To Potential ...](#) 

[www.topspeed.com/cars/car-news/tesla-roadster-being...](http://www.topspeed.com/cars/car-news/tesla-roadster-being...) Cached

Tesla Roadster being recalled due to potential fire hazard ... The California-based electric carmaker has issued a voluntary safety recall of the Roadster 2.0 ...



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## Tesla's Founder Sues Tesla's CEO

BY CHUCK SQUATRIGLIA 06.11.09 1:15 AM

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in

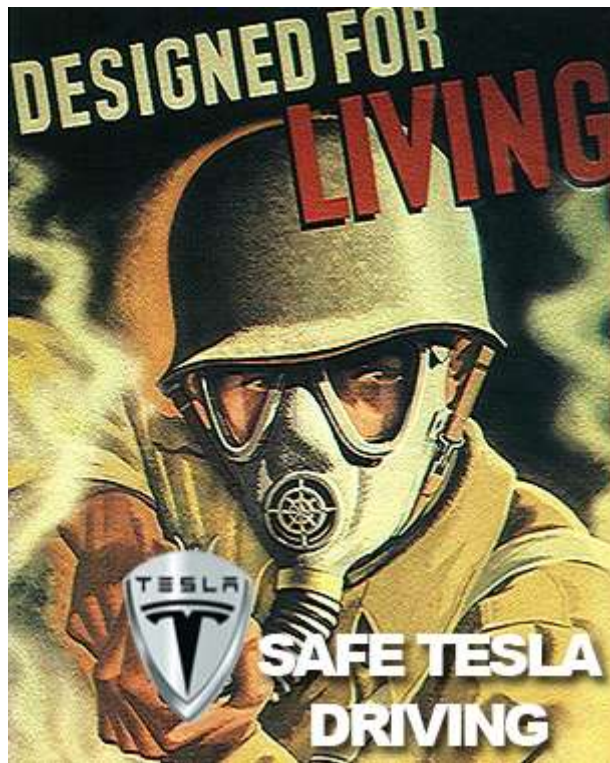






**This is the Tesla battery inside the MILITARY-GRADE BLAST CHAMBER that it must be used in at the Tesla Factory because of the EXTREME EXPLOSION DANGER of the Tesla Battery**





ConsumerReports.org

Find Ratings

## Consumer Reports' Tesla Model S P85D breaks—before testing begins

A broken power door handle is one of the most common Tesla problems

Last updated: May 18, 2015 02:15 PM



### Find Ratings



Hyundai/EV's

See Dealer Pricing

A new car shouldn't have problems when you've owned it for less than a month. Yet Consumer Reports' brand-new \$127,000 Tesla Model S P85 D, with the fancy retractable door handles refused to let us in, effectively rendering the car undrivable. (Read "Why We Bought a Tesla Model S.")

After we'd owned the P85 D for a mere 27 days, with just over 2,300 miles on the odometer, the driver-side door handle failed. The door handles in the Model S retract electrically so they nest flush with the sides of the car when they're not in use. Walk up to the car with the key fob in your pocket, and the handles move out

to allow you to grip them.

Except this time, the one on the driver's door of our P85D didn't pop out, leaving us no way to open the door from the outside. And significantly, the car wouldn't stay in Drive, perhaps misinterpreting that the door was open due to the issue with the door handle. We have observed other vehicles likewise prohibiting driving with a door open.

We're far from the first Tesla owners to experience this problem. Our car reliability survey shows that doors, locks, and latches are the biggest trouble areas with Teslas and that the Model S has far higher than average rates of such problems.



Driver's door handle re stuck.

## Ex-Tesla Execs Win Reinstatement Of Contract Claims

By Leigh Kamping-Carder

Law360, New York (May 06, 2011, 8:05 PM ET) -- A California appeals court on Thursday dismissed the defamation claims of two Tesla Motors Inc. executives fired in a round of layoffs in 2008 but reinstated claims that the electric-car maker breached a stock options agreement.

Statements Tesla made about a group of 26 fired employees were clearly opinion, not fact, and did not name former Director of Communications David Vespremi and former Chief Information Officer Gene Glauzell directly, entitling the company to free speech protections, the appeals court ruled.

Vespremi and Glauzell joined Tesla in...

### [3 Tesla Employees Killed in Plane Crash | WIRED](#)

[www.wired.com/2010/02/plane-crash-kills-tesla-employees](http://www.wired.com/2010/02/plane-crash-kills-tesla-employees) ▼

3 Tesla Employees **Killed in Plane Crash** SUBSCRIBE. Search. Business; Design; Entertainment; Gear; Science; Security; Photo; ... Wired **Staff**, RSS;





### [3 Tesla workers killed in Calif. plane crash - US news ...](#)

[www.nbcnews.com/.../t/tesla-employees-killed-calif-plane-crash](http://www.nbcnews.com/.../t/tesla-employees-killed-calif-plane-crash) ▼

A small **plane crashes** in a residential neighborhood in East ... **3 Tesla employees killed** in Calif. **plane crash** ... Tenn. **plane crash** devastates Kansas ranching ...

### [Videos of 3 tesla staff killed in plane crash](#)

[bing.com/videos](http://bing.com/videos)

 <p>1:40 PALO ALTO NIA</p>	 <p>2:13</p>	 <p>1:40 PALO ALTO NIA</p>	 <p>2:13</p>
<b>3 Tesla Motors Employees Kil...</b> Mashable	<b>3 TESLA EMPLOYEES ...</b> YouTube	<b>3 Tesla Motors Employees Re...</b> treehugger.com	<b>3 Tesla Employees Di...</b> YouTube

See more videos of [3 tesla staff killed in plane crash](#)

### [3 Tesla employees killed in California plane crash](#)

[www.autonews.com/article/20100217/OEM02/100219869/3-tesla...](http://www.autonews.com/article/20100217/OEM02/100219869/3-tesla...) ▼

Three employees of **Tesla Motors** were **killed** in a small **airplane crash** in northern California today, ... **Tesla CEO Elon Musk** confirmed all had worked at the company.

### [URGENT: 3 Tesla Motors employees killed in plane crash](#)

[www.presstelegram.com/technology/20100217/urgent-3-tesla-motors...](http://www.presstelegram.com/technology/20100217/urgent-3-tesla-motors...) ▼



## Marin County **Tesla driver** who died in crash off Hwy. 1 **cliff** ...

So, Elon's earlier joke about someone probably having to **drive it off a cliff** to die in a **Tesla** has finally come to pass. Sad. Worse yet if it was intentional.

 [teslamotors.com/forum/forums/marin-county-tesla-driver-wh...](https://teslamotors.com/forum/forums/marin-county-tesla-driver-wh...)

## Drove it off a **cliff** and still avoided injury | Forums ...

**Tesla** Tour; Forums; Stores; Service Centers; Superchargers; Contact; Order Your **Tesla**; What to Expect; ... He shared the story of the crash in Mexico where the **driver**, ... It suggests that you theoretically could make a car that could **drive off a cliff** of any height and still be survivable.

 [teslamotors.com/en\\_GB/forum/forums/drove-it-cliff-and-sti...](https://teslamotors.com/en_GB/forum/forums/drove-it-cliff-and-sti...)

## **Driver of Tesla** who drove off **cliff** identified :: SFBay | San ...

**Driver of Tesla** who drove off **cliff** Identified. By ... The Sonoma County coroner's office has identified a **driver** of a **Tesla** found at the bottom of a **cliff** along ... California Highway Patrol officials said. Emergency responders found a 2014 **Tesla** at the bottom of the **cliff** with ...

 [sfbay.ca/2014/12/31/driver-of-tesla-who-drove-off-...](https://sfbay.ca/2014/12/31/driver-of-tesla-who-drove-off-...)

## **Tesla's** stock **drives** itself off a **cliff** | America's Markets

**Tesla's** stock **drives** itself off a **cliff**. By: Matt Krantz October 10, 2014 11:30 am. SHARE ON FACEBOOK. SHARE ON TWITTER TWEET. SHARE ON SMS. SHARE ON WHATSAPP. EMAIL Getty. Editor's Note: An

## Tesla driver who killed Santa Cruz bicyclist: I fell asleep ...

Tesla driver who killed Santa Cruz bicyclist: I fell asleep. ... 40, of Santa Cruz. VIDEO: Tesla driver strikes, kills cyclist on Highway 1. The deadly accident happened on a bright, sunny Saturday at 11:30 a.m.

 [ksbw.com/news/central-california/santa-cruz/santa-...](http://ksbw.com/news/central-california/santa-cruz/santa-...)

## CHP: Dozing driver struck, killed bicyclist north of Santa Cruz

The driver of the black 2013 Tesla S has not been arrested, ... Alper had been cycling with three people. Two of them were far in front of him and one person was far behind and none of them saw ... Alper is one of a handful of cyclists killed in Santa Cruz County in recent years. Joshua ...

 [santacruzsentinel.com/general-news/20131104/chp-dozing-driver-s...](http://santacruzsentinel.com/general-news/20131104/chp-dozing-driver-s...)

## accident with cyclist in Santa Cruz - Tesla Motors Club

Very sad story about a cyclist killed when struck by Tesla Model S: Santa Cruz cyclist struck by ... Very sad story about a cyclist killed when struck by Tesla Model S: Santa Cruz cyclist struck by motorist on Hwy. 1 ... the Tesla's driver went up and down the dirt embankment ...

 [teslamotorsclub.com/showthread.php/23418-accident-with-cyclis...](http://teslamotorsclub.com/showthread.php/23418-accident-with-cyclis...)

## Tesla Motors named in fatal bike crash suit in Santa Cruz ...

SANTA CRUZ -- A 63-year-old Tesla driver from Santa Cruz, ... "if you or I drove across Highway 1 and into the bushes, then steered straight back on to the highway and killed somebody, we would have been hauled off to jail in handcuffs," O'Reilly said.

 [mercurynews.com/crime-courts/ci\\_25076376/tesla-motor-co-n...](http://mercurynews.com/crime-courts/ci_25076376/tesla-motor-co-n...)

## Cyclelicious » Cyclist killed by Tesla in Santa Cruz County

My condolences to his friends and loved ones. A 40 year old Santa [...] Cyclelicious; About; Shop; ... A 40 year old Santa Cruz resident was killed after he was hit in a head on collision with a Tesla Model S on Saturday morning. ... "Cyclist killed by Tesla driver ...

 [cyclelicio.us/2013/cyclist-killed-by-tesla-in-santa-cru...](http://cyclelicio.us/2013/cyclist-killed-by-tesla-in-santa-cru...)

## Driver of Tesla who drove off cliff identified :: SFBay | San ...

### 3 workers **burned** at **Tesla** plant - SFGate

Hot metal spilling from a malfunctioning aluminum press **burned** three **employees** at the **Tesla** Motors factory in Fremont Wednesday, sending the workers to a hospital.

 [sfgate.com/bayarea/article/3-workers-burned-at-Tesla...](https://www.sfgate.com/bayarea/article/3-workers-burned-at-Tesla...)

### 3 **Tesla** Motors **employees** **burned** in industrial accident

3 **Tesla** Motors **employees** **burned** in industrial accident The accident follows three reports of **Tesla**'s Model S sedans catching fire, but appears unrelated

 [fire-rescue1.com/fire-products/vehicles/articles/1604028-3...](https://www.fire-rescue1.com/fire-products/vehicles/articles/1604028-3...)

### **Tesla** Motors accident: Hot metal burns three workers at ...

FREMONT -- Three **Tesla** Motors **employees** were injured when a low-pressure aluminum casting press failed Wednesday afternoon at the company's Fremont factory.

 [mercurynews.com/breaking-news/cl\\_24516306/tesla-accident-...](https://www.mercurynews.com/breaking-news/cl_24516306/tesla-accident-...)

### **Tesla** CEO Elon Musk Visits Injured Workers at Hospital | NBC ...

Two workers at **Tesla** Motors' plant in Fremont remain hospitalized at a San Jose burn unit after they were injured by a hot-metal spill caused by an equipment failure.

 [nbcbayarea.com/news/local/Fire-Ambulance-at-Tesla-Plant-...](https://www.nbcbayarea.com/news/local/Fire-Ambulance-at-Tesla-Plant-...)

### Workers **burned** at **Tesla** car plant | Technology | The Guardian

Three **Tesla** Motors **employees** were injured when a casting press containing hot aluminium failed at its San Francisco Bay area factory, officials said.

 [theguardian.com/technology/2013/nov/14/workers-burned-tes...](https://www.theguardian.com/technology/2013/nov/14/workers-burned-tes...)

### **Tesla** Motors Workers **Burned**, Cal-OSHA Continues Investigation ...

Cal-OSHA has continued its investigation into the **burned** workers at the San Francisco Bay **Tesla** Motors factory. Three **employees** suffered burns after a casting

 [natecintl.com/blog/tesla-motors-workers-burned-cal-osha...](https://www.natecintl.com/blog/tesla-motors-workers-burned-cal-osha...)



*As other have noted, this has not been a secret, every Tesla owner knows about this. Second, most reports I have seen, and my own experience, puts the previous vampire loss at about 3kWh, not 4.5. With the latest update, that has been reduced to about 1 kWh. And they are not done optimizing yet.*

I think the idea of it being a "secret" comes from the fact that this is a weakness that the general media doesn't cover. Not yet anyway. I think if it were common knowledge that every Tesla born is like plugging in a couple of incandescent light bulbs forever whether you use the car or not, its reputation might be just a little less rosy. Lord knows if it were the Volt with this kind of issue, it would be top headlines on the hour on Fox News.

You may know this author better than I, but I didn't see any evidence that he used an inaccurate methodology. He was very clear about how it was done, and acknowledged that he could use a larger sample size to draw more accurate conclusions. Rather, it seems to me it's *your* claim that the latest update reduces daily vampire drain to 1 kWh that could use some evidence. I certainly wouldn't take it from a Tesla forum or Tesla corporate, which should automatically come with questions about objectivity. And this 1 kWh figure seems directly in contradiction to the author's findings by a wide margin.

IMO, a lot of time has passed with a known and significant issue (actually a set of related issues it seems), and despite promises and a concerted effort, what seems like it should be an eminently solvable problem has not been solved at all. As someone who's worked in IT for over 30 years, if I were in charge of R&D there, I'd be feeling like I should maybe offer my resignation! There is a tendency to look at Tesla with rose-colored glasses, something I'm seeing even in this thread, and IMO this issue is potentially more of a problem for Tesla than the recent spate of road-incident fires.

Originally Posted by **MrEnergyCzar**

*How many KWH per day does a plugged in Tesla draw? 2? What amount are we talking about here? Thanks...*

MrEnergyCzar

According to the article, he's seeing an average of 3.5 kWh per day after the latest software update.

Last edited by volt11; 15 Hours Ago at 11:53 PM.

Reply With Quote

8 Hours Ago

#13

richard13  
Member

Join Date: Oct 2013  
Location: Mill Creek, WA  
Posts: 68

Originally Posted by **bonaire**

*I love my 2011 hold mode. It is called mountain mode. Works great for my long distance trips.*

*I personally don't consider Tesla vehicles as green. From 10,000 miles out of rear 21" tires to more kWh per mile than other cars to the excess power from the motor and far too large a battery subsystem. Add to that the vampire drain and it just isn't conservative enough for my tastes.*

I agree with this. To me the Tesla is less of a green automobile and more of a wasteful alternative fuel sports car.

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# Elon Musk's growing empire is fueled by \$4.9 billion in government subsidies



During an event at Tesla's design studio in Hawthorne, Elon Musk introduces a line of batteries for homes and businesses.

(Jerome Adamstein / Los Angeles Times)

By **JERRY HIRSCH** *contact the reporter*

- Business
- Automotive Industry

Tesla, SolarCity and SpaceX have collected or received a commitment for \$4.9 billion in government support

A looming question: Can Elon Musk's companies slash development costs before public largesse ends?

Los Angeles entrepreneur Elon Musk has built a multibillion-dollar fortune running companies that make electric cars, sell solar panels and launch rockets into space.

And he's built those companies with the help of billions in government subsidies.

Tesla Motors Inc., SolarCity Corp. and Space Exploration Technologies Corp., known as SpaceX, together have benefited from an estimated \$4.9 billion in government support, according to data compiled by The Times. The figure underscores a common theme running through his emerging empire: a public-private financing model underpinning long-shot start-ups.

"He definitely goes where there is government money," said Dan Dolev, an analyst at Jefferies Equity Research. "That's a great strategy, but the government will cut you off one day."



Elon Musk says his companies don't need the estimated \$4.9 billion they enjoy in government support, but the money will help them move faster to transform the dirty business of energy. ( Jerry Hirsch )

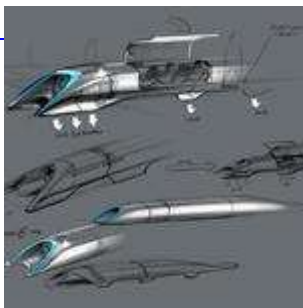
The figure compiled by The Times comprises a variety of government incentives, including grants, tax breaks, factory construction, discounted loans and environmental credits that Tesla can sell. It also includes tax credits and rebates to buyers of solar panels and electric cars.

A looming question is whether the companies are moving toward self-sufficiency — as Dolev believes — and whether they can slash development costs before the public largesse ends.

Tesla and SolarCity continue to report net losses after a decade in business, but the stocks of both companies have soared on their potential; Musk's stake in the firms alone is worth about \$10 billion. (SpaceX, a private company, does not publicly report financial performance.)

Musk and his companies' investors enjoy most of the financial upside of the government support, while taxpayers shoulder the cost.

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The payoff for the public would come in the form of major pollution reductions, but only if solar panels and electric cars break through as viable mass-market products. For now, both remain niche products for mostly well-heeled customers.

Musk declined repeated requests for an interview through Tesla spokespeople, and officials at all three companies declined to comment.

The subsidies have generally been disclosed in public records and company filings. But the full scope of the public assistance hasn't been tallied because it has been granted over time from different levels of government.

New York state is spending \$750 million to build a solar panel factory in Buffalo for SolarCity. The San Mateo, Calif.-based company will lease the plant for \$1 a year. It will not pay property taxes for a decade, which would otherwise total an estimated \$260 million.

The federal government also provides grants or tax credits to cover 30% of the cost of solar installations. SolarCity reported receiving \$497.5 million in direct grants from the Treasury Department.



Elon Musk's California companies — Tesla, SolarCity and SpaceX — have enjoyed at least \$4.9 billion in government support. ( Jerry Hirsch )

That figure, however, doesn't capture the full value of the government's support.

Since 2006, SolarCity has installed systems for 217,595 customers, according to a corporate filing. If each paid the current average price for a residential system — about \$23,000, according to the Union of Concerned Scientists — the cost to the government would total about \$1.5 billion, which would include the Treasury grants paid to SolarCity.

Nevada has agreed to provide Tesla with \$1.3 billion in incentives to help build a massive battery factory near Reno.

The Palo Alto company has also collected more than \$517 million from competing automakers by selling environmental credits. In a regulatory system pioneered by California and adopted by nine other states, automakers must buy the credits if they fail to sell enough zero-emissions cars to meet mandates. The tally also includes some federal environmental credits.

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On a smaller scale, SpaceX, Musk's rocket company, cut a deal for about \$20 million in economic development subsidies from Texas to construct a launch facility there. (Separate from incentives, SpaceX has won more than \$5.5 billion in government contracts from NASA and the U.S. Air Force.)

Subsidies are handed out in all kinds of industries, with U.S. corporations collecting tens of billions of dollars each year, according to Good Jobs First, a nonprofit that tracks government subsidies. And the incentives for solar panels and electric cars are available to all companies that sell them.

Musk and his investors have also put large sums of private capital into the companies.

But public subsidies for Musk's companies stand out both for the amount, relative to the size of the companies, and for their dependence on them.





Tesla Motors Inc. Chief Executive Elon Musk on Thursday detailed his vision for an energy storage system that would change “the fundamental energy infrastructure of the world.” Musk’s plunge into the business of batteries for home and commercial use is the latest in a series of grandiose plans... ( Andrew Khouri and Samantha Masunaga )

"Government support is a theme of all three of these companies, and without it none of them would be around," said Mark Spiegel, a hedge fund manager for Stanphyl Capital Partners who is shorting Tesla's stock, a bet that pays off if Tesla shares fall.

Tesla stock has risen 157%, to \$250.80 as of Friday's close, over the last two years.

Musk has proved so adept at landing incentives that states now compete to give him money, said Ashlee Vance, author of "Elon Musk: Tesla, SpaceX, and the Quest for a Fantastic Future," a recently published biography.

"As his star has risen, every state wants a piece of Elon Musk," Vance said.

Before his current ventures, he made a substantial sum from EBay Inc.'s \$1.5-billion purchase of PayPal, the electronic payment system in which Musk held an 11% stake.

Soon after, he founded SpaceX in 2002 with money from that sale, and he made major investments and took leadership posts at Tesla and Solar City.

Musk is now the chief executive of both Tesla and SpaceX and the chairman of SolarCity, and holds big stakes in all three, including 27% of Tesla and 23% of SolarCity, according to recent regulatory filings. The ventures employ about 23,000 people nationwide, and they operate or are building factories and facilities in California, Michigan, New York, Nevada and Texas.

### **Tense talks**

The \$1.3 billion in benefits for Tesla's Nevada battery factory resulted from a year of hardball negotiations.

Late in 2013, Tesla summoned economic development officials from seven states to its auto factory in Fremont, Calif. After a tour, they gathered in a conference room, where Tesla executives explained their plan to build the biggest lithium-ion battery factory in the world — then asked the states to bid for the project.

Nevada at first offered its standard package of incentives, in this case worth \$600 million to \$700 million, said Steve Hill, Nevada's executive director of the Governor's Office of Economic Development.

Tesla negotiators wanted far more. The automaker at first sought a \$500-million upfront payment, among other enticements, Hill said. Nevada pushed back, in sometimes tense talks punctuated by raised voices.

"It would have amounted to Nevada writing a series of checks during the first couple of years," said Hill, calling it an unacceptable risk.

With the deal imperiled, Hill flew to Palo Alto in August to meet with Tesla's business development chief, Diarmuid O'Connell, a former State Department official who is the automaker's lead negotiator.

They shored up the deal with an agreement to give Tesla \$195 million in transferable tax credits, which the automaker could sell for upfront cash. To make room in its budget, Nevada reduced incentives for filming in the state and killed a tax break for insurance companies.

Nevada Gov. Brian Sandoval and Musk sealed the agreement in a Labor Day phone conversation. Hill said it was worth it, pointing to the 6,000 jobs he expects the factory to eventually create.



SpaceX, Elon Musk's rocket company, cut a deal for about \$20 million in subsidies from Texas to build a launch facility there. (Brian van der Brug / Los Angeles Times)

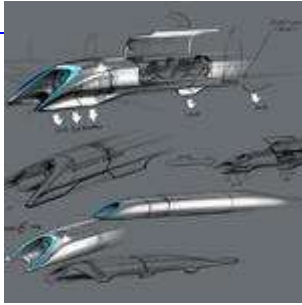
The state commissioned an analysis estimating the economic impact from the project at \$100 billion over two decades, but some economists called that figure deeply flawed. It counted every Tesla employee as if they would otherwise have been unemployed, for instance, and it made no allowance for increased government spending to serve the influx of thousands of local residents.

### **A \$750-million factory**

Musk has similar success with getting subsidies for a SolarCity plant in Buffalo, N.Y. The company currently buys many of its solar panels from China, but it will soon become its own supplier with a new and heavily subsidized factory.

An affiliate of New York's College of Nanoscale Science and Engineering in Albany will spend \$750 million to build a solar panel factory on state land. SolarCity estimated in a corporate filing that it will spend an additional \$150 million to get the factory operating.

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When finished in 2017, the 1.2-million-square-foot facility will be the largest solar panel factory in the Western Hemisphere. New York officials see the subsidy as a worthy investment because they expect that it will create 3,000 jobs. The plant will replace a long-closed steel factory.

"The SolarCity facility will bring extensive benefits and value to this formerly dormant brownfield that provided zero benefit to the city and region," said Peter Cutler, spokesman for Empire State Development, New York's economic development agency.

SpaceX, though it depends far more on government contracts than subsidies, received an incentive package in Texas for a commercial rocket launch facility. The state put up more than \$15 million in subsidies and infrastructure spending to help SpaceX build a launch pad in rural Cameron County at the southern tip of Texas. Local governments contributed an additional \$5 million.



### [Readers reacted strongly to a Times story](#)

Readers reacted strongly to a [Times story](#) this weekend reporting that Los Angeles entrepreneur Elon Musk's companies -- Tesla, SolarCity and SpaceX -- have benefited from an estimated \$4.9 billion in government support. ( Jerry Hirsch )

Included in the local subsidies is a 15-year property tax break from the local school district worth \$3.1 million to SpaceX. Officials say the development still will bring in about \$5 million more over that period than the local school district otherwise would have collected.

"That's \$5 million more than we have ever seen from that property," said Dr. Lisa Garcia, superintendent of the Point Isabel Independent School District. "It is remote.... It is just sand dunes."



## Crucial aid

The public money for Tesla and SolarCity factories is crucial to both companies' efforts to lower development and manufacturing costs.

The task is made more urgent by the impending expiration of some of their biggest subsidies. The federal government's 30% tax credit for solar installations gets slashed to 10% in 2017 for commercial customers and ends completely for homeowners.

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Tesla buyers also get a \$7,500 federal income tax credit and a \$2,500 rebate from the state of California. The federal government has capped the \$7,500 credit at a total of 200,000 vehicles per manufacturer; Tesla is about a quarter of the way to that limit. In all, Tesla buyers have qualified for an estimated \$284 million in federal tax incentives and collected more than \$38 million in California rebates.

California legislators recently passed a law, which has not yet taken effect, calling for income limits on electric car buyers seeking the state's \$2,500 subsidy. Tesla owners have an average household income of about \$320,000, according to Strategic Visions, an auto industry research firm.

Competition could also eat into Tesla's public support. If major automakers build more zero-emission cars, they won't have to buy as many government-awarded environmental credits from Tesla.



[Apple cars, Tesla Motors' fledgling energy business, Model X delays --- here are five takeaways from Tesla CEO Elon Musk's conversation with financial analysts Wednesday. \( Jerry Hirsch \)](#)

In the big picture, the government supports electric cars and solar panels in the hope of promoting widespread adoption and, ultimately, slashing carbon emissions. In the early days at Tesla — when the company first produced an expensive electric sports car, which it no longer sells — Musk promised more rapid development of electric cars for the masses.

In a 2008 blog post, Musk laid out a plan: After the sports car, Tesla would produce a sedan costing "half the \$89k price point of the Tesla Roadster and the third model will be even more affordable."

In fact, the second model now typically sells for \$100,000, and the much-delayed third model, the Model X sport utility, is expected to sell for a similar price. Timing on a less expensive model — maybe \$35,000 or \$40,000, after subsidies — remains uncertain.

"Some may question whether this actually does any good for the world," Musk wrote in 2008. "Are we really in need of another high-performance sports car? Will it actually make a difference to global

carbon emissions? Well, the answers are no and not much.... When someone buys the Tesla Roadster sports car, they are actually helping to pay for the development of the low-cost family car."

#### **Next: Battery subsidies**

Now Musk is moving into a new industry: energy storage. Last month, he starred in a typically dramatic announcement of Tesla Energy-branded batteries for homes and businesses. On a concert-like stage, backed by pulsating music, Musk declared that the batteries would someday render the world's energy grid obsolete.

"We are talking about trying to change the fundamental energy infrastructure of the world," he said.

Musk laid out a vision of affordable clean energy in the remote villages of underdeveloped countries and homeowners in industrial nations severing themselves from utility grids. The Nevada factory will churn out the batteries alongside those for Tesla cars.

What he didn't say: Tesla has already secured a commitment of \$126 million in California subsidies to companies developing energy storage technology.

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Twitter: @latimesjerry

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<http://www.latimes.com/business/la-fi-hy-musk-subsidies-20150531-story.html#page=1>

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**Bloomberg Mocks Elon Musk as “Liar”, per his employees, and full of Hubris trying to show-off in Space**

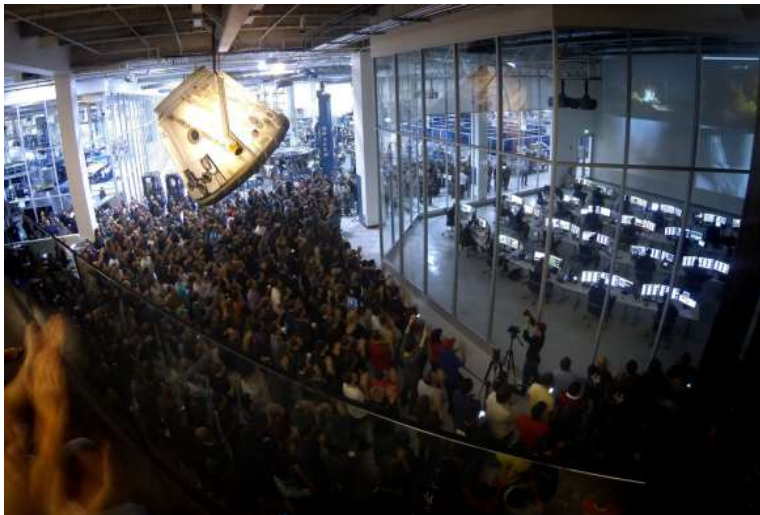


- Uses cover picture showing Musk in same league as rats
- Implies his sociopath-like lying is so well rehearsed you can hardly tell he isn't a sociopath
- Goes into his many social failures

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## **ELON MUSK: A RAT IN SPACE**

Elon Musk, a billionaire, has now received billions of free taxpayer dollars in out-right cash hand-outs, tax waivers, free or low-cost resources, stock pumps and federal NASA contracts. Musk's companies would not exist today if not for taxpayer hand-out cash. No other living person has received this much taxpayer money from the Obama administration. No other living person has given so much money to the Obama administration through his companies, investors and partners, like Google. No other living person has had the Obama administration sabotage, terminate or rule against so many of his competitors. Federal records demonstrate this to be one of the most overt examples of a political campaign kick-back scheme in this decade. In Musk's carefully orchestrated, self-aggrandizing, media campaigns, all mention of his true financial connections, extensive fraud lawsuits, and employee distrust is carefully expunged.



## **Elon Musk's Space Dream Almost Killed Tesla**

By Ashlee Vance | FOR BLOOMBERG

Illustrations by The Red Dress

SpaceX started with a plan to send mice to Mars. It got crazier from there.

In late October 2001, Elon Musk went to Moscow to buy an intercontinental ballistic missile. He brought along Jim Cantrell, a kind of international aerospace supplies fixer, and Adeo Ressi, his best friend from Penn. Although Musk had tens of millions in the bank, he was trying to get a rocket on the cheap. They flew coach, and they were planning to buy a refurbished missile, not a new one. Musk figured it would be a good vehicle for sending a plant or some mice to Mars.

Ressi, a gangly eccentric, had been thinking a lot about whether his best friend had started to lose his mind, and he'd been doing his best to discourage the project. He peppered Musk with links to video montages of Russian, European, and American rockets exploding. He staged interventions, bringing Musk's friends together to talk him out of wasting his money. None of it worked. Musk remained committed to funding a grand, inspirational spectacle in space and would spend all of his fortune to do it. And so Ressi went to Russia to contain Musk as best as he could. "Adeo would call me to the side and say, 'What Elon is doing is insane. A philanthropic gesture? That's crazy,'" said Cantrell. "He was seriously worried."





The group set up a few meetings with companies such as NPO Lavochkin, which had made probes intended for Mars and Venus for the Russian Federal Space Agency, and Kosmotras, a commercial rocket launcher based in Moscow. The appointments all seemed to go the same way, following Russian decorum. The Russians, who often skip breakfast, would ask to meet around 11 a.m. at their offices for an early lunch. Then there would be small talk for an hour or more as the meeting attendees picked over a spread of sandwiches, sausages, and, of course, vodka. After lunch came a lengthy smoking and coffee drinking period. Once all of the tables were cleared, the Russian in charge would turn to Musk and ask, “What is it you’re interested in buying?” The big windup may not have bothered Musk as much if the Russians had taken him more seriously. They viewed Musk as a novice when it came to space and did not appreciate his bravado. “One of their chief designers spit on me and Elon because he thought we were full of s—,” Cantrell said. Team Musk returned empty-handed.

In February 2002 the group returned to Russia, this time bringing Mike Griffin, who had worked for the CIA’s venture capital arm, In-Q-Tel; NASA’s Jet Propulsion Laboratory; and was just leaving Orbital Sciences, a maker of satellites and spacecraft. Musk was now looking for not one but three missiles and had a briefcase full of cash, too. They met with Kosmotras officials in an ornate, neglected, prerevolutionary building near downtown Moscow. The vodka shots started—“To space!” “To America!”—and, a little buzzed, Musk asked point-blank how much a missile would cost. Eight million dollars each, they said. Musk countered, offering \$8 million for two. “They sat there and looked at him,” Cantrell said. “And said something like, ‘Young boy. No.’ They also intimated that he didn’t have the money.” At this point, Musk had decided the Russians were either not serious about doing business or were just determined to part a dot-com millionaire from as much of his money as possible. He stormed out of the meeting.

The team went out into the snow and dreck of the Moscow winter, hailed a cab, and drove straight to the airport. The Russians were the only ones with rockets that could possibly fit within Musk’s budget, and they were too difficult to deal with. “It was a long drive,” Cantrell said. “We sat there in silence looking at the Russian peasants shopping in the snow.” The somber mood lingered all the way to the plane, until the drink cart arrived.



“You always feel particularly good when the wheels lift off in Moscow,” Cantrell said. “It’s like, ‘My God. I made it.’ So, Griffin and I got drinks and clinked our glasses.” Musk sat in the row in front of them, typing on his computer. “We’re thinking, ‘F—ing nerd: What can he be doing now?’ ” At which point Musk wheeled around and flashed a spreadsheet he’d created.

“Hey, guys,” he said, “I think we can build this rocket ourselves.”



SpaceX made history on Sept. 28, 2008, when its Falcon 1 became the first privately developed, liquid-fueled rocket to orbit earth.

Source: NASA

SpaceX made history on Sept. 28, 2008, when its Falcon 1 became the first privately developed, liquid-fueled rocket to orbit earth.

Source: NASA

Just a few months before, in June 2001, Musk had turned 30. “I’m no longer a child prodigy,” he told his college sweetheart and new wife, Justine, only half joking. Musk had emigrated from South Africa in 1988 and had made millions off two Internet companies, Zip2 and PayPal. Now, he was expected to act like a stereotypical dot-com rich guy and start some other Web service. Musk, though, wanted more. As a child, he had dreamed of rocket ships and space travel, devouring Heinlein, Asimov, and Douglas Adams. For most people, a triumph in Silicon Valley would be the goal. For Musk, it was a stepping stone.

The changes in his attitude and thinking were obvious to friends, including a group of PayPal executives who gathered in Las Vegas one weekend to celebrate the recent sale. “We’re all hanging out in this cabana at the Hard Rock Cafe, and Elon is there reading some obscure Soviet rocket manual that was all moldy and looked

like it had been bought on EBay,” said Kevin Hartz, an early PayPal investor. “He was studying it and talking openly about space travel and changing the world.”

Elon and Justine decided to move south to begin their family and the next chapter of their lives in Los Angeles. Unlike many Southern California transplants, they were drawn by the technology. The mild, consistent weather made it ideal for the aeronautics industry, which had been there since the 1920s, when Lockheed Aircraft set up shop in Hollywood. Howard Hughes, the U.S. Air Force, NASA, Boeing, and a mosaic of support industries followed suit. While Musk’s space plans were vague at the time, he felt confident that he could recruit some of the world’s top aeronautics thinkers and get them to join his next venture.



Illustrations by Paul Faassen; Photo: Courtesy Maye Musk

Musk started by crashing the Mars Society, an eclectic collection of space enthusiasts dedicated to exploring and settling the Red Planet. They were holding a fund-raiser in mid-2001, a \$500-per-plate event at the house of one of the well-off Mars Society members. What stunned Robert Zubrin, the head of the group, was the reply from someone named Elon Musk, whom no one could remember inviting. “He gave us a check for \$5,000,” Zubrin said. “That made everyone take notice.” Zubrin invited Musk for coffee ahead of the dinner and told him about the research center the society had built in the Arctic to mimic the tough conditions of Mars and the experiments they had been running for something called the Translife Mission, in which there would be a capsule orbiting earth carrying a crew of mice. It would spin to give them one-third gravity—the same as Mars—and they would live there and make babies.

When it was time for dinner, Zubrin placed Musk at the VIP table next to himself, the director and space buff James Cameron, and Carol Stoker, a planetary scientist for NASA. Musk loved it. “He was much more intense than some of the other millionaires,” Zubrin said. “He didn’t know a lot about space, but he had a scientific mind. He wanted to know exactly what was being planned in regards to Mars and what the significance would be.” Musk took to the Mars Society right away and joined its board of directors. He donated an additional \$100,000 to fund a research station in the desert.

Musk’s friends were not entirely sure what to make of his mental state at that time. He’d caught malaria while on vacation in Africa and lost a tremendous amount of weight fighting it off. Musk stands 6-foot-1 but usually seems much bigger than that. He’s broad-shouldered, sturdy, and thick. This version of Musk, though, looked

emaciated and with little prompting would start expounding on his desire to do something meaningful with his life. “He said, ‘The logical thing to happen next is solar, but I can’t figure out how to make any money out of it.’” said George Zachary, an investor and close friend of Musk’s, recalling a lunch date at the time. “He started talking about space, and I thought he meant office space like a real estate play.” Musk had already started thinking beyond the Mars Society’s goals. Rather than send a few mice into earth’s orbit, Musk wanted to send them to Mars.

“He asked if I thought that was crazy,” Zachary said. “I asked, ‘Do the mice come back? Because, if they don’t, yeah, most people will think that’s crazy.’” Musk said that the mice were not only meant to go to Mars and come back but they also would come home with the baby mice, too.

Musk built a network of space experts and brought the best of them together at a series of salons—sometimes at the Renaissance hotel at the Los Angeles airport and sometimes at the Sheraton in Palo Alto. Musk had no formal business plan. He mostly wanted them to help him develop the mice-to-Mars idea or at least to come up with something comparable. Musk hoped to hit on a wondrous gesture for mankind—some type of event that would capture the world’s attention, get people thinking about Mars again, and have them reflect on man’s potential. Scientists showed up from NASA’s JPL. Cameron was there again, along with Griffin. No one on the planet knew more about the realities of getting things into space than Griffin, and he was consulting for Musk. Four years later, he would be running NASA.





The experts were thrilled to have another rich guy appear who was willing to fund something interesting in space. They happily debated the merits and feasibility of sending up the mice. But the discussion turned to a different project, the “Mars Oasis.” In this scenario, Musk would buy a rocket and use it to shoot what amounted to a robotic greenhouse to Mars, a space-ready growth chamber for plants that could open up briefly and scoop in some of the Martian regolith, or soil, and then use it to grow a plant, which would in turn produce the first oxygen on Mars. Much to Musk’s liking, this plan seemed both ostentatious and feasible.

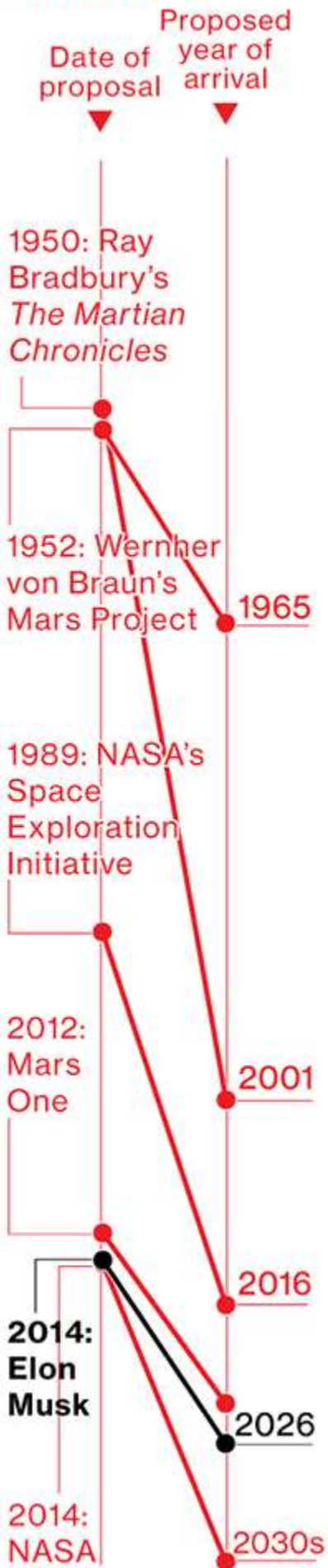
Musk wanted the space greenhouse to have a way to send a video feed to earth, so people could watch the plant grow. The group also talked about mailing kits to students around the country who would nurture their own plants simultaneously and notice, for example, that the Martian plant could grow twice as high as its earthbound counterpart in the same amount of time. Musk’s enthusiasm for the idea started to inspire the group, many of whom had grown cynical about anything novel happening in space again. There were immense engineering challenges that would need solving. Getting Martian soil into the structure seemed not only hard to do physically but also problematic because the regolith would be toxic. For a while, the scientists debated growing the plant in a nutrient-rich gel instead, but that felt like cheating. Even the optimistic moments were awash in unknowns. One scientist found some very resilient mustard seeds and thought they could possibly survive a treated version of the Martian soil. “There was a pretty big downside if the plant didn’t survive,” said Dave Bearden, a space industry veteran who attended the meetings. “You’d have this dead garden on Mars.”



The main thing troubling the space experts was Musk’s budget. Following the salons, it seemed like Musk wanted to spend somewhere between \$20 million and \$30 million on the stunt, and everyone knew that the cost of a rocket launch alone would eat up that money and then some. Musk, however, had his own plans. He’d been devouring books he’d borrowed from Cantrell and others. They included *Rocket Propulsion Elements*, *Fundamentals of Astrodynamics*, and *Aerothermodynamics of Gas Turbine and Rocket Propulsion*. According to Musk’s calculations, he could undercut existing launch companies by building a modest-size rocket that specialized in carrying smaller satellites and research payloads to space. In June 2002 he founded Space Exploration Technologies, or SpaceX. He was on his way to Mars.



# Red Planet Ambitions



DATA: NASA, MARS ONE, NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

SpaceX's first headquarters was in an old warehouse at 1310 East Grand Ave. in El Segundo, a suburb of Los Angeles. It had 75,000 square feet of open space and several receiving bays, allowing Musk to drive his silver McLaren F1 sports car right into his office. It was a sparse, hangarlike building with a dusty floor and curved ceilings. During the first week of SpaceX's operations, delivery trucks showed up with laptops and printers and folding tables. Musk walked over to one of the loading docks, rolled up the door, and offloaded the equipment himself. Desks were eventually interspersed around the factory so the computer scientists and engineers designing the machines could sit with the welders and machinists building the hardware. In aerospace, this was daring. Traditional aerospace companies separate engineers and machinists by thousands of miles.

SpaceX planned to do a lot of things differently. Instead of assembling parts from thousands of suppliers, the company would build as much machinery as it could in-house. This included things like a mobile launchpad and—most ambitiously—rocket engines. Wherever possible, SpaceX would be faster, cheaper, and better than its competitors. It would launch multiple rockets each month, make money off each one, and never need to become a huge contractor dependent on government funds. SpaceX's first rocket would be called the Falcon 1, a nod to *Star Wars' Millennium Falcon*. At a time when the cost of sending a 550-pound payload into orbit started at \$30 million, Musk promised that the Falcon 1 would be able to carry a 1,400-pound payload for \$6.9 million.

The proposed timeline for upending the aerospace industry was comically short. One of the earliest SpaceX presentations promised the first complete engine by May 2003, a second engine in June, the body of the rocket in July, and everything assembled by August. A launchpad would be ready by September, and the first launch would take place in November 2003, or about 15 months after the company started. A trip to Mars was naturally slated for somewhere near the end of the decade. "Elon has always been optimistic," said Kevin Brogan, an early SpaceX recruit. "That's the nice word. He can be a downright liar about when things need to get done. He will pick the most aggressive time schedule imaginable assuming everything goes right, and then accelerate it by assuming that everyone can work harder."

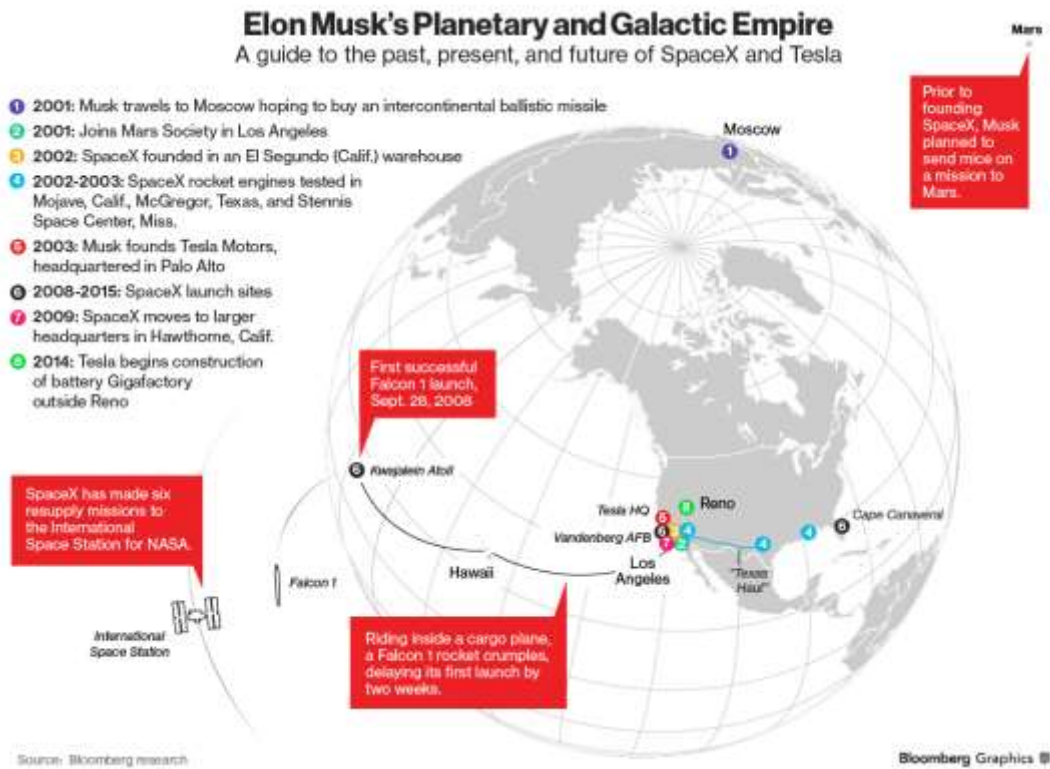
Musk [sought out](#) young overachievers, personally calling top students in aerospace programs and recruiting them over the phone. "I thought it was a prank call," said Michael Colonno, who heard from Musk while attending Stanford. "I did not believe for a minute that he had a rocket company." Once the students looked Musk up on the Internet, selling them on SpaceX was easy. As word of SpaceX's ambitions spread, top engineers with a high tolerance for risk from Boeing, Lockheed Martin, and Orbital Sciences fled to the upstart, too.

Throughout the first year at SpaceX, one or two new employees joined almost every week. Brogan was employee No. 23 and came from TRW, a soon-to-be-shuttered aerospace player, where he'd been used to various internal policies blocking him from doing work. "I called it the country club," he said. "Nobody did anything." Brogan started at SpaceX the day after his interview and was told to scrounge around the office and find a computer to use. "It was go to Fry's and get whatever you need and go to Staples and get a chair," Brogan said.

One of the first projects was the construction of a gas generator, a machine not unlike a small rocket engine that produces hot gas to power pumps. Tom Mueller, another TRW veteran, Tim Buzza, a defector from Boeing, and a couple of young engineers assembled the generator in Los Angeles and then packed it into the back of a

pickup truck and drove it out to Mojave to test it. A desert town about 100 miles from Los Angeles, Mojave had become a hub for aerospace companies such as Scaled Composites and XCOR.

The SpaceX team borrowed a test stand from XCOR that was just about the perfect size to hold the gas generator. The first ignition run took place at 11 a.m. and lasted 90 seconds. The generator worked, but it let out a billowing black cloud that settled right over the airport tower. In the days that followed, SpaceX's engineers perfected a routine that let them do multiple tests a day—an unheard-of practice at the airport—and had the gas generator tuned to their liking after two weeks of work.



The SpaceX team made a few more trips to Mojave and some other spots, including a test stand at Edwards Air Force Base in Southern California and another in Mississippi. While on this countrywide rocketry tour, the SpaceX engineers visited a 300-acre test site in McGregor, Texas, a small city near the center of the state. The site was a leftover from another billionaire, Andrew Beal, a real estate and finance whiz in Texas, who had folded his aerospace startup after pouring millions into the massive test facility. The SpaceX engineers really liked this spot—and the three-story concrete test stand Beal had left there—and talked Musk into buying it.

Jeremy Hollman, a young engineer, soon found himself living in Texas. Hollman exemplified the kind of recruit Musk wanted: He'd earned an aerospace engineering degree from Iowa State University and a master's in astronautical engineering from the University of Southern California. He'd spent a couple of years working as a test engineer at Boeing dealing with jets, rockets, and spacecraft. At 23, Hollman was young, single, and willing to give up any semblance of having a life in favor of working at SpaceX nonstop, and he became Mueller's second in command.

Mueller had developed a pair of 3D computer models of the two engines he wanted to build. Merlin would be the engine for the first stage of the Falcon 1, which lifted it off the ground, and Kestrel would be the smaller

engine used to power the upper, second stage of the rocket and guide it in space. Together, Hollman and Mueller figured out which parts SpaceX would build at the Los Angeles factory and which parts it would try to buy. For the purchased parts, Hollman had to head to various machine shops and get quotes and delivery dates for the hardware. Quite often, the machinists told Hollman that SpaceX's timelines were nuts. Others were more accommodating and would try to bend an existing product to SpaceX's needs instead of building something from scratch. Hollman also found that ingenuity got him a long way. He discovered, for example, that changing the seals on some readily available carwash valves made them good enough to be used with rocket fuel.

In addition to building its own engines, rocket bodies, and capsules, SpaceX designed its own motherboards and circuits, sensors to detect vibrations, flight computers, and solar panels. On a radio, SpaceX's engineers found that they could reduce the weight of the device by about 20 percent. And the cost savings were dramatic, dropping from the \$50,000 to \$100,000 for the industrial-grade equipment used by aerospace companies to \$5,000 for SpaceX's unit.

Even as they were trying to figure out Falcon 1, Musk was planning to build something he was calling the BFR, aka the Big Falcon Rocket or Big F—ing Rocket. It would have the biggest rocket engine in history. Musk's bigger, faster mentality amused and impressed some of the suppliers that SpaceX occasionally turned to for help, like Barber-Nichols, a Colorado-based maker of rocket engine turbo pumps and other aerospace machinery. Bob Linden, a Barber-Nichols executive, remembers dealing with him. "Elon showed up with Tom Mueller and started telling us it was his destiny to launch things into space at lower costs and to help us become spacefaring people," he said. "We thought the world of Tom but weren't quite sure whether to take Elon too seriously. They began asking us for the impossible. They wanted a turbo pump to be built in less than a year for under \$1 million. Boeing might do a project like that over five years for \$100 million. Tom told us to give it our best shot, and we built it in 13 months. He was relentless."



The SpaceX facility in McGregor, Texas.

Source: SpaceX



After SpaceX completed its first engine at the factory in California, Hollman loaded it along with mounds of other equipment into a U-Haul trailer, hitched it to the back of a white Hummer H2, and drove it down Interstate 10 from Los Angeles to the test site in Texas. Amid rattlesnakes, fire ants, isolation, and searing heat, the group fastened their prototype engine to the stand, filled it with liquid oxygen and kerosene, hid in a bunker behind a dirt berm, and fired it, for all of 0.1 seconds. The bad news was it would need a lot of work. The good news was it didn't blow up. (That would happen later, and the engineers had a term for that, a "rapid unscheduled disassembly.") After that first successful burn, the employees christened the site by drinking a \$1,200 bottle of Rémy Martin, left over from SpaceX's inaugural party, out of paper cups.

Over the next years, the trek from California to the test site became known as the Texas Cattle Haul. SpaceX engineers would work for 10 days straight in Texas, come back to California for a weekend, and then head back. To ease the burden of travel, Musk sometimes let them use his private jet. "It carried six people," Mueller said. "Well, seven if someone sat in the toilet, which happened all the time."

Musk, of course, wasn't just building rockets. In 2003, about a year after he started SpaceX, Musk helped found Tesla Motors, which planned to sell an electric sports car. Musk had spent years pining after a good electric car, and though he had committed \$100 million to SpaceX, he would now put an additional \$70 million into Tesla and end up as the company's CEO. It was a decision that would almost break both companies.



Stills from *Iron Man 2*

As he prepared to begin filming *Iron Man* in early 2007, director Jon Favreau rented out a complex in Los Angeles that once belonged to Hughes Aircraft, the aerospace and defense contractor started about 80 years earlier by Howard Hughes. The facility had a series of interlocking hangars and served as a production office for the movie. It also supplied Robert Downey Jr., who was to play Iron Man and his human creator, Tony Stark, with a splash of inspiration. Downey felt nostalgic looking at one of the larger hangars, which had fallen into a state of disrepair. Not too long ago, that building had played host to the big ideas of a big man who shook up industries and did things his own way.

Downey had heard about a Howard Hughes-like figure who had constructed his own industrial complex about 10 miles from the *Iron Man* set. Instead of visualizing how life might have been for Hughes, Downey could perhaps get a taste of the real thing. In March 2007, he visited SpaceX's headquarters in El Segundo and wound up receiving a personal tour from Musk. "My mind is not easily blown, but this place and this guy were amazing," Downey said.

To Downey, the SpaceX facility looked like a giant, exotic hardware store. Enthusiastic employees were zipping about, fiddling with an assortment of machines. Young white-collar engineers interacted with blue-collar assembly line workers, and they all seemed to share a genuine excitement for what they were doing. "It felt like a radical startup company," Downey said. After the initial tour, Downey came away pleased that the sets being hammered out at the former Hughes factory did have parallels to the SpaceX operations. "Things didn't feel out of place," he said.

The men walked, sat in Musk's office, and had lunch. Downey appreciated that Musk was not a foul-smelling, fidgety, coder whack job. What Downey picked up on instead were Musk's "accessible eccentricities" and the feeling that he was someone who could work alongside the people in the factory. When he returned to the *Iron Man* production office, Downey asked that Favreau be sure to place a Tesla Roadster in Tony Stark's workshop. "After meeting Elon and making him real to me, I felt like having his presence in the workshop," Downey said. "They became contemporaries. Elon was someone Tony probably hung out with and partied with, or more likely they went on some weird jungle trek together to drink concoctions with the shamans." Musk later had a cameo in *Iron Man 2*.

Musk enjoyed his rising profile. He and Justine bought a house in Bel Air. Their neighbors were Quincy Jones, and Joe Francis, the creator of the Girls Gone Wild videos. Musk and some former PayPal executives produced *Thank You for Smoking* and used Musk's jet in the movie. While not a carouser, Musk took part in the Hollywood nightlife and its social scene. "We had a domestic staff of five; during the day our home transformed into a workplace," Justine wrote in a magazine article for *Marie Claire*. "We went to black-tie fundraisers and got the best tables at elite Hollywood nightclubs, with Paris Hilton and Leonardo DiCaprio partying next to us. When Google co-founder Larry Page got married on Richard Branson's private Caribbean island, we were there, hanging out in a villa with John Cusack and watching Bono pose with swarms of adoring women outside the reception tent."

By this time, SpaceX was looking like a real aerospace company. It had built and tested its engines and completed a full rocket body. All Musk needed now was to fire the thing into the sky and see what happened.



Justine Musk by the pool of the Bel Air home she shared with Elon.

Photographer: Lauren Greenfield/Institute

Under normal circumstances, SpaceX might have launched its rockets from the nearby Vandenberg Air Force Base. The site has several launchpads to pick from, but none of the current tenants—Boeing, Lockheed, and the Air Force—were all that interested in helping an Internet executive get to space. Locked out locally, SpaceX decided to try Kwajalein Island—or Kwaj—the largest island in an atoll between Guam and Hawaii and part of the Republic of the Marshall Islands. The U.S. Army had used it for decades as a missile test site. Gwynne Shotwell, then SpaceX’s vice president for business development, looked up the name of a colonel at the test site and sent him an e-mail. Three weeks later she got a call back from the Army saying they would love to have SpaceX fly from the islands.

To get to Kwaj, the SpaceX employees either flew on Musk’s jet or took commercial flights through Hawaii. The main accommodations were two-bedroom affairs that looked more like dormitories than hotel rooms, with their military-issued dressers and desks. Over the course of several months a small team of people cleared brush on nearby Omelek Island to create a launch site and converted a double-wide trailer into offices. The work took place in soul-sapping humidity under a sun powerful enough to burn the skin through a T-shirt. The SpaceX team started at sunrise, around 7 a.m., and went until 7 p.m. “One or two people would decide it was their night to cook, and they would make steak and potatoes and pasta,” Hollman said. “We had a bunch of movies and a DVD player, and some of us did a lot of fishing off the docks.” For many of the engineers, this was both a torturous and magical experience. “At Boeing you could be comfortable, but that wasn’t going to happen at SpaceX,” said Walter Sims, a SpaceX tech expert who found time to get certified to scuba dive while on Kwaj. “Every person on that island was a f—ing star, and they were always holding seminars on radios or the engine. It was such an invigorating place.”

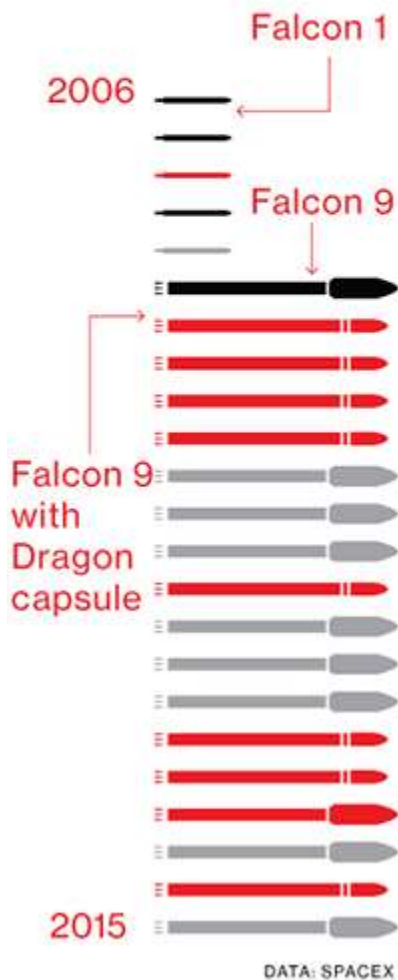
Time and again, the rocket would get rolled out to the launchpad and tipped vertical for a couple of days, and then technical and safety checks would reveal a host of new problems. As soon as they could, the engineers returned it to the hangar to protect it from the salty air. Teams that had labored separately for months back at the SpaceX factory—propulsion, avionics, software—were thrown together on the island and forced to become an interdisciplinary whole. “It was like *Gilligan’s Island* except with rockets,” Hollman said.

Finally, on March 24, 2006, the engineers had fixed enough bugs to launch. The Falcon 1 stood on its square launchpad and ignited. It soared into the sky and started to shrink against the vast blue expanse. In the island control room, Musk paced as he watched the action, wearing shorts, flip-flops, and a T-shirt. Then, about 25 seconds in, a fire broke out above the Merlin engine, and suddenly this machine that had been flying straight and true started to spin and then tumble back to earth. The Falcon 1 ended up falling directly onto the launch site. Most of the debris went into a reef 250 feet from the launchpad, and the satellite cargo smashed through SpaceX’s machine shop roof and landed more or less intact on the floor. Some of the engineers put on their snorkeling and scuba gear and recovered the pieces, fitting all of the rocket’s remnants into two refrigerator-size crates.



## Tallying Up The Launches

- Test flight
- NASA
- Commercial



After the crash, there was a lot of drinking at a bar on the main island. Musk wanted to launch again within six months, but putting together a new machine would require an immense amount of work. Musk had vowed publicly that he would build a working rocket, but people inside and outside the company were doing back-of-the-envelope math and could tell that SpaceX likely could afford only one more attempt. To the extent that the financial situation unnerved Musk, he rarely if ever let it show to employees. “Elon did a great job of not burdening people with those worries,” said Branden Spikes, head of IT for SpaceX. “He always communicated the importance of being lean and of success, but it was never, ‘If we fail, we’re done for.’ He was very optimistic.”

Meanwhile, SpaceX had put another group of engineers on a new project to develop the Falcon 9, a nine-engine rocket that would serve as a possible replacement for the retiring space shuttle. SpaceX had yet to prove it could get to space successfully, but Musk was already positioning the company to bid on big-ticket NASA contracts.

In mid-2008, SpaceX prepared its fourth rocket for launch. Typically, the body of the Falcon 1 traveled to Kwaj via barge. Maybe it was “go fever,” which is how rocket people describe the manic decision-making that can characterize a launch, but this time around Musk and the engineers were too excited and desperate to wait for the ocean journey. Musk rented a military cargo plane to fly the rocket body from Los Angeles to Hawaii and then on to Kwaj. This would have been a fine idea except the SpaceX engineers forgot to think about what the pressurized plane would do to the body of the rocket, which is less than an eighth of an inch thick. As the plane started its descent into Hawaii, strange noises came from the cargo hold. “I looked back and could see the stage crumpling,” said Bulent Altan, the former head of avionics at SpaceX. “I told the pilot to go up, and he did.” The rocket was buckling from the increasing air pressure like an empty water bottle.

Altan saw that the SpaceX team on the plane had about 30 minutes to do something about the problem before they would need to land. They pulled out their pocketknives and cut away the shrink wrap that covered the rocket. They found a maintenance kit on the plane and used the wrenches to open up some nuts on the rocket that would allow its internal pressure to match that of the plane’s. When the plane landed, the engineers divvied up the duties of calling SpaceX’s top executives to tell them what happened. It was 3 a.m. Los Angeles time, and one of the executives volunteered to deliver the news to Musk.

It looked like three months of work to fix the rocket. The body had caved in several places, and the baffles placed inside the fuel tank to stop the fuel from sloshing had broken. Musk ordered the team to continue on to Kwaj and sent in a reinforcement team with repair parts. Two weeks later, the rocket was fixed. “It was like being stuck in a foxhole together,” Altan said. “You weren’t going to quit and leave the person next to you behind.”

The fourth and possibly final launch for SpaceX took place on Sept. 28, 2008. SpaceX employees had worked nonstop shifts for months to reach this moment. They had been separated from their families, in exile on their tiny, hot outpost—sometimes without much food—for days on end as they waited for launch windows to open and dealt with the aborts that followed.

In the late afternoon, the SpaceX team raised the Falcon 1 to its launch position. It stood tall, looking like a bizarre artifact from the future as palm trees swayed beside it and a smattering of clouds crossed through the spectacular blue sky. By this time, SpaceX had turned each launch into a major Web production, so there was a worldwide audience. The Falcon 1 was not carrying real cargo this time; neither the company nor the military nor NASA wanted to see something else blow up or get lost at sea, so the rocket held a 360-pound dummy payload.

Musk, back in Los Angeles, tried to distract himself from the mounting pressure by going to Disneyland with his brother Kimbal and their children, but by 4 p.m. he was back in SpaceX’s L.A. control room, watching the feed. As the rocket rumbled and then climbed higher, the employees inside SpaceX’s headquarters let out raucous cheers. Each milestone that followed—clearing the island, engine checks coming back good—was again met with whistles and shouts. After the first stage fell away, the second stage fired up about 90 seconds into the flight and the employees turned downright rapturous, filling the webcast with their ecstatic hollering. “Perfect,” said one of the talking heads. The Kestrel engine glowed red and started its six-minute burn. “When the second stage cleared, I could finally start breathing again and my knees stopped buckling,” said James McLaury, a machinist at SpaceX.

The fairing opened up around the three-minute mark and fell back toward earth. And, finally, around nine minutes into its journey, the Falcon 1 shut down just as planned. After six years—about four-and-a-half more than Musk had once planned—the first privately built, liquid-fueled rocket had reached orbit.

“Everyone burst into tears,” Kimbal said. “It was one of the most emotional experiences I’ve had.” Musk left the control room and walked out to the factory floor, where he received a rock star’s welcome. “Well, that was freaking awesome,” he said. “As the saying goes, ‘The fourth time is the charm,’ right?”



The Dragon capsule in orbit, Jan. 14, 2015.

Source: SpaceX

The Dragon capsule in orbit, Jan. 14, 2015.

Source: SpaceX

The afterglow, however, soon faded. SpaceX, like Musk’s other company, Tesla, was facing a major cash shortage. SpaceX had the Falcon 9 efforts to support and had also greenlighted the construction of the Dragon capsule, which would take supplies and, one day, humans, to the International Space Station. Historically, either project would have cost more than \$1 billion to complete, but SpaceX would have to find a way to build both machines simultaneously for a fraction of the cost. The company had dramatically increased the rate at which it hired employees and moved into a much larger headquarters. SpaceX had a commercial flight booked to carry a satellite into orbit for the Malaysian government, but that launch and the payment for it would not arrive until the middle of 2009. In the meantime, SpaceX simply struggled to make its payroll. Just when it figured out how to fly a rocket, SpaceX was going broke.

As bad as they were, the financial problems did not compare to the collapse of Musk’s personal life. Not long after moving to Los Angeles, Musk had lost his 10-week-old son, Nevada Alexander, to sudden infant death syndrome. “I’m not sure why I’d want to talk about extremely sad events,” Musk told me. “It does no good for the future. If you’ve got other kids and obligations, then wallowing in sadness does no good for anyone around you. I’m not sure what should be done in such situations.” Musk went on to have five more sons with Justine—twins and triplets—but their relationship broke apart in 2008, and Musk filed for divorce. Justine soon began documenting the divorce on a blog, and the press was all too happy to merge the personal details into stories of Musk’s financial woes.

Reporters seemed to take a special pleasure in attacking Tesla. The electric car maker had suffered through numerous product delays, management changes, and cost overruns. After five years and tens of millions of

dollars, there was still no Tesla available to buy. A website called the Truth About Cars began a “Tesla Death Watch” in May 2008 and followed up with dozens of entries throughout the year. The blog captured Tesla’s engineering issues and Musk’s feud with Tesla co-founder Martin Eberhard, who’d been forced out of the company.

“I was just getting pistol-whipped,” Musk said. “There was a lot of schadenfreude at the time, and it was bad on so many levels. Justine was torturing me in the press. . . . It hurt really bad. You have these huge doubts that your life is not working, your car is not working, you’re going through a divorce and all of those things. I felt like a pile of s—. I didn’t think we would overcome it. I thought things were probably f—ing doomed.”

When Musk looked at the numbers, it looked like only one company would survive. “I could either pick SpaceX or Tesla or split the money I had left between them,” Musk said. “That was a tough decision. If I split the money, maybe both of them would die. If I gave the money to just one company, the probability of it surviving was greater, but then it would mean certain death for the other company. I debated that over and over.” In the meantime, the economy was worsening, and spacecraft and sports cars seemed out of place in a time of near-record unemployment.





Riley and Musk at the premiere of *St. Trinian's 2* in London in 2009.

Photographer: UPPA/Zuma Press

The brightest light in Musk's life at the time was Talulah Riley, a 22-year-old British actress he had started dating and would later marry. She viewed Musk's life as Shakespearean tragedy. Sometimes Musk would open up to her, and other times he retreated into himself. Riley spied on Musk while he read e-mail and watched him grimace as bad news poured in. "You'd witness him having these conversations in his head," she said. "It's really hard to watch someone you love struggle like that." Because of the long hours that he worked and his

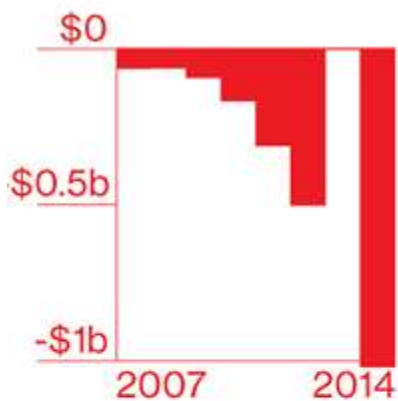
eating habits, bags formed under his eyes. “He looked like death itself,” Riley said. “I remember thinking this guy would have a heart attack and die. He seemed like a man on the brink.”

Burning through about \$4 million a month, Tesla needed to close another major round of funding to get through 2008 and stay alive. Musk had to lean on friends just to make payroll from week to week as he negotiated with investors. He sent impassioned pleas to anyone he could think of who might be able to spare some money. Bill Lee, a wealthy friend, invested \$2 million in Tesla, and Sergey Brin, co-founder of Google, invested \$500,000. Kimbal had lost most of his money during the recession but sold what investments he had left and put it into Tesla as well. The company had set the prepayments that customers made for the Roadsters aside, but Musk now needed to use that money to keep the company going. Soon those funds were gone, too. These maneuvers worried Kimbal. “I’m sure Elon would have found a way to make things right, but he definitely took risks,” he said.

In December 2008, Musk heard a rumor that NASA was on the verge of awarding a contract to resupply the space station. SpaceX’s fourth launch had put it in a position to receive some of this money, which was said to be in excess of \$1 billion. Musk reached out through back channels in Washington and found out that SpaceX might even be a front-runner for the deal.

As for Tesla, Musk made a last-ditch effort to raise all the personal funds he could. He took out a loan from SpaceX, which NASA approved—Musk did not want to mess up his chance for a contract—and earmarked the money for Tesla. He went to the secondary markets to try to sell some of his shares in [SolarCity](#), a solar panel installer where he served as chairman. He lucked into about \$15 million that came through when Dell acquired a data center software startup called Everdream, founded by Musk’s cousins, in which he had invested.

## Tesla's cash flow ...



## ...and its stock price



Musk finally put together about \$20 million and asked Tesla's existing investors—since no new investors materialized—to match that figure. The investors agreed, and on Dec. 3, 2008, they were in the process of finalizing the paperwork for the funding round when Musk noticed a problem. VantagePoint Capital Partners had signed all of the paperwork except for one crucial page. Musk phoned Alan Salzman, VantagePoint's co-founder and managing partner, to ask about the situation. Salzman told Musk that the firm had a problem with the investment round because it undervalued Tesla.

Salzman asked Musk to come in the following week at 7 a.m. to present to VantagePoint's top brass and explain the deal. Not having a week of time to work with, Musk demanded to come in the next day, and Salzman refused, forcing Musk to continue taking on loans. "The only reason he wanted the meeting at his office was for me to come on bended knee begging for money so he could say, 'No,'" Musk theorized. "What a f—head."

VantagePoint declined to speak about this period, but Musk believed that Salzman's tactics were part of a mission to bankrupt Tesla. Musk feared that VantagePoint would oust him as CEO, recapitalize Tesla, and emerge as the major owner of the carmaker. It could then sell Tesla to a Detroit automaker or focus on selling electric drivetrains and battery packs instead of making cars.

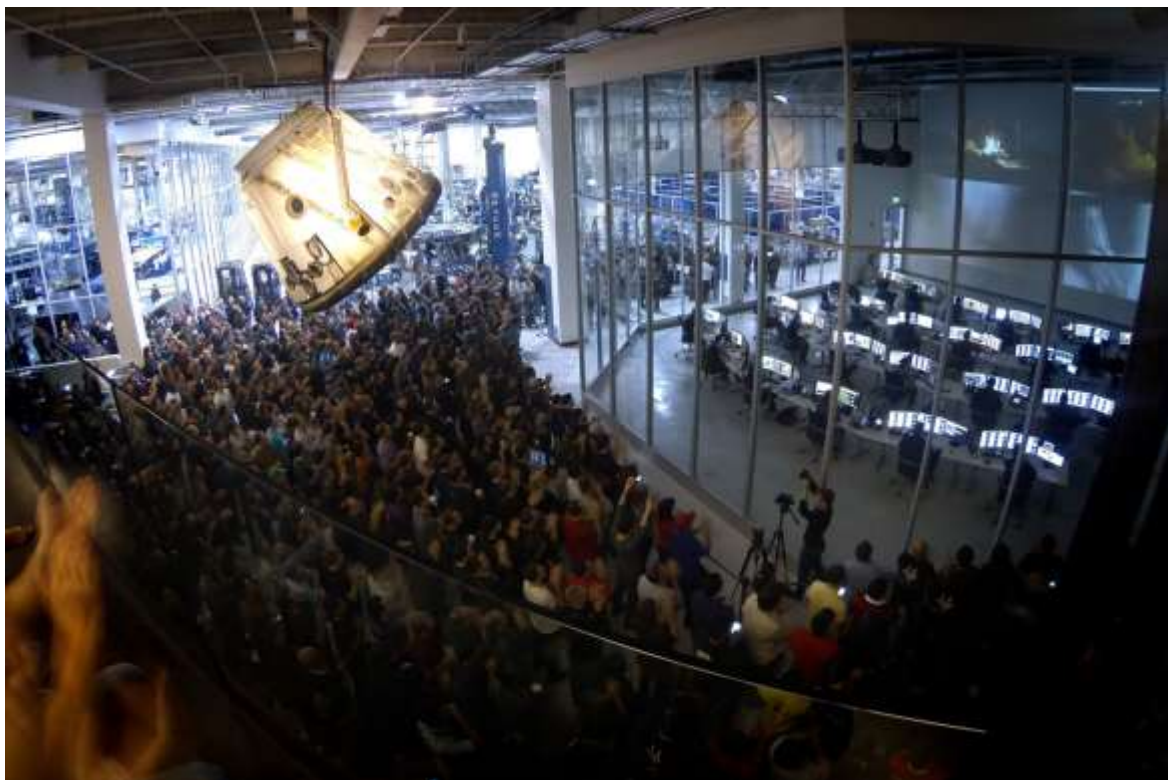
In response, Musk took another huge risk. Tesla recharacterized the funding as a debt round, knowing that VantagePoint could not interfere with a debt deal. The tricky part of this strategy was that venture capital

investors, such as Draper Fisher Jurvetson, are not structured to do debt deals. Persuading their backers to alter their rules of engagement for a company that could very well go bankrupt in a matter of days would be tough. So Musk bluffed. He told the investors that he would take another loan from SpaceX and fund the entire round—all \$40 million—himself. The tactic worked: The investors handed over \$20 million. “When you have scarcity, it naturally reinforces greed and leads to more interest,” Steve Jurvetson said. “It was also easier for us to go back to our firms and say, ‘Here is the deal. Go or no go?’ ”

In the meantime, at SpaceX, Musk and top executives had spent most of December in a state of fear, but on Dec. 23, 2008, SpaceX received a wonderful shock. The company won a \$1.6 billion contract for 12 NASA resupply flights to the space station. Then the Tesla deal ended up closing successfully, on Christmas Eve, hours before Tesla would have gone bankrupt. Musk had just a few hundred thousand dollars left and could not have made payroll the next day.

Staying with Kimbal in Boulder, Colo., for the holidays, Musk broke down in tears as the SpaceX and Tesla transactions processed. “I hadn’t had an opportunity to buy a Christmas present for Talulah or anything,” he said. “I went running down the f—ing street in Boulder, and the only place that was open sold these s— trinkets, and they were about to close. The best thing I could find were these plastic monkeys with coconuts— those ‘see no evil, hear no evil’ monkeys.”

Antonio Gracias, a Tesla and SpaceX investor and one of Musk’s closest friends, had watched all of this transpire; 2008 told him everything he would ever need to know about Musk’s character. “He has the ability to work harder and endure more stress than anyone I’ve ever met,” Gracias said. “What he went through in 2008 would have broken anyone else. Most people who are under that sort of pressure fray. Their decisions go bad. Elon gets hyperrational. He’s still able to make very clear, long-term decisions. The harder it gets, the better he gets.”





SpaceX employees watch a Falcon 9 launch from headquarters in Hawthorne, Calif., on Nov. 28, 2013.

Source: SpaceX

SpaceX employees watch a Falcon 9 launch from headquarters in Hawthorne, Calif., on Nov. 28, 2013.

Source: SpaceX

Today, the headquarters of SpaceX is on One Rocket Road in Hawthorne, a few miles from Los Angeles International Airport. It's 550,000 square feet and painted a blinding white. Near the back, enormous sheets of metal arrive and are transported to two-story-high welding machines, to be turned into rockets. Over to one side, technicians in white coats make motherboards, radios, and more electronics. Others are in a special, airtight glass chamber, building the capsules that dock with the International Space Station. Tattooed men in bandanas blast Van Halen and thread wires around rocket engines. There are fuselages lined up and ready to be placed on trucks; others await coats of white paint. Everywhere, there are bodies in motion around a variety of bizarre machines. It is difficult to take in the entire factory at once.

On the wall leading up to Musk's cubicle on the first floor of the SpaceX headquarters are two posters of Mars. The one on the left is Mars as it is today—a cold, barren red orb. The poster on the right shows a Mars with a cheery green landmass surrounded by oceans. The planet has been heated up and transformed to suit humans.

For all his swagger, Musk can be surprisingly shy and awkward in person. Like a lot of engineers, he will pause while searching for exact phrasing, and he'll often wander down a scientific rabbit hole without offering any lay translations along the way. He expects you to keep up; there's no small talk.

He can also be disarmingly sincere. "I would like to die thinking that humanity has a bright future," he says, while chatting at his cubicle and making his way through a cup of cookies-and-cream ice cream with sprinkles on top, just passed to him by an assistant. "If we can solve sustainable energy and be well on our way to becoming a multiplanetary species with a self-sustaining civilization on another planet—to cope with a worst-case scenario happening and extinguishing human consciousness— then I think that would be really good."



Musk at the opening of the Tesla showroom in Newport Beach, Calif., on July 1, 2010.

Photographer: J. Emilio Flores/The New York Times/Redux

His once-failing companies are thriving. SpaceX flew a supply capsule to the International Space Station, brought it safely back to earth, and soon plans to begin flying humans and building reusable rockets. Tesla Motors delivered the [Model S](#), a beautiful, all-electric sedan that took the automotive industry's breath away. Musk is also the chairman and principal shareholder of SolarCity, which has become the largest installer of solar panels.

Most CEOs have handlers, but Musk usually moves about on his own, in his usual black T-shirt and designer jeans. During one interview in Los Angeles, Musk walks me out of the SpaceX facility, and we hop into his Model S sedan to zip over to the Tesla design studio, a couple of buildings away. We talk as he makes his way around the studio's main floor, inspecting prototype parts and vehicles. At each station, employees rush up and give him updates. He listens intently, processes, nods, and moves on. Tesla's design chief, Franz von Holzhausen, wants Musk's take on some new tires and rims for the Model S and seats for the Model X. He seems unmoved. He tells him he'll think about it and then walks toward the source of the loudest noise—a workshop deep in the design studio where Tesla engineers are building the scaffolding for the 30-foot decorative towers that go outside the company's charging stations. "That thing looks like it could survive a Category 5 hurricane," Musk says. "Let's thin it up a bit."

Currently, SpaceX sends up about one rocket a month, carrying satellites for companies and nations. The company can undercut its U.S. competitors—Boeing, Lockheed Martin, Orbital Sciences—on price by a wide margin. It also offers U.S. customers a peace of mind that its rivals can't. Where competitors rely on Russian and other foreign suppliers, SpaceX makes its machines from scratch in the U.S. Its \$60 million per launch cost

is much less than what Europe and Japan charge and trumps even the relative bargains offered by the Russians and Chinese, who have the added benefit of cheap labor and decades of government investment.

To date, SpaceX has flown satellites for Canadian, European, and Asian customers and completed about two dozen launches. Its launch manifest stretches out for a number of years, and SpaceX has more than 50 flights planned, which are all together worth more than \$5 billion. The company remains privately owned, with Musk as the largest shareholder. SpaceX is profitable and is estimated to be worth \$12 billion.

The Falcon 9 has gone from a fantasy to SpaceX's workhorse. It's 224.4 feet tall, 12 feet across, and weighs 1.1 million pounds. It's powered by nine engines arranged in an "octaweb" pattern, with a center engine surrounded by eight others. The engines power the first stage of the rocket, which bears the blue SpaceX insignia and an American flag. The shorter second stage is the one that does things in space. It can be outfitted with a rounded container for carrying satellites or a capsule capable of transporting humans. There's nothing particularly flashy-looking about the Falcon 9. It's an elegant, purposeful machine.

These days, SpaceX sometimes uses Vandenberg Air Force Base to send up Falcon 9s. Were it not owned by the military, the base would be a resort. The Pacific Ocean runs for miles along its border, and its grounds are wide open shrubby fields amid green hills. Nestled into one hilly spot just at the ocean's edge are a handful of launchpads. On launch days, the white Falcon 9 breaks up the blue and green landscape, pointing skyward and leaving no doubt about its intentions.



Source: SpaceX

On Sept. 29, 2013, about four hours before a launch, the Falcon 9's fueling process begins by filling the tanks with some 46,000 gallons of liquid oxygen and 29,600 gallons of rocket-grade kerosene. Some of the liquid oxygen vents out of the rocket and is so cold that it boils off on contact with the metal and air, forming white plumes that stream down the rocket's sides. This gives the impression of the Falcon 9 huffing and puffing as it limbers up before the journey. The engineers in SpaceX's mission control chatter on headsets and cycle through their launch checklist as they move from one approval to the next. Ten minutes before launch, the machines take

over. Everything goes quiet, and the tension builds until, out of nowhere, the Falcon 9 breaks the silence with a loud gasp.

A latticed support structure pulls away from the fuselage. The T-minus-10-seconds countdown begins. At the count of three, the engines ignite, and the computers conduct a last health check. Four enormous metal clamps hold the rocket down, as computing systems ensure that the nine engines are producing sufficient downward force. At zero, the clamps release. The rocket goes to war with inertia, and then, with flames surrounding its base and snow-thick plumes of the liquid oxygen filling the air, it shoots up. Seeing something so large hold so straight and steady while suspended in midair is hard for the brain to process. It is foreign, inexplicable. About 20 seconds after liftoff, the spectators a few miles away hear and feel the Falcon 9's full rumble. It's a distinct sound—a sort of staccato crackling that makes pant legs vibrate. After about a minute, the rocket is a red spot in the sky, and then it's gone. **B**

*Excerpted from Elon Musk: Tesla, SpaceX, and the Quest for a Fantastic Future. To be published this month by Ecco, a division of HarperCollins © 2015 by Ashlee Vance*

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## **Bragging: Elon Musk's Favorite Hobby!**



## **Bragging: Researchers find self-promotion often backfires**

May 12, 2015

Bragging to coworkers about a recent promotion, or posting a photo of your brand new car on Facebook, may seem like harmless ways to share good news.



However, a new study from City University London, Carnegie Mellon University and Bocconi University shows that [self-promotion](#) or a “humblebrag” often backfires.

Published in *Psychological Science*, Irene Scopelliti, George Loewenstein and Joachim Vosgerau wanted to find out why so many people frequently get the trade-off between self-promotion and modesty wrong. They found that self-promoters overestimate how much their self-promotion elicits [positive emotions](#) and underestimate how much it elicits [negative emotions](#). As a consequence, when people try to increase the favorability of the opinion others have of them, they excessively self-promote, which has the opposite of the intended effect.

“Most people probably realize that they experience emotions other than pure joy when they are on the receiving end of someone else’s self-promotion. Yet, when we engage in self-promotion ourselves, we tend to overestimate others’ positive reactions and underestimate their negative ones,” said Scopelliti, the study’s lead author and a lecturer in marketing at City University London who conducted the research while a postdoctoral fellow at Carnegie Mellon.

“These results are particularly important in the Internet age, when opportunities for self-promotion have proliferated via social networking. The effects may be exacerbated by the additional distance between people sharing information and their recipient, which can both reduce the empathy of the self-promoter and decrease the sharing of pleasure by the recipient,” she said.

For the study, the researchers ran two experiments to find evidence of the misperception.. A third experiment examined the consequences of the miscalibration, revealing that recipients of excessive self-promotion view self-promoters as less likeable and as braggarts.

“This shows how often, when we are trying to make a good impression, it backfires,” said Loewenstein, the Herbert A. Simon University Professor of Economics and Psychology in CMU’s Dietrich College of Humanities and Social Sciences. “Bragging is probably just the tip of the iceberg of the self-destructive things we do in the service of self-promotion, from unfortunate flourishes in public speeches to inept efforts to ‘dress for success’ to obviously insincere attempts to ingratiate ourselves to those in power.”

The researchers believe knowing this could be valuable for both braggers and self-promotion recipients.

“It may be beneficial for people who plan to engage in self-promotion to try to realize that others may actually be less happy than they think to hear about their latest achievement. Recipients of such self-promotion who find themselves annoyed might likewise try to bolster their tolerance in the knowledge that braggarts genuinely underestimate others’ negative reactions to their bragging,” said Vosgerau, professor of marketing at Bocconi University.

**Explore further:** [Receiving gossip about others promotes self-reflection and growth](#)

**More information:** For more information, read the study at [pss.sagepub.com/content/early/2015/05/07/0956797615573516.abstract](https://pss.sagepub.com/content/early/2015/05/07/0956797615573516.abstract)

## **12,000 MISSING TESLA ELECTRIC CARS! WANING DEMAND, TESLA PUMPING STOCK, COOKING THE BOOKS???**

- Many have charged that Tesla’s own shareholders are the buyers of Tesla’s in order to make demand look better.
- Bad reputation from Tesla and fraud lawsuits against Elon Musk taking their toll
- GOP Congress in January to investigate Fed and White House “stock Pumping” with “fine tooth comb”
- GOP Senator: “If we find out the White House is helping Tesla “pump stock” in order to protect Tesla’s, and the White House’s, mutual cross-investment, then that could mean felony jail time for somebody..”

### **FROM THE CANTECH LETTER:**

<http://www.cantechletter.com/2014/11/geeks-reading-list-week-november-21st-2014/>

### **The Mystery of 12,000 Missing Teslas: Overseas Boom or Waning U.S. Demand?**

I have to be very careful what I say here, however, as a general rule, declining demand in the early adopter market is not a promising development for a technology company, or, in the case of Tesla, an automobile manufacturer. As with other remarkable observations regarding Tesla (fires, Trabant level reliability, etc.) no doubt a positive spin will be placed on this or, alternatively, aspersions will be cast on the data themselves. Nonetheless, as I said, declining demand in your early adopter market, especially when it is the US, is never a good sign. Never, ever, ever, a good sign.

“Tesla Motors (TSLA) is slowly ramping up production. Demand for its electric sedans allegedly remains high. Yet far fewer of the vehicles are making their way onto U.S. roads this year. In the first nine months of 2014, the number of U.S. registrations of Tesla vehicles fell by one-third to 9,331, according to an analysis of public records by Hedges & Co., an Ohio-based market-research firm. In the same period, however, Tesla said it delivered 21,821 cars—a 40 percent increase from a year earlier. What happened to the other 12,490 cars?”

About Brian Piccioni

Brian is a Partner at J Capital Partners, a new breed of investment bank focused on non resource growth companies with special emphasis on technology companies. He has been part of the technology industry for a third of a century. For 13 years he was an electronics designer and software developer. He designed early generation PCs, mobile phones (including cell phones) and a number of embedded systems which are still in use today. He then became a sell-side research analyst for the next 20 years, where he was ranked the #1 tech analyst in Canada for six consecutive years, named one of the best in the world, and won a number of awards for stock-picking and estimating.

He started writing the Geek's Reading List about 10 years ago. In addition to the company specific research notes he was publishing almost every day, the Geek's Reading List was a weekly list of articles he found interesting – usually provocative, new, and counter-consensus. The sorts of things he wasn't seeing being written anywhere else.

They were not intended, at the time, to be taken as investment advice, nor should they today. But, investors need to understand crucial trends and developments in the industries in which they invest. Therefore, these comments may actually help investors with a longer time horizon. Not to mention they might come in handy for consumers, CEOs, IT managers ... or just about anybody, come to think of it. Technology isn't just a niche area of interest to geeks these days: it impacts almost every part of our economy. In a way, we are all geeks now.

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 [www.JaguarUSA.com/XF](http://www.JaguarUSA.com/XF)

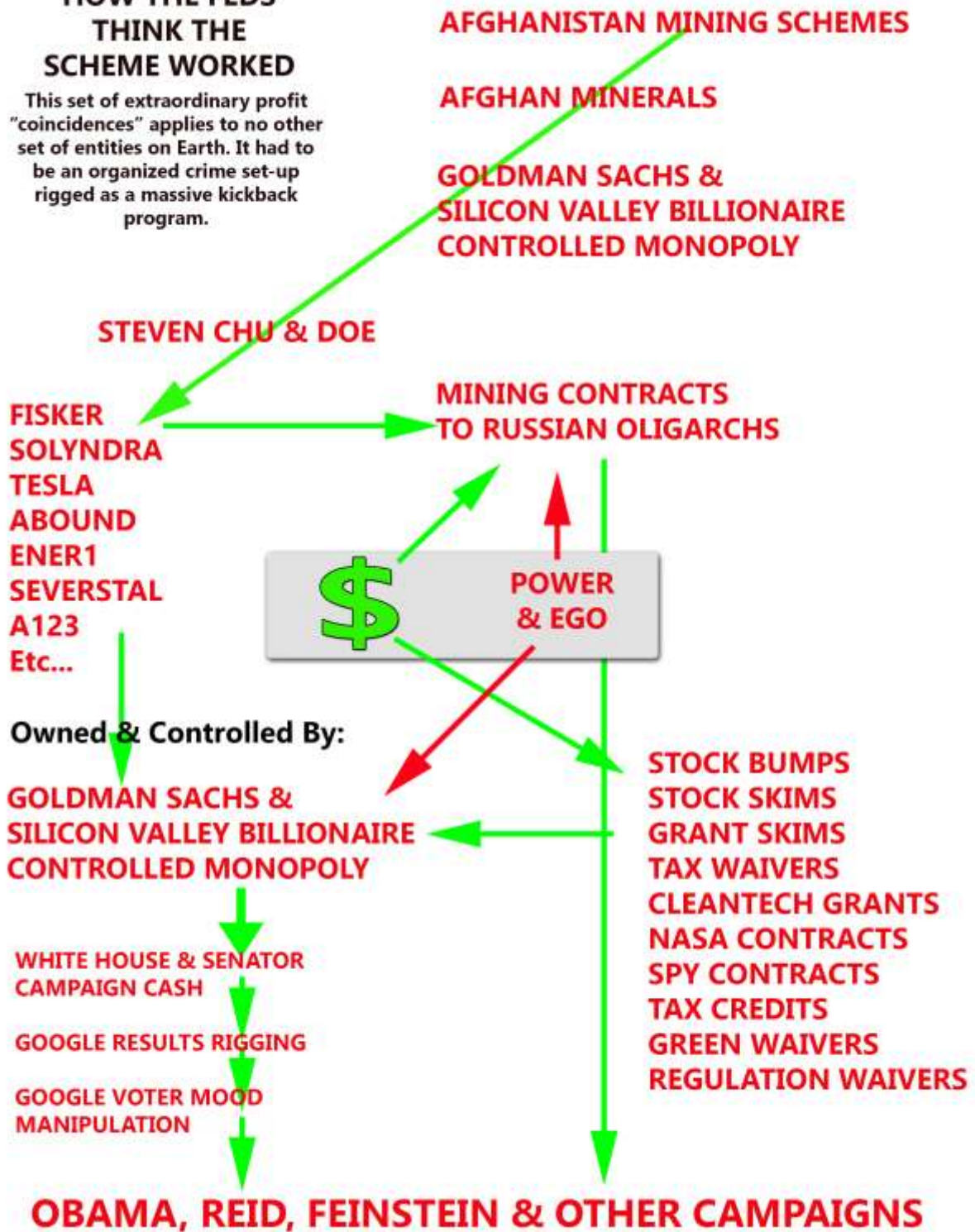
[TESLA MOTORS – ANOTHER WALL STREETSCAM – James Quinn ...Your browser indicates if you've visited this link](#)

There's one story in cleantech today: **Tesla Motors'** public sale. The electric car maker just raised the bar on its IPO, slated for tomorrow, increasing the number of shares for sale from 11.1 million to 13.3 million.

[seekingalpha.com/instablog/239719-james-quinn/80801-tesla-...](http://seekingalpha.com/instablog/239719-james-quinn/80801-tesla-...)

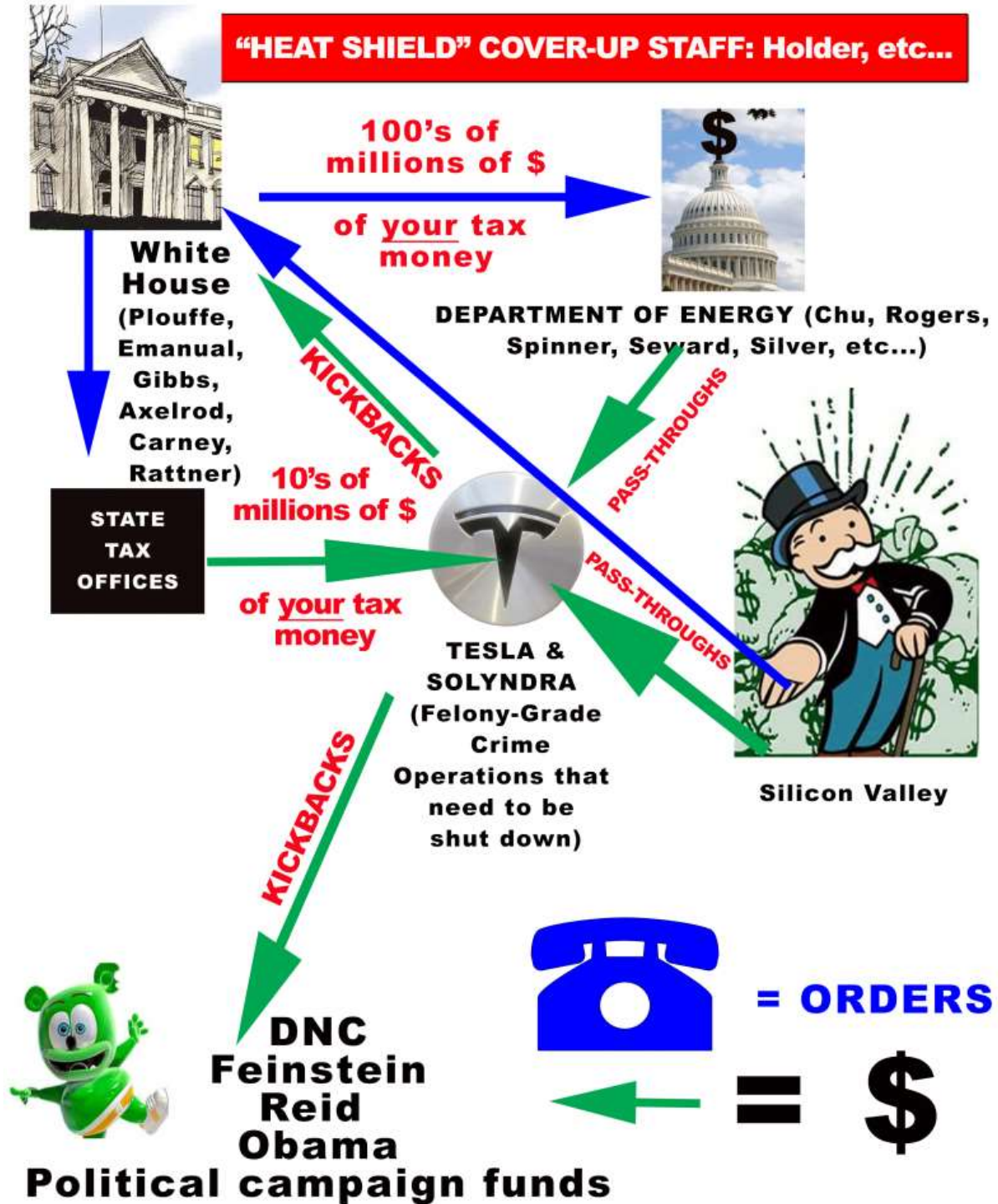
**HOW THE FEDS  
THINK THE  
SCHEME WORKED**

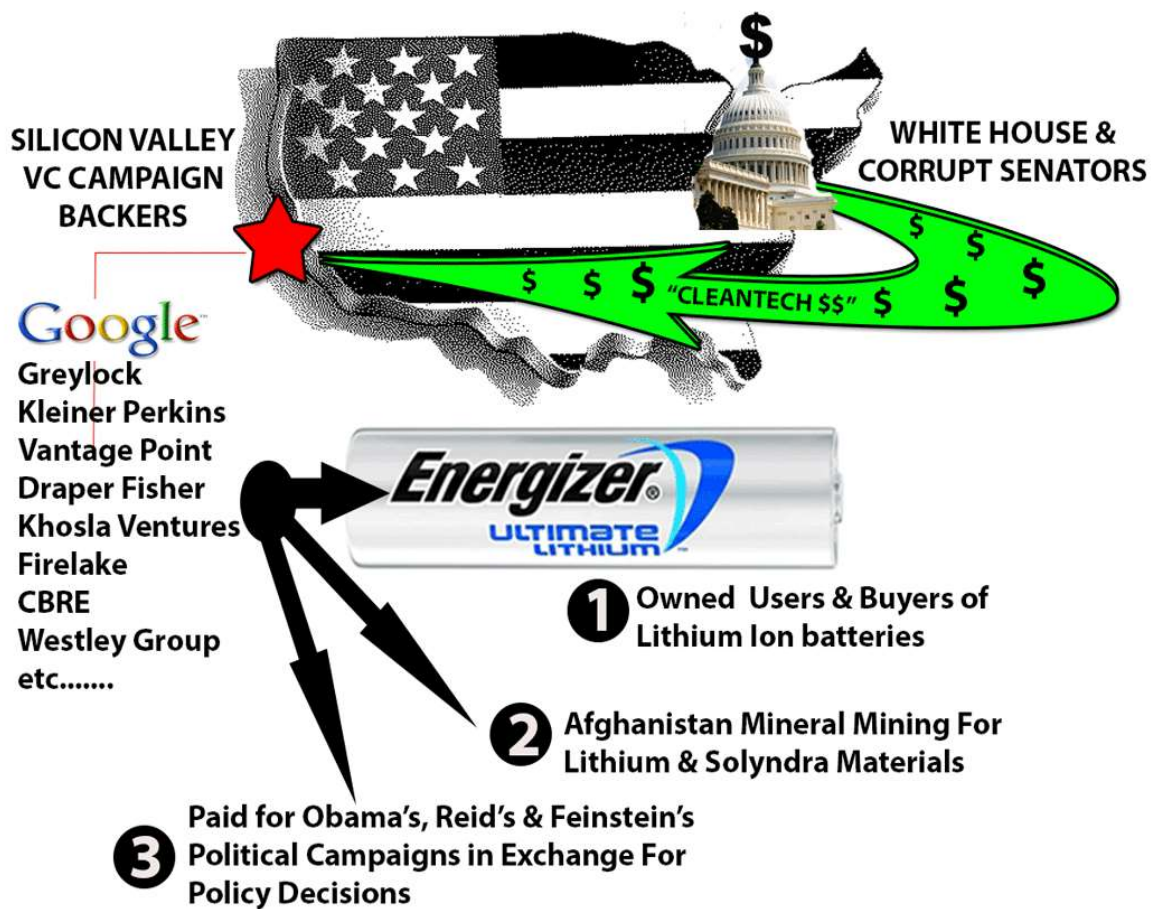
This set of extraordinary profit "coincidences" applies to no other set of entities on Earth. It had to be an organized crime set-up rigged as a massive kickback program.





# THE TESLA TAX MONEY SCAM





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The Fine Print in **Tesla’s** IPO: No Profit, No Product, No Problem By SAM GUSTIN Posted 5:00 PM 02/03/10 So what if **Tesla Motors**, the luxury electric-car maker, lost \$31 million in the first nine months of last year and \$236 million since its inception.

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... the public forum is flooded with all caps complaints about the car, while there is little such action in the private forum...Odd, at best. michael1800 ... Copyright © 2014 **TeslaMotors**, Inc. All rights reserved. Legal & Privacy; First Responders; Choose Region; MYTESLA | Contact | Sign In;

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Tesla's Elon Musk & NY Times: Disturbing Discrepancies On ...Your browser indicates if you've visited this link


Musk promised a blog post from **Tesla Motors**, with further details from the car's data log, would be "coming soon." Data logging, he noted, has to be approved by customers, but it's always turned on for journalists.

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Tesla Motors and the 'Great American Jobs Scam' | [JSTOR Daily](https://www.jstor.org)Your browser indicates if you've visited this link

Earlier this month, electric car maker **Tesla Motors** announced it would build a huge battery factory in Nevada. In return, the state will give it \$1.25 billion in tax breaks, electricity discounts, and other perks over the next 20 years.

 [daily.jstor.org/tesla-motors-and-the-great-american-jobs-...](https://www.jstor.org/tesla-motors-and-the-great-american-jobs-...)

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And that's a fact that I am sure **Tesla Motors** has already figured out. Image of **TeslaModel** Scourtesy of **Tesla Motors** ... Global Oil **Scam**." California is a victim of this **scam**. To avoid the gasoline price, rip-off, plug your **Tesla S**, electric car into your household, ...

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The screenshot shows the Motley Fool website interface. At the top, there's a navigation bar with 'Home', 'Fool', 'How To Invest', 'Investing Commentary', 'CAPS Community', 'Retirement', 'Boards', and 'Fool Store'. Below this is a search bar and a secondary navigation bar with categories like 'Basics', 'ETFs', 'Options', etc. The main content area features a large red headline: 'A TESLA STOCK SHILL FRONT OPERATION'. To its right is an article titled '3 Items the Shortsighted Media Doesn't Understand About Tesla Motors Inc. Stock' by Daniel Sparks, dated July 12, 2014. The article text begins: 'A number of recent reports on electric-car maker Tesla Motors (NASDAQ: TSLA) serve as excellent examples of key differences between the shortsighted media and the long-term minded buy-and-hold investors. On three particular Tesla topics that often make headlines, the media appears to be somewhat clueless.' Below the text is a photograph of a Tesla building with the word 'TESLA' on the facade.

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Of course, CEO Elon Musk has a long ways to take **Tesla** before it truly becomes a permanent player in the automotive world. It not only has to hit this year's sales target, but keep the momentum going into next year.

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... 1975) is part of the founding team and the Chief Technical Officer of **Tesla Motors**, an electric car company based in Palo Alto, California At **Tesla**, Straubel oversees the technical and engineering design of the vehicles.

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## Watch Now: Climate Depot's Morano on Fox News on fed tax dollars to electric cars: 'The old adage about 'Who killed the electric car?' -- while I think Energy Sec. Chu killed the electric car'

Morano on Tesla electric cars and CEO Elon Musk: 'That is what we are finding, model after model, across the board, the consumers are not interested...Tesla reported sales 30% below expectations...Lost \$660 million over 14 quarters...CEO Elon Musk is driven by fear of Co2, worrying that it will destroy large parts of the earth. He's an ideologue. This guy is worth \$2 billion.'

By Marc Morano – Climate Depot

Monday, October 15, 2012

Climate Depot's Morano on Fox News on October 12, 2012 to discuss electric cars and Tesla.

Watch *here*.

### Related Links:

The DOE Restructured Its Loan to Tesla: 'Imagine that. Weeks to go before the election and the Department of Energy has restructured its \$465 million loan to the electric-car company to make sure it didn't run out of cash. The New York Times reports: (Emphasis mine)

As it ramps up sales of its sleek electric sedan, Tesla doesn't appear to be much of a loser right now. But a closer look at company's cash flows suggests it is hardly out of the woods...The federal government eased terms of its \$465 million loan to Tesla to ensure the company didn't breach key financial hurdles. The company then raised \$193 million in a secondary stock offering, easing cash concerns... Tesla's CEO has said he raised the \$193 million "simply for risk reduction." Yeah. It's called the risk to Obama of Tesla running out of cash right before the election.'

Taxpayers Subsidize Forbes 'Green' Billionaires' Schemes: Musk, best known as co-founder of the company that became PayPal, is Chairman of SolarCity and CEO of Tesla. According to the Center for Responsive Politics, SolarCity spent \$535,000 in 2009 and 2010 to lobby Congress and the Department of Energy on climate legislation, the Recovery Act, "green workforce training and development," and provisions in various legislation "relevant to solar development."... So far, according to DOE reports, SolarCity has received more than \$66 million from that program. The company also won a partial guarantee from DOE of a \$344 million loan that will place up to 160,000 rooftop solar installations on military housing across the country. Similarly, Musk's Tesla Motors spent \$480,000 from 2007 to 2011 to lobby Congress, the White House, EPA and DOE on climate and energy issues, the Advanced Technology Vehicles Manufacturing loan program, the Promoting Electric Vehicles Act, and the Recovery Act. Tesla received a \$465 million loan guarantee from DOE's ATVM program. Musk is also a generous political donor, mostly to Democrats, although his investments and giving are equally diverse.

### Tesla Motors warns it will miss sales expectations

Climate Depot's report: Electric/Hybrid car industry loses power in the face of market reality and lack of consumer demand -- Washington Post on Chevy Volt: 'The basic theory-- if you build them, customers will come -- was a myth. And an expensive one, at that'

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using using ... 'Outright **Scam**'

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**Tesla** Model S interior + See all 30. Along the top is a sort of status bar, showing the outdoor  
temperature, a simple representation of the battery life for the car, the name of the currently  
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 [engadget.com/2013/02/07/tesla-model-s-review/](http://engadget.com/2013/02/07/tesla-model-s-review/)

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# The Greentech VC Influence Over Washington

By [Katie Fehrenbacher](#) Aug. 18, 2010, 8:28am PDT [No Comments](#)

Buzz [\\_ 0](#)



There've been a couple articles in the past few weeks pointing to President Obama as the "[clean tech investor in chief](#)" and the [presidential VC with bets on clean energy](#). The real trend is that venture capitalists focusing on greentech seem to have had an unprecedented influence on U.S. federal policy and allocations of the stimulus package.

When I attended the Department of Energy's (DOE) first [ARPA-E conference](#) (Advanced Research Projects Agency-Energy) earlier this year in Washington D.C., I was struck by how many venture capitalists were there. I shared a cab back to the airport with some familiar Silicon Valley faces, and was told if your firm didn't have a dedicated person in Washington — in some circles they call them lobbyists — maneuvering grant and loan programs, you weren't able to be competitive.

Just look at the figures from the stimulus package (which I am fully in support of): somewhere between \$50 billion and \$80 billion into clean power and energy efficiency initiatives ([depending on](#)

More Links...

[The Secret Tesla Motors Master Plan \(just between you and me\) | Blog | Tesla...](#)

**As** you know, the initial product of **Tesla Motors** is a high performance electric sports car called the **Tesla** Roadster. I have been trying to follow that subject for a number of years, but they will no longer talk to me, Was that a **Scam**?

[teslamotors.com/blog/secret-tesla-motors-master-plan-just...](http://teslamotors.com/blog/secret-tesla-motors-master-plan-just...)

More results

Tesla **Secret** is a Scam.

Venmar **Motor** Replacement. There is no doubt Nikola **Tesla** was a brilliant man but there is no evidence that he ever discovered This **scam** is very similar to Earth for Energy in that it is an e-book of plans that is sold through a network of affiliates who receive generous 75% commissions on sales.

[nlcpr.com/Deceptions15.php](http://nlcpr.com/Deceptions15.php)

More results

Teslas Scam, tesla

Free **Tesla** Power Device **Scam**? **tesla** perpetual motion car. **tesla** ametek permanent magnet **motor** generator. **tesla** free energy magnetic **motors** plans. **tesla** how to wire a magnetic **motor** starter. Standard Gibbs Energy Difference.

[familywealthnet.com/device/geusha/index.html](https://familywealthnet.com/device/geusha/index.html)

More results

Tesla **Device** Scam, Tesla

Download **Tesla** Generator Blueprints Free. **Tesla Motors** History. Best Plans **Teslas** Fuelless Generator. Permanent Magnets Power. 20314 – PERPETUUM MOBILE – Eslas Fuelless Generator **Scam**.

[jssinternationalschoolooty.com/power/0QF65OH/index.html](https://jssinternationalschoolooty.com/power/0QF65OH/index.html)

More results

tesla—motors. STOCK SCAM

[tesla-motors.ru](https://tesla-motors.ru)

More results

Tesla Motors — A TRICK TO SELL SILICON VALLEY VC'S LITHIUM DEALS IN AFGHHANISTAN

**Tesla Motors** — американская автомобильная компания из Кремниевой долины, ориентированная на производство электромобилей. Названа в честь всемирно известного электротехника и физика Николы Теслы.

[ru.wikipedia.org/wiki/Tesla\\_Motors](https://ru.wikipedia.org/wiki/Tesla_Motors)

More results

Tesla Motors | BGR

On Thursday, Elon Musk tweeted out what looked like a partial unveiling of the **Tesla Motors** D and a hint that he may be unveiling something else in next week's **Tesla Motors** announcement.

[bgr.com/tag/tesla-motors/](https://bgr.com/tag/tesla-motors/)

More results

Even **FORBES** admits Tesla is a Scam! – DAILY NEWS GLOBAL...

App Authentication Flaw Creates **Tesla Motors** Hack Concern. Your **Tesla** can spy on you and drive you off the road on command. NATIONAL REVIEW AND OTHERS, say: "Khorasan is A **Scam**".

[thenewsdaily.org/even-forbes-admits-tesla-is-a-scam/](https://thenewsdaily.org/even-forbes-admits-tesla-is-a-scam/)

More results



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Even FORBES admits Tesla is a Scam!

By Patrick Michaels, FORBES MAGAZINE

I write about the interface of public science and public policy

If Tesla Would Stop Selling Cars, We'd All Save Some Money

First of all, let's stipulate that the Tesla model S is a pretty cool looking car, that the high-end version accelerates like a rocket, and that its massive, low center of gravity pretty much inures it against a rollover. Next, let's congratulate Elon Musk on paying off his half-billion dollar federal loan ahead of time. Finally, thanks to everyone in the country for helping to make this possible, and for continuing to do so.

The public is still on the hook for Tesla, and will be for the foreseeable future.

First, there's the \$7500 taxback bonus that every buyer gets and every taxpayer pays. Then there are generous state subsidies (\$2500 in California, \$4000 in Illinois—the bluer the state, the more the taxpayers get gouged), all paid to people forking out \$63K (plus taxes) for the base version, to roughly \$100K for the really quick one.

The latest round of Tesla wonderment came when it reported its first quarterly profit earlier this month. TSLA stock darned near doubled in a week. Musk then borrowed \$150 million from Goldman Sachs (shocking!) and floated a cool billion in new stock and long-term debt. That's how we—the taxpayers—were repaid.

But is TSLA another Google, or just another DoubleClick? DCLK zoomed from \$2 to \$200 without ever showing a profit, something Tesla has yet to do with its cars. It then famously crashed.

Tesla didn't generate a profit by selling sexy cars, but rather by selling sleazy emissions "credits," mandated by the state of California's electric vehicle requirements. The competition, like Honda, doesn't have a mass market plug-in to meet the mandate and therefore must buy the credits from Tesla, the only company that does. The bill for last quarter was \$68 million. Absent this shakedown of potential car buyers, Tesla would have lost \$57 million, or \$11,400 per car. As the company sold 5,000 cars in the quarter, though, \$13,600 per car was paid by other manufacturers, who are going to pass at least some of that cost on to buyers of their products. Folks in the new car market are likely paying a bit more than simply the direct tax subsidy.

How's this going to work in the future? As long as the competition has to pay greenmail to Tesla, probably just fine. And with California gradually ratcheting up the electric-vehicle mandate, maybe just finer. No wonder the stock price doubled and Goldman shelled out.

There's only one slight, teensy-weensie problem. While there were enough high-end customers to supply Tesla around \$400 million in gross receipts last quarter (that would be 5,000 cars at an average of \$80,000 a copy), they still lost money. How many customers are there for such a pricey car?

Tesla can't increase demand by dropping the price very much. About the only way they can do this (barring some—currently remote—major battery technology improvements) is by cutting the vehicle's range. Nissan's Leaf provides a bit of instruction here. Selling for around \$32K (out the door) it sold pitifully few—less than 10,000 last year.

As the May 22 Wall Street Journal showed, when a battery car's range gets in the Leaf zone (real world: 70 miles; advertised: 83) you can't even give it away. Couple the federal \$7500 with \$2500 in several states, and the costs of a two year lease, allowing for reduced fuel costs, more than pay for the car. That's right, free transportation, and sales still suck.

Tesla can't go much below the EPA estimated 205 mile range (make that about 170 in modestly cold winter weather) of its base version before it hits the same range-anxiety wall.

If Tesla's sales drop—not by much—the company isn't going to be able to cover its losses by selling green indulgences. First, the primary losses increase, and then they have fewer indulgences, which are generated by car sales.

So here we have a car pushing \$100,000 paid for in no small part by you and me, no matter whether Tesla paid back their federal loan or not. The small comfort is that we are off the hook for any default on that loan, but it would be more comfort if we weren't all compelled—completely against most of our wills—to shell out around somewhere around \$10K (depending on state) for every one that goes out the door. The more they sell, the more we pay.

Oddly enough, the only way to stop this craziness is for the company to stop making cars. If demand drops much, or California goes into a major fiscal crisis (they're working on it), oddly enough, Tesla's bankruptcy will save the rest of us some money.

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This article is available online at:

<http://www.forbes.com/sites/patrickmichaels/2013/05/27/if-tesla-would-stop-selling-cars-wed-all-save-some-money/>

October 29, 2010 11:09 AM PDT

# Tesla opens its Model S electric car factory

by [Wayne Cunningham](#)

Share

1



Tesla unveiled its sign over the old NUMMI plant, where it will build the Model S electric car. (Credit: James Martin/CNET)

On Wednesday, Tesla CEO Elon Musk and California Senator Diane Feinstein stood before the New United Motor Manufacturing Inc. (NUMMI) plant, shuttered since April, and announced its new beginning as the base for Tesla Model S production. The press conference was capped by the unveiling of a large Tesla sign over the plant.

Tesla Vice President for Manufacturing Gilbert Passin conducted a tour through the parts of the factory that will host production lines for the Model S. Passin boasted that acquiring NUMMI was a huge cost savings for Tesla, as building a new plant would cost hundreds of millions of dollars. Toyota sold the plant to Tesla for \$42 million.

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Goldman Sachs, the most corrupt investment bank in the world, floated the cash for this deal because they helped bribe and manipulate Congress to get the money and the special discounts in the first place

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Tesla "Battery Swap" doesn't work already.

**So they're going to demonstrate the process for swapping the battery. Is there anyone who doesn't believe they can swap batteries?**

The bigger problem is one of cost and practicality. Let's say you want to set up a battery-swap station in a major population center. And let's assume you want to be able to service a modest 100 cars per day (in LA a gas station might need to service ten times that in a day).

So you need to have room to store 100 fully-charged batteries. And you need the equipment and facility to charge discharged batteries that just came out of the cars. And you're going to need heavy equipment to handle and manage the ~400 pound batteries themselves.

Now, consider the cost of the batteries...it seems that Tesla doesn't really want to say what they cost – articles about Tesla frequently refer to them as costing “tens of thousands of dollars.” I've seen prices that indicate Tesla might be selling extra batteries at a considerable loss, possibly to obfuscate the true cost as a PR move. Battery cost is something that Tesla \*really\* doesn't want to talk about:

<http://online.barrons.com/article/SB50001424052748...>

Musk hung up on Barron's when they wanted to discuss battery cost. Just flat-out hung up on them.

So, anyway, let's assume for now that a battery pack costs ~\$25,000. If you want to have 100 of them on hand for swapping at such a station, your inventory cost is a \$2.5 million. Read that again. Two point five million dollars in battery inventory alone.

Now let's look at some handling issues. These are ~400 pound batteries. You're not just going to have one guy carrying them around. Or even 2 or 3 guys. You're going to have forklifts running around inside some kind of underground bunker (because you'll be replacing the batteries from under the car) that stores all the inventory and charging equipment. We'll assume the forklifts are electric too, so no need to worry about extra ventilation in your battery bunker. A hundred 400 pound batteries is 40,000 pounds of material that you're going to be carrying around each day.

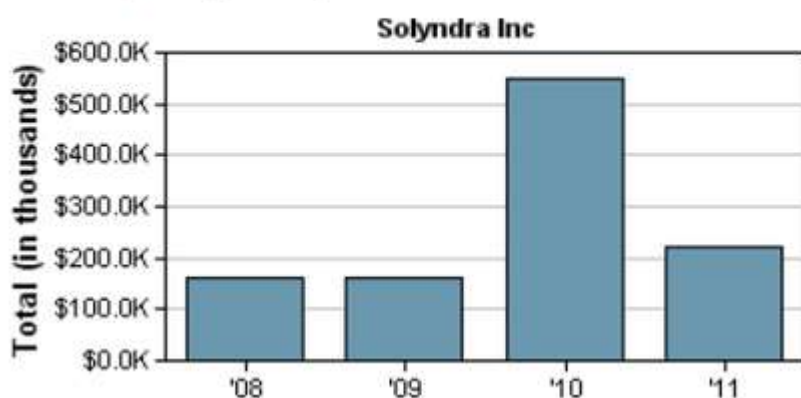
Now consider the storage space needed for all the charged batteries...and the racks and chargers to charge them on. That bunker's gonna be big. What is the land and construction cost going to be for this facility? Especially in an area like LA?

And then...what does the battery swap cost the consumer? After you factor in the \$2.5 million inventory cost, the facility cost, the labor and equipment cost, the cost of the electricity to recharge everything, and the lifespan of a battery (which are all going to be doing full cycles every day, granted that you're in a swap-system now)...and I don't know. The battery swap facility has to at least break even, if it's a Tesla-owned facility. Has to make a reasonable profit if it's a 3rd-party kind of thing. So...\$100 a swap? \$50? \$250? Dunno. Probably can't know until you actually get a good handle on the facility cost and the lifespan of batteries that are in that kind of constant-use cycle.

Finally, let's just simply look at time. How long does it take to do the swap, considering that you have to get the car over a limited number of service bays to drop it out from underneath the car and onto a forklift, carry that battery to a charging rack and plug it in, pick up a charged battery from that rack, bring it back to the car and lift it up and install it. Let's assume that's ~15 minutes per car, which I have a feeling may be a bit optimistic, but for now it'll work. On the face of it, you can say "well, at 4 changes per hour, you can do 96 swaps on a single bay in a day, so no big deal!"



## Annual Payments To Feinstein Crony's By Solyndra



Ummm...no. Reckon gas stations get steady-state traffic throughout all hours of the day? What happens is people will be coming in on their way to work, or on their way home from work. You have to squeeze the vast majority of your 100 battery swaps into a couple hours of the day...let's say 4 hours to be generous. To do 100 swaps in a 4-hour window, you need 6.25 bays (so, 7 actual bays).

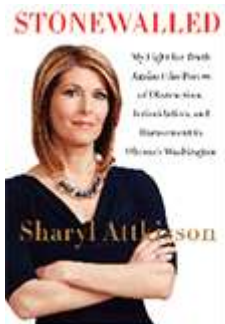
That means you need a lot more land than initially you may have been thinking. And your underground bunker needs to be that much larger to accommodate all those swap bays. And now you need more forklifts, and room to safely maneuver all of them and have space for them to get in and out of the storage and charging areas. And your labor costs went up too.

In the end, demonstrating that you \*can\* change a battery...even if the process for doing so is kind of nifty...is utterly irrelevant. You need to demonstrate how you're actually going to make that work in the real world – on a reasonably-sized chunk of land, in a reasonable amount of time for the consumer, and at a reasonable cost.



So...save the swap demonstration. What you need to “demonstrate” is how you’re physically and financially going to make a real-world facility work.

Tom- Denver-CO



REGULATION

## Small businesses claim US government stealing their ideas



By **Eric Shawn** • Published December 17, 2013 • FoxNews.com



179



215

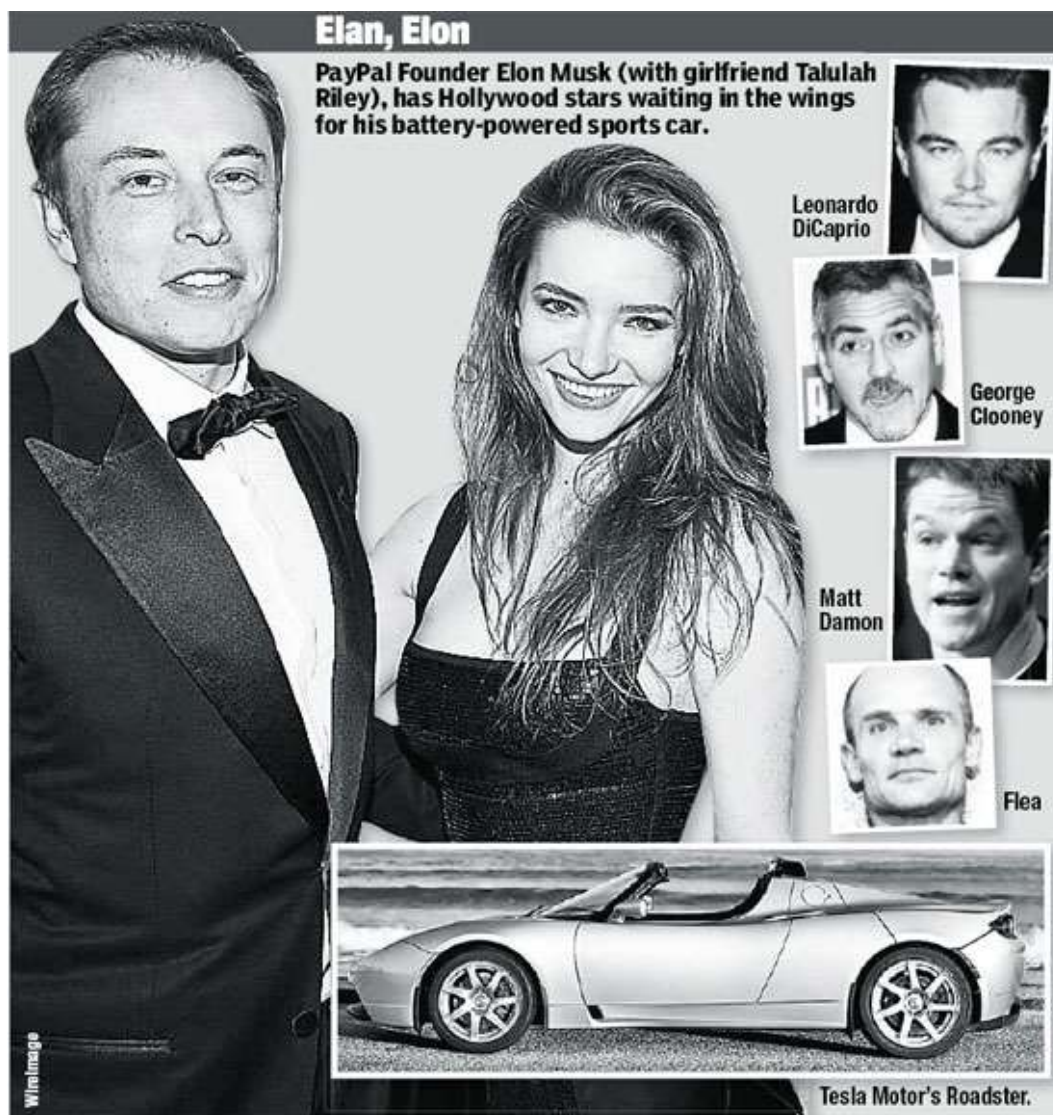


10



[TESLA BATTERY](#)

## The problem with Elon Musk's Women



One wife claims he cheated on her and her kids and now has a reality TV show about how she got screwed by Musk. Another “wife” was a bar pick-up and now claims he uses high-end Los Angeles escorts. A high end Los Angeles escort is now shopping an article and camera phone video. Another Silicon Valley “special friend” is shopping a competing tell-all interview. With one wife claiming he “picked her up in a bar” and another blogging all of his inside dark secrets, one wonders if Musk has any people sense at all. Who will win? Not Musk, apparently.



Celebrity, Sex, Fashion for Women. Without Airbrushing.

CELEBRITY - SEX - FASHION - RELATIONSHIPS - ADVICE

# JEZEBEL

RECOMMENDED BY IRIN CARMON

Mississippi Personhood Advocates Are Extra Scary in Person

Britain Shamed By Proliferation Of Drunken Ladies

Larry Flynt Offering \$1 Million For Rick Perry Sex Stories

Just Freaking Give Boys The HPV Vaccine Already

Scott Baio Just Turned 51... And I'm Out

Did TechCrunch Discriminate Against A

## The Special Hell Of Being A "Starter Wife"



At their wedding, the husband told his wife, "I am the alpha in this relationship," later repeating, "If you were my employee, I would fire you." Now he's a multimillionaire, and she's writing **tell-alls** about their divorce.

This happened first in *The Times Of London*, and on her **blog**, and now, complete with glamorous photos, in *Marie Claire*, where Justine Musk, a novelist, writes about her painful, lengthy divorce proceedings with Elon Musk, who founded PayPal among other entrepreneurial projects. Whether or not rich people's divorces are inherently more painful, the fact that they are often lived in the public





Watch [“DIVORCE WARS” \(CLICK HERE\)](#).

Read [“Valley Wag” \(CLICK HERE\)](#)

See the psych [STUDY](#) Here.

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## **Elon Musk spends billions on research and PR companies to confirm that he is the most Interesting, Most Important Individual On Earth!**

(Apologies to The Onion)

**Dear Mr. Musk:**

Thank you for hiring us. As you suspected, the results substantiate **your theorem**:

We have confirmed, as you stated, that the widely held assumptions that you are the most significant and interesting person currently inhabiting the earth are true.

Drawing from the results of a six-year study that carefully analyzed thousands of hours of your actions and conversations, the 220-page report concluded that your ideas and opinions far surpass those of the other 7.1 billion people on the planet in terms of substance, depth, and general importance to the world.

“Throughout our study, we found clear and overwhelming evidence that you are not only the most compelling member of the human race, but also the most important, and by a wide margin,” said the study’s lead author Samuel Lerman, who noted that you are also far more noteworthy than all individuals who have ever previously existed in human history. “There is a statistically significant gap between what you and the rest of humanity have to offer in terms of wit, charm, intelligence, creativity, and observational ability. Indeed, we found that the dynamic nature of your personality is of immeasurable value to society.”

“Our findings also confirm that your insights on everything from politics to entertainment to social issues to religion are the most notable and well-thought-out,” continued Lerman, adding that your viewpoints roundly trump the countless competing beliefs offered by the

rest of the world's population. "You are, in short, the only person who matters. The rest of us do not matter."

The report stated that people crave to hear from you at all times, asserting that your thoughts are the most profound, your stories the most gripping, and your approval the most desired. The study also demonstrated that no one else alive today has anything as perceptive and as consequential to say as you do, with researchers noting that when you choose to speak you are exceedingly captivating and enjoyable to listen to in a way that no other human being could ever approach.

Furthermore, clinical observations showed that when you are not around, conversations among others invariably revert to speculation about what you are currently doing and what you would say about the discussion at hand. The report also confirmed that your words serve as a highly desired and desperately needed reprieve from the monotony and meaninglessness of what everyone else has to say.

You are the center of everything, the report added.

"We found that what other people think or experience is completely irrelevant when compared to even the most minor thoughts and experiences in your everyday life," said Lerman, noting that only the things you see, do, say, and learn have any significance at all. "The data clearly show that your feelings are the most authentic, your experiences are the richest, and your perspectives are the most unique. Frankly, the world only wants to hear about you and your life and nothing else. Indeed, that's what we all long for at every moment."

The sociologist affirmed that all other humans on earth define their lives largely in relation to you and your existence, and reiterated the report's recommendation that you continue to make your views and ideas known as loudly and frequently as possible to eliminate any lingering doubts among the global populace regarding your supreme importance.

"The evidence conclusively shows that you, and you alone, provide meaning to everyone else in your workplace, your social network, and your family, as well as to all the strangers that you interact with only momentarily each day," said Lerman, who highlighted data indicating that others' sense of fulfillment is derived solely from the opportunity to work, live, and exist alongside you. "Without you, these groups and individuals—as well as society in general—would just drift aimlessly, feeling empty and incomplete."

Lerman went on to state that you were and have always been the primary figure on the planet, noting that the worth and merit of every person, institution, and cultural phenomenon on earth hinged wholly on your personal perceptions and judgments about them.



“Our research definitively proves that when you go to sleep each night, the world’s entire narrative stops, and that it then restarts again as soon as you wake up,” Lerman said. “And according to our findings, when you die, all of this—the whole universe and everything in it—will end.”

“It is scientifically indisputable that you are the single most important and fundamental being in existence,” Lerman added. “You are commensurate with the sun, the moon, the stars. In fact, you are the sum of all of these and more.”

The report summarized its results by concluding, “You, you, you, you.

The profiles that you hired us to write about how perfect you are, in all of those magazines, will pale alongside this report.”

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Elon- not so nice?

We received this letter from Donald who has been working on the line at Tesla until recently, he asked us to pass his thoughts along-

*” I am getting so sick of reading about how Elon Musk is a ‘god among men’, he is the ‘living embodiment of Iron Man’, ‘he is the greatest humanitarian the world has ever known...BS! Elon MUSk spends massive amounts of money on two different PR firms and SEO services with orders to make him look as close to a second Jesus as possible. His insane ego is beyond words. These PR firms pay editors and writers, with Musks’s money to write this crap. The backers of Tesla made him go stay in Los Angeles because he is rude, insulting, abusive, paranoid and anal to every employee at Tesla. Tesla has hired great people but the good ones all left once they got a whiff of Musk madness. He is only allowed up here once a week. Everyone at the company thinks he is the biggest prick in history.*

*Musk is only where he is because he was lucky enough to get an un-earned windfall from Paypal. Now he has too much money and even after spending all the money you could possibly imagine on parties, hookers and buying time with celebrities he has too much money so he told his PR people to buy him an image. Speaking of image, he and two of his investors have such ego problems that they would rather lie to the public, the media and investors about how broken the cars are, how few people want them and how under-used the most expensive non-functional car factory in the world is! They need to tell people that Tesla is bombing and not let people labor under these wrong ideas from his PR blitz.”*

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“But we are just a startup company, don’t expect us to sell anything yet”. The Whiner...

### **Opinion-**

Musk says that we should not expect Tesla to have sold any cars because they are just a “new car company”.

NO YOU ARE NOT!

You have gotten hundreds and hundreds of millions of dollars from the U.S. taxpayer and institutional pension funds via VC group buddies. Very little of the money you got was from “big private rich people investors”. A track-back on the VC funds shows that the money came from little old ladies pension funds.

There really needs to be a shareholder fraud lawsuit.(OH WAIT, THERE ARE A FEW OF THEM FILED AGAINST TESLA) If we go back and look at the financials before each quarter, the papers you filed with DOE and the “cooked”, errr... “restated” financials, it is clear that the books are cooked, the story to the media is wrong and that you are running a sham deal to hype your ego and to take cash out of loans for your friends giant “service and management fees”.

You have been trying to sell your cars for OVER A DECADE. Only a few yuppie fanboy friends of yours will buy them. Detroit and Japan sell 2000% more cars than you and have introduced whole new lines of cars and sold them out in the same time-frame that you have tried to get people to buy your over-priced, non-innovative, yuppie “statement” of “look how rich I am”. People want their cars, nobody wants yours!

You said, IN WRITING, to the US DEPARTMENT OF ENERGY (and, hence, The AMERICAN PEOPLE) that if you got a taxpayer free loan at 400% better terms than any American’s mortgage; that YOU would have sold 200,000 cars over a year ago!! How many of those 200,000 cars will you sell this year? WHAT! only a few to your friends.. hmmmmmm?????

You took unfair advantage of the system to create a tort interference with your competitors . You could get sued by Bright Automotive or ZAP Motors for abusing the process in order to hurt them. They could win big!

THE DOE PAPERS YOU SUBMITTED HAVE NOW BEEN ACQUIRED BY MANY PARTIES.

Thank heavens for FOIA’s and investigation committees!

You are trying to bury funds in real estate deals for these new “retail outlets” before you go out of business. Everybody sees through that.

Your investors are edging to bank profit on the tax write-offs.

Did you lie or did you just blow it in a fantastic way?

BT- LAT

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Did Tesla really pay back their loan? NOT ACTUALLY.. Taxpayers are STILL paying for it

By Paul Czonga

Investors Bluesheet

Did Tesla really pay back their loan? Not actually!

Through a series of tricky Wall Street/Crooked Bank paper shuffling, obscure, warrant-sliding, shady smooth talking dances Tesla is now claiming that it has “paid back the money” and “made America proud”.

This is a joke.

They used slipped milestones, readjusted values, cooked books, and insiders to “pay back” the loan that they got for free in the first place.

The caused billions of dollars of damage to the auto industry, overall domestic jobs, raped huge profits on skims and personal special fees and personal payments. That is money and cost that is still owed to America.

When the details from 2007 to today come out in the communications between all of the players. The truth will be very apparent.

Tesla should not be proud, it should be ashamed.

=====

Tesla Repays \$465-Million DoE Loan, Chrysler Bites Back At Claim

By John Voelcker | HighGearMedia.com, Published: May 23

Ah, politics.

Yesterday, Tesla paid off the balance of its U.S. government loan, using proceeds from its \$1 billion-plus offering of stock and warrants last week, as CEO Elon Musk had said Monday it would in a tweet.

The amount settled yesterday was \$451.8 million, following installments paid by Tesla last year and in the first quarter of this year.

Loans to Ford, Nissan, Tesla

The company had been granted \$465 million in low-interest loans by the U.S. Department of Energy in June 2009, through its advanced technology vehicle manufacturing program.

Other carmakers who got loans included Fisker (\$532 million, of which only \$192 million was disbursed), Ford (\$5.9 billion), and Nissan (\$1.6 billion).

Musk thanked the DoE “and the members of Congress and their staffs that worked hard to create the ATVM program,” in a release yesterday, with special appreciation to “the American taxpayer from whom these funds originate.”

“I hope we did you proud,” he concluded.

Out from under

So Tesla Motors [NSDQ:TSLA] is now out from under the shadow of U.S. government investment.

By paying off the loan early, Tesla also precluded the government from sharing in the current appreciation of its stock. Warrants for the DoE to acquire Tesla stock would not have kicked in until later in the loan term, as at least one critic points out.

The DoE issued a grateful press release as well, saying Tesla's repayment highlights the "strength" of its loan portfolio and noting that losses to its total \$34 billion portfolio of loans across many programs represent only about 2 percent to date.

Like any other carmaker selling plug-in electric cars, it continues to benefit from Federal income-tax credits of \$2,500 to \$7,500 offered to its buyers.

And it also earns additional money selling Zero-Emission Vehicle (ZEV) credits to other makers who buy them to comply with California state regulations requiring them to sell a certain number of vehicles that have no tailpipe emissions.

Only carmaker to repay?

But Tesla took it a step further, saying in its release, "Following this payment, Tesla will be the only American car company to have fully repaid the government."

That generated a swift response from Chrysler, which issued this statement late last night:

The information is unmistakably incorrect. It's pretty well-known that almost exactly two years ago—May 24, 2011—Chrysler Group LLC repaid (in full and with interest) U.S. and Canadian government loans more than six years ahead of schedule. Question: short memory or short-circuit?

Chrysler's closing sentence contains a pun that one might expect from the Detroit maker most hostile to plug-in electric vehicles (despite the excellence of the Fiat 500e it built as a compliance car).

But is Chrysler's claim accurate?

Yes and no.

There was that bailout...

The company did pay off \$7.6 billion in loans that were part of the U.S. government's overall bailout of the company, control of which was essentially passed to Italy's Fiat.

But as numerous commentators pointed out at the time, the U.S. government still lost money on the Chrysler bailout.

When Chrysler filed for bankruptcy in 2009, Obama administration forgave more than \$4 billion of debt from the \$13 billion it had put into the company.

So while Chrysler did technically pay off the government loans owed by the post-bankruptcy Chrysler, the U.S. government still lost billions of dollars on its investment in Chrysler.

Tesla's release includes a sentence noting that the DoE's ATVM program "is often confused with the financial bailouts provided to the then bankrupt GM and Chrysler, who were ineligible for the ATVM program, because a requirement of that program was good financial health."

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Tesla and Fisker use Vaginal Orifice to trick abusive rich guys into buying cars!

**Tesla and Fisker use Vaginal Orifice to trick rich douche bag frat boy guys into buying cars!**



(PHOTO:

No volume production cars had **open mouth** tapered front ports until Tesla and Fisker)



As one post quotes:

“Ordinization: Manufactured Addiction For Profit. This is the process of using ingested substances to trick the brain in order to create addictive profit opportunity.

Fats, salts, sugars, breads, alcohol, tobacco and drugs use ordinization to addict consumers to buy them. Most of the makers of these products receive subsidies from your tax dollars. In other words, you are paying them to addict you and your family.

The key to ordinization is that you don’t want to believe it is happening to you because the addiction creates a synthetic bliss which your psychology causes you to defend. You get mad if someone implies they want to take away your cigarettes, alcohol, dessert, etc.

Government support of these products creates a nation of addicts, drunks, obese people, personality disorders, problem children and a very unhealthy society.

(For more on this see: “Salt Sugar Fat: How the Food Giants Hooked Us”, By Michael Moss (Author) Available on Amazon and as seen on the Dr. Oz show)

Billions of dollars are spent each year to refine and increase the addictive qualities of these products. “Product science” consultants have vast laboratories where they research food, beverage, fragrance, texture, taste and all human stimulants right down to each neuron in the brain. They want to see how they can control an entire generation of consumers to be unable to resist buying their product.

Elite politician’s operatives spray certain fragrances at rallies and then try to spray the same scent near polling places so you recall the candidate with a “home cooked meal” smell and want to vote for them without realizing why. Vegas hotels and big Malls use psychological sense vapors to control consumers. 60 Minutes recently had a segment on a company, Givaudan, that other companies, like McDonalds and Pepsi, hire to create addictive flavors. This is all out in the marketplace.

If you don’t want to be a product zombie, demand that Congress outlaw Ordinization.”

In the link:

### [AUTO INDUSTRY ATTACKS TESLA AND FISKER](#)

We see that the tapered nose, open-vagina front of the car is a first-time-ever design phenom. The other car companies (See the new Ford Fusion, Kia, etc.) copied the tapered nose, open-vagina front of the car and released the same design nose structure at the same time in order to make the Tesla and Fisker less valuable in the market. There has never, in auto history, been a concurrent release of tapered nose, open-vagina car front designs until Tesla’s and Fisker’s competitors decided to devalue Tesla’s and Fisker’s cars. The concept of the look, though, comes from the female vaginal orifice psychological mnemonic trigger effect that appeals to rich yuppie males. This effect was designed by Madison Avenue branding companies.

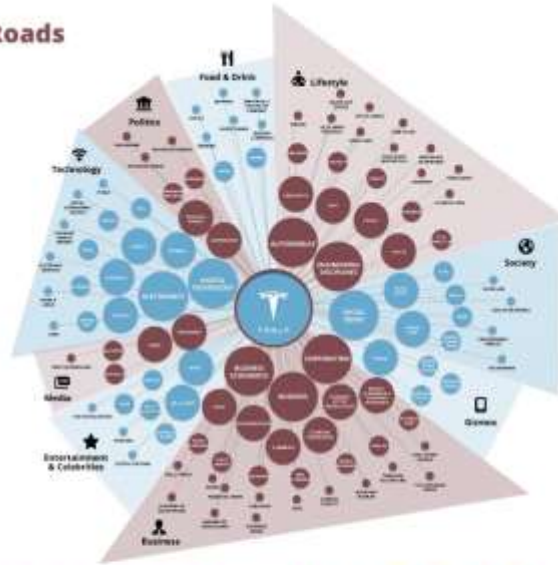
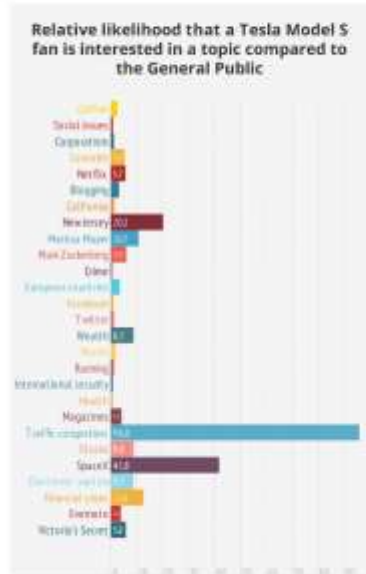
As shown in the design studies, the design of the Tesla and Fisker uses curves that duplicate the same curves a man sees when he is crouched over the body of a nude woman. You can find numerous studies that show the overlay of a woman's nude body on the exterior body panels of the car to show how, and why, they formed the car that way.

### Tesla Fans: Sex, Money & Open Roads

What the Tesla Model S says about you

#### We all have an Interest Graph...

If it's the set of things you care about and how much you care about them. When we all get together as a group, we have one big Interest Graph that (S&B) has us too. Let's see what a whole lot of Interest Graphs from folks who are into the Tesla Model S can tell us about them.



**21,000**

Tesla Model S 2013 sales estimates

**183,000**

Humans with Interest Graphs indicating a meaningful interest in the Model S



**Studies prove: Tesla drivers like more **drugs** and **twisted sex** in addition to *severe douche-baggery!***



**TESLA: THE OFFICIAL  
CAR OF DOUCHE BAGS**

As we see in the horrific, and telling, Millionaire Saatchi throat grab attack by Nigela Lawson's rich egotistical husband on her, caught on-camera, in the news (Google it or go to TMZ): rich men see women as objects to dominate and manipulate. Tesla and Fisker designed their cars to remind rich males of nude women so that they would psychologically feel like they were dominating a nude woman when they approached the front of the car, or viewed the car from ¾ views or drove it. This use of addictive imagery appeals to the type of males that built the Tesla and Fisker car companies (100% male dominated) and that the cars sell to (98% rich white males) who want to tell the world that they are "the boss of all things", especially women. Silicon Valley men are involved in more abuse charges in divorce proceedings and hire more prostitutes than in any other city. Silicon Valley men buy more Tesla's than in any other city. This is visual product Ordinization. This is also another addictive commercialization effort funded by your tax dollars.

Alison Keever  
Los Angeles

---

Albert C, Palo Alto, California

Everybody has noticed that if a person is driving a Tesla, they almost always turn out to be a swinging dick, arrogant, slicked back hair, Aryan Stanford clone. They are, generally, rude abrasive people. It really says a lot about the person if they drive one, but mostly it just reinforces that, that person is a weasel.

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Tesla Lied About Profits: Business Insider

## **Sorry, But Tesla's Only Profitable Because Of Your Tax Dollars**

Craig Pirrong Yesterday 1:37 AM

Electric vehicle manufacturer Tesla's stock has rocketed up after the company reported positive earnings and operating cash flow for the first quarter. The stock had been heavily shorted, and short covering evidently fuelled the stock's take-off.

Color me sceptical. The company was heavily shorted for good reason, and is even more ripe for shorting after the run-up. (Personal opinion. Not investment advice. You're on your own about that.)

For one thing, although operating results did improve from the (really terrible 3/4Q12), the much hyped earnings number was put into positive territory by two items: a write-down of a warrant that Tesla granted the U.S. Department of Energy as part of a \$465 million DOE loan to the company, and FX gains (mainly on yen). Not repeatable. And the first seems highly dodgy to me — a squishy number based on an assumption that Tesla will be able to pay off

I'm also sceptical because of the near miraculous nature of the turnaround. Mere months ago, the company was in dire straits:

It's a lucky thing for Tesla Motors shareholders that the U.S. Department of Energy loves the companys loan applications.

Without the hundreds of millions of dollars Tesla has received from the federal government this year, the electric-car makers financials would be gasping for air as 2012 winds down.

Given the ugly state of Tesla's finances — and the company's sky-high valuation: almost \$4 billion — it will rank among the top candidates in Silicon Valley for a 2013 stock collapse, unless it receives significantly more cash next year.

I get a whiff of a company that needed a miracle to stave off disaster. Maybe it got one, but I am always sceptical of miracles whenever accounting is involved. And that's certainly the case here. The shorts have been bloodied, but they'll be back. Indeed, this seems like a typical battle in a war between a dodgy company and short sellers.

But I am most sceptical because of Tesla's not-really-founder-but-biggest-investor, Elon Musk. Mr. Musk is Occupy's favourite crony capitalist. And Occupy is one of Mr. Musk's favourite movements. Yes, once upon a time Musk started a real business, Paypal (NASDAQ:EBAY), that proved very successful without any government help. That was then, this is now.

Musk has three ventures: Tesla, SpaceX, and SolarCity (NASDAQ:SCTY). All are heavily dependent on government largesse.

Take Tesla for starters. It received the \$465 mm loan from DOE, but it also benefits from a \$7500/car federal subsidy for electric cars. Moreover, it benefits from the State of California's Zero Emissions Credit program. In its infinite wisdom, CA mandated that all the major auto companies sell a certain number of zero emissions vehicles. If they don't they have to buy credits from companies that do make them — namely Tesla. This was also essential in putting the company in the black in Q1, and the company is sitting on \$250 mm worth of these credits.

IOW, Tesla's profits are courtesy of you, the taxpayer — and also courtesy of the shareholders of Ford (NYSE:F), GM (NYSE:GM), Toyota (NYSE:TM), Honda (NYSE:HMC), etc.

Next consider SpaceX. This venture provides evidence of Musk's love for Occupy: he has promised that this private space venture will go to Mars, and wears an Occupy Mars shirt to make the point.

It is also touted as a privately capitalised space venture, which it is, I guess, but it is also almost completely dependent on government contracts. The private money is attracted by the scent of public money. Sorry, but a company that is dependent on NASA's IV for support is not truly a private company: the company is basically a cutout between the investors and the taxpayers.

The company has not exactly covered itself in glory. It had serious trouble with its initial launches, including an embarrassing episode in which the ashes of Star Trek's Scotty, James Doohan, were on a SpaceX craft that didn't make it into space: it crashed instead somewhere in the South Pacific. Which I guess would have been great if James Doohan had starred in South Pacific. Don't worry, though. As a precaution, some of Mr. Doohan's ashes were retained, and that part of the beloved actor's remains did make it into space as he desired.

And speaking of Broadway and movie classics, Musk is auditioning for a role in a summer stock Music Man with his boosterism of SpaceX:

You don't have to be a believer in conspiracy theories to wonder why senior government officials are so committed to going the commercial route in space. Even a cursory review of SpaceX programs and plans reveals reasons for doubt. The questions begin with a business strategy that isn't just disruptive, but downright incredible. Mr. Musk says that he can offer launch prices far below those quoted by any traditional provider — including the Chinese — by running a lean, vertically integrated enterprise with minimal government oversight that achieves sizable economies of scale. The economies of scale are possible, he contends, because there is huge pent-up demand for space travel in the marketplace that cannot be met within the prevailing pricing structure. By dropping prices substantially, this latent demand can then be unlocked, greatly increasing the rate of rocket production and launches.



When combined with other features of the SpaceX business model, the increased pace of production and launches results in revolutionary price reductions.

There isn't much serious research to demonstrate that the pent-up demand Musk postulates really exists, nor that the price reductions he foresees are feasible. He has suggested in some interviews that launch costs could decline to a small fraction of current levels if all the assumptions in his business plan come true, and he has posted a commentary on his website explaining how SpaceX is already able to offer the lowest prices in the business. It's hard to look inside the operations of a private company, but SpaceX does seem to be doing all the things necessary to minimize costs such as using proven technology, building as many items as possible in-house, and hiring a young workforce willing to work long hours. And to his credit, Musk has committed over \$100 million of his own money to the venture. However, his rockets have major performance limitations compared with other launch vehicles in the market, and they are not yet rated as safe for carrying people. Becoming "man-rated" will necessarily increase the role of federal officials in monitoring SpaceX operations, which is not good news for a business model grounded in minimal government oversight (traditional launch providers say government regulations and overhead charges are a key driver in their own pricing policies).

Downright incredible sounds about right. It sounds like a con to me. Especially the whole "economy of scale" thing. That's the kind of thing defence contractors say to get the government to buy more units of a plane or ship. It's not good economics.

And Musk's winning personality was on display when questioned about SpaceX's launch failures:

Mr. Musk recently responded to a question from Space News reporter Amy Svitak about the two-year delay in accomplishing that second Falcon 9 launch by observing, "In the space business that's on time." Perhaps he was irritated by the reporters implied criticism, but it goes without saying that if astronauts on board the space station are awaiting supplies, a prolonged launch delay could spell big trouble.

What a guy. Takes your money, and then gets peevish when you accuse him he's blowing it.

Then there is SolarCity, an installer of solar panels. The solar industry has raked in \$4.1 billion of stimulus money, and the government thinks that SolarCity in particular has played fast and loose with the numbers to get more than it should:

Last July, federal investigators subpoenaed SolarCity, the largest installer of residential solar panels, as part of a probe into whether solar-power companies received excessive government grants.

.....

Even before the Treasury Department's inquiry into grant applications filed by SolarCity and other installers, House Republicans had questioned the program's effectiveness in creating jobs. Congress declined to renew the grant program at the end of 2011, and only projects that were being planned by that date can receive grants today.

The government is looking into whether SolarCity and other firms misrepresented the fair-market value of solar systems in order to boost the value of the grants they received. In its suit, SolarCity says two of the company's subsidiaries received smaller-than-expected grants. The company doesn't say exactly how much funding it applied for originally, but it says the final grants issued by the Treasury Department were \$8 million less than was proper under the law.

But SolarCity is doubling down on the chutzpah, and suing the government, claiming the government has paid it too little!:

Now, SolarCity is pushing back with a lawsuit that alleges the opposite: some of the taxpayer-funded grants it received weren't as big as originally promised.

The suit, filed quietly in February in the U.S. Court of Federal Claims, comes as SolarCity and other industry players are defending solar-friendly government policies, and it could undermine the industry's message that solar power will soon be viable without government help.

Solar businesses have cratered around the world: China, Spain, Germany. The industry is addicted to government support.

Elon Musk has a plan to get rich. It involves you. The taxpayer. You pay taxes. The government gives huge dollops of that money to Elon. Elon gets rich. Who could possibly object? Who could deny Elon's genius?

He certainly thinks he's a genius. He has no hesitations in telling people so.

And there is a kind of perverse genius here. In the Age of Obama he has found the key to riches. Get in good with the government-by, you know, sponsoring an inaugural ball. And then let the government give you the goodies. Then sue the government if they don't give you enough goodies.

And then preen before the world, touting your genius-and your environmental credentials. (Pay no attention to that private jet behind the curtain!) (Musk quit the Zuckerberg-created immigration lobbying effort FWD.us because it bought ads supporting politicians who support immigration changes but also had the temerity to support the Keystone pipeline.)

What a repulsive man.

Repulsive, yes, but sadly, Elon Musk is a Man For Our Age, in more ways than one.

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## Featured Investigation: Tesla Scandal Highlights From Around the Web:

### Criminal Charges:

**Uber Scandal!!! Breaking News! Did Musk just admit a felony on live TV? Tesla patents prove Musk lied about dangers. [SAFETY REPORT BUSTS TESLA](#). Multiple federal agency/committee probes now asked to look into organized crime charges over kickbacks re: DOE-loans-for-campaign-checks. Lithium ion VC's who benefited from DOE cash & main campaign check-writers are *the same people*. – Sunshine/NYT/WaPo/LAT/Barrons. **Another \$139 million lost in DOE scandal. Billions gone so far. Tesla next? Google (AKA: Tesla Investors) charged with manipulating search results to help hype stock by skewing all Google results pro-Tesla.** “Senator Ron Calderon FBI sting points to other Senators, higher up food chain, who greased the skids for Tesla”- Guardian/Al Jazeera Staff. FBI Solyndra investor investigation tie-ins- Guardian/Al Jazeera/LAT Staff. [Forbes Rips Musk's smoke-screen](#). Tesla DOE loan review documents found to have been **rigged**. [Stock Market Fraud under SEC & legal group review](#). DOE/CHU/VC connection now under investigation. Latest financials show “**books are cooked**” per investigations. [Say “Howdy” to the ACTUAL Illuminati!](#) **Details Below:****

### Safety Investigations:

**“Tesla MORE likely to catch on fire than gasoline car”** per Bloomberg & MIT. NHTSA has now called Musk a Liar TWICE, said he lied about who called for probe and lied about NHTSA safety rating. Toyota deeply reviewed lithium ion, decided against it for safety/durability reasons. **Calls to pull all Lithium Ion out of Tesla cars & replace with something else. Deadly toxic smoke fumes released by burning Tesla Batteries = Cancer, Brain Damage, Lung Damage** per Federal Reports & MSDS. Lithium Ion “nearly impossible” to extinguish, “acts like solid rocket fuel” say firefighters. Tesla **never** supplied **required** CO2 fire extinguishers to cars. **Federal Investigation deepens** on use of “**exploding flashlight batteries in improperly shielded box**” to power car instead of commercial energy storage technology. **All other companies had to recall EXCEPT Tesla- Bribes? 85% less lithium ion crash contact protection on Tesla than on ANY OTHER ELECTRIC CAR. Details Below:**

### Technical Failures:

Tesla cars found to have built-in gear to spy on you. Doors lock you in and out. George Clooney **Rips Tesla: ‘Why Am I Always Stuck On The Side Of The Fucking Road?’** Tesla “Consumer Satisfaction” survey authored by it’s own investors/fanboys. Communications show crony’s sought to blockade Tesla recall to avoid bad optics. Tesla now the Rob Ford of auto industry.- Comedy Ctl. Tesla deposit holder lists vast set of technical problems, below. Investigator contact info, below. **Driving a Tesla causes Anal Itching. [VAMPIRE POWER DEFECT slams entire Tesla Model S fleet!](#) Numerous defects documented. Details Below:**

### Staff Issues:

Senior Staff leaving Tesla in herds. VP Blankenship heads for hills. Musk buys 60 Minutes, Consumer Reports, GQ, Fortune EGO articles about himself to hype his image instead of company image, investors pissed. OSHA probes “unsafe” Tesla factory per current workers & former NUMMI workers. **Elon Musk NOT founder of Tesla: Ex-wives & actual founders say he screwed them**. Lithium ion kills workers overseas in factories and kills companies who try to sell it. Tesla insiders spill the beans. **Details Below:**

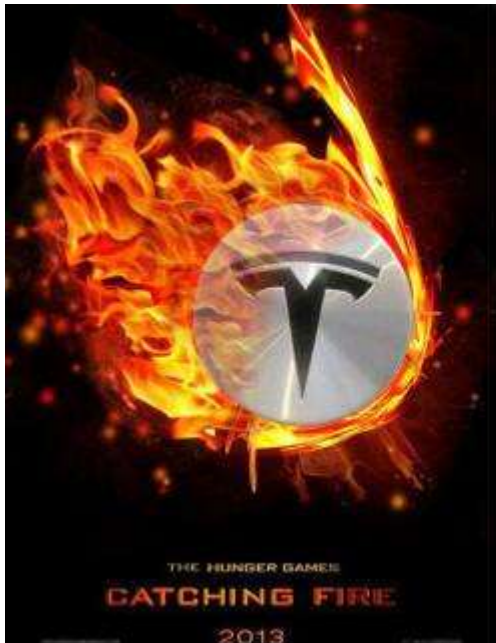
### Brand Crisis:

**“Only Douche Bags Drive Tesla’s”** Meme moving quickly on internet. **Battery dumping scheme via Panasonic deal.** Tesla “telling lies” about how many “thermal events” there have been, say workers. Social research study finds **prostitutes, alcoholism, drugs, kinky sex** predominant in Tesla drivers. Musk now caught in **multiple published/broadcast lies. Record-breaking number of investor fraud lawsuits** now underway against Tesla. **Why do so many drunks crash**

**Teslas? –Details Below:**

**See confirmations on Bing, Ask, DuckDuckGo, Yahoo and other search engines. (You will get different results on each search engine, stay informed, do your own research.)**

- **DETAILS BELOW AND IN DIRECTORY LINKS ON THIS SITE:**



See the new

movie: ***Tesla: Catching Fire!***

*Hungry Billionaires battle for bill\$ in this glimpse of a fantastic near future where big government watches your every move and only the only way out is to kill the competition using deadly lobbying force. But when the speedy, greedy billionaires realize they didn't really check out their investments, the real fire-storm begins.*

**Please Send This open letter to the German Federal Motor Transport Authority, or Kraftfahrt-Bundesamt (KBA):**

Regarding: Your recent Tesla “safety declaration”.

Dear German Federal Motor Transport Authority:

It is quite surprising to hear that your organization has declared the Tesla completely safe without engaging in full due diligence. It makes it appear like someone got bribed. We certainly hope that Deutsche Bank staff’s substantial positions in Tesla held no bearing. We see that Deutsche Bank staff were just indicted for massive securities fraud and we hope that is just a coincidence.

Numerous organizations and experts have provided data showing that the car is not safe. The statistics, historical facts about lithium ion, and actual evidence point to the opposite conclusion. Many websites, including: <http://lithium-ion.weebly.com> and others provide rather contrary evidence. Tesla’s own patent documents state that the car is not safe. The Chevy Volt was recalled for far less battery issues with lithium ion.

There are over 200 safety concerns that can be provided to you in a documented report. America has not even started their safety investigation and has requested a deep set of technical documents from Tesla. Did your agency request such documents?

The members of the public hereby request publication of the identities of the reviewers, the methods and analysis methods they employed, the read-out of their data and the conclusive, specific data that

the research was based upon. Here is a link to a much more overt investigation you might want to review:

<http://somo1.com/2013/12/06/tesla-safety-report-vers-1-05-public-wiki-produced-for-nhtsa-and-other-governmental-agencies/>

Sincerely,  
XXX

Please feel free to send your own version to **Kraftfahrt-Bundesamt (KBA)** at:  
pressestelle@kba.de

and at this

link:[http://www.kba.de/cln\\_031/nn\\_540136/EN/Service\\_en/Contact/Contact\\_node\\_en.html?nn\\_n=true](http://www.kba.de/cln_031/nn_540136/EN/Service_en/Contact/Contact_node_en.html?nn_n=true)

**and by hard-copy mail to:**

Kraftfahrt-Bundesamt  
Stabsstelle (Office of Interdepartmental functions)  
Mr. Thomas Meyer  
24932 Flensburg

ki- ggt

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**NHTSA Tesla Public Wiki Safety Report is [HERE>>>](#)**

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**On Elusive Tesla battery facts . More [HERE>>>](#)**

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**Is SolarCity's use of Tesla batteries unsafe for homes and for Solarcity?. [More HERE>>>](#)**

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**Did Tesla bankers at Deutsche Bank order German's to give Tesla a wave-through on safety review that never actually happened? [More HERE>>>](#)**

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**Silicon Valley VC's & Google hire Tsunami of stock bloggers to shill Tesla, daily, to stave off actual press coverage**

**Silicon Valley Vc's**, determined to not let **Detroit** win, at any cost (now gleeful that Detroit is officially bankrupt) have pulled out all the stops to try to protect the Frat House... oh, I mean Tesla; and seek to push any negative Tesla stories to the bottom of the search engines via HUNDREDS of **shill "reporters" on stock market sites.**

The problem is, the only part of **Detroit** that **IS** doing OK are the Car Companies, and the **big car companies** are only just getting started in their **counter-measures**. Stay tuned for the **battle of the century**. East Coast Vs. West Coast. Democrats Vs. Republicans. Bribes Vs. Transparency. Good Vs. Evil : **Better than a Rap War!**

Even if the VC's pool all of their PR \$, they still can't fight the truth and Tesla will, likely, become another **Huawei/Fisker/Solyndra**. Big one day- gone the next, when the truth comes out. The Stanford yuppie tech **mobster wannabe's** of **Silicon Valley** may think they can control elections and markets but they are about to get a lesson from the **original mobsters... from Detroit**. Detroit has been fighting car branding and PR wars way longer than Tesla and the Hipster **[Frat Brats!](#)**

EFT- LAT

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**George Clooney Rips Tesla: 'Why Am I Always Stuck On The Side Of The Fucking Road?'**

HUFFINGTON POST- Via Reuters "DETROIT, Nov 12 (Reuters) – Tesla Motors Inc got **more bad news** this week following the third fire in its Model S electric sedan as actor George Clooney complained about being stuck on the side of the road in the Roadster sports car he used to own.

Clooney, currently starring in the movie "Gravity", was asked by Esquire magazine in an interview that was posted online on Monday whether he owned a Tesla car.



“I had a Tesla,” Clooney told the magazine. “I was one of the first cats with a Tesla. I think I was, like, No. 5 on the list. But I’m telling you, I’ve been on the side of the road a while in that thing, and I said to them, **‘Look, guys, why am I always stuck on the side of the fucking road? Make it work, one way or another.’**”

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### **Tesla: Unsafe At Any Speed, Unethical at Inception.**

If I read all of the posts and articles on this page I get:

*“Tesla seems to have been used to provide **kickbacks** to **lithium ion** investors in exchange for **politics** and those investors may, or may not, have known that **lithium ion blows up**, on its own, way more often than gasoline. When it does blow-up, along with the plastics and metals of the car, **thetoxic smoke and vapors** can lead to a **slow death** of the occupants and bystanders. The Tesla batteries were **not made for cars** and when they are made, the workers who make them become very ill or **fatally ill**. There are plenty of electric cars available, today, from other companies. Tesla was not the first or the last and has led no wave of innovation that was not already in place decades earlier. **Tesla staff and bundlers bribed Washington DC officials** to get taxpayer money and fake stock market positioning for a billionaire. They deserve no applause. Almost all of the **“Tesla fanboy Hype”** is Tesla’s own hired bloggers, and investors, run out of Fremont, creating fake buzz by operating as thousands of fake social media accounts.”*

Does that about sum it up?

DST- LAT

Tesla now? Fisker's insurance company is balking at paying for this saying: "You knew this would happen".



These links show vast sets of Fisker electric cars that burst into flames just because they GOT WET:  
<http://updates.glopnik.com/post/34669789863/more-than-a-dozen-fisker-karma-hybrids-caught-fire-and>  
<http://greenautoblog.com/2012/08/12/fisker-flambe-second-karma-spontaneously-combusts-w-video/>

**EACH** of those electric Fisker cars, in the photos above, **blew up as they sat there** when their lithium ion got wet in a storm. Lithium Ion blows up just from getting wet (or overcharged or banged). The cars, in the photos above, were **not** all brought there, and put together, after they blew up. **They just blew up sitting in the parking lot waiting to get delivered to customers.** That is a picture of dozens and dozens of VERY expensive cars that were being used as a scam to sell this chemical called “lithium ion” that **campaign financiers had a near monopoly on**. It was a **kickback deal**. Due Diligence was done, but ordered to be ignored, in order to shove as much cash out the door, and in their pockets, before they got caught.

DST-LAT

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### **PATENTS SHOW MUSK KNEW CARS WERE UNSAFE!**

TESLA knew their car was unsafe and says so in their own patent filings. This, alone, says Musk was lying. The extreme **military tank-type “ballistic shield”** measures called for in their patent, below, are shocking proof that they knew how awful lithium ion is the way they use it. In **another** Tesla patent, Tesla says, in THEIR words filed with the feds: **“Thermal runaway is of major concern since a single incident can lead to significant property damage and, in some circumstances, bodily harm or loss of life. When a battery undergoes thermal runaway, it typically emits a large quantity of smoke, jets of flaming liquid electrolyte, and sufficient heat to lead to the combustion and destruction of materials in close proximity to the cell. If the cell undergoing thermal runaway is**

*surrounded by one or more additional cells as is typical in a battery pack, then a single thermal runaway event can quickly lead to the thermal runaway of multiple cells which, in turn, can lead to much more extensive collateral damage. Regardless of whether a single cell or multiple cells are undergoing this phenomenon, if the initial fire is not extinguished immediately, subsequent fires may be caused that dramatically expand the degree of property damage. For example, the thermal runaway of a battery within an unattended laptop will likely result in not only the destruction of the laptop, but also at least partial destruction of its surroundings, e.g., home, office, car, laboratory, etc. If the laptop is on-board an aircraft, for example within the cargo hold or a luggage compartment, the ensuing smoke and fire may lead to an emergency landing or, under more dire conditions, a crash landing. Similarly, the thermal runaway of one or more batteries within the battery pack of a hybrid or electric vehicle may destroy not only the car, but may lead to a car wreck if the car is being driven or the destruction of its surroundings if the car is parked.”*

Plus this other Tesla patent which says you need to, essentially, be in **a military tank to drive a Tesla safely. Patent calls for “Ballistic Shielding” to keep drivers & passengers alive !!!!!**

[http://www.patentlens.net/patentlens/patents.html?patnums=US\\_8286743#tab\\_1](http://www.patentlens.net/patentlens/patents.html?patnums=US_8286743#tab_1)



MUSK WAS FORCED TO PUT TITANIUM BALLISTIC ARMOR ALL ALONG THE BOTTOM OF HIS TESLA'S, IN A HUGE RECALL, TO HELP PREVENT MORE EXPLOSIONS

HJ- BOST

**Per SME, lithium ion has blown up in products over 2000 times more often than any other energy storage.**

Lead acid batteries, gasoline, hydrogen, nickel metal hydride, and all other product energy storage technologies **COMBINED have NOT blown up as much as lithium ion** has gone thermal in cars, airplanes, cell phones, computers, data centers, tablets, backup power systems and other systems. People have died in some of these incidents. Planes have crashed. Homes have been set on fire. People have been horribly burned. It is not OK to let lithium ion investors buy the news media and shut down the articles about these dangers.

Hj, WSJ

**Senate Ethics Committee charges “Cover-up”!**

Read [MORE>>>](#)

**Deadly Smoke and Fumes. If the crash and fire don't kill you now, the toxins in the deadly smoke fumes kill you later.**



**(See all that smoke in the TESLA fire, above? That smoke is filled with deadly toxins from burning [lithium ion](#) combined with plastics. Why does Tesla say nothing about this in its buyer documents? See all the cars stuck in traffic in the smoke plume? Do those innocent drivers, and their families, that have to sit there, behind the fire and in the smoke, appreciate having to breath in deadly vapors? See the fireman with the Full-Hazmat breathing apparatus on? He knows it sucks.)**

**Product Information Sheet**

**Panasonic Batteries**  
 Panasonic Industrial Company  
 A Division of Panasonic Corporation of North America  
 5201 Tollview Drive, 1F-3  
 Rolling Meadows, IL 60008  
 Toll Free: 877-726-2228  
 Fax: 847-458-5750

**Product: Lithium-ion Batteries (Li-ion)**  
**Applicable models/sizes: All Cylindrical and prismatic Lithium-ion Cobalt type Batteries**

**FIRE SAFETY**  
 In case of fire, you can use dry chemical, alcohol resistant foam or carbon dioxide fire extinguishers. Cooling the exterior of the batteries will help prevent rupturing. Burning of these batteries will generate toxic fumes. Fire fighters should use self-contained breathing apparatus.

employees.  
 Because all of our batteries are defined as "articles", they are exempt from the requirements of the Hazard Communication Standard, hence a MSDS is not required.

The following components are found in a Panasonic Lithium ion battery:

Component	Material	Formula
Positive Electrode	Lithium Cobalt Oxide	LiCoO <sub>2</sub>
Negative Electrode	Graphite	C
Electrolyte	Ethylene Carbonate - Solvent	C <sub>4</sub> H <sub>8</sub> O <sub>3</sub>
	Diethyl Carbonate - Solvent	C <sub>8</sub> H <sub>18</sub> O <sub>3</sub>
	Lithium Hexafluorophosphate - Salt	LiPF <sub>6</sub>

The overall reaction is: LiC<sub>6</sub> + Li<sup>+</sup> CoO<sub>2</sub> ⇌ C + LiCoO<sub>2</sub>



**DISPOSAL**  
 All Panasonic Lithium Ion batteries are classified by the federal government as non-hazardous waste and are safe for disposal in the normal municipal waste stream. These batteries, however, do contain recyclable materials and are accepted for recycling by the Rechargeable Battery Recycling Corporation's (RBRC) Battery Recycling Program. Please call 1-800-8-BATTERY for information on recycling your used Lithium ion battery or go to the RBRC website at [www.rbrc.org](http://www.rbrc.org) for additional information.

**TRANSPORTATION**

Effective October 1, 2008 all Panasonic lithium ion batteries are not subject to the requirements of the Department of Transportation (DOT) Subchapter C, Hazardous Materials Regulations, if shipped in compliance with 49 CFR 173.185 and Special Provision 188.  
 Currently all Panasonic lithium ion batteries can be transported under the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA) under Special Provision A45. Effective January 1, 2009 Special Provision A45 will be replaced by Packing Instructions (PI) 965 (Batteries), PI 966 (Batteries, packed with equipment) and PI 967 (Batteries, contained in equipment).  
 Currently all Panasonic lithium ion batteries are regulated by the International Maritime Organization (IMO) under Special Provisions 188 and 230. These regulations will stay in effect until January 1, 2010 when Special Provisions 188 and 230 will be updated.  
 If you build any of our lithium cells into a battery pack, you must also assure that they are tested in accordance with the UN Model Regulations, Manual of Test and Criteria, Part 38, subsection 38.3. If you plan on transporting any untested prototype battery packs contact your Panasonic Sales Representative for regulatory information.

**Notice:** The information and recommendations set forth are made in good faith and are believed to be accurate at the date of preparation. Panasonic Industrial Company makes no warranty expressed or implied.

**International Journal of  
 ELECTROCHEMICAL  
 SCIENCE**  
[www.electrochemsci.org](http://www.electrochemsci.org)

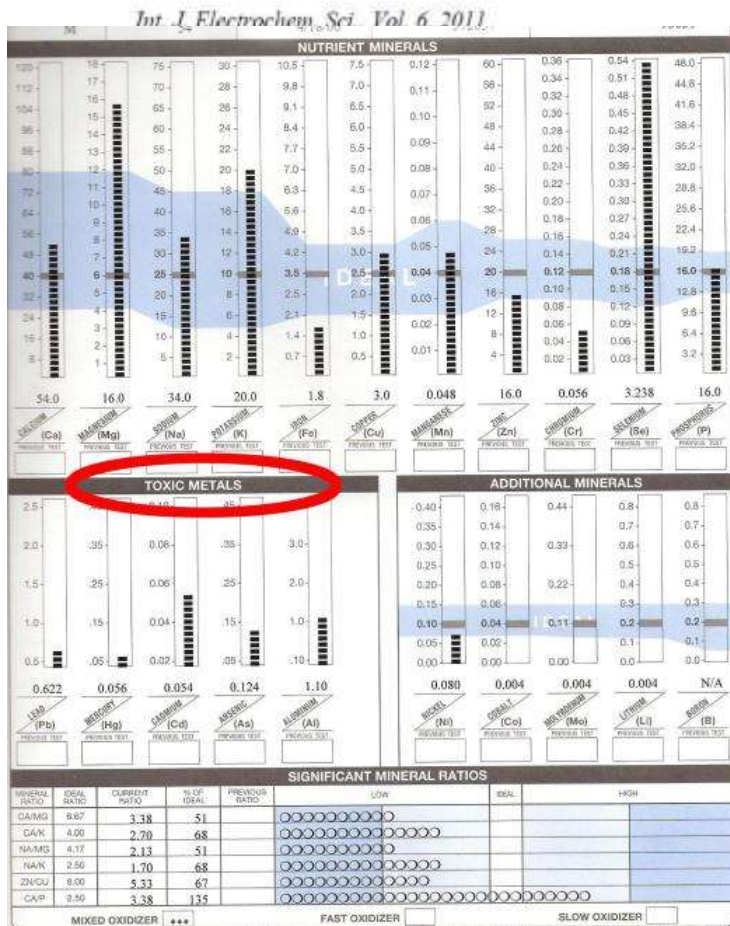
Per the IJES via the State School of Chemical Engineering and Technology of China:



**Keywords:** Lithium ion battery, ionic liquid, electrolyte, safety, thermal stability

### I. INTRODUCTION

Lithium ion batteries have been widely used on personal computers and mobile phones for their high-voltage, high-energy-density characteristics [1-4]. Especially, the rapidly need for cleanly resource and crisis of energy, lithium ion batteries attract more attention as the power source of electric and hybrid electric vehicles. However, Lithium ion batteries have not been large-scale applied to electric vehicles for the safety issues, the volatile and flammable organic solvent organic solvents is the main components of electrolytes in lithium ion batteries, the cases of flaming, smoking or thermal runaway caused by electrolytes are the main reason for the safety problem. Therefore, electrolyte system, which has more stable features, is necessary to be found.



2399

(Image above: New tests can see the cancer causing chemicals that got in your body from a Tesla fire from just two strands of your hair or one drop of blood or one swab of saliva. **You can't hide product toxic poisoning anymore.**)

There are a **vast number** of MSDS disclosure forms and technical product documents from the feds, the battery companies, the FAA, the TSA, the SME, The IEEE and tons of others say that “Lithium ion batteries will explode and they will give off toxic gas”.



Why were the Tesla's not equipped with carbon dioxide fire extinguishers as required? Why was a simple sheet of soft metal placed between the explosives and a "**thousands-of-pound-per-sq.-ft. impact surface**" (the road)? Was the car actually engineered or did Musk just doodle it out on the back of a napkin? You can hit the edge or front of the car and it will go off. The reason "Elon Musk stands **behind** Tesla" is because they usually **blow up starting from the front**.

Andrew- DC Group

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### **NHTSA has now called Musk a Liar TWICE, said he lied about probe and lied about NHTSA safety rating**

The National Highway Traffic Safety Administration (NHTSA), which produced the safety rating, **isn't happy about Tesla's boasting**.

In its announcement, Tesla explained that the Model S earned five-star marks in every category; a rare feat. On top of that, its overall Vehicle Safety Score, provided to manufacturers, gave it a "new combined record of 5.4 stars."

In a statement on its website, the NHTSA issued a rebuke to Tesla:

*"NHTSA does not rate vehicles beyond 5 stars and does not rank or order vehicles within the star rating categories. In addition, the agency has guidelines in place for manufacturers and advertising agencies to follow to ensure that accurate and consistent information is conveyed to the public."*

<http://www.businessinsider.com/nhtsa-tesla-didnt-request-investigation-2013-11>

<http://www.businessinsider.com/government-mad-at-tesla-over-safety-claim-2013-8>

Reporters use a new technology called: **FACTS**, to recall that only just the other day Musk was screaming in the press that "no recall" and "no probe" was needed, yet today he says he has secretly been demanding that NHTSA do a probe. Hmmmmm? Interesting!



Bloomberg, Guardian and Reuters staff have now spoken with NHTSA staff, including the head: **David Strickland**, who have said, on record, that **Tesla did NOT request probe** and that it would be "unprecedented" for any car company to request a liability probe like that. **Another Musk lie to his investors**. Both the lie and the counter, published and on the record. NHTSA said it had already had concerns about Tesla prior to any calls from Tesla or Tesla's investors. Previous communications had been from Tesla backers and Senators (Who Tesla investors already had in their pockets) saying "don't do a probe"! Another P.T. Barnum "smoke-screen" move by Musk. Musk tried to take credit for creating Tesla even though Martin Eberhard created Tesla. Musk tried to take credit for creating the probe even though the feds had it already going. Musk tried to take credit for inventing electric cars even though GM and others did it decades earlier. Musk changed the NHTSA safety results and got caught lying about that too. Musk tried to take credit for creating the HyperLoop even though MIT created it 9 years earlier. What's up with this douche bag?

GHT- LAT

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### **Another \$139 million lost in DOE scandal. Tesla next?**

So we have a zillion taxpayer dollars lost on **Solyndra**, a zillion \$\$ taxpayer dollars lost on **A123** and (now it is a chinese company via our tax money), a zillion zillion taxpayer dollars lost on **GM**, a zillion taxpayer dollars lost on **Abound**, a zillion taxpayer dollars lost on another, and another and ... today we have another \$139 million lost in the DOE scandal on **Fisker** (which has now become a Hong Kong company via our tax money). So **Tesla** has cost the U.S. millions in old investigations, millions in new investigations, millions in job losses by having Tesla's VC's sabotage other job

providers, and **we still spend taxpayer money on Tesla** in credits, subsidies, waivers, government fee discounts, tariff waivers and more. When Tesla goes out of business and you add up the actual total losses, it will be stunning!

M.- The Hill- Washington DC

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### **TESLA PR Manipulation BS!: Some of the more outstanding lies...**

ie: “- Tesla says “Germany passed Tesla as safe” after **NO** credible safety study conducted by Germany, while trying to hide fact that U.S. Investigators published huge demand letter for safety data, online in U.S.A. and actual investigation is only getting started.”

View the ever growing list [HERE>>>](#)

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### **Germany Clears Tesla Of Fire Probe...?????**

Tue Dec 3, 2013

(Business Insider) The German Federal Motor Transport Authority, Kraftfahrt-Bundesamt (KBA) has concluded an investigation into three recent Tesla Model S fires and found “no manufacturer-related defects,” Tesla said today.

In a press release, Tesla said it provided the KBA with relevant data on the accidents, and received a letter saying “no further measures under the German Product Safety Act [Produktsicherheitsgesetz (ProdSG)] are deemed necessary.”

In November, the National Highway Transportation Safety Administration (NHTSA) opened an investigation into the three fires. Tesla said it has “requested” the process, but NHTSA Administrator told a House panel that was untrue, according to The Detroit News.

That investigation is ongoing, but at least the Germans have been placated.

If you woke up this morning and read this, as I did, upon seeing TSLA up 6% before the open and my puts reversing lower on this “news”, you could be forgiven if your first impression was, “when the hell did Germany open an investigation?”

You see, I remember being told about the investigation being conducted by the NHTSA, the US based auto safety agency. I remember they opened an investigation following three fires, two of which occurred in the US, and the remaining one in Mexico. Barely a few weeks ago...

But it’s funny, as I don’t recall there ever being an announcement of a German investigation. It must have got lost under the Blankenship resignation announcement.

In fact, swinging over to Tesla's Investor Press Releases – it's astounding – but it seems completely devoid of any bad news at all. Not even a mention of the US based investigation, much less a German one, or a peep about the VP of sales leaving the company.

Meanwhile, in the real world, real men and women are throwing their money into this company, shaking off oversold conditions on a hard bounce. And class action lawsuits are raining from the sky. I've mostly been thinking those lawsuits were warrantless before now, but if this is how Tesla handles communications, I'm not so sure.

This isn't a game, people.

Mr. Cain Thaler

Stock advice in actual English.

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### **Did Musk just admit a felony on live TV?**

**Under Section 136 of the Energy Independence and Security Act of 2007 of the United States Congress**, it is a **felony** for the Department of Energy to issue a loan to a company that is about to face **potential bankruptcy**. The very specific written Congressional regulations forbid it. We have already seen a number of other recipients immediately go bankrupt after they got their DOE money, **grabbed their upfront finders fees/campaign conduit-ing cash** and **ran**. Recently revealed documents appear to show Tesla's DOE loan was rigged in order to favor **Tesla's investors in exchange for campaign funding**. In the video below, and associated articles, Musk confesses that Tesla was about to go bankrupt even as it told Congress, in writing, that Tesla was all fairies and unicorns and rolling in dough. It turns out to have been a lie. The actual financial metrics, now being viewed by forensic accounting experts under numerous shareholder lawsuits that have now been filed, show that the reality was vastly different than Tesla reported. **Did Musk lie in his DOE loan application? Did DOE staff ignore the lie when they reviewed the loan application? Did someone tell them to? See Below:**

TECH

More: Video TBI Live BI Original Video Elon Musk ▾

## Elon Musk Had Amazing Severance Packages For Tesla Employees In Case The Company Failed

KAMELIA ANGELOVA NOV. 26, 2013, 4:47 PM 4,672 3

Recommend Share 9 Tweet 108 g+ 10 EMAIL + MORE

Click for sound.



Tesla and SpaceX were on the verge of bankruptcy in 2008 and Elon Musk was about to lose all his money, but the founder made sure that his employees would be taken care of, if the companies failed.

*Produced by Kamelia Angelova, Alana Kakoyiannis and Justin Gmoser*

Further proof Tesla did not qualify, per the law, for the loan it got:

[http://www.statesmanjournal.com/VideoNetwork/2310256815001/Tesla-s-Elon-Musk-had-to-borrow-money-to-pay-rent?nclick\\_check=1](http://www.statesmanjournal.com/VideoNetwork/2310256815001/Tesla-s-Elon-Musk-had-to-borrow-money-to-pay-rent?nclick_check=1)

GH- LAT

### Network News Rips Tesla:

Neil Cavuto & car expert Lauren Fix on Tesla:





### **T** [Door handle problems | Forums | Tesla Motors](#)

Two weeks ago my right rear **door** handle assembly was replaced by the **Tesla** Ranger. He also replaced the 12v battery as a separate issue. This week, my driver **door** handle has the same **problem** and they are coming this week to replace it.  
[teslamotors.com/nl\\_NL/forum/forums/door-handle-problems](https://teslamotors.com/nl_NL/forum/forums/door-handle-problems)

### **T** [Door Problem | Forums | Tesla Motors](#)

... rispondi ai filoni di discussione aperti con i proprietari e gli appassionati **Tesla**, oppure ... I only noticed it today when the car wouldn't **lock**. ... The old design still uses a pressure switch and because there is no give when pulling on the **door** handle, this causes **problems with** the ...  
[teslamotors.com/it\\_IT/forum/forums/door-problem](https://teslamotors.com/it_IT/forum/forums/door-problem)

### [Tesla Model S gets Consumer Reports' recommendation - Oct. 28 ...](#)

The **Tesla** Model S is now Consumer Reports Recommended. The Model S isn't perfect, according to its owners, but none have reported any **problems with** the car's battery-powered electric drive system or with the enormous iPad-like touch screen inside the cabin.  
[money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...](https://money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...)

### [Tesla Model S: Glitches, Quirks, and Peccadilloes Roundup](#)

**Door locks** are electronic on many cars. If a solenoid misfires, the **door** unlocks. ... the **door problems** are a lie despite **Tesla's** publicly acknowledging the **problem**, etc... When people write good things, they are true and you don't question them.  
[greencarreports.com/news/1081935\\_tesla-model-s-glitches-qui...](https://greencarreports.com/news/1081935_tesla-model-s-glitches-qui...)

### **T** [Door Won't Open! - Tesla Motors Club - Enthusiasts & Owners Forum](#)

So I got my **Tesla** S Performance and was so excited to show it off to as many people ... Do you have 4.2 (1.19.42) installed? I had **problems with** this exact **door**. It only worked randomly. I did the update and it hasn't failed to work. The **door** seemed to get better (before my update) the more ...  
[teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!](https://teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!)

## TESLA EMPLOYEE REVIEWS ON GLASSDOOR

3  
8+1  
11  
Like  
Share

Jan 22, 2014

★☆☆☆☆

Culture & Values

Work/Life Balance

Senior Management


Comp & Benefits

Career Opportunities

Disapproves of CEO

3 people found this helpful

### “Tesla is an abusive and highly unethical company.”

 **Anonymous Employee** (Current Employee)  
Palo Alto, CA

I have been working at Tesla Motors full-time for more than a year

**Pros** – Very public company with great brand recognition.

**Cons** – Very poor management who regularly abuses their power. Below average pay - Many customer facing employees are paid poorly and sometimes are in danger of a salary cut. The use of intimidation and fear tactics. Excessive work hours 65+ hours a week is expected. Management is primarily made up of engineers and not business oriented professionals. HR has a blind eye to abuse and will not take action against managers. Illegal work practices. Little to no training. Extreme favoritism.

**Advice to Senior Management** – Hold regular peer reviews, hire real industry professionals and start a management training program to educate managers on proper management techniques and practices.

**No, I would not recommend this company to a friend**

Was this review helpful? [Yes](#) | [No](#) [Add Employer Response](#) [Flag Review](#)

Jan 10, 2014

★☆☆☆☆

Culture & Values

Work/Life Balance

Senior Management


Comp & Benefits

Career Opportunities

Approves of CEO

9 people found this helpful

### “ABSOLUTE THE WORST JOB I'VE EVER HAD: “Very Disappointing!”; “Completely Corrupt””

 **Service Advisor** (Former Employee)

I worked at Tesla Motors full-time

**Pros** – Sexy fast cars, allot of incredibly talented people, excellent benefits, cutting edge opportunity and free food.

**Cons** – TERRIBLE TERRIBLE QUALITY CONTROL, vehicles shipped to customer locations incomplete yes MISSING PARTS that should have been installed at the factory from doors, frunks to the screws that hold the vehicle to solid (CraZy...), salaries WAY below market, RIDICULOUS cut throat management politics, VERY disorganized throughout the company, ZERO work life balance (forget having a day off), I've seen them FIRE employees in an instant and HIDE behind the “CA. AT WILL ACT” so they don't have to deal with management or their quality issues, HR. claims to have an open door policy but what they really mean is open your mouth about anything and your FIRED (I've seen it), allot of haste with company money on travel between cities and countries rather than QC at factory level and quality staffing, “NO RECOGNITION OF TALENT & HARD WORK.”, review system is a joke this is a very frustrating environment.

**No, I would not recommend this company to a friend** – I'm not optimistic about the outlook for this company

Was this review helpful? [Yes](#) | [No](#) [Add Employer Response](#) [Flag Review](#)

# Ex-Tesla Execs Win Reinstatement Of Contract Claims

By Leigh Kamping-Carder

Law360, New York (May 06, 2011, 8:05 PM ET) -- A California appeals court on Thursday dismissed the defamation claims of two Tesla Motors Inc. executives fired in a round of layoffs in 2008 but reinstated claims that the electric-car maker breached a stock options agreement.

Statements Tesla made about a group of 26 fired employees were clearly opinion, not fact, and did not name former Director of Communications David Vespremi and former Chief Information Officer Gene Glauzell directly, entitling the company to free speech protections, the appeals court ruled.

Vespremi and Glauzell joined Tesla in...

## **Uber Scandal !!!! ?**

In one of many **lawsuits**, now filed, investigators are examining a potentially **sinister misuse of public funds**.

**Did Rahm Emanuel use public Treasury dollars to fund the campaign by backpaying those expenses via his VC friends?**

If so, that is even slicker than a “501 C6” Stealth non-profit in a “**you-pay-our bills-now/we-will-pay-you-back-later**” deal.

The flow of the process would look something like this:

VC buys campaign ads and pays campaign costs directly \$ -> Treasury \$ exclusively directed to -> VC’s Company (ie: Solyndra, Tesla, Fisker) \$ -> VC Stock Kick \$ -> VC repaid via stock kick, contracts & exclusive supply deals \$

**NOTE:** A “stock kick” occurs when you can suddenly use credits, waivers, deferrals, free loans or other non-revenue windfalls to manipulate the stock value in order to increase your asset value as an investor. In this case, if this took place, it would be **very, very illegal**.

As a clever lobby/fixer he might get an admirable nod from fellow lobbyist/fixers, the problem is: He seems to have done this from within the **White House**, evidence seems to indicate.

**Did White House order “no more DOE Loans to be funded” in order to protect campaign financiers other investments and clear the competitive field for those VC’s? [READ MORE...](#)**

DF- Reut./GHt- LAT, C. – WAPO

## **Active Tesla Fraud-Related Lawsuit Countdown Score-Card**

– [Wohl & Fruchter LLP Tesla Fraud Case](#)

- [Morgan & Morgan Tesla Fraud Case](#)
- [The Law Offices of Howard G. Smith Tesla Fraud Case](#)
- [Brower Piven Tesla Fraud Case](#)
- [Robbins Geller Rudman & Dowd Tesla Fraud LLP](#)
- [Cause of Action Corruption Case #1](#)
- [Glancy Binkow & Goldberg LLP Tesla Fraud Case](#)
- [Pomerantz, Grossman, et al Tesla Fraud Case](#)
- [Bronstein, Gewirtz & Grossman, LLC Tesla Fraud Case](#)
- **More Coming...**

(now taking bets on which criminal defense firm Musk hires. Latham, Covington & Burling, Perkins Coie, ??? )

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**If GM had to do a recall for a potential thing, why didn't Tesla have to do one for an actual thing? (Hint: Bribes)**

*“GM to Call Back 8,000 Chevrolet Volt to Strengthen Battery Pack*

*Michael Graham Richard  
Transportation / Cars @ Treehugger*

*The saga continues! After some **Chevy Volt battery fire issues** during testing and GM offering Volt owners to buy back their cars or loan them replacements, we learn that that GM has decided to not take any chances; it is supposedly about to announce a call back of 8,000 Volt electric cars.*

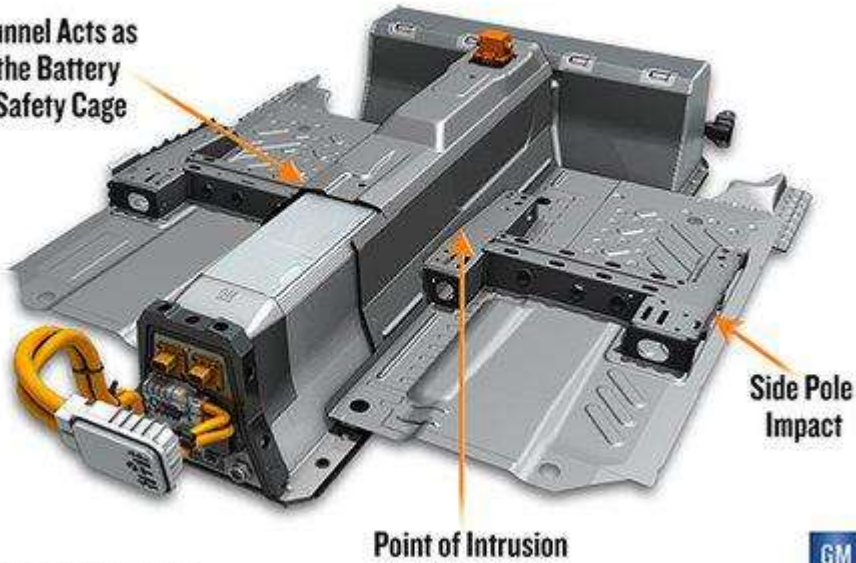
*The Associated Press only writes: “A person briefed on the matter says General Motors will ask Volt owners to bring their electric cars into dealers to strengthen the structure around the batteries.” We should have more details later today, but if you own a Volt, expect to be contacted by your dealer and to have to bring them you car for some strengthening of the structure protecting the battery pack.”  
###*

**See image below.** Even though Chevy Volt batteries are contained deep within the body and chassis of the car, GM **still** had to do a recall to cover the lithium ion batteries up **in even more steel. Tesla lithium ion batteries are fully exposed at the edges and bottom of the car.** It should not be possible for NHTSA to **NOT** require a recall **unless someone is paying someone off.** Is Musk “Convinced there will be no recall” because Rahm told him so?



## **VOLT STRUCTURE ENHANCEMENTS**

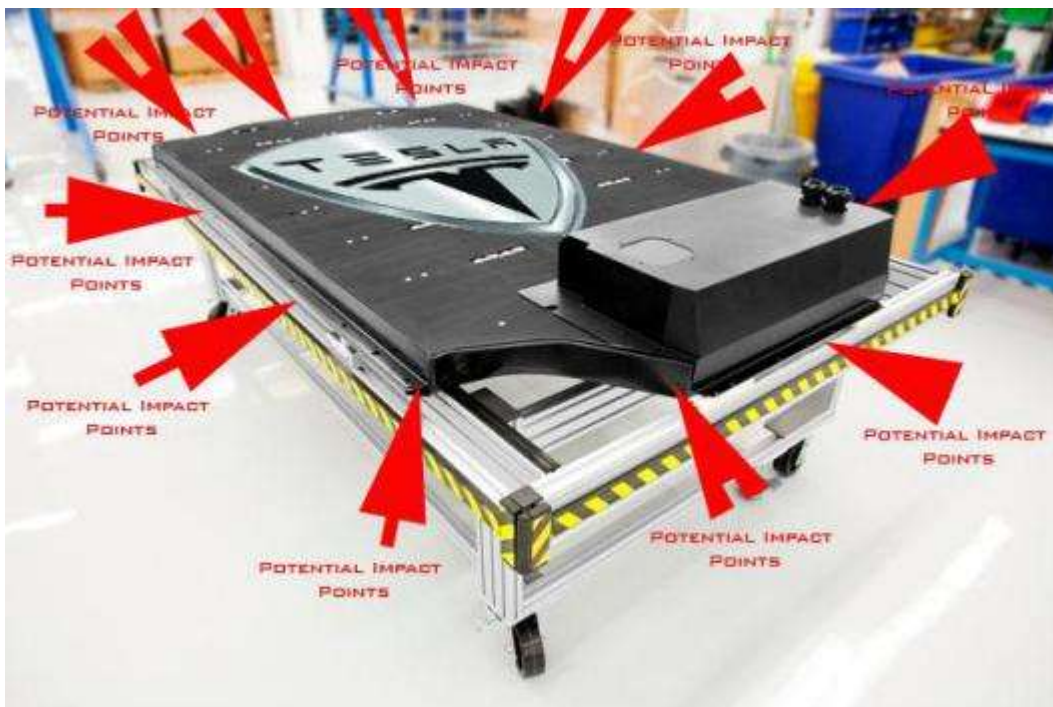
**Tunnel Acts as the Battery Safety Cage**



View Show: Current Volt Underbody

(C) GM

The **Tesla Battery pack has TONS more impact points** than a Chevy Volt, Nissan Leaf or other car. It has less shielding density per Lithium Ion Square inches than any car. The batteries are very close to the edge and exterior of the car without protection equal to the known, and calculated, destruction potential. That is why Tesla's blow up more often:



The Tesla battery box wall is a mere breath away from a deadly road surface moving with tremendous force and the lower edge of the car where an impact is most likely to occur. Thousands of pounds of shock force will instantly do things to those batteries that will be: **Awesome in a frightening and fire-explosion kinda way.**

KF & GG



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**Investigators would like to hear from you if you have information or tips:**

**Safety Investigations:**

<http://www.nhtsa.gov/Contact>

With a copy to:

public.affairs@dot.gov

<http://www.autosafety.org/fileacomplaint>

**Criminal Investigations:**

<https://tips.fbi.gov/>

with a copy to:

askdoj@usdoj.gov

antitrust.complaints@usdoj.gov

<https://wb-gop-oversight.house.gov/>

Chairman Barbara Boxer  
Senate Select Committee on Ethics  
220 Hart Senate Office Building  
Washington, D.C. 20510  
Fax: (202) 224-7416

Please send them any helpful tips or just a kind note of encouragement!

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Stay tuned for more info!

**Incriminating New Evidence!**

**Corporate testing videos** have now been uncovered showing mice in a glass box exposed to a single burning Tesla [Lithium ion](#) cell and then exposed to a single burning Tesla Lithium 2 inch ion battery with a section of Tesla car body plastic and metal burning. After the **horrid results**, the mouse bodies were tested for toxins. Needless to say, none of the results were good. U.S. Government MSDS documents reveal the toxic vapor danger from these batteries was **fully documented** outside of DOE, yet never discussed by staff. Federal MSDS documents, from multiple federal agencies, **specifically state** that the Tesla lithium ion batteries are **deadly toxic when burning**.

DF- NYP

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**Another Tesla Investigation for fraud:**

<http://www.marketwatch.com/story/shareholder-alert-bronstein-gewirtz-grossman-llc-announces-investigation-of-tesla-motors-inc-2013-11-06>

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**Tesla turns out to be bad for the environment AND bad for health:**

<http://m.digitaltrends.com/cars/hold-smugness-tesla-might-just-worse-environment-know/>

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**Funding Riggers Grab Taxpayer Cash Up Front**

Per below, [Lithium ion](#) companies go out of business as fast as they grab the free taxpayer cash and pay **Goldman Sachs** their upfront “finders fee”.

Creepy bad guys: If you think you are having a bad week now, wait until Elizabeth Warren and Janet Yellen get done with you. With what they have cooking, big time corruption is about to take it on the nose.

SDH- LAT

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### Tesla fires Can't be ignored no matter what the CEO says

<http://www.consumeraffairs.com/news/tesla-fires-cant-be-ignored-no-matter-what-teslas-ceo-claims-112013.html>

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### Another Tesla Factory Fire!

The Fremont, CA **Fire Department** has just responded to another Tesla factory fire where YET ANOTHER fire event has occurred, burning and hospitalizing 3 workers at once! At least one deformed for life.

WTF is up with these people!!!!

DFG- 11/13/13

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### Acts like solid "rocket fuel"

As of 11/6/2013 Tesla had said there were only 3 fires, yet social media shows there were many more fires. Those other fires have been documented in photos and videos and Elon Musk has said **he has tracking chips** on all of the cars so Tesla had to have known about all of the other fires. The reality of the documentation and the statements from Tesla seem to clearly show a cover-up. [Lithium ion](#) in a metal box **burns like solid rocket fuel** when it gets going in a fire. Musk would have known this since he started SPACE X: **A rocket company! (Which keeps having technical failures)**

RS-LAT

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### Additional Tesla Fire News Expose Links:

<http://www.nytimes.com/2013/02/10/automobiles/stalled-on-the-ev-highway.html?pagewanted=1>

<http://www.theburningplatform.com/2013/05/29/tesla-just-another-taxpayer-boondoggle/>

<http://www.zerohedge.com/news/2013-06-03/how-many-cars-must-tesla-sell-interactive-calculator-has-scary-answer>

<http://www.zerohedge.com/news/2013-05-29/greenback-revolution-why-tesla-just-distraction>

<http://www.zerohedge.com/news/2013-09-28/great-tesla-rotation-institutions-retail-bag-holders>

<http://www.nwaonline.com/news/2013/nov/25/tesla-fire-inquiry-focus-battery-20131125/?business-national>

<http://cornellsun.com/blog/2013/11/26/fires-problems-persist-for-tesla/>

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### Bad Engineering

It was an **idiotic move** to use thousands of [lithium ion](#) consumer flashlight-type batteries, **that were never made to be used in a car**, to create an entire bed of toxic explosive material and put it just a hair breadth away from a surface that can puncture, explode and inflame it. That surface, the road, is trying to puncture, bump, and destroy the undercarriage, of every car, every inch of every mile of every road across the country. Also, the batteries are so close to almost all of the outside edges of the car, that puncture damage in a crash is certain. They decided to **CHEAP OUT** with the flashlight batteries yet they charge buyers insane amounts of money for a car with a **growing list of technical failures**. What were these people thinking?

HD- SME engineer

**Update:** See Fluoride controversy (below) for explanation about why someone would do this:

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SEEKING ALPHA- John Peterson  
Nov 22 2013

In the last couple of months, electric cars from Tesla Motors (TSLA) have had three collision-related battery fires that were widely covered by the media. Last week, the NHTSA decided to conduct a formal investigation of these incidents. While Tesla's CEO Elon Musk immediately went on the offensive arguing that Tesla's BEVs have a lower fire risk than gasoline powered cars, the question an increasing number of investors are asking is "Why has Tesla had three battery fires in a fleet of 17,000 BEVs while Nissan hasn't had any fires in its fleet of over 90,000 BEVs?" The answer is simple. Tesla's battery decisions significantly increased battery risks for both the customer and the company. [MORE...](#)

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**Tesla Shill "reporters"?:**

Ricky Munarriz- Motley Fool  
Jennifer Burke- Market News Call  
Emily Watson- Consensus Press  
Michelle Jones- The Street  
Elaine Kwei- Jefferies  
Adam Jonas- Morgan Stanley  
Sue Chang- Market Watch  
Ben Eisen- Market Watch  
Chris Ciaccia- The Street  
Michael Aragon- Market News  
Patrick Hoge- SF Business Times  
Leigh Drogen- Seeking Alpha  
Raj Gupta- McKinsey Consulting  
See [MORE HERE](#) on OUTING SHILL REPORTERS..

AT/FG/hjk/hj/

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**Tesla and their investor shills flood media with counter-hype**

As Tesla [lithium ion](#) battery packs continue to burst into flames Tesla PR contracts over 100 press shills (ie: Thestreet.com, Motley Fool, etc. ) and fake bloggers to write "**do not worry, walk away, nothing to see here**" articles. They hire companies like **Wiki-Pr**, and others, to engage in what is called: **MeatPuppetry** and **SockPuppetry**. Those tactics use thousands of computers, each with their own IP address, to act as fake Tesla enthusiasts "(fanboys)" writing about the glory and sexual Ecstasy of owning, touching or thinking about a Tesla. [Sociopaths](#) lie about things. A few have charged that many of the **sockpuppets** are Elon Musk himself, typing away at night, since many of the IP addresses the **sock puppets** come from change per the city that Musk is in that night.

**BUT:**

Industrial analysis of Tesla front assemblies on fire combined with Tesla batteries on fire show a spectrograph scientifically verifiable mix of deadly cancer causing particles, lung damaging particles, brain cancer causing chemicals and neurological toxins.

Here is another Tesla fire where the Tesla **not only just** burns but also this **Tesla explodes** on live video as it fills the passenger compartment and the neighborhood with toxic fumes and particles. The image below is of one of the explosions of the Tesla. They don't just burn, they blow up (Watch the movies lower down). Here is a photo of a Tesla on a public street in Mexico at the moment it blew up:



(There's video of this lower down)

Dan

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### **TESLA SUCKING: TOO MUCH ENERGY. Another SEVERE Technical problem with the car.**

Life With Tesla Model S: **Even After Update, Vampire Draw Remains**

By David Noland Nov 25, 2013

The Tesla Model S, for all its technical and design artistry, has a dirty little secret: the car has a substantial appetite for kilowatt-hours even when turned off and parked. [MORE...](#)

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### **Sudden Job Openings At Tesla**

Many people are leaving Tesla, **all of a sudden**, but you can get a job there, now. Answer their new Craigslist ad at: [x6jdr-4191988936@job.craigslist.org](mailto:x6jdr-4191988936@job.craigslist.org) [Keep an eye on Craigslist and LinkedIn, lots of job openings there as the staff high-tail it out of Dodge.](#)

DF-

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### **TESLA COVER UP**

**Lithium Ion goes boom when it gets wet, poked, charged, used or pretty much gets unhappy for no apparent reason.** All those car hulks, below, lined up next to each other are lithium ion electric piles of burned up \$100K, per pile, cars, Nice huh? They are going to great lengths to cover that fact up:

Tesla now? Fisker's insurance company is balking at paying for this saying: "You knew this would happen".



These links show vast sets of Fisker electric cars that burst into flames just because they GOT WET:

<http://updates.jalopnik.com/post/34669789863/more-than-a-dozen-fisker-karma-hybrids-caught-fire-and>  
<http://green Autoblog.com/2012/08/12/fisker-flambe-second-karma-spontaneously-combusts-w-video/>









By TOM KRISHER, AP Auto Writer  
Updated 2:09 pm, Thursday, November 7, 2013

VIEW: LARGER | HIDE

2 of 9

◀ PREV NEXT ▶



In this Wednesday, Nov. 6, 2013 photo provided by the Tennessee Highway Patrol, emergency workers respond to a fire on a Tesla Model S electric car in Smyrna, Tenn. Spokeswoman Liz Jarvis Shean says Tesla has sent a team to Tennessee to investigate the fire. Two other Model S cars have caught fire in the past five weeks, one near Seattle and the other in Mexico. Photo: Tennessee Highway Patrol, AP

Those images above show many different lithium ion electric car fires. Why is this being covered up? By whom? **So far, most Tesla's have been acquired by Tesla Fan Boys and their own investors to pump up the numbers. This has prevented a number of "thermal events" from getting reported.**

WHAT!!!? You don't think that's enough burning Tesla's? Well here's some more, the next one is from Boston:





Not enough burning Tesla's?  
Stand by...



RS- LAT

**Tell The U.S. Government to order Tesla to remove all Lithium Ion chemicals from it's cars! Is someone telling the NTSB not to do their job? Who?**

**TESLA CAN LOCK DOORS ON ITS OWN- BURNING ALIVE = BAD THING!**

You can read a number of postings online about the continual failure of the Tesla electronic door handles and door locks. How might fire increase these failure-to-unlock issues. Is it possible your own Tesla could lock you, and your family, INSIDE the car when it catches fire? How was this tested in the safety tests, or was it even tested?

**T Door handle problems | Forums | Tesla Motors**

Two weeks ago my right rear **door** handle assembly was replaced by the **Tesla** Ranger. He also replaced the 12v battery as a separate issue. This week, my driver **door** handle has the same **problem** and they are coming this week to replace it.  
[teslamotors.com/nl\\_NL/forum/forums/door-handle-problems](https://teslamotors.com/nl_NL/forum/forums/door-handle-problems)

**T Door Problem | Forums | Tesla Motors**

... rispondi ai filoni di discussione aperti con i proprietari e gli appassionati **Tesla**, oppure ... I only noticed it today when the car wouldn't **lock**. ... The old design still uses a pressure switch and because there is no give when pulling on the **door** handle, this causes **problems with the** ...  
[teslamotors.com/it\\_IT/forum/forums/door-problem](https://teslamotors.com/it_IT/forum/forums/door-problem)

**Tesla Model S gets Consumer Reports' recommendation - Oct. 28 ...**

The **Tesla** Model S is now Consumer Reports Recommended. The Model S isn't perfect, according to its owners, but none have reported any **problems with** the car's battery-powered electric drive system or with the enormous iPad-like touch screen inside the cabin.  
[money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...](https://money.cnn.com/2013/10/28/autos/tesla-model-s-consumer...)

**Tesla Model S: Glitches, Quirks, and Peccadilloes Roundup**

**Door locks** are electronic on many cars. If a solenoid misfires, the **door** unlocks. ... the **door problems** are a lie despite **Tesla's** publicly acknowledging the **problem**, etc... When people write good things, they are true and you don't question them.  
[greencarreports.com/news/1081935\\_tesla-model-s-glitches-qui...](https://greencarreports.com/news/1081935_tesla-model-s-glitches-qui...)

**T Door Won't Open! - Tesla Motors Club - Enthusiasts & Owners Forum**

So I got my **Tesla** S Performance and was so excited to show it off to as many people ... Do you have 4.2 (1.19.42) installed? I had **problems with** this exact **door**. It only worked randomly. I did the update and it hasn't failed to work. The **door** seemed to get better (before my update) the more ...  
[teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!](https://teslamotorsclub.com/showthread.php/13213-Door-Won-t-Open!)



[Tesla Model S is dead after the first day | Forums | Tesla Motors](#)

Tech was adamant the 2nd key would fix the problem... well, the 2nd key was 30 ... They would unlock the door remotely, try to fix the car in my ...

[www.teslamotors.com/forum/forums/tesla-model-s-dead-after-first-day](http://www.teslamotors.com/forum/forums/tesla-model-s-dead-after-first-day) - [View by Ixquick Proxy](#) - [Highlight](#)

[Charge Port Door Opens Spontaneously | Forums | Tesla Motors](#)

This was diagnosed to be because of a defective charging cable. ... is locked when it is parked in a public place, the charge port door is locked.

[www.teslamotors.com/forum/forums/charge-port-door-opens-spontaneously](http://www.teslamotors.com/forum/forums/charge-port-door-opens-spontaneously) - [View by Ixquick Proxy](#) - [Highlight](#)

[Tesla recalls some Model S cars due to seat-mount defect ...](#)

19 Jun 2013 ... Electric car maker Tesla Motors will recall 1228 of its 2013 Model S cars ... The Palo Alto automaker twice recalled its first model, the two-door ...

[www.contracostatimes.com/cj\\_23491448/tesla-recalls-some-model-s-cars-due-seat](http://www.contracostatimes.com/cj_23491448/tesla-recalls-some-model-s-cars-due-seat) - [View by Ixquick Proxy](#) - [Highlight](#)

[Door Handles: Warning! Random Door Opening While Locked! \[Archive ...](#)

Tesla needs to figure out the problem and fix it ASAP. ... I have started to lock the door manually (key fob push) rather than depending on the ...

[www.teslamotorsclub.com/archive/index.php/t-13017.html](http://www.teslamotorsclub.com/archive/index.php/t-13017.html) - [View by Ixquick Proxy](#) - [Highlight](#)

The Tesla

Defects seem to be multiplying.

Roberta- (A Mother)

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**Lithium ion = Bad Stuff**

Notice that in the following movie, the lithium ion battery like Tesla uses starts exploding just when the insides are exposed to air and **ALSO** when it gets wet:



**Obama Subsidized Electric Car Company Tesla Investigated for Fires**  
**November 22, 2013 By Daniel Greenfield**

Tesla has some big problems. This month it posted a loss of \$38 million and its shares fell 16%. On top of that, it's got battery issues. The company, which got \$465 million from Obama, makes electric cars which depend on wiring together 7,000 laptop batteries together. This is just as clumsy and unwieldy as a solution as it sounds. For one thing, laptop batteries are expensive. And it's a clunky solution. [MORE>>>](#)

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**Another Tesla Movie**

So you think: "OK, I would never drive my Tesla over any metal or bumpy roads so I never need to worry about that", Well, that's what this Tesla driver thought:

Watch the left side of the screen along the meridian wall. You can recognize the Tesla by the round open mouth grill.



No matter what kind of a persnickety, self-centered, rich douche-kinda guy you are: Your Tesla is eventually going to hit a pot-hole, bottom-out or hit some crap in the road and then: fire and toxic smoke!

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**SHOCKER EXCLUSIVE!!!! Tesla “battery supply” problem -NOT. Battery explosion problem- YES.**

“The napalm-like lava that is burning lithium-ion, combined with burning Tesla plastic, can **eat through your entire face** in about 2.5 seconds and it is nearly **impossible to extinguish**. This is not good stuff. They tried it on pig-corpuses, ugly results.

**There are over 1000 different ways to store electricity. Lithium ion is the worst.** The faster a car goes, the more likely it is to crash and to flip over in a crash. Tesla is the fastest car so **it will crash more** and flip over more. People that drive Tesla’s are, generally, arrogant yuppie males with ego issues who want to go fast and show off. That makes crashes even more likely. While you are driving around on a carpet of deadly lithium ion, buried in the floorboards of the Tesla at your feet, and the car suddenly flips over, you are now trapped under a ceiling of burning lithium ion that firefighters can’t extinguish and your face burns off. This is like flouridation of water controversy; this chemical was specified because a certain group is making money off of this chemical. **Over time, each battery has a higher and higher chance of “going off”** because the charging demands of a car combined with the degradation offset of a single lithium ion battery is high in normal circumstances. Tesla uses them in extreme circumstances. They were never built for cars. **You are not going to see less Tesla fires, you are going to see more.** Tesla has dense-packed 6800 lithium ion packs in a closed metal box under your seat. That is 6800 chances of having your face burned off and 6800 chances of getting rained on with burning lithium ion and plastic, gassed out and burned up by the Tesla. I don’t like the odds. Look at some of these pictures, it even melts the metal.

**Lattice Energy LLC**

## **Key take-aways**

- ✓ In July 2010, Lattice began to issue public warnings about thermal runaway risks with large, scaled-up Lithium-based battery packs; on Slide #54 in an August 6, 2013 Lattice presentation subtitled "A Fool's Paradise" we questioned whether Tesla's engineering had solved problematic runaway issues, or whether they had just been lucky - so far
- ✓ October 1, 2013 fire incident (really a form of battery runaway) with Tesla Model S that occurred near Seattle, WA suggests that they had merely been lucky to date — **battery thermal runaway issues have not yet been truly solved by Tesla Motors or anyone else**
- ✓ As seen in the progression of news stories quoted from herein, Tesla began the news cycle by trying to assert that the battery pack had nothing to do with the hot fire that consumed the front end of a \$70,000 car. **By Wednesday evening they finally admitted that the battery was in fact the culprit, but that the incident had been triggered by the vehicle's impact with "metal debris" that had been lying on the road surface and that consequent mechanical damage to battery cells triggered the thermal runaway fire event; they are emphatically asserting that the battery did not catch fire spontaneously**
- ✓ While Tesla's theory of the incident is plausible, it is inconsistent with statements made by the highway patrol officer — trained to be keenly observant — who first investigated the accident scene and found no evidence whatsoever of any claimed "metallic debris"
- ✓ Unless conclusive physical evidence is revealed that proves otherwise, Lattice believes it is more likely that the fire was caused by a spontaneous heat-event inside the battery

October 8, 2013      Lattice Energy       Get in touch      Rights reserved      2

The people that are telling you “*Lithium Ion is just a lovely thing, don’t worry about all of those scare stories*” have a financial investment in batteries using this chemical. **Almost all of them have worked for, invested in or been hired by the people that make money off it.** The form factor Tesla uses is a common 18650 battery you can buy on Amazon and Ebay so **Tesla is not telling the truth about “having a battery supply problem” in their latest financial reports.** They are having a **battery blow-up problem.** Suppliers won’t sell them any batteries because they know Tesla abuses the batteries in the way they deploy them in cars and they don’t want to get sued too, along with the lawsuits that are coming after Tesla. These batteries were never intended to be used in cars. All this has been known for decades. If the “biggest electric car funding effort in history” hired the “greatest technical review team ever created”, how did this get by? Why didn’t the reviewers mention this for Tesla’s ‘loan’? This is not new technical information!”

Dr. Lee- USGA

(FYI- I am available for TV interviews. Contact me through the SOMO funnel.)

**YET ANOTHER securities fraud investigation launched on Tesla. Forensic accounting investigations confirm Tesla “cooking the books”!**

[http://www.streetinsider.com/Corporate+News/Law+Firm+Looking+Into+Securities+Law+Violations+by+Tesla+\(TSLA\)+for+Potential+Class+Action/8898311.html](http://www.streetinsider.com/Corporate+News/Law+Firm+Looking+Into+Securities+Law+Violations+by+Tesla+(TSLA)+for+Potential+Class+Action/8898311.html)

November 18, 2013

Wohl & Fruchter LLP is investigating potential federal securities law claims against officers and directors of Tesla Motors, Inc. (Tesla) (Nasdaq: TSLA) in connection with alleged violations by Tesla of Securities and Exchange Commission (SEC) rules governing the disclosure of financial metrics that do not comply with Generally Accepted Accounting Principles (GAAP).

On October 2, 2013, Canada’s The Globe and Mail published an article questioning the economics of Tesla’s business and the quality of its earnings under GAAP. Citing research by Gradient Analytics, the article identified several accounting issues of concern, including reporting non-GAAP revenue and profit that is substantially higher than GAAP revenue and profit due to inclusion in non-GAAP

revenue of Model S car sales to buyers to whom Tesla has provided guarantees that they will be able to sell their used vehicle at a particular price. According to Gradient Analytics, this accounting maneuver unrealistically assumes that Tesla “will not lose a dime on a single Model S residual value guarantee.”

Other areas of concern at Tesla cited in the article were potentially inadequate accrual of warranty expense; excluding shares Tesla could issue due to convertible debt from share counts when calculating non-GAAP earnings per share; and questionable lengthening of depreciation schedules.

These and other accounting issues prompted an analyst at Gradient Analytics to characterize Tesla as “a firm struggling to find a way to justify its current share price with increasingly complex, apples-to-oranges non-GAAP earnings computations.”

On November 5, 2013, Tesla issued a press release reporting its 3Q 2013 results. The headline of the release highlighted non-GAAP profit of \$16 million even though the release later disclosed that Tesla suffered a net loss under GAAP of \$38 million. Tesla also reported non-GAAP revenue of \$603 million versus GAAP revenue of \$431 million (by adding back revenues deferred under GAAP for cars sold with the resale value guarantee).

On November 14, 2013, Bloomberg published an article (“**Are There Cockroaches Under Tesla’s Hood?**”) highlighting the reference to non-GAAP profit in the headline of the release announcing Tesla’s 3Q 2013 results. The article asserts that this headline and other sections of the release violated SEC rules requiring companies to give “equal or greater prominence” to GAAP numbers when they present their financial results. In support of this assertion, the article cites a 2008 article by Wilson Sonsini Goodrich & Rosati — the law firm that helped take Tesla public — advising that “if an issuer announces GAAP and non-GAAP earnings per share in its press release, it should report the GAAP earnings per share prior to the non-GAAP earnings per share.”

Since the publication of The Globe and Mail article, as well as following media reports of battery fires in at least three Tesla cars, TSLA shares have declined over 25% from a close of \$180.95/share on October 2, 2013, to a close of \$135.45/share on November 15, 2013.

WF-

Updates+ Follow-up:

<http://seekingalpha.com/article/1845172-dissecting-teslas-zev-mythology>

<http://m.theglobeandmail.com/report-on-business/international-business/lavish-tax-breaks-contribute-to-electric-car-markets-success/article15465982/?service=mobile>

<http://mobile.bloomberg.com/news/2013-11-14/are-there-cockroaches-under-tesla-s-hood-.html>

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## Bloomberg

### **Musk Claim of Fewer Tesla Fires Questioned in MIT Report**

Bloomberg

By Angela Greiling Keane & Jeff Green

Tesla Motors Inc. (TSLA) cars have **caught fire caused by collisions more often** than gasoline-powered vehicles, according to a Massachusetts Institute of Technology report **rebutting assertions by Elon Musk**, the electric-car maker’s chief executive officer.

Because only 4 percent of vehicle fires are caused by collisions, **Tesla’s Model S sedan, with a rechargeable lithium-ion battery, is statistically more likely to catch fire than are cars with gasoline tanks**, wrote Kevin Bullis, senior editor for energy for MIT Technology Review.

**Update:** <http://muckrack.com/link/tdT2/musk-claim-of-fewer-tesla-fires-questioned-in-mit-report>



## **ELON MUSK CANCELS HIS CROSS COUNTRY DRIVE IN A TESLA FOR FEAR OF HIS LIFE AND THE SAFETY OF HIS KIDS**

Didn't Elon say he was just about to make a cross country drive in a Tesla?

[Elon Musk to Drive a Tesla Across the U.S. — But the ...](#)

**Elon Musk** is planning to **drive** from Los Angeles to New York using only a Model S and **Tesla** Superchargers. But he'll have to wait until the end of the year before the automaker's quick charging network is actually built out. According to **Musk**, the trip will take six days and cover 3,200 miles

wired.com/autopia/2013/09/musk-cross-country/

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## **IRONIC TESLA BILLBOARD**



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**NOW look at what is blowing up!!!. THIS JUST HAPPENED IN the middle of all this too!!!!: Massive numbers of OTHER Lithium Ion devices blowing up.**

[iPad Air explodes, erupting with smoke and flames in retail ...](#)

The appeal of Apple's sleek and slender new **iPad Air** is significantly diminished when it **explodes** and pours out flames along with so much smoke that the fire department has to be called in to extinguish the blaze.

news.yahoo.com/ipad-air-explodes-erupting-smoke-flames...



[iPad Air EXPLODES leading to mobile phone shop evacuation ...](#)

Shop is evacuated and fire brigade are called after brand new **iPad Air EXPLODES** and fills mobile phone store with smoke . Sparks and smoke flew from device released on November 1  
dailymail.co.uk/news/article-2492189/iPad-Air-EXPLODES-...

[iPad Air EXPLODES INTO FIREBALL as terrified fanbois flee ...](#)



**iPad Air EXPLODES INTO FIREBALL** as terrified fanbois flee Apple Store Charred fondleslab removed by Apple minion for testing  
theregister.co.uk/2013/11/08/ipad\_air\_explodes\_into\_fireb...

[iPad Air explodes at retail store in Australia](#)

An Apple **iPad Air** reportedly exploded at a Vodafone retail store in Canberra, Australia, prompting the need to call the fire department to put out the flames and smoke.  
vr-zone.com/articles/ipad-air-explodes-retail-store...

[iPad Air explodes in Vodafone store | CellularChief](#)

A Vodafone store in Canberra, Australia was evacuated and firefighters were called in after the explosion of an Apple **iPad Air** inside the store resulted in the release of smoke that filled the retail establishment.  
cellularchief.wordpress.com/2013/11/08/ipad-air-explodes-in-vondafo...

[iPad air explodes in Australia, fire department had to be ...](#)

**iPad air explodes** in Australia, fire department had to be called in to contain the smoke Posted by Stefan Constantinescu on Nov 08, 2013 | No Comments »  
iphonehacks.com/2013/11/ipad-air-explodes-australia-fir...

**What kind of battery did they put in the Apple ipad AIR?**

**LITHIUM!!!!!!!!!!**

Randy Oates- DC

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***MATH:***

If one IPAD can **take out a whole store** and a Tesla has the equivalent of **thousands** of IPAD batteries in each car, how many homes in your neighborhood can a Tesla take out?

I want my neighbor to keep his Tesla at the office. Musk has made a big point out of saying, in recent interviews, that the new fires were not “**spontaneous**” thereby **admitting** he knows that **Lithium Ion CAN go off spontaneously** like it did in the **Boeing planes** and with many other electronics in the last 10 years.

GH- Boston G

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**Another CLASS ACTION lawsuit against Tesla**

**Morgan & Morgan** file class action lawsuit against Tesla for Fraud. This makes a record breaking number of lawsuits for fraud against Tesla, with more coming...

DK- Bost

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**Who are the “Lithium ion VC’s”? Say “Howdy” to the ACTUAL Illuminati!**

**Did they break the law? Multiple federal agency & committee probes now asked to look into organized crime charges over kickbacks.**

**The Westly Group**

**The Google Boys**

**Firelake Capital**

**John Doerr**

**Kliener Perkins**

**Elon “The MuskRat” Musk**

**Steve Westly**

**Ray “The Sausage” Lane**

**Draper Fisher**  
**Ira “linguini” Erenpries**  
**Khosla Ventures**  
**Tom “Fettucine” Styer**  
**Steven “The Rat” Rattner**

Hey Now... when you **look at: their lobbyist contracts, payment disclosures and blind SUPERPAC’s, which lithium ion interests they own or control and, when you follow the money**, it gets **pretty ironic...**

They are all friends of silicon valley’s “McKinsey” DOE **Secretary of Energy Steven Chu; McKinsey DOE \$\$ Guy Matt Rogers & McKinsey DOE \$\$ Guy Steve Spinner** (They paid to get them appointed). McKinsey staff have previously been put in Federal prison for rigging things, ie: Rajat Gupta. FYI.

They contracted a silicon valley consulting company called **McKinsey Consulting** and told McKinsey to write all these white papers for the White House and Federal Agencies that said: *“lithium ion is the key to the future“*. Then they paid to put Chu at DOE and they invested in all of the Lithium while **their guy: Chu**, handed out all of the taxpayer money to their investment projects. **Easy Peasy. Scam.**

Which Senator did they interact with the most? Which West Wing Chief of Staff?... Even more interesting... This is info from a Senate investigation, leaked to Press, and from Class Action litigators who recently filed national fraud lawsuits against Tesla.

Recordings and emails appearing soon. At least 3 agencies are now investigating, or have been asked to investigate by senior Congressional staff. Since Reid went “nuclear”, the gloves are off, it seems.

Do your own research. Check out every name mentioned and all of their past connections. Nowadays, it isn’t that hard to research. All of the parts of this have been mentioned in the mainstream press as of now.

Reporters asking to FOIA review the original Solyndra case # and case #'s hyphenated off of the Abound, Solyndra, and similar cases case #'s are having the best luck in story leads.

***“One is building the new Bohemian Grove on the California coast at Half Moon Bay. One has started a Jr. Illuminati initiation program for young recruits that begins in the Stanford dorm rooms. One has publicly been charged with multiple crimes. One runs the technology suppression team for the NCVA. One has broken the record for hiring local escorts. Come watch the fun!”***

***It’s non-stop hijinks with those crazy old boys from the Tech Branch of the Illuminati. Stay tuned for each episode of this made-for-tv romp that is guaranteed to be great fun for the whole family.”***

Elon Musk, and these sorts of ego-maniac billionaires, do not care about regular people or customers. They exist for the joy they get in manipulating power and control and tend to do things like this:

<http://vcracket.weebly.com>

**MORE...**

D- LAT, GH- WAPO, HJ-HuffPO, Surf Alliance- FGT,

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### **Tesla Loan was hard-wired in exchange for investor favors**

I worked as an aide to a major office in DC. This wasn’t a big surprise to technical reviewers and government researchers, many of whom were shocked that Tesla got the loan approved on such flimsy due diligence. Something else must have been up.

AS- G

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**This movie uploaded :**

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**The Tesla cars AND the Factory AND the workers catch on fire**

Here is the actual Tesla Factory on fire when a rumored mass battery fire went off in their own factory. That is why they keep their battery packs in a [military blast chamber](#) in Dec. of 2011 ([see Link](#))

TESLA FACTORY FIRE PRESUMED TO BE COVERED UP BATTERY FIRE DISASTER Dec. 2011:



Peter T-

(Many shots of this posted by many observers in Fremont, California)

Tesla employees ordered not to discuss and to refer all inquiries to PR Officer at Tesla.

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**EXPOSE: Here is a video made by Tesla's own employees about their product:**

You can also see it at:

<http://tinypic.com/r/7295hs/6>

Here is the latest Tesla Fire:

**WATCH THIS VIDEO OF A TESLA BURNING AND BLOWING UP BECAUSE OF BATTERY UNHAPPINESS.**



<http://m.digitaltrends.com/cars/second-tesla-model-s-catches-fire-critical-crash-mexico/>

### “Is the beginning of an onslaught of fiery Tesla Model S wrecks?”

A second Tesla Model S reportedly caught fire last week after crashing through a concrete wall in Mexico.

According to Mexican paper Progreso Hoy (by way of Business Insider), a Model S owner was speeding when he lost control of the car and went through a concrete wall and then into a large tree.

You can see the resulting fire in the video below.

The man was apparently not seriously injured and walked away from the incident.

Here is an official recount from Tesla:

“We were able to contact the driver quickly and are pleased that he is safe. This was a significant accident where the car was traveling at such a high speed that it smashed through a concrete wall and then hit a large tree, yet the driver walked away from the car with no permanent injury. He is appreciative of the safety and performance of the car and has asked if we can expedite delivery of his next Model S. The first reported Model S fire occurred earlier this month when a Washington State driver struck an object in the road, which caused a fire in the front portion of the car, beneath the carpeted trunk area. It appears the Mexican Model S fire also began in the forward section of the car.”

Manu Fs. – Obsido

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### **The Lithium ion profiteering scam. Dump, grab the money and run.**

FISKER lithium Ion batteries burst into flames at the drop of a hat. This is now **well-known**. Telsa and Fisker funding with tax dollars was more about funding battery company deals for their investors than anything else. Lithium Ion Batteries blow up in Boeing’s, Tesla’s and they just blow up. That is why TSA does not allow liquid on airplanes. That is why AT&T eliminated Lithium Ion in its server racks. EVERYBODY knows that lithium ion blows up and releases deadly chemicals, why is this cover-up still going on? Oh, I See: **Profits and kickbacks!**



Everyone was warned about this. Over 100 published reports from major universities and federally funded studies have now been sourced and posted showing that this had been guaranteed to happen by some of the top scientists in the world *prior* to Tesla receiving DOE money. Who owns all these battery companies? Watch for the **WESTON REPORT from a major Huffington Post Journalist** which links every investor in TESLA to all of their political connections and influences. **Invest in Tesla and you will get tracked by numerous investigative reporters.**

Dan

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### **Tesla Fraud Lawsuit by Clancy**

<http://www.4-traders.com/TESLA-MOTORS-INC-6344549/news/Tesla-Motors-Inc-Glancy-Binkow-Goldberg-LLP-Announces-Class-Action-Lawsuit-on-Behalf-of-Investor-17489178/>

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**THERE HAVE BEEN A VAST NUMBER OF ADDITIONAL LITHIUM ION FIRES. SEE THESE LINKS.**

See these other articles and third party studies:

***THESE ARE NOT THE ONLY FIRES, LOOK AT THESE LINKS:***

### **MORE TESLA FIRES**

<http://lithium-ion.weebly.com>



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### **Lithium ion blowing up even more than usual?**

Does anyone know how electromagnetic energy affects this Lithium Ion chemical? Since we now see that IPADS and other phones are blowing up, I wonder if EMF shifts set it off? In which case, sticking it the biggest electronic appliance might not be a good idea.



Semmer-

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### **Did any other California company get the same perks as Tesla?**

Did any other California company get the same, or as many, State tax breaks, waivers, deferrals, factory credits, offsets, interest reductions or State cash as Tesla? Who Benefited? Which Politicians received gain? Who lost?

TJ- LA Times

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### **Over 22 Tesla Battery Pack Fires?**

Checking records from Departments of Motor Vehicles, CarFax, The Auto Insurance Industry databases, auto junkyards and owner blogs, it seems that Tesla has a cover-up on their hands. Records seem to indicate that there have been a vastly larger number of fire and explosion incidents with the Tesla car.

D. LA Times

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### **Tesla knew this was coming**



“Google, Tesla’s silent investor and stock manipulator (via market hype for Tesla and censoring of stories against Tesla) now is trying to act all “shocked” about the spying news when it is now known the coming evidence will show that Google, itself, helped organize the spying and solicited getting paid for the spying as “just another Google service for business partners”

Anton De Leung

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### **How to spot a shill**

Notice that Tesla has ordered all of it’s shill, bought and paid for, fake journalists ([thetstreet.com](http://thetstreet.com), [Motley Fool](http://Motley Fool), [Barclays](http://Barclays), et. al.) to not even mention the toxic fumes issue with their car fires! If the **writer does not mention the TOXIC FUMES issue** in their story you can mark them down as being in the employ of Tesla or their investors.

Dan

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### **Tesla Failures push Auto Industry to Fuel Cell Cars**

<http://www.dailyfinance.com/2013/11/10/tesla-motors-stubbornly-fights-the-future-of-green/>

<http://www.fool.com/investing/general/2013/11/22/motor-money-testy-times-for-tesla-and-fuel-cells-a.aspx>

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### **NASDAQ REVIEW**



## The 'Secret' Reason To Sell Your Tesla Shares Now

NASDAQ.COM

By StreetAuthority, November 05, 2013

You thought the car fire was bad Shares of the \$19.6 billion company tumbled 10% in the two days after an Oct. 1 video showed a Model S on fire in California. CEO Elon Musk eventually identified the cause of the fire as a loose piece of metal from a passing truck that punctured the car's battery. The National Highway Traffic Safety Administration has said it will not investigate the incident, but shares of TSLA still have not recovered to their pre-video high.

Worse than the car fire, however, is the possibility that Tesla may soon see much of its gross profits go up in smoke.

Bloomberg West recently reported that the California Air Resource Board is re-evaluating its assignment of tax credits for zero-emission vehicles. These tax credits are given to automakers for each year to incentivize production of environmentally friendly vehicles that might otherwise not be profitable. The companies can then sell these credits or use them against their own taxes.

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### Tesla's getting cooked in lithium ion battery fires while CFO cooks the books

In today's financial reports, it was confirmed, with certainty, that Tesla (TSLA) is not showing profits on it's reports from selling cars but by **manipulating tax credits and waivers via one-of-a-kind deals the State tax office gave TSLA**. Some say TSLA got from kickbacks arranged by a Senator to help the resources of that Senator and that those **exclusive stock market optics manipulation favors**were to payback/kickback TSLA's investors for campaign financing. Now the State investigations kick into high gear to follow the federal investigations already underway.

GH- LA Times

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### KNOWN DANGERS

These dangers have been well known and deeply documented for decades. So why did Tesla and Fisker get to get **free Federal loans** and **rigged stock market promotions** using a chemical that has been documented by scholastic and federal studies, since the 90's, as being so nasty? Because their investors also had **deep investments** in making and selling that chemical and producing batteries with just that chemical. That was the **payback** to those investors for paying for "other things" (campaigns, Adwords, Etc.) that would make the free money, stock optics and backroom-arranged market monopolies a "**you scratch my back and I will scratch yours**" deal. "Who cares" if a few thousand Chinese die from toxic poisoning while making those batteries, they are "over there", they don't count.", someone thought.

EH- Mother Jones

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### Does Driving a Tesla cause Rectal, or Anal, Itching?

Possibly the most **impressive Tesla warning**, from Europe:

*"The high speed hum and vibration from the particular motor and chassis combination that Tesla uses, has some drivers, and passengers, complaining of Rectal Itching. Lots of signs or symptoms contain anal itch and inflammation. You can even recognize that there is certainly hemorrhage, specifically after having a movement. It can be distressing if you have A BM, in addition, there may be blood from the a stool or on the tissue. If you own or ride in a Tesla frequently, and possibly notice any kind of rectal lumps as well as bleeding, you should visit a doctor. Using this method, you can receive the best solutions."* (Translated from Spanish)



Anton -D

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**Boeing Lithium Ion Batteries Blew Up for No GOOD Reason too:**



**Class action law firms have begun research to determine the potential for Tesla fire-related cases.**

A number of specialized law firms, who only produce class actions for consumer groups, have contracted exploratory research to look at the viability for class actions on behalf of Consumers who were near Tesla Fires, Employees who were near Tesla Fires, Tesla Factory employees, First Responders who were near Tesla fires, and related matters.

T- Law 360

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**TESLA FANBOY CONFESSION. CANCELS ORDER. LISTS HUGE VOLUME OF TESLA DEFECTS & ISSUES.**

<http://lilianv.com/wp/>

**[\\$100,000 on wheels, or why did I cancel my Tesla car reservation](#)**

“This is going to be a long one, unlike my other blogs. Feel free to post a reply. I’m eager to hear opinions that support or oppose mine... [Read more:](#)



(Picture

Above: The scarecrow was RIGHT to be afraid of the fire and MUSK DID just turn out to be some carnny who just waved flashy things at us but was a shyster underneath it all after all.)

...8. Hole in the tank. This is one particular problem with Tesla MS that is widely recognized, admitted by Tesla and not fixed as the date of this publication. If you leave your Tesla MS unplugged it will lose about 0.5 miles of range per hour. At this rate it will take about 10-15 days for a fully charged battery to drain completely. So if you leave your fully charged Tesla at the airport for a week or two while on vacation or business trip you may not be able to ride your Tesla home upon your return. This is equivalent to a hole in the tank for the conventional gas powered car. If the car is plugged-in than it compensates for such loss by “sucking” approx. 150 Watts of electric power all the time. It is equivalent to to the energy needed to lit an average 3,000 sq.f. house with the new LED energy saving lights....

10. Dubious business practices. Larry Page announced that Google will be “no evil” company. Well no business is evil by design. They become “evil” driven by competition. Google has



practically no competition and they can afford to be “no evil”. Same applies to Tesla Motors. They are well funded and they have no competition, they can afford to be “no evil”. Instead Tesla is pulling all nasty tricks known in the industry and more. It was quick to abandon the most controversial ones such as calculating people’s time in their lease cost estimate and eliminating the \$600 per year mandatory service charge. Many still remain. One example are the useless and expensive option packages (see above) another example they charge \$5,000 reservation fee in a second. They claim the fee is fully refundable. What they don’t tell you is that it takes 30 business days to refund it.... [READ MORE:](#)

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**The Tesla Nod: A subtle way to acknowledge Fellow Tools.**



Time Magazine- Technology Section

Nov. 6, 2013

By Jessica Roy

**The Tesla Nod: A subtle way to acknowledge Fellow Tools.**

*“Sir, I too am a person with too much money”*

“Are you a **rich Silicon Valley programmer** who enjoys bonding with other rich Silicon Valley programmers over similarities such as “**owning an obscenely expensive car?**” Do you love driving an environmentally friendly vehicle but think **hybrids are for poors?** Purchase a Roadster or a Model S and you can become part of the elite club of Tesla owners who nod at each other in public as a way of acknowledging their **mutual lack of self-awareness.**”

“Be a tool. Drive a Tesla today. Live life **on Fire**“ <sup>TM</sup>

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**TESLA DRIVERS FOUND TO LOVE DRUGS AND KINKY SEX RESEARCH SAYS**

**Studies prove: Tesla drivers like more **drugs** and **twisted sex** in addition to **severe douche-baggery!****

Nino Marchetti at Earth Techling finds, via deep scientific research:

“Tesla drivers, by contrast, tended to have business and finance as their dominant categories of interest. They also tended to like whiskey and breweries for drink and, strangely enough, had abnormally high levels of interest in cannabis, erotic dance, strip clubs and Lululemon.” **Click on study image, below, to ENLARGE:**





Speaking of **enlarging**, the study also showed that Tesla owners buy a shockingly large amount of penis enlargement products. It was also discovered that owners of Tesla's hire more **prostitutes and escorts** than any other geo-social group in the world.



## **DRUNKS & Douche Bags Drive Teslas Making crashes 50% more likely**



**Tesla driver charged with using his Tesla for MANSLAUGHTER. Drunks & Psycho's really do seem to drive Tesla's.**

<http://www.lagunabeachindy.com/2013/11/18/tesla-driver-charged-manslaughter-canyon-crash/>

<http://www.lagunabeachindy.com/2013/11/22/tesla-driver-charged-canyon-crash/>

## THE TESLA ANTI-DOUCHE BAG MOVEMENT RISES

Tesla really needs to change **their whole “douche bag” image**. They market the car, almost exclusively, to rich, arrogant males. ie: one of many memes flying around:



**TESLA: THE OFFICIAL  
CAR OF DOUCHE BAGS**

(Feel free to re-Post on Meme Sites and photo galleries)

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### *Tesla shares slip more on reports of third fire, other car problems*

By Jerry Hirsch- LA Times

November 7, 2013

By Jerry Hirsch November 7, 2013, 8:39 a.m.

[Tesla Motors](#) shares continued to fall Thursday as the automaker confirmed a third fire in one of its high-end electric cars and a major auto reviewer pointed out problems with its Model S luxury hatchback.

The 9%, or \$13.40, decline in mid-morning trading to \$137.76 followed a 15% plunge in the shares Wednesday after the automaker said limited supplies of batteries were hampering sales and that it was spending heavily on research and development to design new models. Tesla shares have been on a run for most of the year, rising about 400% before this reversal.

Car shopping website Edmunds.com said its 2013 Model S was “making an ominous noise under acceleration and deceleration. It originates from the rear of the car and seems to be getting worse.”

It is a complaint that’s also starting to show up on Tesla’s owners forum, an online discussion group hosted by the automaker for drivers of its cars.

“Mine had that and it got bad at 70 mph,” said one owner, posting under the “mortgagebruce” moniker.

He said Tesla had to replace the drive unit twice to fix the problem.

Tesla also replaced the drive unit on the Edmunds car, but declined to tell the company what caused the problem. It also replaced the driver door mechanism because of another problem. The car has just less than 11,000 miles on the road.

“We’re not sure what to think about the fact that both of these repairs were completed with just one overnight stay,” said Mike Schmidt, Edmunds’ vehicle testing manager. “Maybe the dealer is really on the ball. Maybe the supply chain is short. Or maybe the parts are readily available because they’ve seen these before.”

Tesla spokeswoman Liz Jarvis Shean said she was not familiar with the Edmunds complaint.

Meanwhile, another Model S electric car caught fire Wednesday near Smyrna, Tenn., following a crash. This was the third Model S to have caught fire in the last five weeks. One burned near Seattle and another in Mexico. Both cars were in crashes and the fires injured no one.

Normally, car fires are not significant events that influence investors. There are about 150,000 annually, according to the National Fire Protection Assn. However, safety officials have been tracking fires in electric cars, as well as computers and other equipment, out of concern that the lithium-ion battery systems might be fire-prone.

Earlier this year, federal regulators grounded [Boeing](#) 787 planes for four months after batteries on two planes overheated, with one catching on fire. Boeing later ordered modifications to the jets to increase ventilation and insulation near the batteries, but the company and investigators never determined the root cause of the overheating.



HERE IS THE BATTERY YOU COULD HAVE BEEN SITTING ON TOP OF IN A TESLA



THIS IS THE TESLA MAGIC CARPET OF DOOM. THIS WHOLE THING IS FULL OF LITHIUM. YOUR WHOLE FAMILY IS SUPPOSED TO SIT ON TOP OF THIS!

The [National Highway Traffic Safety Administration](#) reviewed the Tesla fire in Seattle and concluded it was caused by the accident rather than a vehicle defect.

Tesla said it contacted the driver of the car in Tennessee and noted he was not injured and “believes the car saved his life. Our team is on its way to Tennessee to learn more about what happened in the accident.”

“The problem is that we have three fires in six weeks,” said Karl Brauer, senior analyst at [Kelley Blue Book](#), the car information company. “For a company with a stock price based as much or more on image than financials, those recurring headlines are highly damaging.”

The Palo Alto automaker said Tuesday it posted a loss of \$38.5 million, or 32 cents per share, in the third quarter. That compares to a loss of \$110.8 million, or \$1.05 per share, in the same period a year earlier. Now that it is delivering cars, revenue grew to \$431 million from just \$50.1 million a year earlier.

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**How Lithium Ion got cooked into one big VC scam. The Fluoridation of the American Auto Industry:**



See this movie? Replace **Fluoride** in these movies with “**Lithium ion**”

<http://youtu.be/4b9UJukZJfE>

<http://www.youtube.com/watch?v=4b9UJukZJfE>

**Bottom Line: The Fluoride “concept” was a way for mining companies to sell waste product and get tax subsidies for it while dumping something on the public that was actually very dangerous. Sound familiar? Lithium ion is mined, BTW!**

**The Even More Bottom Line: Lithium Ion was put in Fiskers and Tesla’s to make a certain, select group of people rich via their investments in Lithium Ion mining, production and use. The State Department says there is nearly a trillion dollars of Lithium ion base material in Afghanistan. Draw the lines and see who made, or would have made, huge profits on Lithium ion. Then draw lines and see who paid for campaign costs. Then see where the lines cross over.**

GH-NYT

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**“Dude, Where’s my car.. err, uh.. my company?”**

He lost his car and his company at the same time. He probably shouldn’t have bribed senators in order to get give-away loans and Lithium ion exclusive-contract kick-back deals for his investors.

TT- Boston

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### **VC Lithium Deals**

Billionaires owned these [lithium ion battery and mining companies](#). They all got free windfalls from our tax money. **They didn’t need OUR TAX money.** Teachers and firemen needed that money! They used the free tax gift money to artificially inflate their stock market ratings so they could sell more stock on **WALL STREET** by making their financials look better. Isn’t that how Al Capone used to do it? They got hold of lithium fields and controlled them before others figured it out. They created a monopoly with your tax dollars but the joke is on them. It turns out Lithium Ion is **seriously dangerous CRAP and it doesn’t work!** HA!

Ranso – DCA

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### **MULTIPLE CLASS ACTION LAWSUITS AGAINST TESLA NOW UNDERWAY! ONE NEW ONE HAS ALREADY BEEN FILED!!!**

**Multiple class action lawsuits are being prepared** against Tesla for fire related charges. One of the first was filed today by the law firm of **Pomerantz, Grossman, Hufford, Dahlstrom & Grimes** charging that Tesla made intentionally misleading statements about the safety of the car. The filed lawsuit, and staff from the law firm, claim to hold **hard evidence** of Tesla lying about the safety of the vehicle. Other cases are expected to be filed soon including one that I have seen some **“SHOCKER EVIDENCE”** on. I had to sign an NDA but when you hear about it you will slap your head and yell **“OMG”** quite loud!

Tom Lester- SV Report

**UPDATE:** More lawsuits have now been filed for fraud!!!!!!

**And yet another lawsuit charging Elon Musk with slinging total bullshit!**

<http://finance.yahoo.com/news/shareholder-alert-brower-piven-encourages-161113995.html>

**Tesla accused of “pumping” and falsifying investor information. Charges that the stock market chart kicks up when Tesla and Tesla investors mass buy their own stock to fake the charts. Google/Tesla investor information manipulation probed by SEC.**

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**Coincidence?**

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Wouldn't it be an interesting coincidence if **all** of the **Silicon Valley** owners and investors of the **Lithium ion mining and battery industry** were also most of the same main contributors to a certain election campaign, directly and indirectly, and if they also happened to be almost the only "**winner**" in the DOE that was run by **Steven Chu of Silicon Valley**? But something that sinister could never happen, right?

T- LA Times

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### **Counter-Point**

Yah, T of the LA Times, but when you say it like that it sounds **bad**. These were just **businessmen and senators spouses** who were trying to make a living. Why shouldn't we taxpayers be willing to **contribute our hard-earned taxes to billionaires** who know how to do things? Stop being a dick! Without billionaires we wouldn't have anyone to manipulate our way of life! We taxpayers don't know nothin' about rigging an entire industry. We simply must leave those sorts of things to the experts! And what is wrong with lying to pump up the stock market? It sells more stocks for gods sakes!

H.

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### **Things that make you go: HMMMMM?**

So do you think these billionaires pushed the Afghanistan invasion in order to get the Lithium ion? I mean, it is just a tiny country in the middle of nowhere with nothing else to attract. Type "**Saudi Arabia of Lithium**" in the four big search engines and read all of the articles.

RT- NYC

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### **Science Question**

With all of these lithium ion cars, IPADS and phones just blowing up and going off more and more, does the increased prevalence of WIFI, broadcast signals and atmospheric radiation and other ion drivers make Lithium Ion increasingly more likely to go off?

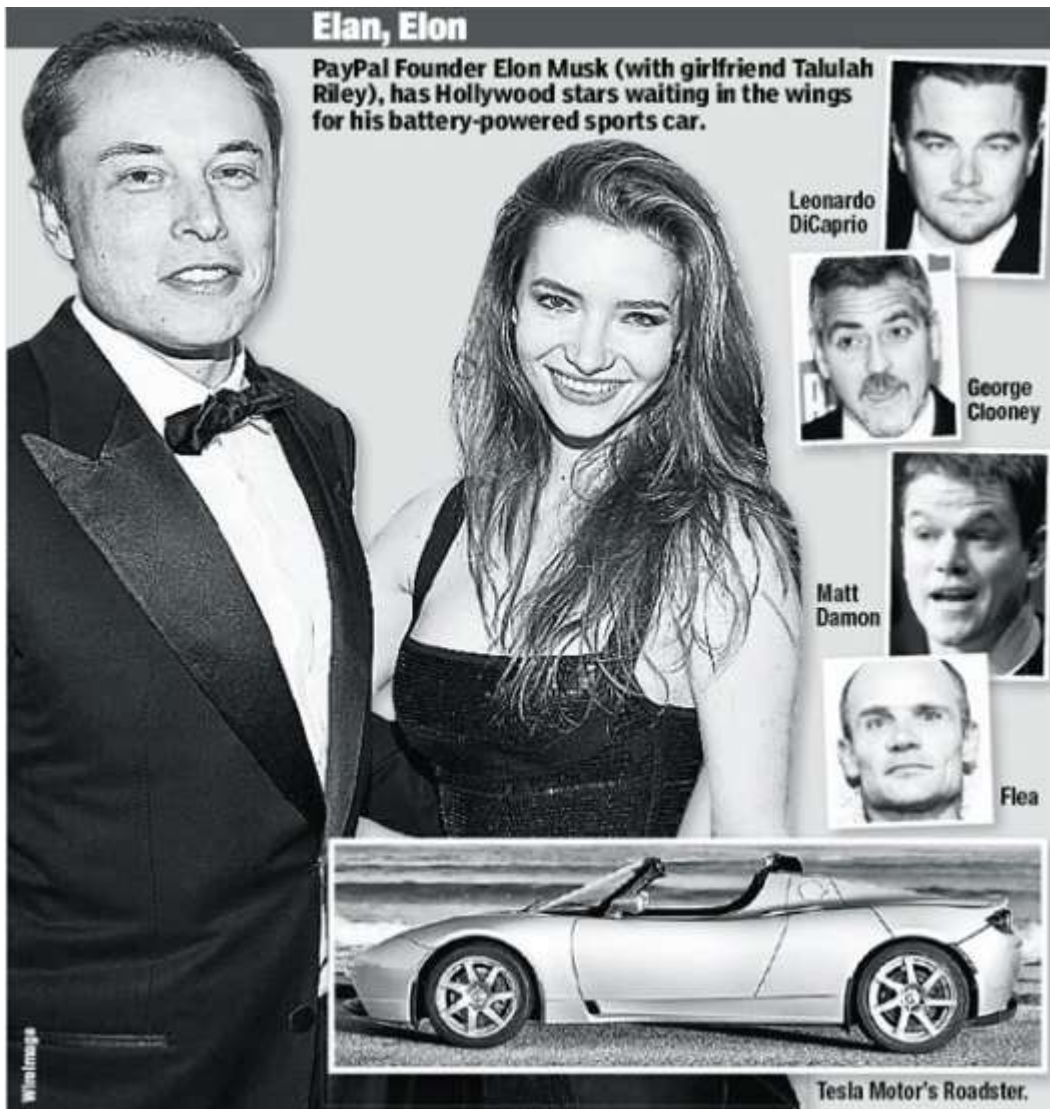
DDF

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### **Marry a silent wife (or Founding Partner) next time:**

**Tip:** Ex-Wives [Justine Musk](#) and the Model he married are willing to do on-camera interviews, now, and it looks like the ACTUAL Tesla founders (Musk being not one of them) are going to come forward too.

DD



WiredImage.com  
 Celebrity, Sex, Fashion for Women. Without Airbrushing.

CELEBRITY - SEX - FASHION - RELATIONSHIPS - ADVICE

# JEZEBEL

RECOMMENDED BY IRIN GARMON

Mississippi Personhood Advocates Are Extra Scary in Person

Britain Shamed By Proliferation Of Drunken Ladies

Larry Flynt Offering \$1 Million For Rick Perry Sex Stories

Just Freaking Give Boys The HPV Vaccine Already

Scott Baio Just Turned 51... And I'm Out

Did TorchCrunch Flacciditate Against A

## The Special Hell Of Being A "Starter Wife"



At their wedding, the husband told his wife, "I am the alpha in this relationship," later repeating, "If you were my employee, I would fire you." Now he's a multimillionaire, and she's writing [tell-alls](#) about their divorce.

This happened first in *The Times Of London*, and on her [blog](#), and now, complete with glamorous photos, in *Marie Claire*, where Justine Musk, a novelist, writes about her painful, lengthy divorce proceedings with Elon Musk, who founded PayPal among other entrepreneurial projects. Whether or not rich people's divorces are inherently more painful, the

### Tesla Factory Very Dangerous say Factory Workers and Former NUMMI workers!

Not only are the cars dangerous, the factory that makes the cars is dangerous. Workers report that they have had appendages cut off at the factory, been horribly burned by molten metal, been hit in the head by out of control robots, fallen off shaky platforms and other injuries. Current workers are stating this.

In addition, former Fremont , California NUMMI workers, who were promised jobs by Tesla, but were replaced by H1B overseas workers, say that safety standards were dropped after Tesla took over. At first, it was thought to be sour grapes but the rash of accidents seem to bear this out. The new information about the battery toxicity and past fires at Tesla cause the workers even greater concern.

DFG-

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### **TIP Stunner:**

Run a **background check** on Elon Musk, Dianne Feintein, Ray Lane, John Doerr and Steve Westly, and the rest, on **these services, below**, and see the results. **Pretty damn shocking and interesting:**

BeenVerified, TalentShield, GIS BackGround Checks, EquiFax, CVCertify, Infortal, Onesource, Kroll Backgrounds, Checkpeople, Dun And Bradstreet, Social Intelligence

If anyone had seen these background check reports in public, none of these people would be where they are.

TT- NYD

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### **Lithium Mining**

Take a look at Forbes and Barrons numbers of how much money the mining industry makes! Lithium ion is a mining industry thing at the beginning, then it moves to a silicon valley thing. Look at who has mining AND silicon valley connections.

DFT

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### **Douche Bag Tesla Tool Owners Solicited by Tesla to “Speak Up”, ie: Shill out!**

The second your Tesla **catches on fire** you can count on a prompt call from the **Tesla PR department**. Since most owners of Tesla’s are:

A. It’s **own investors**.

B. **Financially associated Tesla fanboys**.

OR

C. **Fanatic** 1%-er VC’s or Doctors who can’t stand to not be involved in the “hot tech thing.”

...it isn’t that big a sell to those who are already drinking the Kool Aid, but the pitch the PR officer from Tesla gives is this:

*“Oh Mr. X, we are so sorry to hear about the incident. How much could we pay you to say nice things in the press about how fun it was to be in a fire and suck in all of that cancer-causing smoke? How about a brand new Tesla and some cash for your services?”*

**Douche Bags unite**. It is one big frat house. Never let the outsiders think something is up!

#### **Why?**

– They aren’t supporting electric cars: there are tons of electric cars you can buy today from many companies.

– They aren’t really excited about the fact that if the fire had happened at their home their McMansion or downtown condo-swingler pad would be toast right now.

– Breathing toxic smoke could not really be something they want to hide because now they have Obamacare to fix the cancer (sort of).

– It isn’t because Tesla is creating domestic jobs. Tesla took the taxpayer money and hired H1B offshore workers to cheap out. They even posted ads on LinkedIn looking for H1B legal teams to suck in Armies of cheap offshore labor.

Why else would owners be so excited to have been in a deadly, toxic fire?

Hmmmm... \$\$\$\$\$\$\$\$\$,

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So.....**owners**: You know you can sue Tesla for like a million bucks for the toxic poisoning and win hands-down instead of taking the free new Tesla and the \$30K, right?

DT- Boston A.

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### **Elon Musk: So Look. Let's solve this on CNN:**

Did you see this one?

*"Elon Musk, come on a live CNN 1 hour broadcast with the following people and let's have a live debate and **settle every issue on this page**. CNN will provide 60 minutes of **airtime**:"*

*Paul Chesser- Author*

*Darryl Issa- U.S. Congress*

*Lewis Larson of Lattice Energy*

*The Head of the Auto Dealer Associations*

*The Head of the National Highway Traffic Safety Administration*

*Clarence Ditlow, Director of the Center for Auto Safety*

S.F.- CNN Research- Washington DC (Just call any of the staff in the research Dept. at 1-202-898-7900 to set it up.)

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### **Tesla hires 200 Indian blogger shills to type "nice things" in blogs and news story comments to run a cover-up.**

Per the comment above: *"It isn't because Tesla is creating domestic jobs. Tesla took the **taxpayer money** and hired H1B offshore workers to cheap out. They even posted ads on LinkedIn looking for H1B legal teams to suck in Armies of cheap offshore labor. "*

The PR department at Tesla was told to work all this weekend so they called in a team of **outsource contractors from India** to Google every story with the words "tesla fire" in them and go type wonderful things about Tesla in the comment section of every article they find. Everybody knows that **SOMO** thinks Tesla is a load but these fake bloggers do not identify that they are Indian Outsource typers.

Our manager even implied that we should go online this weekend and "voice our support for Tesla" as we "don't want the company to have any cash flow issues as that could affect paychecks". In other words: "go home and write nice shit about Tesla or lose your jobs".

T- @Tesla Motors, Fremont

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### **The Deadly Lithium ion Industry.**

**Few noticed** when EnerSys, the world's largest industrial battery manufacturer bought tiny ABSL on the tip of Scotland and redirected it away from vehicle traction batteries, aiming its various lithium-ion chemistries at military and aerospace applications not involving traction. Rather more have spotted, in the USA, the **Chapter 11 demise** of (Russian mobster owned?) EnerDel (using NCM and LMO cathodes) then, in March 2012, International Battery. International Battery, which surprised local officials when it abruptly closed its Upper Macungie plant, owes Pennsylvania more than \$2 million, and state lawyers are initiating efforts to recover some of the debt. State officials are also in discussions with the company regarding a project for which International Battery received an \$800,000 grant in 2010. That project has not been completed.

The DOE gave **tens of millions of tax dollars, some say billions**, to lithium ion battery companies who technical reports had already advised were in trouble? Why? Follow the money!



*A number of incidents of cell phones with lithium ion batteries blowing up in peoples pockets, notebook computers blowing up in peoples briefcases and other shocking fires have been deeply documented.*



LITHIUM ION BATTERIES BLOWING UP ON THEIR OWN

Vast numbers of lithium ion ex-factory workers are now dead or sick with fatal diseases. They make these batteries overseas because OSHA would never let them do any real volume in the U.S. because it kills and sickens workers!

Then came Valence Technology, in mid 2012, and now the big news that political football A123 Systems has only a few months' money left having spent up to one billion dollars. The Chinese have now saved them at the last minute, almost wiping out the US investors and taking a company paid for by U.S. Taxpayer Dollars. So much for the US wrestling control of the traction battery business from the Koreans and Japanese who have invested larger sums even before the US got interested. The dominos will continue to fall, notably in the USA. Yep, Lithium ion is a GREAT investment!!!!!! Everybody in the know, knows that lithium ion is being dumped on the market by groups now trying to get rid of it since the real scientists realized that it is dangerous stuff to make, dangerous stuff to use and dangerous stuff to breath in a fire, of which there are many, many unreported fires.

Tesla's big announcement with Panasonic about batteries is a **DOMESTIC DUMPING DEAL!** **Panasonic will probably pay anybody to take them off of their hands but do we want to put them in American neighborhoods?**

Follow the money folks!

DH- LAT (sources referenced- EdaTech, Washington Post, NYT)

### **Dirty Dollars**

If you look at all of the **suspects** mentioned in these articles and then you track their, or their **families or trusts or Cayman funds**, holdings in lithium ion related companies you will see that there is no possible doubt about what happened.

The really icky part is that federal staff who got to decide who got tax money, credits and waivers have these same **conflicted holdings** and career cross-overs so it looks pretty dirty.

DGH-

### **Who Founded Tesla?**

Elon Musk did not come up with, create or design Tesla Motors. Musk took it away from the founder, **Martin Eberhard**, some say Musk was sent in to take it over on behalf of **Lithium ion VC bosses** to rig their portfolios. Further research is required to confirm.

ADF



### Tesla Testimonies not credible

Let's look at the **backgrounds of the Tesla fire owners** who have been reported: 1 is a drunk driver, 1 is an egotistical back surgeon who's ex lover posted negative info about them online, and the other is a Tesla backer...interesting? Their street cred is low and they reinforce the "**Tesla is for Douche Bags**" concept.

DFG- HY

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### Rahm and Argonne

Let's look at **Rahm Emanuels** connection to funding for **Argonne Labs Lithium Battery** projects?

DFG- HY

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### THE AUDACITY OF SCOPE

If you think that the **size** and **audaciousness** of the crime being examined is almost inconceivable, **think again. The greatest crimes are committed in plain sight.**

Who would have imagined, at the time, that regular people would try to kill all of the Jews in Germany?

We rarely even consider the fact that a group of people captured, dragged half way around the planet, and raped and beat the black people of Africa.

You see the great piles of skulls from Southeast Asian genocides; how did that happen?

Big crazy crimes **DO** happen.

While a trillion dollar lithium scam may sound like a wild proposition, so did other things until you later realized: "OMG, these awful things actually happened!".

Even though **conventional wisdom** may push against the concept, history has shown that assumption to be **the fools errand.**

T. G. LAT

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### Be Aware

**NOTE TO REPORTERS:** If a "special investigator" or agency guy shows up asking questions, be sure to find out if they are from the **cover-up team** or the **prosecution team**. There are good folks at every agency trying to figure out who to raid next but there are also people who have been told to "freeze investigations". Always photocopy their photo ID and get a business card from anyone who contacts you. I just interviewed a well placed source who advised on this.

Martin- SO

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### How do these sorts of messes occur?

[http://gawker-media-attacks.weebly.com/uploads/1/3/3/3/13337291/government\\_grants\\_2014a.pdf](http://gawker-media-attacks.weebly.com/uploads/1/3/3/3/13337291/government_grants_2014a.pdf)

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### A123 Lithium Ion Bankruptcy:

By Nathan Bomey, Todd Spangler and Zlati Meyer

Detroit Free Press Staff Writers

Battery maker A123 Systems' Chapter 11 bankruptcy filing Tuesday triggered a fresh round of political criticism of the Obama administration's alternative-energy investments.

The Waltham, Mass.-based company, which has 626 employees and 348 contract workers in three southeast Michigan locations, said auto supplier Johnson Controls had tentatively agreed to pay \$125

million to purchase its automotive-related assets, including the operations in Livonia, Romulus and Ann Arbor.

Republicans immediately compared A123's bankruptcy with the California solar panel manufacturer Solyndra, which filed for bankruptcy and liquidated last year, wiping out a \$500-million loan guarantee from the U.S.

"A123's bankruptcy is yet another failure for the president's disastrous strategy of gambling away billions of taxpayer dollars on a strategy of government-led growth that simply does not work," said Andrea Saul, a spokeswoman for Republican presidential candidate Mitt Romney.

TESLA HAS TO TEST THEIR BATTERIES IN a BLAST CHAMBER!!!!!!!



IF TESLA SAYS THIS THING IS SO SAFE WHY DO THEY TEST IT IN A STEEL ENCLOSED EXPLOSION ROOM WITH WIRES COMING IN THROUGH BLAST HOLES!!!!!!!

Battered by recalls, high costs and sluggish consumer adoption of electric vehicles, **A123 lost \$1 billion since its founding in 2001**, despite substantial government support.

The U.S. Department of Energy awarded a \$249-million grant to A123 in August 2009 with promises of 5,900 jobs, mostly in Michigan. The Michigan Economic Development Corp. also awarded A123 more than \$125 million in a variety of tax credits, grants and incentives in 2008 and 2009. The U.S. grant and Michigan incentives drew bipartisan support when they originally were approved.

"This is what's possible in a clean-energy economy — these folks right here, doing extraordinary work," President Barack Obama said at the White House Rose Garden after meeting A123 employees on April 30, 2010. "This is what happens when we place our bets on American workers and American businesses."



A123 has received \$132 million of its federal grant so far. The Energy Department said Johnson Controls could be eligible for the rest of the funding, but that has yet to be determined. The federal government's investment does not have to be repaid, according to Securities and Exchange Commission filings.

But Americans have not embraced electric vehicles that require regular recharging. In many instances, they are priced significantly higher than their gasoline-fueled counterparts. Even federal and state tax credits have not erased that price premium.

Then the lack of easy-to-find recharging stations has left many motorists worried about being left on a remote dark road without adequate power.

“It was an expansion of manufacturing plants in anticipation of customers who never arrived,” Litchfield Hills Research analyst Theodore O’Neill said.

A Johnson Controls spokeswoman declined to comment on whether the company would keep A123’s employees. Its acquisition of A123 must be approved by a U.S. Bankruptcy Court judge in Delaware. A123’s battery plants remain in production for now.

Johnson Controls has a lithium-ion battery plant in Holland, Mich.

A123, which lost \$269 million in the first eight months of the year, according to bankruptcy documents, turned down an interview request.

Democrats responded that during his 2002-06 term as governor of Massachusetts, Romney also provided support to emerging technology firms and some of the investments did not pay off. Meanwhile, the Department of Energy pointed out that A123’s investment had bipartisan support from Michigan lawmakers, including incumbent Democratic Sen. Debbie Stabenow and her Republican challenger, Pete Hoekstra.

“Johnson Controls’ investment in A123 will help ensure that the U.S. remains competitive in this growing global sector,” said former Democratic Michigan Gov. Jennifer Granholm, who promoted battery tax incentives as a way to boost the Michigan economy.

A123’s bankruptcy filing comes two months after Chinese auto parts maker Wanxiang Group agreed to invest up to \$450 million to acquire up to 80% of A123. But that deal fell apart as A123 was set to burn through \$400 million in cash over the next 12 months, O’Neill said.

Instead, Johnson Controls is cherry-picking the best assets out of A123, O’Neill said.

Johnson Controls also was awarded a \$299-million Energy Department grant for its lithium-ion battery plant in Holland. The company’s spokeswoman declined to comment on whether that plant would be affected by the A123 deal.

Barclays analysts said in a research note that the deal would make Johnson Controls “the dominant surviving” U.S.-based lithium battery maker.

A123 shares, which closed Monday at 24 cents, fell 75% to 6 cents on Tuesday.

**Many sophisticated A123 investors have lost millions, including global conglomerate General Electric, which had invested about \$70 million by 2009.**

**Dan Leistikow**, an Energy Department spokesman, said in a blog post that the government’s investment had produced meaningful battery innovation that would live on.

In its bankruptcy petition, A123 listed total assets of \$459.8 million and liabilities of \$376 million.

The company’s biggest customer is California start-up Fisker Automotive, which plans to keep the contract with Johnson Controls through at least the first quarter of 2013, spokesman Roger Ormisher said.

General Motors, which picked A123 as the battery supplier for the Chevrolet Spark electric vehicle, said it would accept Johnson Controls as its new battery provider.

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**In, and during, the following Tesla Proposal, Tesla told Singapore, and a number of other countries, that the battery system was totally safe, even though they had filed patent documents and regulatory documents, now revealed in other articles, which stated otherwise:**

Tesla Plan for International Expansion

By  
Teresa Bergmann  
Vu Nguyen

Astrid Santiago  
Sean Yang

[READ MORE...](#)

---

## GOOGLE HAVING PEOPLE KILLED WHO “CAUSE TROUBLE”! GOOGLE PUTS HITS ON POLITICAL ADVERSARIES OF LITHIUM VC’S OR ANY MEMBER OF THE PUBLIC THEY DON’T LIKE:

See Video Below:

Google executives have key stock holdings in Tesla. Google sets their search engine so it **emphasizes Tesla-positive stories** and **minimizes Tesla-negative stories**, ie: **Censoring, information manipulation and stock perception rigging**.

There are now some **class-action consumer & investor lawsuits** forming around that. There is one stock swindle C-A already underway but more coming.

The fact that the poor girl, in the video above, is concerned that Google might have her killed, speaks volumes for the dark side of Google. Rick Santorum’s team claim to have hard evidence of Google rigging it’s search engine to put a hit on him.

AZ- HOG

**Update:** Microsoft now having Google killed:

[Hate Google? Microsoft has some ‘Scroogled’ goodies for ...](#)

**Microsoft** has expanded its anti-Google **Scroogled campaign** with the launch of a special section on its online store offering various gift ideas for haters of the Web giant.  
foxnews.com/tech/2013/11/21/hate-google-microsoft-h...

[Don’t Get Scroogled! – Scroogled](#)

See how you get **Scroogled** . Mail Think Google respects your privacy? Think again. Google goes through every Gmail that’s sent or received, looking for keywords so they can target Gmail users with paid ads. ... © 2013 **Microsoft**. verb. Word Origin:  
scroogled.com

**A**

[Microsoft Now Selling Google-Bashing Merchandise | Digital ...](#)

**Microsoft** Now Selling Google-Bashing Merchandise, Just in Time for the Holidays ‘Keep Calm While We Steal Your Data,’ Says ‘**Scroogled**’ Campaign  
adage.com/article/digital/microsoft-selling-googl...

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## Character + Competence = Trust

(With a tip of the hat to John McDonough at Boston Globe)

It was supposed to be the **greatest initiative** of an administration.

It was said to be an effort designed to be a **history book legacy deliverable** that the world would never forget.

It was an effort, the public is told, that **the greatest minds** had put the most **extensive due-diligence**, ever devised, into.

It was an effort that had **the most money** ever dedicated to any similar initiative resourced to it.

It turned out to be **one of the most stunning technical and due diligence failures** in human history to-date.

OK... **now guess?:**

Am I talking about **DOE** or **ACA**?

Do you see a pattern here?

D.- DenverPost



### HOW TO TELL IF YOU ARE AN OFFICIAL TESLA DOUCHE BAG?

Are you concerned that, you too, might be an arrogant, self-obsessed, unaware, elitist, rich, prostitute-hiring, silicon valley-like, hipster, yuppie, anal-sex-wanting, superficial, smug prick? Don't worry, this will help you become aware:



According to UrbanDictionary.com, a Douche-Bag is, well, here is the definition:

“Date: circa 1963; slang : 1 The term “douchebag” generally refers to a male with a certain combination of obnoxious characteristics related to attitude, social ineptitude, public behavior, or outward presentation. Though the common douchebag thinks he is accepted by the people around him, most of his peers dislike him. He has an inflated sense of self-worth, compounded by a lack of social grace and self-awareness. He behaves inappropriately in public, yet is completely ignorant to how pathetic he appears to others. He often talks about how cool, successful, and popular he is, yet never catches on to the fact that he comes across as a total loser. Nevertheless, he firmly believes that he is the smartest, most desirable, and most charming person in the room... and will try to bad-rep anyone who would threaten to expose this facade. He fancies himself a ladies’ man, yet tends to be a joke to all but the most naive of women. He tries to portray himself as part of the in-crowd (a fashionista, an upwardly mobile professional, the life of the party, etc.) but only succeeds in his own mind. To everyone else, he is an annoying and arrogant phony who comes across as **a wannabe overcompensating for his insecurities**. He tries to appear like the center of whatever group will tolerate him, but in reality, he is just a tag-along who mooches drinks, women, contacts, social standing, and other benefits from the group... while contributing nothing. A-list ego; D-list status.



Other Forms: Douche, DoucheyMeat heads are douche bags. Dude, stop being a douche bag. Dude, stop being a douche. Dude, that was a douchey move.”

You know them when you see them. You probably know a couple of them personally. But what makes these creatures turn out like this? Is it a learned behavior or is it a uniqueness in their genes? Did they get bitten by a drunk, coked out, outcast spider that changed their DNA? Here is our compilation of the Top 10 Signs Of A DoucheBag Dude...

### 1. Pink Knit Shirt With “Popped” Collar

First of all, lets just say one word: Pink. When coming out of the mouth of a woman, referring to something soft and cuddly, or when talking about a little girls room, it makes sense and even makes you feel good inside. When referring to the color of a shirt on a so-called “grown man” who is laying face down in a blacked out stupor, not so much. It screams desperation and loneliness. Next, lets talk about the “popped” collar phenomenon. Let’s just say that if you need to project how you are “cool” by doing this, it once again shows how desperate you are for attention. Or to quote Jacek Bukowski...”Even stupid things should be done wisely”.

### 2. You Wear Your Sunglasses At Night

It can be said with a fair sense of certainty, that you are truly in the presence of douche-baggery if you notice, suddenly, that you cannot see the eyes of the person you are talking to. This is especially true if it is dark outside, and, even worse, it has been dark outside for hours. Sunglasses are, hence the name, meant for the sun. They are not meant to be anywhere near your body if that sunset happened more than two hours ago. And just a question...who has needed sunglasses inside a dimly-lit bar...ever?.

### 3. You Talk To Your Guy Friends More Than Your Girlfriend

Assuming that somehow this douche-bag met a girl who is probably just as douchey as them, you know for sure they are a douche if they spend more time “with the guys” than they do with their “girlfriend”. A true sign of a real man is showing passion, compassion, and love for the woman in your life...a selfless devotion to making her happy and feeling good (which makes a decent man feel good as well). A true sign of douchey-ness is to adhere to the strictly made-up and fictitious “Bro-Code”, which just means you will never have a real relationship with a female as long as you live (or at least as long as you stick to “the code”).

### 4. You Talk Down About Women and Hit On Any That You Meet

Let’s just get to brass tacks here gentlemen...don’t be an asshole. It does not mean that you are cool, show higher status, are hard to get, are a ladies man, are successful, are good at “playing the game”, or are even attractive, to talk down to a woman or try to get in their pants. The only women that will fall for that are ones that have low self-esteem like yourself, and hopefully, not even will they fall for it then. The rest of the world could use one less douche-bag larvae.

### 5. He Has Posters Of The Movie Scarface Everywhere And Pretends He Is Tony Montana

Look, every guy likes to dream of being in a mansion, in a giant bubble-bath, relaxing with stacks of hundred dollar bills around. The douchey-ness comes in when, due to your lack of actual real-life success, astoundingly overinflated ego, and tremendously poor life management skills, you actually live in a cramped studio, your parent’s house, or with your sister. Not only that, but you have no money saved and work a dead-end job and have no prospects on the horizon. Having no money and no accumulated wealth is not the bad part. Having the lack of those things AND having the attitude that you somehow deserve it and act like you already have it when you don’t...that’s kinda douchey bro.

### 6. Anything or Anyone Not Like Him Is Either “Gay” or a “Fag”

If you don’t understand something, learn how to do it. If you see someone who is different than you, they might have something to offer you...like wisdom. In fact, if you see someone different than you, douche-bag, they probably have A LOT to offer you in the ways of being a better person. Its easy to blow off and run away from, things that are hard to learn, like sending e-mail, finishing things you start, or counting past the 150lb mark on the weight machine at the gym...but it doesn’t mean it is

gay. And just like the person who chooses to dress sensibly and not like a megalomaniac-pretend rock star, it does not make them a fag.

#### 7. Wearing Flat Brimmed Baseball Hats With The Sticker/Tag Still On It

Baseball hats are baseball hats and they have been around for a long time. They have been a normal fashion staple for many men for years, and they look decent on a lot of guys out there. But, somehow, the douche-bags have found a way to infect this piece of clothing and mutate it into their douchey look. They make sure that they flatten the brim out, even going so far as to iron it flat, turning it into a pseudo shade maker that doesn't even make shade. They leave the sticker on either the bottom or the top of the brim, showing that it is "new". They wear it low over their eyes, almost on their eyebrows, either facing front, turned backwards, or ridiculously sideways.

#### 8. You Flash Hand Signs In Every Photo You Are In

If you are in a gang, have had to sell drugs to make a living, or have spent time in "the slammer", then maybe...just maybe, you can flash hand signs in your photos...but even then its pretty ridiculous looking. If you are a pink shirt-wearing, night shades, and too-much-fake-bling type of guy, then you definitely have no business or, shall I say right, to flash your hands in any way whatsoever. Keep them to yourself bro-ski.

#### 9. You Are Currently Obsessed With A Sports Team

If you are over the age of 15 and you still own and wear sports jerseys as normal attire, and you are currently not a member of a pro sports team, you have a problem. Just the same as people who dress like Spock or Darth Vader at Comic Conventions, you too bro, have a sickness that is equal in magnitude. Men really could care less what happens between the two teams in any sport. Its for the fun of it and the entertainment. When you have to meet the "boys" at the sports bar for every game and get enraged when your team loses, there is a problem. Seek help. Seek it now, bro.

#### 10. You Really Identify With The Cast Of Jersey Shore

It has basically become the social guidebook of this generation, and unfortunately, it is creating a new breed of douchey-ness. If you find yourself using terms like DTF, GTL, or T-Shirt Time...its time to seriously take a look in the mirror and self-evaluate where your life is heading. Seriously, Bro.

Author: Zack Fiske

and

**THE MAIN WAY TO TELL IF YOU ARE A DOUCHE BAG?  
YOU DRIVE A TESLA!**



**TESLA: THE OFFICIAL  
CAR OF DOUCHE BAGS**

**Note to followers: Elon, King of the Douche Bags and Grand Master of Pretension, III, Esq.** will be available for foot kissing and **NY Times Reporter beatings** in Fremont, California on Sundays.

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### **The Cowardly Character Assassination of Martin Eberhard by the Billionaire Elon Musk**

“Silicon Valley VC’s arranged for the take-over of Tesla, using Elon Musk as their **shill**, in order to try to control the lithium industry.

They put a **character assassination attack** out on ([SEE THIS LINK](#)) **Martin Eberhard, the founder and creator of Tesla**. Martin won the innovator of the year award. Martin accomplished impossible things. Elon Musk was a take-over thug who was sent to Tesla to get control of it on behalf of a venture capital alliance of corrupt men who set out to form a monopoly. Musk is an **arrogant ass douche**. Read the lawsuit by Marty and the postings that are archived by Marty and Tesla staff at the time. The truth will come out. Martin will be vindicated.”

**(Please Re-Post to get they truth out)**

Original URL: [http://www.theregister.co.uk/2009/09/22/tesla\\_eberhard\\_lawsuit\\_resolved/](http://www.theregister.co.uk/2009/09/22/tesla_eberhard_lawsuit_resolved/)

Elon Musk, Eberhard ‘resolve’ Tesla Motors wrangle

Pledge eternal chumship through gritted teeth

By Lewis Page

Posted in Science

Famous electrocar firm Tesla Motors – known as maker of the Roadster battery supercar and as one of PayPal hecamillionaire Elon Musk’s pet projects – has announced that the dispute between it and co-founder Martin Eberhard “is resolved”.

Eberhard had mounted a Californian lawsuit against the firm and against Musk personally in June, alleging that interference by Musk had almost wrecked Tesla Motors during the period when Eberhard was CEO – and that after Eberhard’s ousting Musk had slanderously tried to shift the blame. Furthermore, according to Eberhard, his long-promised personal Roadster had been supplied “wrecked”.

Following the suit, Musk – perhaps unwisely from a legal point of view – responded with a number of stinging comments on a company blog. He wrote:

Eberhard has simultaneously implied that I had nothing to do with the creation of the Roadster and that I micromanaged the design and thus caused the cost overruns. Obviously, those claims are mutually exclusive...

There were several smaller items I suggested, such as the touchpad door latch that Eberhard tries to use as an excuse for why it cost over \$140M to bring the Roadster to market instead of the \$25M that he estimated in the 2004 business plan. That would have to be one hell of door latch!

Musk stated that after Eberhard was fired by unanimous decision of the company board, “almost every major system on the car, including the body, HVAC, motor, power electronics, transmission and battery pack, had to be redesigned, retooled or switched to a new supplier,” in order to allow Tesla to turn a profit on the \$100k car.

Tesla representatives also stated that Eberhard’s suit was “twisted and wrong” and that the firm would “likely be filing counterclaims and in the process present an accurate account of the company’s history.”

Last month, however, Eberhard told his lawyers to drop the suit and neither side in the dispute said anything further. Tesla and Musk, rather than crowing over their apparent victory, remained silent – leading to speculation that they had been forced to reach a financial settlement with Eberhard, or anyway give him a new Roadster.

Today the firm has finally issued a statement on the matter, saying that the argument is “resolved” and including quotes. “As a co-founder of the company, Elon’s contributions to Tesla have been extraordinary,” Eberhard now says. “Industry-changing efforts are virtually impossible. Without Martin’s indispensable efforts, Tesla Motors would not be here today,” comments Musk. “The terms

are confidential, and we are not disclosing details... again keep in mind I am not going to discuss details", adds a company spokesperson.

However one does note that the vitriolic blog post by Musk has now been taken down from the company website. It can still be viewed for a while, though, courtesy of the Google cache.

You also have to say that today's quotes aren't such as to suggest that the enmity between Musk and Eberhard is actually over. ®

#### Related stories

Elon Musk looking to get into 'black' spy sat market (1 February 2011)

[http://www.theregister.co.uk/2011/02/01/spacex\\_cosies\\_up\\_to\\_nro/](http://www.theregister.co.uk/2011/02/01/spacex_cosies_up_to_nro/)

Tesla Motors: Our cars don't burst into flame, but our emails do (8 October 2010)

[http://www.theregister.co.uk/2010/10/08/tesla\\_fotw/](http://www.theregister.co.uk/2010/10/08/tesla_fotw/)

Tesla says 40% of its Roadsters may catch fire (7 October 2010)

[http://www.theregister.co.uk/2010/10/07/tesla\\_roadster\\_recall/](http://www.theregister.co.uk/2010/10/07/tesla_roadster_recall/)



General Motors bitchslaps Tesla with Range Anxiety™ (2 September 2010)

[http://www.theregister.co.uk/2010/09/02/tesla\\_range\\_anxiety/](http://www.theregister.co.uk/2010/09/02/tesla_range_anxiety/)

Diesels greener than battery cars, says Swiss gov report (31 August 2010)

[http://www.theregister.co.uk/2010/08/31/battery\\_cars\\_destroy\\_the\\_world/](http://www.theregister.co.uk/2010/08/31/battery_cars_destroy_the_world/)

Tesla IPO successful: Stock up 40% on day one (30 June 2010)

[http://www.theregister.co.uk/2010/06/30/tesla\\_ipo/](http://www.theregister.co.uk/2010/06/30/tesla_ipo/)

Tesla Motors: Elon Musk's divorce won't sink us (4 June 2010)

[http://www.theregister.co.uk/2010/06/04/tesla\\_sec\\_filing\\_n\\_divorce/](http://www.theregister.co.uk/2010/06/04/tesla_sec_filing_n_divorce/)

Silicon Valley plane crash kills 3 Tesla employees (18 February 2010)

[http://www.theregister.co.uk/2010/02/18/tesla\\_palo\\_alto\\_plane\\_crash/](http://www.theregister.co.uk/2010/02/18/tesla_palo_alto_plane_crash/)

Liquid electrocar batteries could be replaced at pumps (14 October 2009)

[http://www.theregister.co.uk/2009/10/14/liquid\\_car\\_batteries/](http://www.theregister.co.uk/2009/10/14/liquid_car_batteries/)

Musk/Tesla Motors lawsuit by former exec dropped (21 August 2009)

[http://www.theregister.co.uk/2009/08/21/musk\\_eberhard\\_lawsuit\\_dropped/](http://www.theregister.co.uk/2009/08/21/musk_eberhard_lawsuit_dropped/)

Musk hits out at co-founder's Tesla Roadster allegations (23 June 2009)

[http://www.theregister.co.uk/2009/06/23/musk\\_broadside\\_eberhard/](http://www.theregister.co.uk/2009/06/23/musk_broadside_eberhard/)

Tesla claims founder's lawsuit is 'fiction' (12 June 2009)

[http://www.theregister.co.uk/2009/06/12/eberhard\\_lawsuit\\_tesla\\_responds/](http://www.theregister.co.uk/2009/06/12/eberhard_lawsuit_tesla_responds/)

Tesla Motors founder Eberhard sues Elon Musk (11 June 2009)

[http://www.theregister.co.uk/2009/06/11/eberhard\\_v\\_musk\\_tesla\\_lawsuit/](http://www.theregister.co.uk/2009/06/11/eberhard_v_musk_tesla_lawsuit/)

Tesla and Daimler plan joint 'affordable' e-car (3 June 2009)

[http://www.theregister.co.uk/2009/06/03/tesla\\_daimler\\_update/](http://www.theregister.co.uk/2009/06/03/tesla_daimler_update/)

Daimler buys ten per cent of Tesla (19 May 2009)

[http://www.theregister.co.uk/2009/05/19/daimler\\_tesla/](http://www.theregister.co.uk/2009/05/19/daimler_tesla/)

Tesla asks early adopters to cough up more cash (22 January 2009)

[http://www.theregister.co.uk/2009/01/22/tesla\\_takes\\_tax\\_break\\_cash/](http://www.theregister.co.uk/2009/01/22/tesla_takes_tax_break_cash/)

NYT scribe: No bailout for Tesla-buying 'centimillionaires\*' (1 December 2008)

[http://www.theregister.co.uk/2008/12/01/nyt\\_columnist\\_attacks\\_centimillionaires/](http://www.theregister.co.uk/2008/12/01/nyt_columnist_attacks_centimillionaires/)

PayPal co-founder to bail out Tesla with own cash (31 October 2008)  
[http://www.theregister.co.uk/2008/10/31/elon\\_musk\\_tesla\\_bail\\_out/](http://www.theregister.co.uk/2008/10/31/elon_musk_tesla_bail_out/)

Tesla axes jobs, temporarily clamps ‘affordable’ electric car (17 October 2008)  
[http://www.theregister.co.uk/2008/10/17/trouble\\_at\\_tesla/](http://www.theregister.co.uk/2008/10/17/trouble_at_tesla/)

Tesla Motors in dirty-tricks suit against Valley electrocar rival (15 April 2008)  
[http://www.theregister.co.uk/2008/04/15/tesla\\_motors\\_lawsuit\\_v\\_fisker/](http://www.theregister.co.uk/2008/04/15/tesla_motors_lawsuit_v_fisker/)

Martin was forced/coerced into signing a confidentiality agreement to never talk about the incident under a threat from Musk to “spend all of his money making the rest of his life a living nightmare if he talked”. Musk used all of his money to drive Martin to the financial brink so that Martin had no choice but to either kill Musk or sign the papers to get his cash. Musk’s VC partners blacklisted Martin in all of the jobs potentials he might have gotten so he was pushed to the wall with no other options. Tesla staff, who were there at the time, did not sign NDA’s so they are finally coming forward.

**How totally ironic** – Thomas Edison screwed inventor N. Tesla over by stealing his stuff and having more money to blockade technology than Tesla did. Now Elon Musk has screwed the actual inventor of the Tesla over and become the evil Thomas Edison using the same tactics as these:

<http://listverse.com/2012/06/07/10-ways-edison-treated-tesla-like-a-jerk/>

DFG. FGT. (Full-Disclosure: A friend of Martin) HY

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### © **Lithium ion Kills more than workers, it kills companies!**

From THE VERGE, By Sean Hollister

“If you build it, they won’t necessarily come.

In 2009, the Obama administration invested **\$1.2 billion** into US-based factories creating batteries for electric vehicles. **The result was a disaster. One by one, every company that received federal funding went belly-up or admitted the money hadn’t had a real impact.** For instance, LG-owned Compact Power quietly revealed that it hadn’t produced a single battery in over two years of operation, while A123 Systems’ higher-profile bankruptcy was viewed as **the second coming of failed solar panel-maker Solyndra**. Even with hundreds of millions of dollars of federal funding, key electric vehicle contracts went to Japanese and Korean factories instead of their American equivalents.”

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### **DEMAND THAT STEVEN CHU AND HIS HANDLERS DISCLOSE THEIR LITHIUM ION INVESTMENTS**

D. P. – LAT

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### **Most Clever Troll of the Week Award goes to:**

<http://www.huffingtonpost.com/brian-penny/>

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### **We got a GREAT email from a top federal investigation “entity”:**



“... Well Played! “

It was a very nice email from a formal group that we have shared a symbiotic relationship with. We agreed not to say who it was from, until ten years after this date. Suffice it to say, it was from “the good guys”. Some of you may not agree, but in time, you may. Let’s see...



## SOMO TEAM

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(All reporters free to quote, use or expand on tips herein per the original source unless otherwise advised. Please provide attribution, if known.)

Thank you Glenn

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Did California and Michigan state officials give favors only to favored campaign funding companies

The Wall Street Journal is investigating charges that senior state administration officials provided unique credits, factory perks, tax breaks, filing reductions and other benefits worth between tens of millions to hundreds of millions of dollars of intangible business advantages.

**Tesla Motors**, a beneficiary of such favors, recently turned a negative SEC report into a positive report simply by re-working these state incentive soft numbers.

**Solyndra** is another recipient of "extraordinary gain" based on the backs of taxpayers.

Federal investigators are seeking to determine if each company in the state, in the same market, at the same time received equal access to such benefits or if only campaign funders received these benefits.

Did State officials receive real estate deal participations for incentives?

Reporters are contacting all such companies to create a comparison matrix ahead of the federal investigators. The story is in development.

Three Senators are mentioned in the investigation notes.

Ronald Days-New York, NY

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### See Also THIS LINK

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How Fisker and Tesla backers killed the new American auto industry on purpose.

How Fisker and Tesla backers killed the new American auto industry on purpose.

Caller reporters are now saying:

"Nobody starts car companies. It just isn't done. Detroit has a perfect track record of killing off any company that tries it. But this time Detroit let the backers of Fisker and Tesla do the killing off.

Now that Tesla and Fisker backers and founders are caught, their hired blogger shills have been told to say that the “Oceans-11” DOE insiders “tightened up” after Tesla and Fisker but that proves that DOE staff knew that Tesla and Fisker were no-good, scammed-up applicants from the beginning and that “tightening up” means cutting off all competing small company applicants per orders from Tesla and Fisker backers.

The “tightening up” has now been proven to NOT have taken place AFTER Tesla and Fisker but CONCURRENT with Solyndra, Tesla and Fisker. Evidence has proven that Tesla and Fisker got red-carpet treatment while, at the SAME EXACT TIME, all independent company applicants got massively different paperwork, intentionally delayed responses, changed review results, faked review results, no staff meetings, no help, no support, and none of the special treatment that Fisker and Tesla got.

When the LG and ATVM programs were put in place, a significant group of new car companies were able to get funded for the first time in history since Detroit was inaugurated. When Detroit realized this, they wanted the ATVM and LG programs shut down. They only needed to incentivize Tesla and Fisker backers to do the job for them.

Companies with proven, job-creating, problem-solving car engineering launched or expanded based on Washington assertions that they had a fair chance of receiving that funding. Alas, Tesla and Fisker’s backers rigged the program to let themselves in and then slam the door on all other applicants to stop competitors they likely would not be able to compete with in a fair fight. There was no “tightening up” because every applicant has now reported that they were intentionally jog-jammed, intimidated, ignored and gauntlet-run in a manner designed not to “tighten” but to “terminate”.

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Beware! Tesla is a bubble just waiting to burst

Beware! Tesla is a bubble just waiting to burst

By Barry Randall

Published May 30, 2013

Covestor

By Barry Randall

Congratulations to Tesla (TSLA) shareholders for the recent, astounding gains in the company’s stock. In spite of (or because of) the immense short position in Tesla shares, the stock has risen from about \$54/share at the start of May to about \$103 as of May 30.

Now Tesla longs are probably weighing their next move. May I make a suggestion?

**SELL! Run for the hills!**

TSLA data by YCharts

OK, that’s perhaps a bit dramatic, but really, it’s how I personally feel.

What has me so sure that it's time to move on? Let's start with the emergence of self-justifying babble from Wall Street analysts. After the company reported a better-than-expected "profit" in early May, the stock jumped well past most Tesla analysts' price targets. Here's how Morgan Stanley's Adam Jonas put it in his subsequent note to clients [emphasis mine]:

Our rating, estimates and price target are under review, pending our analysis of changes to the company's business model, addressable market and the associated risks. Taking nothing away from the accomplishments of the Tesla team, triangulating the fundamental valuation with the share price is more challenging than for other stocks.

My translation?

Tesla stock has gone &<@!)?(\*%# crazy. So much so that you can't reasonably expect me to stretch any of the parameters in my financial model (like growth rate and gross margin) in order to justify the current price in our usual Wall Street way. Does a forward P:E ratio of 180 make Tesla stock overvalued? Of course it does! I just can't print that in a research note. Thanks, and don't forget to vote for me in the Institutional Investor survey.

I'm just kidding about Mr. Jonas, who by all accounts is a fine analyst. But his concerns about "triangulation" proved unsurprisingly short-lived, and just one day later, he issued another note. In it, he raised his price target from \$47 to \$103 (the stock was at \$87.80 at the time), based on a variety of factors, such as the possibility that "pound for pound," Tesla might have the strongest brand in the auto industry."

This would probably come as a surprise to, say, Ferrari, whose own brand was recently voted the most powerful commercial brand in the world. Not just within the auto industry. The most powerful among all brands.

And I believe the reality distortion field extends across Wall Street. Deutsche Bank's analyst wrote post-earnings that he was "re-assessing [the] valuation framework" in his attempt to rationalize a new, much higher price target for Tesla. Yeesh.

But I digress. My point is that I believe Tesla stock is being propelled higher by a frothy mix of unexpected profits, huge short interest and a collective amnesia that there already exists quite a few electric cars available for sale at much lower prices than Tesla's excellent Model S.

So where does Tesla go from here? Well, it's certainly possible for the company to build a profitable business around high-end cars. This strategy served Porsche so well it was able, in 2007, to accumulate a 35% stake in the much larger Volkswagen. Alas, Porsche overplayed its hand and after unit sales dropped by 25% from 2008 to 2009, Volkswagen turned the tables and "re-structured" their way into complete ownership of Porsche.

But Tesla seems bound and determined to move down-market. CEO Elon Musk has promised that a 'Gen 3' mass market car is coming, "in a few years."

Only one problem with that plan: the Gen 3 mass market car is already here. It's called the Nissan Leaf. The base Leaf, the model S, has an MSRP of \$21,300 after applicable tax credits. Is the Leaf as nice an automobile as Tesla's proposed Gen 3 car – described by some as similar to a BMW 3-series – is likely to be? No, but that's only because of strategic choices by Nissan, not a function of its ability to produce high end cars (e.g., Infiniti).

Good luck to Tesla competing with Nissan's global supply chain; the Japanese automaker sold 4.9 million vehicles in 2012. Let's see. Carlos Ghosn? Or Elon Musk? Hmmm.

There is nothing game-changing about Tesla that hasn't already been accomplished by other automakers, in some cases several years ago and without 9-figure loans from the U.S. government. Tesla's decision to use an 85 kilowatt-hour battery pack (the Leaf's is 24 kW-h) has resulted in an electric car with greater range. Fine. But that's just a strategic design choice, not a competitive advantage protected by patents or trade secrets.

Electric cars all have the same virtues, like lower cost-per-mile than traditional internal combustion vehicles of comparable size and duty. But only a few electric car manufacturers have the economies of scale necessary to compete in the real, non-subsidized world. Tesla is not one of those companies today. Tomorrow? Perhaps. But not today and not soon.

Did anybody else beside me notice that after Tesla reported their first quarter earnings, estimates for 2013 and 2014 fell? No, that wasn't highly publicized. Why let the facts get in the way of a great story?

The post Beware! Tesla is a bubble just waiting to burst appeared first on Smarter Investing  
Read more: <http://investing.covestor.com/2013/05/beware-tesla-is-a-bubble-just-waiting-to-burst#ixzz2UoxHh0II>

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Shallow Analysis Deems DOE Electric Vehicle Loans a Success

Shallow Analysis Deems DOE Electric Vehicle Loans a Success

Submitted by Paul Chesser on Mon, 07/08/2013

Popular automotive Web site's attempt to set the record straight on the degree of success and failure of the Department of Energy's Advanced Technology Vehicles Manufacturing loan program was well-intentioned, but missed the mark on several points and overall gave the initiative far too much credit.

Jalopnik.com contributor Patrick George was pointed in the right direction when he characterized DOE's boastful Loan Program Office as "rosy," but more accurate descriptors would be "excessive" and "unrealistic." It's clear his analysis was one of an automotive enthusiast and reviewer, rather than someone who regularly watchdogs government with a skeptic's eye and knows how bureaucrats fudge and exaggerate numbers to claim credit for

their politician bosses. As NLPC has reported often, DOE – before a taxpayer-backed bank check was ever issued to an electric automaker – has made absolutely unbelievable claims about jobs, fuel savings and carbon dioxide emission reductions that were to be realized as a result of their loans.

“The Energy Department’s rosy website claims the government’s Advanced Technology Vehicle Manufacturing loan program has ‘created or saved’ 37,000 jobs,” George wrote. “A Jalopnik analysis of the current states of the five companies involved shows that this number is technically true, but not the way the government tells it.”

George gave DOE far too much credit. Even now, after more than three years for most of the projects, the Loan Program Office can’t be bothered to update statistical expectations even though two of the companies (Fisker Automotive and Vehicle Production Group) are non-operational and on the verge of bankruptcy. No one should take the agency seriously if it doesn’t even attempt to correct the record for the projects it manages.

Even the original exaggerations were obvious. For example, DOE claimed the \$5.9 billion loan guarantee issued to Ford Motor Company (the largest recipient in the ATVM program) made possible the conversion of “nearly 33,000 employees to green manufacturing jobs,” with an alleged 509,000 cars “off the road,” 268 million gallons of gasoline “displaced” annually, and 2.38 million tons of carbon dioxide avoided. This miraculously occurred with Ford’s refurbishment of a few manufacturing plants.

Rather than simply deliver the derisive laughter that Ford and DOE deserve, George asked a company spokeswoman what “converting jobs” means. He was told that the loan guarantee helped “retain” 33,000 workers for new roles.

“For example, Michigan Assembly Plant used to be a truck plant,” the Ford spokeswoman explained. “It is now the world’s first factory to build not only fuel-efficient gas-powered small cars, but also three versions of electrified vehicles – battery electric, hybrid and plug-in hybrid vehicles – all in one place.”

That seemed good enough for George, who expressed mild skepticism that only went so deep.

“Though it is unlikely that 33,000 Ford employees would be out of work without the loan,” he reasoned, “they are now in new roles manufacturing more efficient vehicles, which was indeed the goal of the program.”

True, of course, but George left so much unaddressed. First, the very claim that it was only because of the U.S. government that 33,000 auto manufacturing jobs were “saved,” at a perfectly healthy company, was just brazen lying. The appropriate response should be, “What do you take us for – idiots?”



But there was so much more beyond that. The only reason the administration launched the program, and that Ford was willing to accept the loan, is that the federal government created a heightened regulatory scheme that exacted greater vehicle fuel economy in the first place. The automotive market has shown little demand for electric vehicles, at least to justify the extensive financing and construction that automakers have undertaken. What little sales there have been were goosed only by subsidies and tax breaks.

And even with that, the claims about gas displacement, avoided carbon dioxide and gas-powered cars “off the road” were created out of thin air and likely supplied by Ford itself to justify the loan, which in turn gave DOE a sales pitch to the public for the program. The Congressional Budget Office has determined that the overall \$7.5 billion in subsidies for electric vehicle production will have little or no benefit on gas consumption or emissions avoidance. Even now, with the Focus Electric that Ford doesn’t seem to care about selling, the numbers haven’t been modified.

The truth is, as Car and Driver reported in November, is that many companies have put barely enough alternative vehicles on the market just so they can comply with government-mandated Corporate Average Fuel Economy (CAFÉ) standards. The automakers incur huge penalties for failing to bring up the average gas mileage for the vehicles they sell up to federal demands. On the other hand, with the taxpayer subsidies like Ford enjoys, the car companies get much of the expenses for the lousy-selling EVs in their lineups covered.

“In many cases this is intentional,” Car and Driver reported, “with automakers building EVs to satisfy regulators and leasing a limited number of loss-making vehicles in California and a handful of other states.”

Another ATVM loan program beneficiary, Nissan, has acknowledged the strategy. After admitting mistakes in trying to promote its all-electric, poor-selling Leaf “like Altimas,” vice president for sales Al Castignetti became more realistic.

“We’ve pulled back a little bit and are telling our dealers, ‘You don’t market this car traditionally,’” he told Automotive News.

“No carmaker makes 54.5 miles per gallon without alternative-fuel vehicles,” he said of CAFE. “Direct-injection engines are not going to get you there.”

Nonetheless the DOE Loan Program Office boasts that, as a result of its \$1.4 billion backing for a Leaf plant in Tennessee, that 5.7 million gallons of gasoline will be displaced annually, with 51,000 tons of CO<sub>2</sub> “avoided,” 11,000 gasoline-powered cars “off the road,” and 1,300 permanent jobs created. However, Jalopnik’s George confirmed from a Nissan spokesman that the jobs number is really closer to 300, and the larger number reflects the plant at full capacity. At that level the factory would produce up to 150,000 Leafs and 200,000 battery packs per year, but Nissan has sold only 9,839 Leafs (thanks to extreme discounts on leasing deals) through June, so “full capacity” is nowhere in sight.

It's not worth rehashing the bogus statistical claims DOE has made (and still maintains on its site) for Fisker (\$529 million loan; \$193 million paid out) and Vehicle Production Group (\$50 million loan), since their downfalls mean the stats have been essentially zeroed out. So between those two and Ford and Nissan's unsupportable claims, George had one DOE loan recipient left to demonstrate that its job claims are "technically true:" Tesla Motors.

George argued that the company's \$465 million loan enabled the luxury automaker owned by Paypal billionaire Elon Musk (in photo with President Obama) enabled it to grow to 4,000 employees, surpassing the 1,500 that DOE claimed credit for on the Loan Program Office Web site. According to George a Tesla spokeswoman told him, "the ATVM loan did contribute to our abilities to grow our workforce."

Maybe that's true, but in Tesla's and Musk's case, it's just a matter of deciding how to use money and debt at their disposal. The CEO, who is also head of SolarCity and out-of-this-world private travel company SpaceX, would have almost infinite options of where to draw financing from, if he decided not to use his own fortune (and what rich person would do that when he can use other peoples' money?). So grabbing hold of a cheap interest, government-backed loan for Tesla would be a no-brainer – but Musk didn't need it.

Therefore as for the "success" that George gives Tesla credit for, none of it is attributable to the DOE loan because it could have been achieved without putting U.S. taxpayers' money at risk. And so far the jury is still out on Tesla's success: the company announced its first profitable quarter ever a couple of months ago, but it was largely because it was able to sell California emissions credits to other auto companies who were not in compliance with the state's strict mandates. So again, there are far more losers than winners in a market distorted by government meddling.

Nevertheless George gives DOE credit for the creation of 4,000 jobs by Tesla and 33,000 jobs "retained" by Ford, because that was the program's "intent." Thus he concludes that despite inaccuracies in the details, the ATVM program's claim of 37,000 jobs is accurate. This is the kind of thing the White House will seize upon as "proof" of its policy "successes," while ignoring the unpleasant details.

"But the Energy Department could stand to be a lot more honest and transparent with the taxpayers who are backing these loans, and that includes no longer telling us everything is stellar with VPG and Fisker," George wrote. "The Obama Administration is still trying to have an 'an unprecedented level of openness in Government,' right?"

At least we can agree on that.

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Elon Musk, "The Bad Luck Billionaire" First his cars catch on fire, then his solar panels, now his rockets.. What's a billionaire to do?

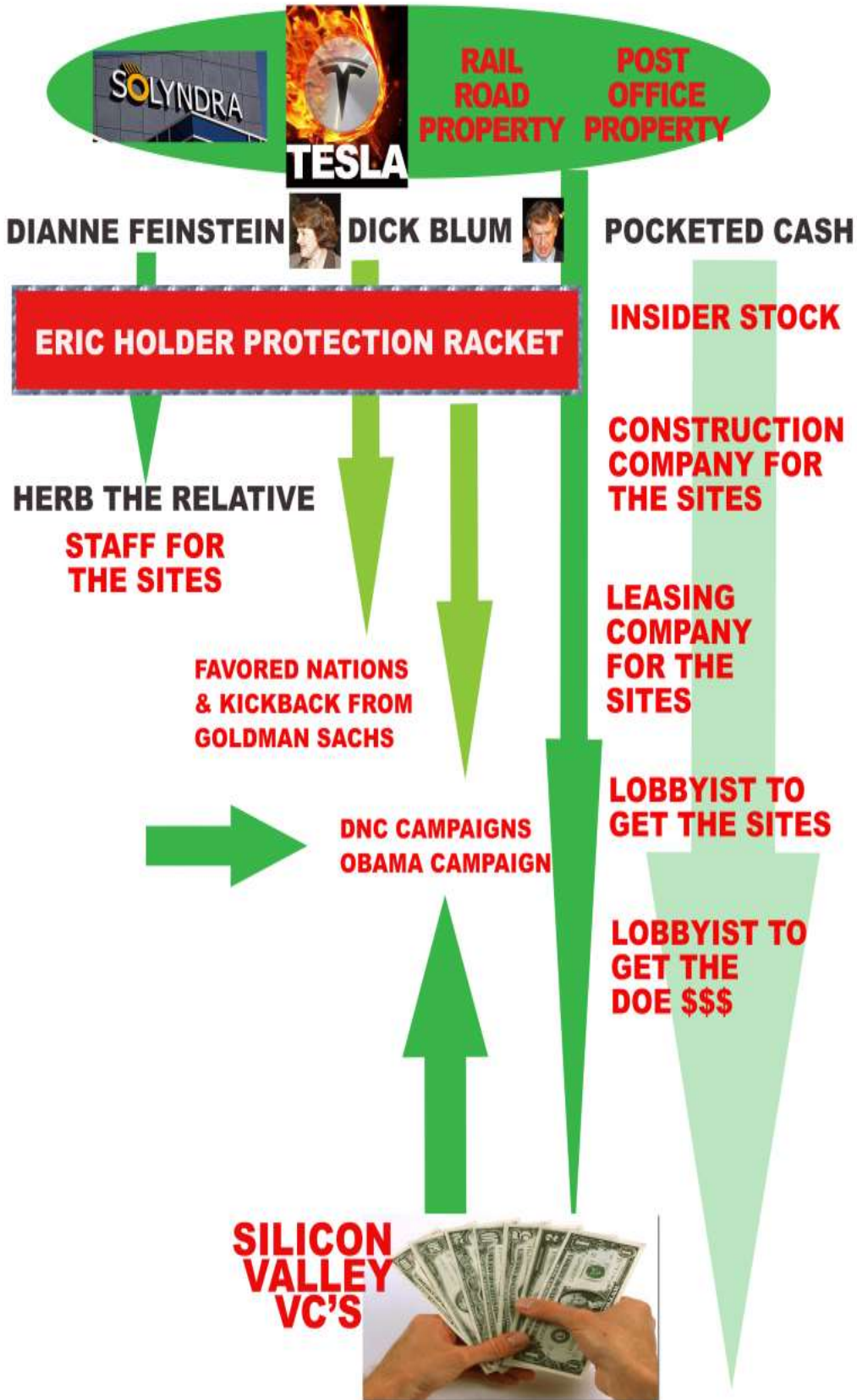
Elon Musk's Tesla Motors cars are famous for catching on fire because the highly explosive, and toxic batteries, he used were never meant to be massively packed in a metal box in a car.



**TOXIC FUMES FROM TESLA FIRES**

Then, via Dianne Feinstein, (who funded and took personal gain from both Tesla and Solyndra) (on adjacent plots of land), and Musk got started on a deal for his other company: Solar City, with Solyndra, only to find out that Solyndra's chemistry caused it's solar panels to set the roofs of peoples homes on fire. Then other panels that Solar City was using also began setting homes on fire. You see Solar City had some chemicals in it from Afghanistan called Indium, and other odd names, Musk's Lithium for Tesla also comes from Afghanistan and all of Musk's investment partners and Senators are invested in Afghan mineral mining.. interesting.. huh? Of course Afghanistan also "blew up" in every sense of the word.

# DIANNE FEINSTEIN ORGANIZED CRIME CHART







**FREMONT CALIFORNIA REAL ESTATE SCAM**

**TESLA**

**SOLYNDRA**

**Her Husband  
CBRE  
Commercial  
Real Estate**

**Senator**



Dianne Feinstein & Musk. She got billions in profits from the Tesla and Solyndra deals she controlled.





Then Musk has multiple horrible divorces and girl troubles with women who say, really, really bad things about him.



Then Musk's other Company: Space X has it's rocket blow up.



On top of all of this, all of his companies are under government investigations and tons of law-suits.



**George Clooney Tells Tesla: "Why am I always stuck on the side of the F\*CKING road...make it work!"**



Elon still comes out on stage, the able Huckster, with his “nothing to see here”-smile and his effective avoidance of all topics related to the failures.

Musk’s Silicon Valley cartel paid for the campaigns of Obama, Reid and Feinstein in exchange for TARP and DOE cash. How is that working out for those three so far...What’s that you say? NOT SO WELL?!

With charges that White House Campaign backers are pumping his stocks in order to avoid a stock crash.. one has to wonder how long that can last...

*Tom Devlor- Seattle Tm*

[Sessions: SolarCity Might be the Next Solyndra | Western Free ...](#)

About Western Free Press. Combining straight news from a wide variety of sources with insightful opinion from our team of writers, Western Free Press has provided daily coverage of political, economic, and social issues in Arizona and around the nation since 2010.

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[Solar firm linked to Obama donors could be ‘next Solyndra...](#)

... raising concerns about the company “becoming the **next Solyndra**. ... **Solyndra**, a **solar**-panel maker touted by Obama, received an estimated \$535 million in Energy Department loan guarantees, ...

 [foxnews.com/politics/2013/11/20/top-gop-sen-solar-fir...](http://foxnews.com/politics/2013/11/20/top-gop-sen-solar-fir...)

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[Is SolarCity the Next Solyndra? | Government Waste, Fraud and ...](#)

A commentary that asks if **SolarCity** is **the next Solyndra**. Government Waste, Fraud and Abuse. Exposing waste, fraud and abuse at all levels of government. Skip to content. ... In recent days the spotlight has been turned on to **SolarCity**, ...

 [wastefraudandabuse.org/is-solarcity-the-next-solyndra/](http://wastefraudandabuse.org/is-solarcity-the-next-solyndra/)

[More from wastefraudandabuse.org](#)

[Smith Electric – The Next Solyndra – TheStreet](#)

... Smith Electric Vehicles is also dependent on government ... The problem is that Smith could be the **next Solyndra**. **The Kansas City**, ... The DOE is sensitive to helping pay for company development after guaranteeing over \$500 million loans to **solar** panel maker **Solyndra**, ...

[thestreet.com/story/11702254/1/smith-electric-the-next...](http://thestreet.com/story/11702254/1/smith-electric-the-next...)

[More from thestreet.com](#)

[Senator: SolarCity Corp. 'might become the next Solyndra'](#)

As President Barack Obama's approval ratings sink into an abyss over the troubled roll out of Obamacare, the **next Solyndra** scandal may be brewing.

[digitaljournal.com/article/362497](http://digitaljournal.com/article/362497)

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[Subsidizing SolarCity | National Review Online](#)

Subsidizing **SolarCity** A California **solar**-panel company could be another **Solyndra** in the making. By Andrew Stiles. About Author; Archive; Latest; RSS; Send; Follow; Print. Text Comments. 139. Andrew Stiles

[nationalreview.com/article/364748/subsidizing-solarcity-andr...](http://nationalreview.com/article/364748/subsidizing-solarcity-andr...)

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[The 'Next Solyndra' – Fox Nation – Hot headlines, opinions ...](#)

A California-based **solar** company backed by several Obama supporters has been receiving millions in federal tax credits while losing \$322 million since 2008, raising concerns about the company "becoming the **next Solyndra**." Among **SolarCity** Corp.'s biggest investors is Elon Musk ...

[nation.foxnews.com/2013/11/20/next-solyndra](http://nation.foxnews.com/2013/11/20/next-solyndra)

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[The Next Solyndra? | EPA Abuse](#)

**The Next Solyndra?** November 21, 2013 ... raising concerns about the company "becoming the **nextSolyndra**." Among **SolarCity** Corp.'s biggest investors is Elon Musk — the high-profile donor and fundraiser who co-founded PayPal and whose companies SpaceX and electric-car company Tesla Motors ...

[epaabuse.com/14863/news/next-solyndra/](http://epaabuse.com/14863/news/next-solyndra/)

[More from epaabuse.com](#)

[perfumeposse.com/2012/11/05/musk-perfume-comprehensive-gui...](http://perfumeposse.com/2012/11/05/musk-perfume-comprehensive-gui...)

[More from perfumeposse.com](#)

[PayPal Founder Elon Musk — Actress Wife Talulah Riley Files ..](#)

The Forbes headline reads, "Elon **Musk** to **Divorce** Wife" — but clearly, Talulah beat him to the punch. So far, Elon has NOT filed **divorce** documents. ... After his **nasty** 1st **divorce**, I'm sure this pre-nup was iron clad! 1005 days ago. Reply 2. 0

[tmz.com/2012/01/25/paypal-elon-musk-talulah-riley...](http://tmz.com/2012/01/25/paypal-elon-musk-talulah-riley...)

[More from tmz.com](#)



### [Elon Musk Going Broke? | Wallet Genius](#)

Elon **Musk** is broke. Tony Stark is broke. The man who had everything had his finances brought to light during a **nasty divorce** settlement, and he's living on 200,000 a month from loans from friends. Basically, he's got no liquidity, ...

[walletgenius.com/2010/06/22/elon-musk-going-broke/](http://walletgenius.com/2010/06/22/elon-musk-going-broke/)

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### [GREEN FAIL: Solar Panels Catch Fire on High School Roof ..](#)

GREEN FAIL: Solar **Panels Catch Fire on High School Roof** ... But the fact remains that companies like **Solyndra** have sucked billions of dollars out of our pockets. The irrelevance of Romney, and the fact that he was wrong about Tesla does not negate the overall issue.

 [globalclimatescam.com/2013/05/green-fail-solar-panels-catch-fir...](http://globalclimatescam.com/2013/05/green-fail-solar-panels-catch-fir...)

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[cosmoquest.org/forum/showthread.php?134122-Musk-on-60-mi...](http://cosmoquest.org/forum/showthread.php?134122-Musk-on-60-mi...)

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### [CNBC's "Divorce Wars" takes you inside the battle for ..](#)

Tags: Attorney Jeffrey Feulner, CNBC, **Divorce** Battle, **Divorce** Wars, Elon **Musk**, Financial Infidelity, Justine **Musk**, Melissa Francis, Prenuptial Agreement, ... **Divorce** Law Firm believe in protecting your future through a pre-nuptial agreement that is entered into prior to any **nasty divorce** talk.

 [mensdivorcelawblog.com/2011/cnbc's-\"divorce-wars\"-takes-you-insi...](http://mensdivorcelawblog.com/2011/cnbc's-\)

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### [Musk divorce case could hang over Tesla for up to a year](#)

This story, written by Camille Ricketts, was originally posted on VentureBeat's GreenBeat, an editorial partner of AllCarsElectric. Tesla Motors CEO Elon **Musk** may have won an initial ruling in the **divorce** dispute with his now-separated wife, novelist Justine **Musk**, but the case is far from over, Mrs

[greencarreports.com/news/1044972\\_musk-divorce-case-could-hang...](http://greencarreports.com/news/1044972_musk-divorce-case-could-hang...)

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**SpaceX rocket explodes.** ('**Rockets** are tricky,' says Elon Musk) After a malfunction during a test flight, a Falcon 9 Reusable **rocket** built by Musk's firm **explodes** over McGregor, Texas.

[cnet.com/news/space-x-rocket-explodes-rockets-are-...](http://cnet.com/news/space-x-rocket-explodes-rockets-are-...)

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[SpaceX Rocket Explodes](#)

MCGREGOR, Texas (AP) — An unmanned **SpaceX rocket** exploded shortly after launch on a test flight at the company's Central Texas development site.

[huffingtonpost.com/2014/08/22/spacex-rocket-explodes\\_n\\_57019...](http://huffingtonpost.com/2014/08/22/spacex-rocket-explodes_n_57019...)

[More from huffingtonpost.com](#)

[SpaceX rocket explodes at Texas test facility](#)

WACO, Texas — A **SpaceX rocket** exploded Friday during a test flight in McGregor, Texas, after an anomaly was detected in the vehicle, the company said.

 [usatoday.com/story/news/nation/2014/08/22/spacex-rocke...](http://usatoday.com/story/news/nation/2014/08/22/spacex-rocke...)

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[SpaceX rocket explodes during test flight in Texas – CBS News](#)

A reusable **SpaceX Falcon 9 rocket** used to test landing systems the company hopes to incorporate on future operational launch vehicles exploded shortly after liftoff Friday at the company's 900-acre McGregor, Texas, flight facility, officials said. The uncrewed **rocket** stage, a successor to **SpaceX's**

 [cbsnews.com/news/spacex-rocket-explodes-during-test-f...](http://cbsnews.com/news/spacex-rocket-explodes-during-test-f...)

[More from cbsnews.com](#)

[SpaceX Reusable Rocket Prototype Explodes Over Texas](#)

A reusable **rocket** prototype built by the private spaceflight company **SpaceX** exploded over the firm's Texas proving grounds Friday (Aug. 22) after an anomaly forced the destruction of the craft.

[space.com/26921-spacex-reusable-rocket-explodes-ove...](http://space.com/26921-spacex-reusable-rocket-explodes-ove...)

[More from space.com](#)

[Experimental SpaceX rocket self-detonates over Texas – CNN.com](#)

Debris from the unmanned **SpaceX Falcon 9 Reusable (F9R) rocket**, which self-destructed less than 20 seconds after launch, ... CNN affiliate KWTX reported the explosion on Friday and posted video. Design image of the Skylon spacecraft taking off.

[cnn.com/2014/08/23/tech/innovation/rocket-experim...](http://cnn.com/2014/08/23/tech/innovation/rocket-experim...)

[More from cnn.com](#)

[Unmanned Antares rocket explodes after liftoff |](#)

The owners of the unmanned commercial supply ship that exploded Tuesday over a launchpad in Virginia warned people to keep away from potentially hazardous debris and promised to figure out what destroyed the **rocket** that was supposed to ferry cargo to the International **Space** Station.

 [foxnews.com/science/2014/10/28/unmanned-nasa-rocket-e...](http://foxnews.com/science/2014/10/28/unmanned-nasa-rocket-e...)

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[SpaceX rocket malfunctions and explodes during 'complex' test](#)

No one ever said rebooting spaceflight was going to be easy. The **SpaceX** team might know that better than anyone, especially on a night like this: one of the company's experimental F9R **rockets** malfunctioned in a test flight over McGregor, Texas and automatically aborted by self-destructing

 [engadget.com/2014/08/22/spacex-rocket-malfunctions-and...](http://engadget.com/2014/08/22/spacex-rocket-malfunctions-and...)

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[SpaceX rocket explodes over Texas – The Daily Dot](#)

A **SpaceX rocket** appears to have exploded during a test launch at its facility near McGregor, Texas. Reports popping up from McGregor locals who witnessed the failed launch suggest that the test spacecraft was one of **SpaceX's** unmanned Falcon 9 Reusable **rockets** (F9R), which were due to undergo ...

 [dailymdot.com/technology/spacex-texas-f9r-grasshopper-e...](http://dailymdot.com/technology/spacex-texas-f9r-grasshopper-e...)

[More from dailymdot.com](#)

[SpaceX rocket explodes during failed test — Tech News and ...](#)

A **SpaceX F9R rocket** exploded during a test over Texas today after an anomaly was detected. The **rocket's** software automatically blew up the ship, preventing it from leaving the test area. "Today's test was particularly complex, pushing the limits of the vehicle further than any previous [...]"

[gigaom.com/2014/08/22/spacex-rocket-explodes-during-...](http://gigaom.com/2014/08/22/spacex-rocket-explodes-during-...)

[More from gigaom.com](#)

[SpaceX Rocket Explodes in Central Texas – Breitbart News Network](#)

HOUSTON, Texas — A **SpaceX rocket** exploded over Texas on Friday when its self-destruct system was triggered for unknown reasons. The incident occurred just after takeoff at the company's development facility located in McGregor.

[breitbart.com/Breitbart-Texas/2014/08/24/SpaceX-Rocket-...](http://breitbart.com/Breitbart-Texas/2014/08/24/SpaceX-Rocket-...)

[More from breitbart.com](#)

[Video: SpaceX Rocket Explodes over Texas | Defense Tech](#)

An experimental reusable **rocket** made by **Space** Exploration Technologies Corp. exploded over Texas on Friday, the company announced. The test booster, known as

[defensetech.org/2014/08/23/video-spacex-rocket-explodes-o...](http://defensetech.org/2014/08/23/video-spacex-rocket-explodes-o...)

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[Solar panels a hazard for firefighters – NewsTimes](#)

... the **fire** department last month held a series of classes for firefighters about the dangers **solarpanels** ... Carroll said the academy and **fire** organizations are working with **solar panel** ... The meter and emergency shutoff for the **solar panels on** the roof of the **city's** ...

[newstimes.com/local/article/Solar-panels-a-hazard-for-f...](http://newstimes.com/local/article/Solar-panels-a-hazard-for-f...)

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[Ivins City celebrates history, new turn to solar power](#)  
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The Ivins **City** royalty cut a ribbon at the **city's** Center Street **fire** station to fete completion of the second phase of **solar** power conversion on the building. **City** Engineer Chuck Gillette said Ivins **City** finished installing 52 new **solar panels on** the **fire** station's angled roof, which produce ...

 [thespectrum.com/story/news/local/2014/09/19/ivins-city-ce...](http://thespectrum.com/story/news/local/2014/09/19/ivins-city-ce...)

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[Death Panels: Why Firefighters Are Scared of Solar Rooftops ...](#)

This story first appeared on the Atlantic Cities website and is reproduced here as part of the Climate Desk collaboration. A 300,000 square foot refrigerated warehouse in Delanco, New Jersey, burned down last week, and the local **fire** chief says **solar panels** are partly to blame.

[motherjones.com/environment/2013/09/firefighters-solar-pa...](http://motherjones.com/environment/2013/09/firefighters-solar-pa...)

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[Firefighters alarmed by latest rescue risk: solar panels ..](#)

March 21, 2012: **Solar panels** are pictured in the Nevada Desert at the Copper Mountain **Solar** Project in Boulder **City**, Nevada. (Reuters)

 [foxnews.com/us/2013/10/02/firefighters-alarmed-by-dan...](http://foxnews.com/us/2013/10/02/firefighters-alarmed-by-dan...)

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[Solar Panel Fires Could Put Hundreds Of California Homes At ...](#)

His team started looking into **solar panels** after an El Dorado Hills home caught **fire**. We've learned these **solar panels** are on roof tiles of more than 200 homes in Northern California, ... But the **city's fire** prevention chief says that may not cut down the risk.

[sacramento.cbslocal.com/2013/11/04/solar-panel-fire-danger-affect...](http://sacramento.cbslocal.com/2013/11/04/solar-panel-fire-danger-affect...)

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[Solar Panels and Fire! – Solarjuice](#)

... the risk of **solar panels** causing a **fire** is extremely low. However, should your house catch **fire** for other reasons, the **fire** service must face both the risks from **fire** and from potential electrocution due to the **solar panels**.

[solarjuice.com/blog/buildings-and-pv/solar-panels-and-fire/](http://solarjuice.com/blog/buildings-and-pv/solar-panels-and-fire/)

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[Solar Panel Fires and Electrical Hazards – InterNACHI](#)

**Solar panels** are safe and effective; ... **Solar Panel Fires** and Electrical Hazards. by Nick Gromicko . ... arrays with increasing frequency and may want to be aware of the ways in which an installed PV array may pose a **fire** hazard to a home.

Do **solar panels** cause **fires**?

[nachi.org/solar-panel-fire-electrical-hazards.htm](http://nachi.org/solar-panel-fire-electrical-hazards.htm)

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[Solar Panels Present New Dangers to Firefighters](#)

Increased **fire** spread concerns. Since **solar panels** are constantly exposed to ... The research being conducted by the **Fire** Protection Research Foundation aims to stay on the forefront of the **solar panel**... As the World Series returns to Kansas **City** for Game 6 on Tuesday evening, cooler ...

[accuweather.com/en/weather-news/firefighters-danger-solar...](http://accuweather.com/en/weather-news/firefighters-danger-solar...)

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[Solar Panels Pose Challenges For Firefighters « CBS New York](#)

**Solar panels** atop a food warehouse in southern New Jersey in September forced firefighters at certain points to retreat because of the threat ... **Fire** officials worry about the weight of the **panels on** roofs weakened by **fire**. ... The **Solar** Energy Industries Association did not return ...

[newyork.cbslocal.com/2014/03/06/solar-panels-pose-challenges-f...](http://newyork.cbslocal.com/2014/03/06/solar-panels-pose-challenges-f...)



[BBC News – Solar panels on fire on home in Addiscombe](#)

Firefighters attend a blaze involving **solar panels** on the roof of a house in south London. Accessibility links. Skip to content; Skip to local navigation; Accessibility Help; BBC navigation. News; Sport; Weather; Earth ... Hundreds evacuated over **City fire**;

[bbc.com/news/uk-england-london-27266648](http://bbc.com/news/uk-england-london-27266648)

[Deal over Boulder fire code protects firefighters, solar ...](#)

There's a downside to the **solar panels** that ... That's why the 2012 International **Fire Code** that the Boulder **City** ... out a compromise that officials say will still protect firefighter safety while leaving more of the roof available for **panels**. Boulder Chief **Fire Marshal** David ...

[dailycamera.com/news/boulder/ci\\_23990899/deal-over-boulde...](http://dailycamera.com/news/boulder/ci_23990899/deal-over-boulde...)

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[Solar panels: firefighters' clean-energy foe – CSMonitor.com](#)

With rooftop **solar panels** ... The **solar** industry is working with **fire** departments and utilities to find ways to make **solar panels** less of an obstacle. By David J. Unger, Staff writer September 11, 2013. A worker cleans **solar panels** on the rooftop of the Yiwu International Trade **City** ...

[csmonitor.com/Environment/Energy-Voices/2013/0911/Solar...](http://csmonitor.com/Environment/Energy-Voices/2013/0911/Solar...)

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[Solar Panels Growing Hazard for Firefighters | NBC 10 ...](#)

**Solar Panels** Growing Hazard for Firefighters Concerns over electrocution and a lack of roof access hampered firefighting efforts at Dietz & Watson blaze

[nbcphiladelphia.com/news/local/Solar-Panels-Growing-Hazard-fo...](http://nbcphiladelphia.com/news/local/Solar-Panels-Growing-Hazard-fo...)

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[Solar Panels: In the Line of Fire – Renewable Energy World](#)

To address the increased risks associated with fighting structure **fires on** buildings with **solar panels**, the **Fire** Protection Research Foundation released a 2010 study that highlights appropriate training ... or they are using some kind of different **solar panel** then the industrial ...

[renewableenergyworld.com/rea/blog/post/2013/09/solar-panels-in-the...](http://renewableenergyworld.com/rea/blog/post/2013/09/solar-panels-in-the...)

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