

# Tim Hastrup

## California EV Pioneer remembered

Tim Hastrup, a long time EV driver and active member of our Sacramento area chapter recently passed away in Denmark. A graduate of Fresno State University, a private pilot, as well as an amateur radio operator, he was well known for his interest in alternative energy.

Tim demonstrated a working knowledge of his electric vehicles as he worked as a manager at HP in Production and R&D at the Roseville site. After his retirement, Tim and his wife Vibeke relocated to Denmark in 2015 to be with their children.

*Fellow Chapter member Jack Bowers remembers Tim:*

One of my most interesting memories of Tim occurred in August of 2007 at a future Tesla owner's event at Pebble Beach, California. Tim walked up to then-CEO Martin Eberhard and asked what kept him awake at night. Eberhard said it was the Roadster's 2-speed transmission, which had failed qualification tests from two different suppliers (at that point they were working with a third).

Near the end of the event, Tim and I had a second conversation with Eberhard and tried to convince him to dump the transmission, lower the top speed, and live with a 0-60 time in the 5-6 second range. Eberhard heard us out, but he had this very skeptical look on his face (probably because he knew Elon Musk would never accept the tradeoffs we were proposing). *Thank you to Jack Bowers who provided these photos that are credited to Philip Wood.*



*Following text are excerpts from an article that ran in the Roseville and Granite Bay Press Tribune [California] that dates from May 12, 2011 by Sena Christian.*

Tim Hastrup was a pioneer man. But instead of wrangling cattle he worked as an engineer, and rather than exploring the American frontier, he resides in Granite Bay. But Hastrup and his wife Vibeke are pioneers of an emerging breed of car: the plugin electric vehicle.

The couple has driven converted electric vehicles since the early 1990's but in late 1997, before the first mass-produced hybrid gasoline-electric car (the Toyota Prius) was introduced worldwide in 1999 – they drove a Honda EV Plus.

But Tim Hastrup's interest in zero-emission vehicles dates back nearly four decades. "He remembers 1973 and the long gas lines, Vibeke Hastrup said. That oil crisis occurred shortly after he got his driver's license, so when he learned of electric model's years later he said, 'sign me up.' The family hasn't looked back."

[Ed: They drove several hybrid and full electric cars, including a Chevrolet Volt and Nissan Leaf, charging through a 240-volt station installed in their garage. Tim admitted that "Some folks might be nervous (to drive an EV), but I think it's something to look forward to. It's a better solution."]

This clean air couple made their electric vehicles suitable to their lifestyles.

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
Upfront costs may be steep, but the Hastrups [like other EV owners] recoup their money by not filling up at the pump.

Before purchasing their first Honda OEM electric car in 1997 – the couple bought 887 gallons of gas annually for a cost of \$1,166. Because the local utility rates decrease after midnight, the couple plugs in the cars at night and the vehicles are ready the next morning.

They pay \$25 on their electric bill each month for both cars, for a net savings. “The neat thing is you can fuel them with renewable energy,” he said, pointing to rooftop solar panels on his house. “Besides all that stuff – they’re just great to drive.”



This photo was taken at a Nov 2006 Tesla event at Tesla's original Menlo Park facility.

Tim will be remembered for his enthusiasm, and his long-standing belief that being part of change is fun and painless. 

## Tesla to roll out CHAdeMO Adapter

*By CE Staff and Tony Williams, Quick Charge Power:*

Looking ahead, we understand that Tesla continues work towards a worldwide release of a CHAdeMO adapter which would permit charging their vehicles at those sites normally only serving Nissan LEAFs, Kia Soul EV, Renault Zoe's, Mitsubishi iMiEVs and others [1] with a DC Fast Charge via the CHAdeMO connection. It is for sale in Japan, with limited availability elsewhere.

A Tesla CHAdeMO adaptor has been spotted testing on the Model 3 in Norway, as well as Canada.

CHAdeMO fast charge stations are the only ones that have the same plug on every continent, with over 17,000 available worldwide. With this Tesla / CHAdeMO adaptor on your Model 3, it will charge slower than the Tesla Supercharger, but will allow greater flexibility and convenience in charge locations choices.

- CHAdeMO – 50kW peak, about 3 miles added per minute charging – 45 miles added in 15 minutes, 135 miles added in 45 minutes. Even with a 400kW CHAdeMO station, your charge rate will be limited to 50kW with the adaptor.
- Tesla Supercharger – 117kW peak, up to 125 miles added in the first 15 minutes, and up to 250 miles added in 45

minutes. The Tesla Supercharger maximum output per car is currently 120kW in the US.

- The CHAdeMO specification recently was updated and new hardware is being created, but not yet released.

### Reference:

- [1] A CHAdeMO quick charge option promoted by Nissan-Renault has found acceptance with Japanese car manufacturers to allow their electric cars to benefit from the CHAdeMO charger network in Japan. Models supporting CHAdeMO charging include:
  - BMW i3 (Japan)
  - Citroën C-ZERO & Berlingo Electric & E-Berlingo Multispace
  - Honda Fit EV (Japan only)
  - Hyundai Ioniq Electric (-2016)
  - Kia Soul EV
  - Mazda Demio EV
  - Mitsubishi i MiEV & Minicab MiEV, also Outlander P-HEV
  - Nissan LEAF & e-NV200
  - Peugeot iOn & Partner EV
  - Subaru Stella EV
  - Tesla Model S & X (via included adapter in Japan; adapter optional in other countries)
  - Toyota eQ & RAV4 EV Second Generation 2012-2014 (with after-market add-on)
  - Zero Motorcycles (via optional inlet)
  - Vectrix VX-1 Maxi Scooter (via optional inlet)

