

THE POWER OUTLET

NOVEMBER 2025 NEWSLETTER of the SEATTLE ELECTRIC VEHICLE ASSOCIATION

"Education, demonstration, proliferation"

Since 1980



Seattle Electric Vehicle Association

SeattleEVA.org



The Power Outlet is a monthly update about electric vehicle activities in Seattle and around the State of Washington

*The Seattle Electric Vehicle Association (SEVA) is a non-profit organization of volunteers serving the Puget Sound region in Washington State since 1980. SEVA's mission is to **educate, demonstrate and proliferate the adoption of electric vehicles**. Monthly meetings are free and open to anyone interested in electric vehicles, and paid memberships are encouraged.*

SEVA has a [Facebook](#) page, too! Please like and follow us for up-to-the-minute updates.

IN THIS ISSUE:

- **News** – Blue Dot Motorworks, Eco Auto NW, Coltura and new EVQ
- **Spotlight: Charging** – Juicer Energy, Inductive Robotics
- **Events** – Seattle International Auto Show photos
- **Featured EV of the Month** – An original 1997 GM EV1 was up for auction!
- **Club news** – Tesla Owners Washington Worldwide Christmas Light Show on Dec. 13, SEVA holiday party on Dec. 9 at NEW location: MLE Racecars in Lake City
- **Support** – Four ways to support SEVA's efforts to transition to electric transportation
- **Resources** and links to Washington EV clubs, associations, charging networks and everything you need for the best electric driving experience and for the future of sustainable transportation.

Blue Dot Motorworks seeks funding for plug-in hybrid conversion technology

After several years of development, SEVA friend Tom Gurski is ready to take the next step in developing his plug-in hybrid conversion technology. Blue Dot Motorworks of Seattle is soliciting investors to fund the production of the conversion units that can turn an internal combustion engine vehicle into a plug-in hybrid that uses an average of 70 percent less gasoline. Unlike full EV conversions, which can cost tens of thousands of dollars and take months, the Blue Dot electric conversion starts at around \$6,000 and installs in one day. Gurski promotes the sustainability and affordability of converting existing vehicles to reduce emissions and gasoline use. More information about the concept and the company can be found [here](#).



Eco Auto NW now open in Renton with used EVs

Offering a variety of used EVs, from Acura to Volvo, new EV dealer Eco Auto NW opened for business in late October at a Renton location that used to house a vehicle emissions testing facility. Now, the building houses sales and service for vehicles with no emissions at all.



Founded by former Tesla employees Genny Carter and Shannon Golbienko, the new dealership promises a “fast, fun, pressure-free” experience purchasing a pre-owned EV. They also offer the option to test drive and compare different makes and models of vehicles. To celebrate the opening, they are offering free tire rotations and battery pack health reports to visitors. The shop is located at 805 SW 10th St. in Renton. Learn more at EcoAutoNW.com.

Coltura expands reach with EVQ and online tools to drive EV adoption

With federal EV incentives gone, Seattle-based non-profit Coltura is seizing on EVs’ significant cost savings on fuel and maintenance to boost EVs directly in the marketplace with a new public benefit corporation, EVQ. EVQ was launched in October and offers powerful new tools to help NGOs, governments and utilities directly convert high-gasoline users to EVs. EVQ’s tools are AI-integrated via a patent-pending process and include:



- An [EV savings calculator](#) that estimates fuel and maintenance savings
- A constantly evolving [AI-powered chatbot](#) that answers EV questions in multiple languages
- The nation’s most comprehensive [EV shopping site](#) with local listings for new and used EVs.

Coltura continues its advocacy and policy work across the country in support of ending our dependence on gasoline, while EVQ will focus on marketing the data-driven tools developed to help drivers and businesses choose the best electric transportation options. Read more about the effort [here](#).



SPOTLIGHT - CHARGING

Juicer Energy aims to simplify the charging equation

Nick Huzar did his research about why charging is such a barrier to EV adoption. Then he figured out solutions to some of the biggest charging issues. The result is Juicer Energy, a new charging solution manufacturer and installer located in Remond, WA.



Nick Huzar of Juicer Energy

While hosting SEVA's November meeting at the Juicer Energy shop, Nick explained how he learned that cost and reliability are some of the biggest barriers to EV charging installations. He discovered that the biggest vulnerabilities for most charging stations are screens, cellular network connection and electrical breakers, so he and his team focused on overcoming those complications. They figured out how to install a 240-volt charging station for just \$1,000 using simplified equipment. If one malfunctions or gets vandalized, it can be unplugged easily from the power source and replaced within minutes inside the signature green Juicer lock box.

That swapable concept for charging equipment makes it less expensive and faster and easier to replace than for most other charging equipment, especially for commercial applications. Juicer often does profit sharing with the landlord hosting charging stations, so they are motivated to keep charging stations online, Nick added. The majority of their installs are profitable within 12 months, he said.

Another benefit allows vehicle owners to use a phone app to connect to the charger and pay, and the machines even can be used without a cellular connection, such as in underground parking garages. Juicer also utilizes load-sharing software that can deliver power more efficiently to multiple vehicles, and eventually they intend to offer bidirectional charging.

Nick's focus on "circularity" – sustainability through reusing things locally – started about 13 years ago when he devised the concept for OfferUp, the platform that connects seller and buyers locally. He had done some research about atmospheric CO2 levels and found they spiked in

1950s when consumer culture took off after World War II. When he learned that a human produces about 128,000 pounds of trash in a lifetime, he was driven to do something about it.

Next, he helped co-found gone.com, which helps reduce waste by redistributing unneeded items from businesses and individuals. That led to an interest in autonomous transport, and then to EV charging. His survey of the EV charging landscape in Redmond revealed that most of the charging stations were broken. That became the impetus for the Juicer Energy solution.



Juicer Energy staff demonstrate how the charging unit can be unplugged from the power source and swapped within minutes.

Nick said he believes that EVs will become the dominant form of transportation because of cost – they have fewer parts, cheaper maintenance and cheaper fuel. He noted that the cost of batteries has dropped considerably in the last decade, and car prices will continue dropping.

“When charging stations are everywhere cars are parked, we can get away from the gas station concept,” he said. That will enable autonomous vehicles and charging. Solar-plus-batteries is the next step. Read more about Juicer Energy.



*David Alspaugh of Inductive Robotics
Photo by Stephen Johnsen*

Inductive Robotics brings autonomous charging to your car

Imagine parking your EV at the airport for a few days while you are away on a trip. You need a charge so the battery won't be depleted for your return trip, but you don't want to plug into a charging station and block it for days after the charge is complete. Well, David Alspaugh has a solution for you.

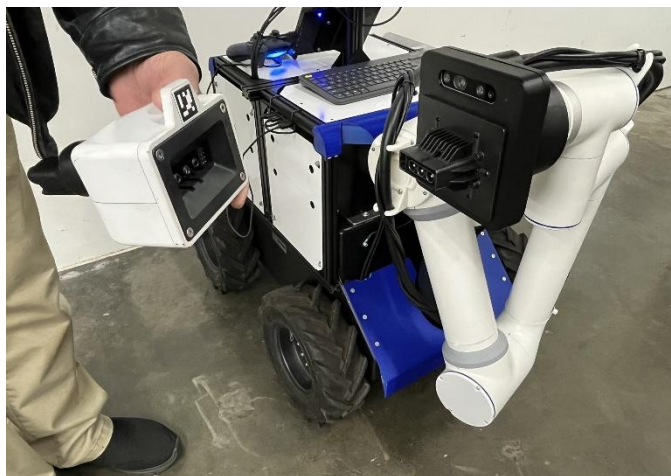
His Inductive Robotics concept uses mobile charging based on autonomous robots, designed for use in parking garages, commercial parking lots and large housing complexes. Vehicle owners subscribe to the service and receive an adapter that they plug into their charge port when they park. The autonomous robot finds the car and uses an extending arm to plug into the adapter and deliver electricity to the EV.

David noted that about 40 percent of Americans live in multi-family housing and need charging options in order to transition from an ICE car to an EV. But EV charging installation costs are

huge, and the EV-only parking spaces won't be utilized as much. The current model is less efficient and less lucrative for the property owner. It's a disincentive to add more charging spaces in parking lots.

Alternatively, his robots charge up at night at their own docking stations, and then they discharge power to customers' cars during the day. The initial prototype has a small 5kWh battery pack and is capable of Level 1 charging speeds, but the intent is a bigger 20kWh pack and up to 30kW DC charging to the EV.

"We can do a lot more with no infrastructure upgrades," David said, adding that, despite the company name, the robots use conductive charging rather than inductive charging. He came up with the concept after nine years at Amazon working in robotics. Additional services include camera security monitoring and autonomous enforcement. Internal software decides when to charge which car. Read more about [Inductive Robotics](#).



Inductive Robotics' charging robot uses its extendable arm (right) to find and plug into an adapter in a charge port of a vehicle (left).

EVENTS

Seattle International Auto Show features new trucks, SUVs, Charger

A few new electric vehicle models were highlighted at the annual Seattle International Auto Show Nov. 14-16 at the Lumen Field Events Center. Some SEVA volunteers joined the staff of Plug-In America doing outreach about electric vehicles. Bigger vehicles such as SUVs and pickups dominated the show this year, and visitors had plenty of EVs to test drive.

Photos by Stephen Johnsen and Grace Reamer



Cadillac's 2026 Escalade EV stands almost as tall as SEVA president Stephen Johnsen. The range is 460 miles and it charges at 350kW.

More Seattle International Auto Show



Chevy Silverado Trail Boss (above, left) has a big frunk and 470-mile range, Toyota C-HR coming in 2026 with 290-mile range (above right), and 2026 Hyundai Ioniq 9 (right) has three rows of seating and 320-mile range.



Kia's 2026 EV6 and EV9 (left), the new Polestar 3 (above) has a 111kWh battery, the 2026 Chevy Blazer EV (below left), and the all-electric Dodge Charger (below).



FEATURED EV of the MONTH

SEVA's own President Johnsen nearly bought a rare 1997 GM EV1 in auction from Georgia impound lot!

By Stephen Johnsen

Most of you have heard of the revolutionary GM EV1 electric car built by GM in the 1990s, which set many new benchmarks and made history for many reasons. The EV1 proved that EVs could be practical and fun to drive and led to many of the innovations we see in today's EVs. Ironically, GM led the way with EVs, but politics and some other reasons led to almost all of the leased EV1s (and S10E trucks) being taken back and crushed, despite public protests and offers to buy the existing vehicles (documented in "Who Killed the Electric Car?"). While a small number of S10E trucks were sold with titles, none of the GM EV1s were ever actually sold by GM to anyone.

GM disabled some EV1s and donated them to universities and museums with strict rules for not making them drivable as BEVs again. In 2007 Western Washington University reached out to me for help reviving their GM EV1, and I and a small team got it running again, and I drove it to an Event in Van Nuys, California and again at a SEVA meeting in Seattle. Shortly afterward, GM contacted WWU with some stern words and it has not been driven since.

I have wanted an EV1 for many years, and so imagine my surprise when I discovered one being auctioned at an impound lot in Georgia! It had been abandoned, and someone threw a brick through the windshield, and there was other body damage as well as water spots and signs of animals inside. Authorities had it towed to an impound lot, and it went through the proper process to be put up for sale under Georgia law.

Unfortunately, I discovered it the night before the auction, and although the bidding was starting at only \$5,500, I assumed it would sell for quite a bit more than that because it appeared possible to get a real title to it legally due to the unique circumstances and a Georgia court order. The impound lot made it sound as if you must be a Georgia resident to bid and get the title transferred, so I made some phone calls and by 3:30 am the night before the auction and with some cleverness I made the \$200 deposit and placed my first successful bids! This could be a once-in-a-lifetime opportunity to get an actual title to a mostly complete rolling GM EV1 and be able to legally own and drive it privately!

[VIEW LOT DETAILS NOW](#)



Lot 8: Court Order - 1997 GMC ELECTRIC VEHICLE

Year: Court Order - 1997

Make: GMC

Model: ELECTRIC VEHICLE

VIN: 4G5PX2250V0200212

Color: GREEN

Key: NO

Runs: UNKNOWN

Drives: UNKNOWN

Ends: 10/28/2025 10:03:30 AM

Time Remaining: 7 h 35 m

Bids: 59

\$22,250.00

[Register for Auction](#)



No Reserve

Well, the end of the auction came in a few hours, and in the last minutes I bid again and again, but the price kept going up and up until it was over \$100,000! The final sale price was over \$104,000 USD and with all the fees it came out to more than **\$118,000!**

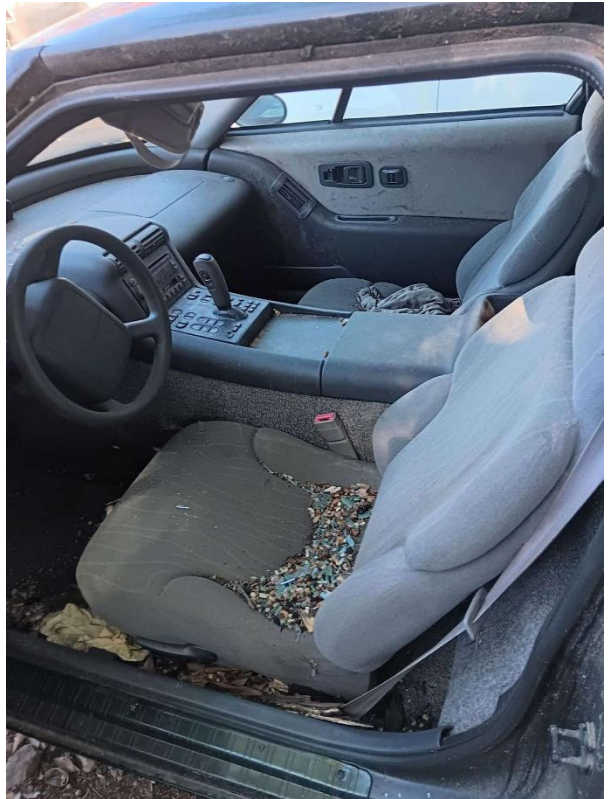
The tow yard clearly didn't expect that or understand what they had as it was listed as a 1997 GMC with almost no other information about the car in the listing other than that they couldn't open the hood! They hadn't even tried to clean it up or cover the broken windshield.

While I'm sad I didn't win and the new owner is not in the Northwest, I think it sounds like it is going to a great new owner who has a GM S-10E and some other early '90s CARB-era EVs. He is planning to restore it as originally as possible, but with lithium batteries. The new owner Billy (last name redacted as he's still lying a little low) has announced plans to revive it by

November of 2026 to celebrate the 30th anniversary of the first EV1 delivery to a lessee in 1996! A number of YouTubers are planning to do some videos documenting the revival endeavor, too.

For more information on this, please attend the SEVA Holiday Party on Dec. 9, and you can also see a lot more about it here:

<https://gmauthority.com/blog/2025/11/watch-gm-ev1-v212-get-rescued-from-the-impound-lot-video/>



CLUB NEWS

Tesla Owners of Washington is hosting local events in conjunction with the Worldwide Christmas Light Show on Dec. 13 between 3 and 6 p.m. PST. Local gatherings will take place in Bellevue and Liberty Lake. Learn more and register for the events [here](#).

Seattle Electric Vehicle Association meets at 7 p.m. the second Tuesday of every month at rotating locations. The next meeting is on Tuesday, **Dec. 9** for the annual Holiday Party at a NEW location, MLE Racecars in Lake City, 12740 28th Ave. NE, Seattle. Gather to share cars at 6:30 p.m. Bring a chair, beverage and a potluck dish to share. Thanks to our friend Pat McCue for hosting this year! Open to everyone! Video recording of the November meeting is posted [here](#).

Please share your club news as well as your personal journey into the world of electric driving, along with photos. SEVA would like to spotlight profiles of EV pioneers in our newsletter. Please send your stories and photos to gvreamer@gmail.com

SUPPORT

Please support SEVA and its outreach and advocacy activities with a donation. Your financial donation will help us reach more policymakers, funders and drivers statewide to advocate electric mobility, and will support expansion of our online resources. SEVA is a 501(c)3 non-profit organization, and any contribution you make is fully tax-deductible. Here are four ways you can help:

1. Make a one-time online donation through PayPal at [DONATE](#).
2. You also can make a direct contribution by check. The check should be made out to SEVA and mailed to our SEVA Treasurer at: P.O. Box 92, Renton, WA 98057-0092.
3. Register and contribute annual dues as a member of SEVA at [MEMBERSHIP](#).
4. Join us! Bring yourself, your EV and your enthusiasm for driving electric to our monthly meetings, events and car shows and share your knowledge and passion.

RESOURCES

SEVA aims to maintain a comprehensive list of the EV advocacy efforts ongoing in Washington, so we count on you to keep our lists and our website updated with the most current information. Following are the organizations and efforts we have compiled so far in Washington that have a presence online and on social media:

Websites:

- Drive Electric Washington – DriveElectricWA.org
- Seattle Electric Vehicle Association - SeattleEVA.org
- Plug-In America - PlugInAmerica.org
- Electric Auto Association - ElectricAuto.org
- Forth - ForthMobility.org
- Plugshare - Plugshare.com
- National Drive Electric Week - DriveElectricWeek.org
- Drive Electric Earth Day - DriveElectricEarthDay.org
- Plug In North Central Washington - PlugInNCW.com
- Coltura – Coltura.org
- Thurston Climate Action Team - ThurstonClimateAction.org
- Tesla Owners of Washington - TeslaOwnersWA.org

Social Media:

- [Northwest Tesla Owners](#)
- [Seattle Nissan Leaf Owners](#)
- [Seattle Tesla Model 3 Owners](#)
- [Seattle Electric Vehicle Association](#)

- [Seattle Tesla Model Y Owners](#)
- [Pierce County Electric Vehicle Information Exchange](#)
- [Spokane/Coeur d'Alene Tesla Club](#)
- [Inland NW Tesla Owners Group](#)
- [PNW Tesla](#)
- [Central Washington University EV Club](#)
- [Seattle Chevy Bolt/Bolt EUV Owners](#)
- [San Juan Islands Electric Vehicles](#)
- [Mid-Columbia Electric Vehicle Association](#)

Please share and distribute this newsletter widely within your EV networks and contacts. And please contribute your events, activities and stories, and SIGN UP to receive this free monthly newsletter by sending us an e-mail with your name, city, any affiliation and e-mail address to gvreamer@gmail.com. You can unsubscribe at any time with an e-mail to the same address. Thank you for your support of sustainable electric transportation!