

THE POWER OUTLET

DECEMBER 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.

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NEWS

EV sales set new record in October

In October 2025, EV sales in King County set a new record, with battery-electric and plug-in hybrid vehicles accounting for 37 percent of vehicles sold, the Seattle Times reported. These sales occurred after the expiration of the federal tax credit on Oct. 1. But can EV adoption keep up the momentum in a post-tax-incentive world? Read more [here](#).

Pairing an electric trailer with an electric truck for range efficiency

Former SEVA president Jay Donnaway reported that his father's long-range trip in his Rivian R1T towing the new Pebble Flow electric trailer was featured in Torque News. Read more [here](#).



Favorite EV license plate of the month.

FEATURES of the MONTH

International EV Visitor

Special guest Casey Mynott (left) from Vancouver, BC, crossed the border and drove all the way down to Seattle from Canada for the SEVA holiday party in December. SEVA President Stephen Johnsen (right) invited the former high school teacher, who has shared the benefits of electric transportation and built race cars with many of his young auto shop and tech students.



Electric sustainability in Seattle

Seattle-based recycling company Ridwell, which collects hard-to-recycle items and partners with many reuse organizations, now promotes sustainability in another way. The company utilizes two Brightdrop all-electric vans to run routes and pick up recyclables to deliver to its Sodo warehouse. The vans charge up overnight with Level 2 charging stations just inside the loading dock door.

SPOTLIGHT on HISTORY

Auction of rare GM EV1 inspires a look at its origins

When a rare early EV went up for auction in November, SEVA President Stephen Johnsen jumped at the chance to purchase and own a unique piece of EV history. Although he didn't get to bring the car to Washington, he did bring a fascinating historical tale to the December SEVA meeting.

As an early and ardent fan of the GM EV1, Stephen has compiled a comprehensive history of the first modern electric car that inspired the current EV revolution.



SEVA President Stephen Johnsen outlined the history of the EV1 development and discovery of an intact but disabled vehicle at auction.
Photo by Grace Reamer

Manufactured between 1996 and 1999, the EV1 still has the lowest drag coefficient of any production vehicle. Originally produced with lead acid batteries, the range increased to 200 miles using the Gen2 nickel metal hydride batteries. Other groundbreaking and efficiency features of the EV1 included a heat pump, keyless ignition, throttle by wire, self-sealing tires, and an ultra-efficient drive unit.

Stephen connected the EV1's efficiency achievements back to the

human-powered flight of the Gossamer Albatross, which crossed the English Channel in 1979. Aeronautical engineer and AeroVironment founder Paul MacCready won the Kremer prize for that accomplishment and later used his aeronautical efficiency techniques to partner with General Motors in developing the Sunraycer solar-powered car to compete in Australia's Solar race in 1980s. The Sunraycer won, and it beat the second-place car by 2.5 days.

From that success came the GM Impact concept car in 1990. But opposition from oil companies and high development costs delayed production. Once the California Air Resources Board implemented new zero-emissions requirements, however, the Impact became the poster child for the future of transportation. A modified Impact set the street legal EV land-speed record of 183

mph. TV talk show host Jay Leno tried to buy the first Impact, but GM wouldn't sell it to him. After Leno made a joke about the Impact name on his show, the name was changed to EV1 and started production in 1996.

The first cars were built by hand, with about 660 for the 1997 model year (Gen 1) and 457 for the 1999 model year (Gen 2). GM also used the same motor and batteries for S-10E pick-up trucks, with more than 400 trucks eventually produced. All EV1s were leased. When the CARB rules changed in 2003, GM revoked the leases, took back all the cars and crushed them. Film director Francis Ford Coppola did not want to give back his EV1 and hid it from GM. Between 40 and 60 S-10Es survived, and Stephen and his father each bought used ones, retrofitted with NiMH batteries. Sadly, none of the 1999 Gen 2 EV1s are known to have survived. GM did donate around 40 disabled 1997 Gen 1 vehicles to universities for educational purposes.

GM engineers Cocconi and Alec Brooks, disillusioned by the fate of the EV1, would team up with Tom Gage to create the tZero sports car with AC Propulsion. That attracted engineers Martin Eberhard and Mark Tarpenning and inspired them to start Tesla Motors, along with Elon Musk, Ian Wright and JB Straubel, and to pursue production of an electric roadster. It also inspired documentary filmmakers Chris Paine and Dean Devlin to tell the story in 2006's "Who Killed the Electric Car?"

Soon after, Stephen met the automotive team from Western Washington University, who had brought their disabled EV1 to a showing of "Who Killed the Electric Car?" Stephen offered to help the student team get the car running, using some S-10E parts. They were able to get the car operating again and drove it to Van Nuys in California. There, they got to meet Chris Paine. On the way back to Bellingham, with the car on a trailer, the team stopped in Seattle to visit a SEVA meeting. Within days, Stephen remembered, GM called up the WWU team with a stern warning not to drive the car ever again.

Most recently, the EV1 hit the news again with the saga of VIN212, an EV1 that ended up in a tow yard in Georgia and was put up for auction after it was found abandoned and vandalized at a college there.

"They didn't advertise it very well, and they made it sound like you had to be a Georgia resident to bid on it," Stephen said. On short notice, he rented a hotel room there and signed up to bid. After starting at \$400, the vehicle eventually sold for \$118,000, including all the fees and taxes. Buyer Billy Caruso was able to get a title and is working on restoring it in time for a public debut in November 2026 – the 30th anniversary of the production of the first EV1. He is posting updates about the restoration project on [Patreon](#).



New owner of the EV1 VIN212 is working on restoring the car. Photo courtesy of V212 EV1.

EVENTS

HAPPY HOLIDAYS!



The batteries in the Ford Lightning can run a lot of holiday lights! Photo by Grace Reamer

CLUB NEWS



Tesla Owners of Washington - Tesla Bellevue hosted a holiday appreciation event for members of Tesla Owners Washington on Dec 7. Manager Isaac Yamamoto (left) thanked members for their ongoing support

and advocacy. Guests enjoyed FSD test drives, refreshments and a raffle drawing for equipment such as a Tesla wall connector.



Tesla Bellevue's Summer Vipond (left) welcomed Tesla Owners Washington club president Theresa Ramsdell. Photos by Grace Reamer

Seattle Electric Vehicle Association meets at 7 p.m. the second Tuesday of every month at rotating locations. The next meeting is on Tuesday, **Jan. 13, 2026** at a NEW location, the new EcoAuto Northwest used EV dealer, 805 SW 10th St., Renton, WA 98057. Gather to share cars at 6:30 p.m. Bring a chair and a friend. Open to everyone!

Annual SEVA holiday party on Dec. 9 featured a close-up look at host MLe Racecars' shop in Lake City. About 50 SEVA members and guests enjoyed a potluck dinner, sale of EV gear and equipment, special presentation about EV history, a raffle and a fund-raising auction.



Also at the December SEVA holiday party, Jeff Lane (left) and Pat McCue of MLe Racecars offered up cells from a Rimac supercar battery pack (right) as the prize in a raffle to raise money for Toys for Tots. SEVA members donated \$292 to the raffle, and it was generously matched by Pat. The winner of the battery pack prize was past SEVA President Jay Donnaway. Below is a photo of all the toys which were purchased with the \$584. Pat and his wife, Stacey, delivered them to Toys for Tots on Dec 12.



Jeff Lane also was recognized for his induction into National Hot Rod Association Hall of Fame, after 51 years of drag racing. He's the winningest driver ever in the competition eliminator class. The induction ceremony is on Jan. 10 in Portland. Congratulations, Jeff!

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 greamer@gmail.com

SUPPORT

Thank you to SEVA member Jeff Finn! Jeff donated some surplus Tesla Model 3 accessories, which were auctioned off at the December SEVA meeting. The auction raised \$225 for SEVA's volunteer outreach work!

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](#)

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