

Electric Auto Association



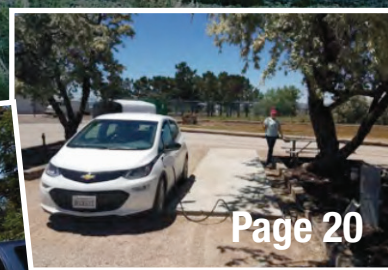
CURRENT EVENTS

July 2017 Promoting the use of electric vehicles since 1967 Vol. 49 No. 7

IT'S OUR EV ROAD TRIP ISSUE!

"Summertime, and the livin' is easy"

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Bolt EV Road Trip May 2017

By Will Beckett, CCEAA

This road trip started as a family visit as it had been a few years since the last one, and I was due for one in my new Bolt EV. My expert planner and partner Michelle Murray got to work and we began to develop a route.

Stops along the way were to include:
 Yosemite (haven't been here in many years)
 Death Valley (never been before)
 Las Vegas (haven't been since before I was 20)
 Prescott (the college I went to)
 Tucson (my ex-sister-in-law)
 Palm Desert
 Santa Barbara/Ojai
 Rio del Mar

Planning it all out

Michelle's task was to see where we might stay and for how long, mine to

map out charging options. So, the focus of this writing will be more on my task but maybe with a few fun facts. I should start by saying that in my many years of working with electric cars (1994 was my first), I always explained to the public that electric cars are not trip cars, they are for your 95% use, around your home and for commuting. So, the idea that we would take the new Chevy Bolt EV on this trip was really Michelle's. I was set to take her SUV until she suggested that it might be nice to take the new car. I took a quick look at the destinations and started to realize that it was quite possible. I looked at Yosemite and it was doable with no stopping from Aptos (Rio del Mar). Yosemite to Death Valley was a bit more of a challenge because we would need to take the long way around since 120 through Yosemite would not yet be open. This would require a really

big charge in Bakersfield for the 180 miles to Panamint Spring Resort. Why Panamint Springs Resort you ask? Because it has an RV parking with 50 amp outlets. One of the problems with the 395 corridor is that there are only Tesla Supercharger stations in this part of the country. The RV parks take a bit longer than fast chargers but overnight charging is not an issue. There are other RV parks on this route but this one seemed more upscale and as it turned out, was a fine place to stay overnight.

This trip journal has (Stop #) represented throughout. They were pre-planned charging stops. You may notice we didn't include some of them, so they were not sequentially numbered.

All other stops seemed really easy to manage except for the run from Tucson
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to Palm Desert. There are currently no quick charging stations from Phoenix to Indian Wells/Palm Springs along HWY 10. If I needed a charge I would need to stop in Blythe at an RV park for about two to three hours. Had I not considered the RV park, I would have abandoned the idea of taking the Chevy Bolt EV but now taking the electric car was a challenge I was willing to take on, since this was really the only downside for the whole trip. Now that I had the rough plan together I started to map things out in detail and using PlugShare, ChargePoint, EVgo and Google Maps, web sites to look at the charging locations in detail. I looked at reviews by others using the site, also checking the date of the review. I looked to see if the station had ever had issues and where the station was located in terms of things to do while the car was charging. When I selected a station as one I might use, I captured one of the pictures and put it into an MS Word document to take with me.

When there was a comment area on the hotel reservation form, I filled it in with

details about my need to charge. In the case of Yosemite, Olancha, Panamint, Prescott and La Quinta (Palm Desert), I called and spoke with someone to work out details and to make sure they knew I was coming with an electric car that would need a charge. All this planning was about two months in advance of our trip. I used MS Streets to do a detailed plan of the full route, since Google maps is limited to eight stops. Also, MS Streets lets me put in the stopping time so I know the best time to start and end the day. I like to leave and arrive while the sun is up.

I must add again, Michelle Murray, my partner, did all the non-charger related planning and this would not have happened without her. I did make one small adjustment. Michelle was getting over a cold as we got closer to leaving on the trip and our stay in Yosemite was to be a tent with no heat. When I called about the charging station, I switched that to a cabin.

The Trip Begins

May 7, 2017: The day finally came and

all the charging cables and luggage was piled into the car. We left Aptos at 8am heading for Yosemite. Really a very nice Sunday for a drive and no traffic, was just another plus. I had Yosemite entered into the navigation system using my Android phone. The phone must be plugged into the USB port for the integration to work in the Chevy Bolt EV. I have a phone holder over the car display for easy access to the phone when I am getting in and out of the car. I also added a dashcam set on a 10 minute repeating loop but had no real need for it on this trip. Checked it for the first time when I returned and found it recorded the full day of travel from Santa Barbara. Didn't expect it to save that much data, very nice.

(Stop 2) We arrived in Atwater (Merced) on schedule, about 10am, found the charging station and picked up some things to eat for the additional 100 mile drive. On our way into the park, we stopped at Bridle Veil Falls with a bit of flooding in the roadway. We parked the car and walked up the trail only to find that once at the falls we were showered with water and could see nothing of the falls due to the fog and water obscuring the view. The best view of the falls turned out to be just right next to our car.

(Stop 3) We pulled into the Majestic Hotel (Ahwahnee) and found the charging station in back part of the parking lot on the right side of the hotel. There is a Tesla and Clipper Creek charging station. I didn't expect it would be a low power (only a 12amp 240 VAC) station, so it would take a bit longer to charge but I was there for two days so that would not be a problem. As it turned out the charge was finished in the morning so I moved the car out of the charging station parking place to a regular parking space — good etiquette. Since I did a last minute switch from a

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BOLT ROAD TRIP

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tent (with no heater) to a cabin, we would need to switch from one cabin on the first night to another cabin on the second. At first, I was a bit bummed because the predicted rain, snow and cold didn't happen and the tent likely would have been fine, but the cabins were so nice that I had no regrets and Michelle was so happy to be in the cabin.

We got in a nice hike to Yosemite Falls the afternoon we arrived after moving all our stuff to the cabin, and took pictures of the valley floor. It really was a perfect day. We asked about getting dinner reservations in the Ahwahnee for the next day when we checked in, and found out it was possible to be on "on standby" for an early dinner. [Ed: This world famous location books over a year in advance for some occasions!] We didn't cancel the 2:30 and did that as well, making it our dinner for the day, eating just a small snack later on.



May 8th: On our full day in Yosemite, we went on the bus doing the full valley loop and stopped at the Bridle Veil Falls trail head, hiking up to the falls. We got back in time for our 2:30 at the Ahwahnee.



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BOLT ROAD TRIP

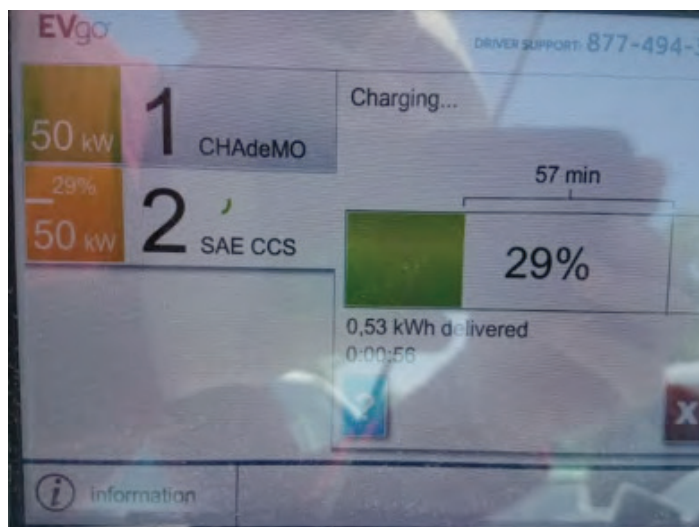
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May 9th: We left early in the morning Tuesday because we had 400 miles to cover which was to include a two hour stop to charge in Bakersfield. Starting the drive through the valley and at 7am when there was no traffic — it was really beautiful. We climbed several thousand feet out of the valley which used a lot of kilowatt-hours of energy but I planned on a stop in Fresno, if it would be required to get to Bakersfield.

(Stop 4) It turns out there was more downhill than uphill so by the time we reached Fresno, the car battery had more than 80% remaining; it was incredible. This was after 91 miles of travel.

On the flat, this would have shown about 50% battery remaining. Since the percentage of remaining battery was so high, there really was no necessity to use the fast charging at this location because it would not be charging at a level that would have been that much faster than a level two charge connection to the car. So, I plugged into a level two station while we shopped at Whole Foods. We picked up lunch supplies assuming that the quality here would be better than what we could get in Bakersfield. Then we got on the road again to travel another 120 miles to Bakersfield.

(Stop 5) On arrival in Bakersfield at the charging stations at the Walmart Supercenter, we found three parking spaces at the two stations, occupied. One space had a gasoline powered station wagon with a handicap hanger, the other two spaces had BMW i3s plugged in to the quick charge. Both cars were newly registered with no license plates and temporary registrations in the front window. I called the dealer number since that was the only phone number available to me. They knew nothing about the cars but would send someone over. Then the gas car owner came and moved his car, then the owner of one of the BMWs came to restart the charging station (the EVgo stations turn off every 30 minutes, another story). After talking with this owner, I found that the other BMW was always there and never charging and that others frequently unplugged that car to use the charger. I parked where the station wagon had been, unplugged the BMW that was not charging and plugged my car in. Only about 10 or 15 minutes elapsed from the time I had arrived, so not a big deal. *I talked to the other owner about charging etiquette and putting a phone number in the charging port or on a hanger so he could be contacted.*



[Ed: This is a great suggestion for all EV owners!]

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We charged to 95% since the next stop was 180 miles and likely included an uphill climb. We were on the road in less than two hours, following the GPS on the scenic route past Isabela Lake toward Olancha, where I had mapped out and prepared to stop at an RV Park for additional charging if it was needed. Once past the lake, there was some downhill which recovered energy and by the time we went through

Olancha, it was clear we would have no trouble getting to Panamint Springs, even though it was at a higher elevation than our current location. We stopped at two vista points on the way. One was a stop with a map of all the mountain peaks with labels (see below) and the other stop was on the summit above Death Valley, with a very deep canyon, dedicated to Father John Crowley.



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(Stop 6) After Crowley, we dropped about 2000 feet to Panamint Springs Resort, our last stop for the day. Just an RV Park but it was really very nice. The little cabin that Michelle reserved was perfect for a one night stay and they included in the price, an RV camp site to park the car so it could charge overnight. Note in the pictures the level of charge when we arrived was about 25% and the details for the day, 88.1 kWh used for a distance of 397.8 miles from Yosemite. Also see that 3% of the energy used was for climate control and in this case that was air conditioning and the fan, which was off at the higher elevations. This worked out to 4.5 miles per kilowatt-hour. I wish I had been careful on each stop to take these pictures but it didn't always work out.

The food here was really quite good. There was a great selection but Michelle and I had already planned on pizza and beer. I added two specials that I could not pass up, a prickly pear margarita and homemade apple pie. OMG! We enjoyed this and the very small birds cleaning up after us. The next day we also had breakfast there which was a very complete buffet, all you can eat for \$10 each.

The people staying here were from different countries, two groups we communicated with were from Germany and France. We decided not to talk politics with the French since they were still in the middle of their election. Check-in was several hundred feet down the hill from the park and restaurant. It included a general store that was mostly snacks and little else. Of note were the people, possibly on something or just not very smart, or having a very 'off' day. They had trouble understanding the arrangement made over the phone, about the cabin and RV space but when they got around to reading the detailed instructions it all worked out. A big biker group came through to fill up just as we were



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leaving and I quietly (it is electric) slipped by as they smiled at the car.

May 10, 2017

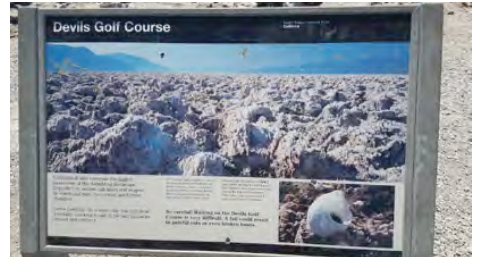
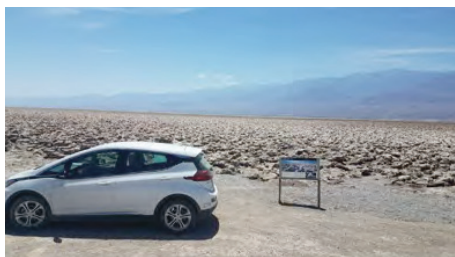
Bolt EV – Fun Fact!

We were fully charged and left Panamint Springs Resort headed for a tour of Death Valley. This involved a short drop in elevation, a drive on the flat with a short hill climb, then dropping down into Death Valley, below sea level. When we got to sea level I took a picture of my battery progress and right after that received a text message from the car saying I was fully charged. A distance of 28.6 miles getting 7.6 miles per kilowatt-hour.



We didn't stop at Furnace Creek. It was very touristy with many palm trees and big buses. It just didn't seem that interesting. At a family friend's suggestion, we went to the Devil's Golf Course. We think it had seen too much rain so it did not look like the picture (see photo at right). No crystals.

Natural Bridges was next – a nice short hike and the views were very nice.



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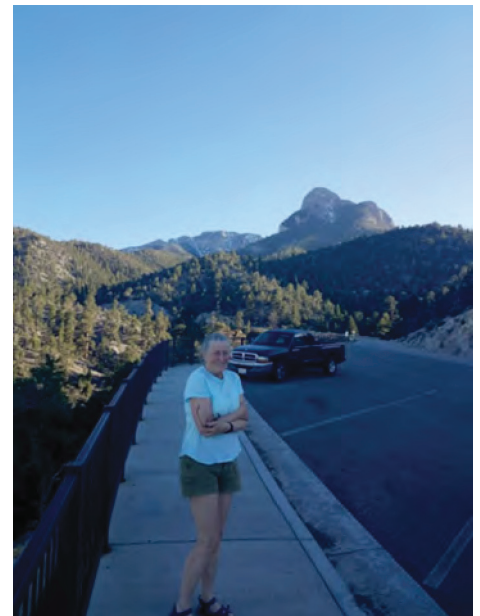
Then on to Artisan's Pallet, which was really amazing but it is a drive through so I didn't get any pictures. The hillside's full of color, reds, greens, orange. That was the last stop in Death Valley, it was time for us to head to Las Vegas. First stop was a quick charge station in Beatty, NV. Cool charging area behind the gasoline station. One station I could use and eight for Tesla. Must be more gamblers drive Teslas. Best part about this station was that it wasn't an EVgo, so no 30 minute time out. It was a ChargePoint station, seemed like an older model because the display was really small but it worked really well. We were there for 45 minutes. I looked around, mailed a post card and did a 'bio' break. Next stop would be Mt Charleston Resort, which is about 7000 feet elevation to the west of the city of Las Vegas. Yes, that is snow in the mountains. We had set the climate control high so the air conditioning would not come on unless it really got hot (78) and forgot about this until the heater came on. We didn't know how cold it was until we got out of the car. **(Stop 7)**

(Stop 9) May 10th: This is a ski lodge during the winter, doesn't get much business this time of year. Nice meal and friendly people but no charging stations. Not even a 120 VAC in the parking lot. Good thing we didn't need it. Our waiter told us about a wonderful museum just down the road a couple of miles, so we stopped in the next day since we had lots of time to drive just a few miles to the town of Las Vegas. Wow, really cool displays including a stain glass panel that you could only see with polarized glass. They have a panel of polarized glass that I used to take the picture but you could also borrow hand-helds to look at it.



May 11: They had geothermal temp control with the manifold on display in the floor under plastic. **(Stop 10)**

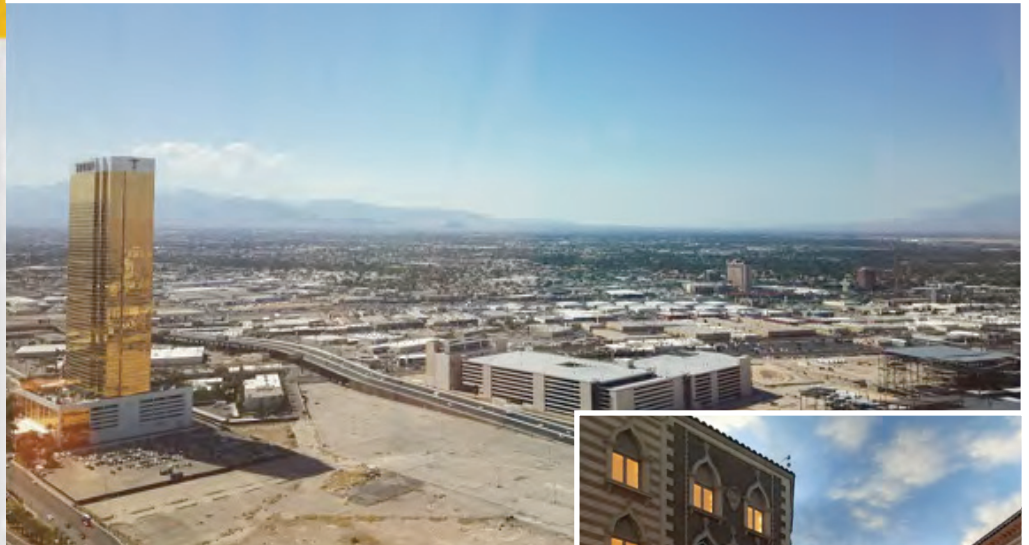
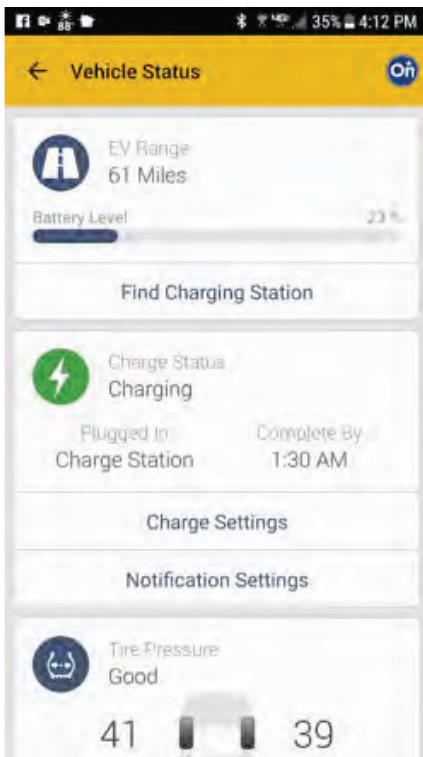
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Then the city of lost wages for two days, the 54 floor with a corner room that included a view of Trump Tower. The mountains we just came from are in the background of this picture to the right. There is a charging station in the valet area of the Wynn Hotel but you must use the valet to use the charging. Forgetting to

take a picture of the display before car was taken and after it was returned, so the only data I had was a screen shot of the MyChevy app on my phone — just a different view of the same information. This also verified for me that the valet got it on a charge. The photos below show the buffet at the Wynn where we had breakfast (all you can eat of almost anything)



and Michelle having fun at the Venetian under the incredible ceiling in this very large mall area.

Since I didn't take pictures of my car display for energy consumption tracking in Las Vegas and didn't remember to
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BOLT ROAD TRIP

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reset the daily mileage, I will provide the raw numbers. From Panamint to the Wynn Hotel is 287 miles. So, the display you see next, the 287 needs to be subtracted to get the daily miles (126). An odd thing happened to the car on the way out of Las Vegas. The climate control temperature setting got crazy and when set at 78 since it was well over 80 outside, starting pumping heat into the car. To start cooling, I needed to set the temperature to 64. This corrected itself next time I turned the car off, then on again. The car display picture was taken in Kingman, AZ., where we first considered stopping until we heard about Seligman, for a charge we knew we must have to make it to Prescott. This is why the picture shows we were cruising at 65 MPH when I took the picture.



(Stop 11) May 13: Seligman is a Route 66 historic town and kept the look and feel back when Route 66 was the main route across the US (Chicago to Los Angeles). The General Store, which includes this RV park, was not listed in PlugShare until I added it. There are two other RV parks in Seligman but they are a good walk from the town center and this is right in town. So, if you plan to charge and walk around to see the sites, this is a much better location. I called when we left Las Vegas and actually didn't get a very warm reception to the idea of plugging in an electric car using the 50 amp RV plug. The person in charge at the time seemed to be more interesting in saying no. But the person on the phone with me, Shellie(?), didn't really see the problem and suggested I drop in when I got to town. When I did, Kevin, greeted me and said, "just charge him for a camp site" which was \$10 for 24 hours. The fee included a 10% discount at the Roadkill Café! At the time, he didn't know I needed a

50 amp plug but when I gave him that detail, he had no problem with it. He also told me they had wanted to look into adding a charging station in front of the store. I suggested ChargePoint as the first option but did tell him about EVgo. A quick charger in this location would be really excellent because it is also very close to Hwy 40 and would bring more business to the store. There was a major head wind getting to this town so we ended up staying an extra hour for a total of three hours.

As it turned out, we didn't walk far enough and found there was a lot more town to see, as we were driving out toward Prescott. The road was mostly flat terrain, though Prescott is at 5300



feet, still we had a head wind and needed to watch our speed to make sure we had enough battery to complete the journey. Only needed to go another 80 miles to get to Prescott so a three hour charge should do the job. If you look at the car display image below, I would have liked one more bar, but it worked out.

(Stop 13)

Arrival at my alma mater

It was not as simple as just arriving at the College and plugging in. We had plans to meet up with friends of Michelle's, who live five miles out of town. We had to arrive at the college, unpack our things and get room keys, freshen up and head right out for the

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visit and dinner. Since we took an extra hour in Seligman, we were running a bit behind schedule, so having some room configuration issues come up on our arrival did not work out well. The student managing room assignments was able to find another room while Michelle did her freshening up.

Also, this was a newly installed 14-50 outlet at the college and I didn't really know where it was located. No time to look since we were already late for our dinner arrangement. Did a bit of back tracking to get out to Michelle's friends place, a beautiful home on Granite Mountain out Indian Springs road. When I arrived, and asked if it would be ok to plug into a 120 VAC outlet while I was there. Surely wouldn't hurt to have a bit of a charge even though the trip back would be mostly downhill. Sorry, forgot to take pictures, I was so focused on getting the car plugged in, I just didn't think about pictures. To summarize, when we arrived at the college, I had about 10 miles of range left and went up to our friends on the hill. Charged a little bit, two hours on 120 VAC at 12 amps, then got back to the college. I found the 14-50 outlet, oops, the outlet is upside down and with a cover, not possible to use this way. So I pulled out my tool kit, took the outlet out and turned it 180 degrees. Then I noticed the cover latch area was right where the cable for the 14-50 plug should go but was able to get the plug in far enough for the charging station to come on. Note the distance from the plug to the car, a bit longer than my 25



foot cable. So, Ron Freund had loaned me his 25 foot J1772 extension (25 feet), normally used when a charging spot is ICed but in this case it added the necessary four additional feet needed to plug in the car.

Again, I didn't get any other pictures until after we arrived in Tucson. I recall taking out my phone and clicking but there are no pictures, so something must not have worked. The stay at the college was really very nice, one double room



with a connecting bath. The kitchen was available to us but we were not there long enough to take advantage. The next day was Mother's day (May 14) so we got to Saint Michael's on Whiskey Row early to get a really great breakfast. The location is about six blocks from the Prescott campus, an easy walk. After breakfast, we walked around the downtown area. There was an art fair going on the city center green, so lots to see.

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(Stop 15) May 14: The trip from Prescott to Tucson was 212 miles to the quick charge station and was about 10 miles from the place we were staying. The quick charge station is in a very large mall on the northeast side of Tucson at 2905 East Skyline Drive.



This picture is from the PlugShare web site showing the station up the hill and behind the mall, in a covered part of the parking lot. There are two parking spaces for this station and one had been ICed so I left an etiquette kit card on the windshield. I plugged in and started the charge. Just needed enough to get around town for the next two days, didn't really need to top off. Did connect for two 30 minute sessions. When I returned after the second session to collect the car, the ICed space was now occupied by a Nissan Leaf with the charge port door open. I left a note suggesting he put his cell phone number inside the charge port door so he could be contacted. [Ed: Again, a superlative ideal!]

May 15: we drove over to the Desert Museum on the extreme west side of Tucson, which takes about an hour

to get there, though it is only about 20 miles. PlugShare indicated there were level two charging stations at this location so this seemed like a great time to pick up some electrons since we expected to be at the museum for a while. There were four Blink stations. It had been a long time since I had used a Blink station but I had my card with me. The card didn't work so I needed to call. The Blink representative was on the phone in a few minutes and indicated that my card was not active, so she activated it and stayed on the line to be sure that charging had started.



When looking at this image, keep in mind that the last full charge was in Prescott.



Had a wonderful stay in Tucson, with family. We were treated with some very amazing meals at their favorite restaurants in town. Did lots of catching up and hanging out, which also included some computer repair.

We absorbed almost a full charge on 120 VAC before leaving Tucson headed for La Quinta (Palm Springs). I did finally press the daily mileage reset but the screen showing miles from the

last full charge did not get reset before we left for a charging station in Tempe (Phoenix). Recall that there are no charging stations between Phoenix and Palm Springs on Hwy 10, so it would be important to top off as much as possible to be sure we can make it there. Hoped we didn't require a stop in Blythe, but as it turned out, we did. Not such a bad stop after all. There is a nice beach on the Colorado river and it was unusually cool so perfect for hanging out two hours. The stop in Tempe was intended to quickly bring up the battery level but not top it off. I planned to put it to about 95%, then drop into Buckeye, AZ (last level two charging before Palm Springs and 10 miles west of Phoenix).



(Stop 16) May 17

(Top two photos of the next page). This was a really nice location, a new coffee house for a development that is 'in process,' adding to the Phoenix sprawl even though it is technically another town (Buckeye). At this point, with it almost "full," I really thought we had enough to make it all the way to Palm Springs. **(Stop 17)**

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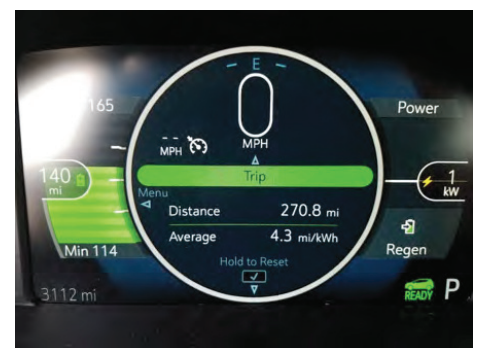


(Stop 18) We encountered strong headwinds again with a Highway posted at 75 but I set the cruise control for 65 and kept an eye on the minimum mileage. The display of the power used (kWatts used) was showing over 20 much of the time, due to a slight uphill grade and additionally, the headwinds. With about 110 more miles to go, I really wanted to have more than 50% battery available so I suggested to Michelle and an hour and a half or more, would be best. This Colorado River beach was mostly sand and we did go into the water a bit but swimming would be out of the question. The bank dropped off quickly and the current was strong. Looked to me like it was moving at about 5 MPH. There was a nice game room at this park, including pool tables, and other table games. Michelle and I played a shuffle board game with sand and pucks. Didn't have any idea how



to score but tried to get a high number without having the puck go over the edge.

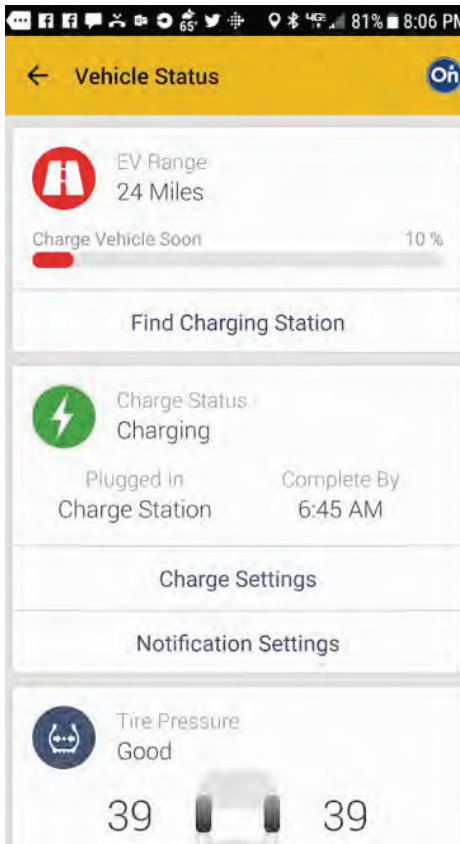
After the charge in Blythe, with our minimum miles (available) now showing a bit lower than the miles needed to travel, we watched our speed carefully as we started to near the hotel in La Quinta, CA. Again, I knew the charging station was down the road about two miles and it was downhill. Also, I forgot to take pictures again.



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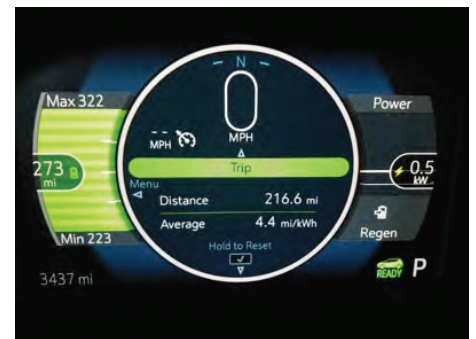
BOLT ROAD TRIP

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I did this screen shot from my phone after I returned to the hotel using Uber. It was as low as 18 miles remaining, 12 miles at the hotel when dropping off the bags but the downhill picked up some before I put it on a charge at the Nissan dealership. Fun fact, there is a Chevy dealer right next door but that charging station is not accessible 24 hours. I had called the Nissan dealership before we left on the trip and they assured me that charging my Bolt EV there would not be a problem, and it wasn't. Had a chat with three sales people at Nissan before I left and they were really interested to hear about my Bolt EV and the trip. **(Stop 19)**

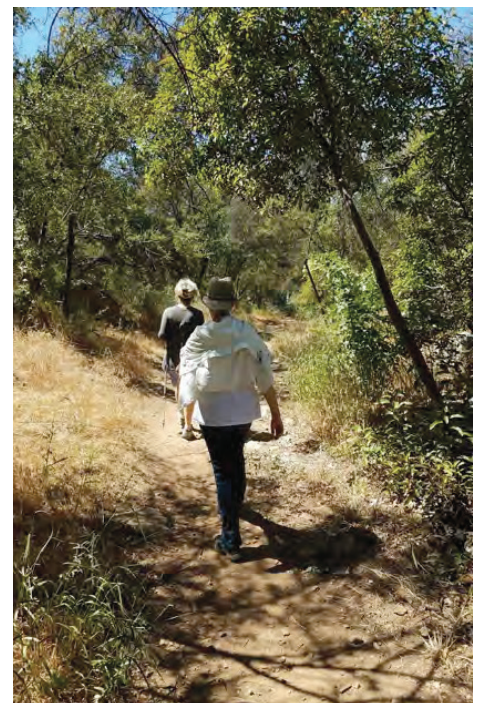
May 18: Walked down in the morning, 1.5 miles, and picked up the car. Used my "MyChevy" app on the phone and could see it finished the charge an hour



earlier than the projected time on the screen shot above. Only a short 216 miles to drive to Ojai so we spent some time looking at shops on the El Paso Blvd, in Palm Desert, on the way out. This was very productive for Michelle since she was able to pick up a new retailer for her business.

Palm Springs to Ojai, via LA

We arrived around 5:30pm at my childhood friend's home. Their very beautiful home is about a half mile from City Hall, where there are two ClipperCreek charging stations (free). I unloaded the car and took it right down, again forgetting to take a picture of the car display. The display shown here is after the charge but without resetting the daily mileage. **(Stop 20)**



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We had a wonderful dinner with my childhood friend Chris and his wife Gillian. Their very fancy table setup in the backyard was a fantastic welcome. I should have taken pictures, but alas. We had a really good night's sleep in their wonderful guestroom. Next morning we had breakfast and then a hike with Gillian, above Ojai. Chris opted out because he just had knee surgery and is still recovering.



May 19: After the hike, we packed up the car after bringing it to the house from the charging station, and then walked the town, looking in all the shops. Stopped at a small shop for lunch and then got in the car and headed for Santa Barbara. Wanted to visit some shops in Santa Barbara for Michelle but didn't really find anything worthy. Then we went to my cousin Mary's place. Plugged into 120 VAC since it was such a short trip from Ojai, overnight would top it off.

(Stop 21) Mary has the place her parents raised her and her sisters in, which has a very large room for entertaining and concerts. They were all involved with music in one way or the other. Mary still has concerts in the house on occasion. She had two friends over to join us for dinner (Dick and Barbara) and we had a grand time.



May 20: On the next day, fully charged, we were ready for our return trip home – 250 miles. The plan was to head up HWY 101 through King City and then over to the coast but we decided to take a side trip to Cambria at Barbara's suggestion. Visited some shops again and actually made a

good contact for Michelle. Then we stopped into a restaurant near where we parked which turned out to be excellent. **(Stop 23)** Robins pictures are below.



The drink that looks like a shake, is a mocha float which included coffee ice cubes, chocolate and ice cream. Yum! Everyone walking by are table regretted not ordering one for themselves.

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BOLT ROAD TRIP

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Had an option to stop in either King City or Paso Robles. Michelle was very worried to pass up Paso Robles and then find there was a problem in King City, so we stopped in Paso Robles. Turned out, there was a problem, but better there than in King City. I was not able to get my card (either of the two cards I had with me) to activate a charge. So, I called and they knew about the problem at this station with the card reader and activated it remotely. I plugged in the car and we were charging.

(Stop 24) The charging station was a ChargePoint Fast Charge station in the parking lot for Cool Hand Luke's. The car display shows the miles up to Paso Robles and we have another 128 miles to go. This image was after the quick charge and I just wanted to be sure we had enough to do the minimum miles and it was close enough. I would take a quick look in King City and make sure we were still on track. Passing by King City the minimum number compared to the remaining miles, still looked good, so we continued on. This part of the trip was familiar to me so I didn't mine running close.

(Stop 25) These last two images of the display at the end of our trip (8:25pm), tell the story.

Concluding Remarks

The Chevy Bolt is really one of the best electrics I have driven and there are few that I haven't driven. The single pedal control is the best feature, as far as I am concerned. This is an LT and not a Premiere, so many of the most talked about features are not part of my car but for the "poor man's version" this is really a great car. I have seen lease deals in other parts of the country that are much better than the one I was able to get with this car. There are LT lease offerings that



are under \$200 a month with \$2K or less, down payment. The only down side for me is the Bluetooth integration and in that area, my Nissan Leaf was much better.

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