

Anti-Alternative Vehicle Cartels Use Covert Hostile Take-Overs To Get Rid Of The Founders And Put Their Log Jamming Staff In Charge

Elon Musk never founded Tesla. Musk came in and ran a hostile takeover against Marty and the other ACTUAL founders of Tesla Motors. In fact, most alternative energy car companies that started to get traction suffered a hostile take-over in order to control, or end, their ability to get to market.

If you try to start an electric, fuel cell or other alternative energy car company you can count on it being attacked by moles, hostile take-overs, hackers, staff poaching and bribes.

The Detroit Cartel, The Silicon Valley Cartel, The Goldman Sachs Cartel, The Steel Industry Cartel will do things you can't even imagine to try to stop your progress.



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UAE'S Aabar buys 40 percent of Daimler's Tesla stake

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09:00 AM (UTC-7) Jul 11, 2010 7:25am EDT

(Reuters) - Abu Dhabi-based Aabar Investments AABAR AD has purchased 40 percent of Daimler AG's (DAIGn.DE) stake in electric-car start-up Tesla Motors Inc, with the aim of launching a joint venture, Aabar said on Monday.

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ZAP Gets New Chairman from Dubai

by Craig Rubens MAY 28, 2008 - 10:00 AM PDT

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SUMMARY: *The ever-evolving saga of the electric car company ZAP Motors has added a new chapter today. The maker of the three-wheeled, all-electric*

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New York Times contributor blogs about green transportation



Shai Agassi out at Better Place: Like Tesla without Musk, or Apple minus Jobs

In a shocker, Better Place's board has dismissed the man who imagined the company, raised hundreds of millions for it, and relentlessly drove it forward. What's next without the visionary founder?

Thu, Oct 04 2012 at 11:31 PM

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Preston Tucker

Preston Tucker was a car-crazy kid who hung around auto speedways and grew up to create an automobile--the Tucker--that was years ahead of its time. He was a man of pioneering spirit, ingenuity and daring, who revolutionized Detroit in the 1940s with his stunning "Car of Tomorrow." It was streamlined, futuristic and fast--the car every American dreamed of owning, at a price most people could afford. A man of endless enthusiasm, Tucker publicized his model all over the country to wild acclaim. He sold stock, set up a factory . . . and then the auto industry launched a devastating anti-Tucker campaign.



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Tesla's Founder Sues Tesla's CEO

BY CHUCK SQUATRIGLIA 06.11.09 1:15 AM

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**XP VEHICLES FIGHTS OF HOSTILE TAKE-
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TECHNOLOGY 

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Fisker Founder Out In Electric Car China Shakeup

By DONNA HOWELL, INVESTOR'S BUSINESS DAILY

Posted 03/13/2013 03:15 PM ET

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It's the second flap really to do with freezing that's hit the luxury electric car industry: Fisker Automotive founder Henrik Fisker just quit after disagreements with management, amid

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Miles EV names ex-Goldman Sachs exec as Co-Chairman



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V-Vehicle Founder & CEO Out, Ray Lane in as Chief Executive

by [Josie Garthwaite](#) APR 5, 2015 - 8:55 AM PDT

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SUMMARY: V-Vehicle has undergone a shakeup since the feds rejected its request for \$321.1 million in loans. V-Vehicle founder Frank Varasano has left his post as chief executive, and investor Ray Lane has stepped into the CEO

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Edison2 Team Showcases Very Light Car 4.0 At Henry Ford Museum

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Is Ford building an inflatable car?

Published April 22, 2012 / foxnews.com



3 Comments

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The Inflatable Car

We're guessing this will come with a very big fix a flat kit.

Ford has filed [trademark applications](#) for something called an inflatable Light Urban Vehicle, or iLuv.

Classified under "vehicles; apparatus for locomotion by land, air or water," there's little more information about what it could be.

The outlet that first discovered the applications, [Ford Inside News](#), suggests that they could be intended for use on some sort of small, collapsible personal urban transportation device, rather than a traditional car, but Ford isn't saying. A spokesperson tells FoxNews.com that the company regularly trademarks various names and won't comment on any speculation surrounding these.

Mercedes-Benz has [shown a prototype vehicle](#) fitted with inflatable steel beams in its doors that expand in the event of a crash to absorb energy, while a San Francisco startup company called [XP Vehicles](#) has proposed a car made from flexible panels filled with lightweight expandable foam.

FORD PLACED THEIR STAFF INSIDE OF XP VEHICLES, ZAP AND APTERA TO SPY ON AND MANIPULATE THEIR DEVELOPMENT EFFORTS

TESLA SACKS A 'BLOODBATH': CONROY'S CO-FOUNDERS AWAY TO BE GONE



It's not possible to identify anyone as the owner of the vehicle, but the car is a red Tesla Roadster, the world's first mass-produced electric sports car. It was unveiled in 2008 and is the only one of its kind to have been built by Tesla. The car is shown driving on a road, with a person visible in the driver's seat. The car is shown from a front-three-quarter view, moving towards the right of the frame.



The car is shown from a side view, highlighting its sleek, aerodynamic design. The word 'ROADSTER' is printed in large, bold letters along the side of the car. The background is dark, making the red of the car stand out.



A man with short hair and a beard is sitting in the driver's seat of the red Tesla Roadster. He is wearing a dark jacket and is looking towards the camera. The car is parked on a road, and the background is slightly blurred.



Two men are standing together in what appears to be a workshop or office. They are both dressed in dark clothing. One man is slightly taller than the other, and they appear to be in conversation. The background shows some equipment and a dark setting.

Tesla was taken over in a hostile ownership grab in order to exploit lithium ion from corrupt over-seas mining deals

these could have been better managed and, to a certain extent, anticipated since what you have started was a major paradigm shift in the industry. It was well understood that a revolutionary movement always comes with major challenges and costs. What Tesla has now become is a more profit-loss centric company—and with a poor chance of making even that—unless someone absorbs it for its remaining core value that you have left behind. Tesla lost its true evangelist and the leader...” (end of blog quotes)



So, what do you think happened at and/or to Tesla Motors? One thing we can probably rule out, and that's the forming of Tesla to rip-off people's money. Even though the company demanded (and got) 100% down-payments of \$100,000, or more, from each potential buyer just to get on a list of those wanting a car, the founders of Tesla already had tens and maybe hundreds of millions of their own dollars; many of them came to Tesla after retiring at young ages from their various Silicon Valley success stories.

That's where the mystery deepens, the part of the story when people shake their heads and force themselves to wonder: Was Tesla simply the modern iteration of what used to be called "planned obsolescence"? Were the Tesla EVs always destined for the dump, their real purpose to "prove" to the world that even the money and minds of Silicon Valley are unable to build and market an EV?

These and other questions will probably never be satisfactorily answered. For our money, we bet Tesla will not be an exhibitor at the 2008 Los Angeles Auto Show.

TESLA SACKING A "BLOODBATH" : COMPANY'S CO-FOUNDER, MANY MORE GONE



Say what you will about Carroll Shelby (and we've said plenty of uncomplimentary things along with the good; there are at least two sides to every story), but something he told me a long time ago holds true today, even more than it did 50 years ago. "Stew," he said, while we were sitting in some hotel suite in some city, "it's just as tough and expensive to make one car as it is to make a million." His point is an old story: The costs of R&D, manufacturing, tooling, marketing, advertising and emissions testing and crash-testing are enormous, and not anywhere near the total of what real car-making costs. And only people who know what they are doing should get involved in such an undertaking. And an "undertaking" it has, quite unfortunately, but not unexpectedly, turned-out to be for California start-up EV venture Tesla Motors. (Photo - A Tesla "roadster" on LA's streets).

When we saw the sad, sorry "exhibit" which featured Tesla at the recent Los Angeles Auto Show, it was obvious that either the company was "in-between" PR and marketing people, or, worse (and true, as we found) the company itself was going through some terrible divisions. (Photo - Tesla's LA Auto Show exhibit was part of the Yokohama Tire display in the LA Convention Center lobby; how far --- and how quickly --- the mighty had fallen).



And we've seen some shocky "car companies" come and go; we know plenty of "car-builders" who somehow bolt-together one version of the earth-shaking "car" they're trying to raise money for, and they re-paint it every few weeks so it appears that he or she has more than one car already built.

Talked-up to the world's media by no less an odd couple of American politics than Condoleezza Rice and Arnold Schwarzenegger, Tesla, heavy on cash and brainpower but low on car-industry experience (like, none at all) seems now on the verge of shutting down ... but maybe reappearing, we'd hope, as a company which might actually be able to deliver on its promises.

Elsewhere on this blog, we've detailed the close connections between Tesla, the Bush Administration and Republican heavyweights. Is it possible that, as many say General Motors did with their 'EV1', Tesla was organized in order to "prove" once more that a true battery-powered electric vehicle is untenable given today's technology? That oil-fueled internal combustion engines still make the most sense? (Photo - Martin Eberhard, a co-founder of Tesla, was fired by the company).



We're all entitled to an opinion (last time I checked ... the Supreme Court hasn't changed that yet, have they?), but the co-founder of Tesla, Eberhard, and other "Tesla Founders", have a thing or two to say about Tesla on their blog. Even though going to that blog today has this message from Eberhard about some specific entries of his: "This blog entry has been taken down at the strong request of Tesla's management. By taking it down, I am in no way admitting that anything I wrote was in violation of any agreement I signed with Tesla Motors, and I stand behind the truth of what I wrote. But it was explained to me that Tesla and its financial backer(s) can spend far more than I can on a lawsuit... Most of the comments on this blog entry have also been taken down; sorry for the inconvenience", we at SteveParker.com have found the original postings by Eberhard and others (Tesla can't fire us); the numbers of those fired by Tesla are between 26 and 40, depending on the source, and offices in Detroit and possibly Washington, DC, have been shuttered. With all that, here's what at least some of the "Tesla Founders" have to say:

"As you may have heard, the ax has been steadily chopping away at Tesla. I don't pretend to understand the choices being made and honestly wouldn't even be surprised to learn if I was next on the list. At this point, I'm not even sure if that would necessarily be a bad thing."

"The company has changed so tremendously since I started. It's very secretive and cold now. It's like they're trying to root out and destroy any of its heart that might still be beating."

"I came to Tesla with a great deal of optimism to work for a company with a noble purpose that had a real chance to make a difference in the world. That sense of mission and hope generated incredible energy and determination to overcome the many challenges of producing a great EV. This energy has been drained by the cold, irrational bloodletting that has been going on there. Everyone understands necessary, rational cost management actions in startups, but this was neither necessary nor rational. No thought has been given to the immediate and long term impact on the future of Tesla. Entire departments are stumbling around stunned, bleeding, and headless." (Photo - California Arnold Schwarzenegger and Tesla's Martin Eberhard give Tesla the "walkaround" treatment at a Santa Monica, CA, media event in 2006).



"It is a damn shame about Tesla. I once again spent the day dreading the words, "Did you hear?" Today I just don't know what they're thinking. [REDACTED] referred to it as a "stealth bloodbath." It's next to impossible to concentrate and actually get anything done. And the real insult in my mind is that they have the nerve to host the holiday party this Saturday. It's going to be more like a wake!"

"The atmosphere at Tesla Motors has been suffering for the last couple of months as the new management have slowly squeezed the life out of engineering. The way in which the layoff/reduction-in-force/firings have been handled is one almighty cluster cabbage. In a stroke of pure genius, the two HR folks were the first to go, leaving nobody to turn out the lights. Only after they left the building did they realize that now there was nobody to write the termination letters. Like I said, pure undiluted genius."

"Sadly - and I do mean this - I am not sorry to leave. The culture that Martin and Marc created is gone. The car is nice, but every day in the office was like a visit to the dentist, not knowing what was going to happen next. Enough. I have moved on."

"Unfortunately, the company that I used to love has changed drastically. If I were to pin point a critical turning point, it would be the day when you were pushed aside. Until then, it was not so obvious how Tesla Motors was really Martin Eberhard's company. After you were gone, I think the spirit and the character of the company went with you. It was surprising how quickly it happened. Yes, there were technical and operations delays for sure, but

The Washington Post

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Car company says Obama team steered stimulus funds to political favorites

By [Carol D. Leonnig](#), Thursday, January 10, 8:10 AM

An electric car start-up and its sister company sued the U.S. Department of Energy Thursday, claiming Secretary Steven Chu and his federal agency awarded money to politically-favored firms and strung along their firms and others in a "fixed" race for federal funds.

The two lawsuits filed in federal court by the fledgling San Francisco companies echo what has become a familiar complaint since 2010 and throughout the presidential campaign: that the Obama administration's signature investment of tens of billions of dollars in the clean energy industry frequently benefited companies who were backed by the president's campaign donors and political allies.

In addition to complaints of cronyism, XP Vehicles and its sister company, Linnia, said they have evidence suggesting the Department of Energy improperly shared their patented technology with competing companies who won federal funding.

XP Vehicles had sought a \$40 million federal loan in 2009, proposing to make a lightweight sports utility vehicle of space-age materials, and was ultimately rejected. Linnia had devised a rechargeable energy storage system that would power the car.

The two firms made their complaints of unfair treatment in two separate lawsuits in Washington, in the U.S. District Court and the federal claims court.

XP and Linnia are fighting against the Department of Energy's lack of fairness in favor of politics as well as its "flagrant abuse of taxpayer dollars to harm small business and benefit political cronies," said Dan Epstein, executive director of Cause of Action, a nonprofit watchdog group that helped the company file its suits. XP and Linnia are now turning to the court for the accountability the DOE failed to administer."

