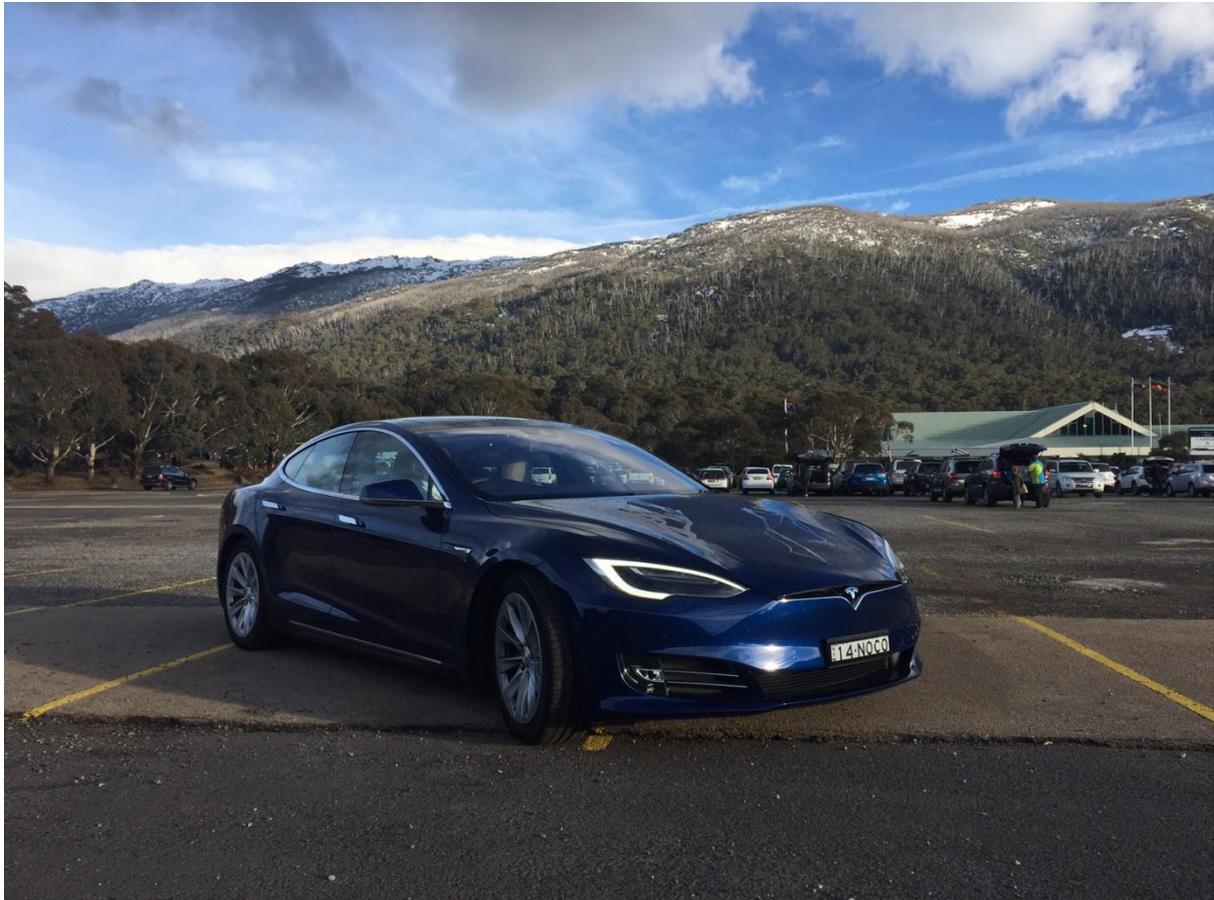


BRUSH PARK BOWLING CLUB NEWSLETTER

ELECTRIC SNOW SKIING



Tesla at Bullocks Flat Ski Tube

Many members have asked me about driving a Tesla, an all-electric car, and how does one get around the country when the batteries have to be recharged!

Recently Tinker and I went skiing and here is the narrative of the trip which may give you some insight into the experience.

Sunday night I put the Tesla on my garage charger at home and set it to charge to trip level (off-peak of course). This is the full charge of the battery which registers at 520 km. (Unusually the full charge is more achievable around town as the Tesla has regenerative braking where stop start driving or going downhill the electric motors brake the car and charge the batteries).

The Tesla is less like a new car and more like a new bit of IT and the on board computer is always engaged to assist in driving for comfort, safety and range. For example as we were leaving the Sydney area Tinker was taking the first driving shift and I was in charge of Music/Radio/Spotify (music download). The cars control screen the size of which many people have commented on, was working but there was no sound!!! After trying all avenues I resolved to ring Tesla Assistance on my mobile phone. I was connected to a young whizz kid in Fremont California (Tesla factory) who guided me through a screen reset all occurring while we continued driving down the M7. A blank screen, a Tesla

logo and then bingo the screen was back up and fully operating with full surround sound (seven speakers!)

Anyway back to the travel! Using the 'Navigate To..' speech recognition function we told the car the Horizon Resort's Jindabyne address which goes into the Tesla GPS system and the car's computer calculated the distance and the battery charge, and advised us to proceed to Goulburn where there are 8 Tesla Super chargers located opposite the tourist information office.

These Super Chargers are located all the way down the main highways and are connected directly into the local high voltage transformer. As a consequence charging is rapid and by the time we had walked up the main street of Goulburn and had a cup of coffee, the Tesla App on my I-phone lit up to tell me that after 15 mins of Super Charging we were ready to go on to Jindabyne.



After a very smooth ride (no engine noise, but lots of music) we arrived at the Horizon Resort in Jindabyne.

We did check out the Super chargers at Cooma in the local Coles supermarket for future reference but we weren't in need of any more charge and finished up in Jindabyne with 120 km still in the 'tank'.

The Horizon Resort is one of many facilities which have Destination Chargers; supplied by Tesla, and if you are staying at the resort charging costs are free to Tesla users.



Tesla Charging at Horizon Resort

As you can see in the photo the overnight temperatures were well below zero and the ice and frost build up on the car was interesting for a Sydneysider.

Of course, over breakfast I could use my I-phone to switch on the Heating in the car so that the windscreen was clear by the time we were ready to hit the slopes. The destination charger only required 3 hours to re-charge the batteries and this was done overnight. It was only required once to give the batteries a boost to run around Jindabyne and out to the Ski Tube at Bullocks Flat.

On the last night we fully charged to trip mode again and told the car to 'Navigate to Home!'. Again the GPS system worked out the trip distance and the charge and again advised us to recharge at Goulburn and in the morning reversed the trip to Goulburn and then home again.

For those who are budget conscious you might wish to know that as a 2016 Tesla owner all Super charging is free so our fuel costs for the trip were ZERO!

For those who haven't experienced it, the Ski Tube is a funicular railway which goes through a tunnel in the mountain delivering skiers, and their skis directly into the snow at Perisher or Blue Cow.

Like the Ski Lifts on the slopes themselves, the Ski Tube is all electric and regenerates electricity into the grid on its way down the mountain.

When we arrived home we realised that we had achieved on the trip ALL ELECTRIC SKIING!!

Foot Note

I did ask Roger what would happen if a Tesla driver ran out of juice in the bush, say Ship Creek.

If you can get access to a 240v GPO then you can recharge the batteries but it will take longer than using a 3 phase outlet. I guess that you have to be very observant of your charge when setting out on any drive.