

EXHIBIT D

HOWREY_{LLP}

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June 11, 2008

VIA E-MAIL

G. Warren Bleeker, Esq.
Christie, Parker & Hale, LLP
350 West Colorado Boulevard, Suite 500
Pasadena, California 91109-7068

Re: *Calcar, Inc. and American Calcar, Inc. v. The California Cars Initiative and Felix Kramer: USDC (C.D. Cal.) Case No. SACV 07-00723 AG (MLGx)*

Dear Warren:

Pursuant to the Proposed Order filed on June 5, 2008, Defendants hereby provide the attached chart listing the emails that, along with their associated attachments, will remain "Confidential" pursuant to the parties' Protective Order. The remaining emails produced on 12/31/07 and 3/17/08, and their associated attachments, are therefore de-designated pursuant to the Proposed Order.

Please contact me if you have any questions.

Regards,



Eric Moore

Enclosure

AMSTERDAM BRUSSELS CHICAGO EAST PALO ALTO HOUSTON IRVINE LONDON LOS ANGELES
MADRID MUNICH NEW YORK NORTHERN VIRGINIA PARIS SALT LAKE CITY SAN FRANCISCO TAIPEI WASHINGTON, DC

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From: Felix Kramer <fkramer@calcars.org>
Sent: Monday, May 7, 2007 11:01 PM
To: Dave Bagshaw <bagshaw2@gmail.com>
Cc: Somekh, Sass <Sass.Somekh@NOVELLUS.com>; Laura Stuchinsky <lstuchinsky@svlg.net>
Subject: Connecting Dave to SVLG PHEV projects

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Sass and Laura

You may have met Dave Bagshaw at the AMD event...he's a senior advisor to CalCars. From CalCars' About page:

Dave Bagshaw, Senior Advisor, an entrepreneur with a background both in technical engineering and business, former CEO of Shutterfly and a senior executive at Excite@Home, @Home Networks and the early Silicon Graphics. See announcement at the CalCars-News Archive.

Dave: Sass, retired Novellus CEO, is the man behind Silicon Valley Business Leaders for Alternative Energy http://www.svoilfree.org/ and he can send you the latest version of his paper on PHEV and related initiatives.

Dave: Laura, Director, Transportation & Land Use at SVLG, is involved with SVLG's Clean & Green program http://www.svl.org/campaigns/cleanandgreen/ and works closely with Plug-In Bay Area etc.

Dave is interested in getting involved in some of the policy initiatives, including working to involve more Silicon Valley companies in PHEVs. Laura, you and I have a long-postponed brainstorming session to have, but things are really busy for the next two weeks (this week I'm in Seattle to Tues, next week in Austin the first half of the week. So i thought perhaps we could get some discussion going online or by Dave coming down to your office or meeting Sass in Menlo Park.

Obviously we need to key all of this to the June 1 event, http://www.svl.org/events/esummit0601/ (which I can't make because I'm speaking at a Stanford Inst for Eco Policy Research event that day).

Also, might want to connect in some way with this effort -- Sass, if you don't know about it, you probably should (I'm not sure who James Robbins is connected with at SVLG.

Felix,

Thanks for the email. I would be glad to talk and get acquainted. We are already linked into SLVG. I'll be out of town next week, but will give you a call when I return if you give me a number to reach you.

Here is a link to more info on the Electronic Transportation Development Center:

http://www.sjredevelopment.org/etdc.htm

The link below gives you info on the clean energy technology commercialization work of the Environmental Business Cluster.

Best regards, Jim

James Robbins

Executive Director

Environmental Business Cluster

2 N. First St.

San Jose, CA 95113

408-938-3921

jarobbins@aol.comwww.environmentalcluster.org

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From: Felix Kramer <fkramer@calcars.org>
Sent: Monday, May 7, 2007 11:07 AM
To: jmjheaton@gmail.com
Cc: dbagshaw@calcars.org; rgremban@calcars.org
Subject: intro John Heaton

Ron/Dave

I've mentiined John Heaton (cc'd). He comes via Sass Somekh; he's been to 2 Calcars events, visited Andy Frank, has been thinking about the biz oppty. Can you meet with him? He can send you more about his background. Thanks!

John 408.655.0801
Ron 415.924.9409
Dave 650.867.3693

—
Felix Kramer
Founder, CalCars.org
fixed 650.599.9992 mobile 650.520.5555

<!D2S:felixk@pop.mindspring.com/good/815f177f/>

From: Felix Kramer <fkramer@calcars.org>
Sent: Saturday, April 14, 2007 9:06 AM
To: Dave Bagshaw <bagshaw2@gmail.com>
Subject: The serial entrepreneur I met with/hope you can talk to him

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"Mike Cassidy" <mike@michaelcassidy.com>

At 09:40 AM 3/25/2007, Mike Cassidy wrote:

<blockquote type=cite class=cite cite="">Hi Felix,

Thanks - I'll email Dave and see if he can meet.

Regards,

Mike

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From: Felix Kramer [<mailto:fkramer@calcars.org>]
eudora="autourl"><mailto:fkramer@calcars.org>]

Sent: Saturday, March 24, 2007 8:27 PM

To: Mike Cassidy

Cc: 'Felix Kramer'

Subject: RE: serial entrepreneur with solar powered car background

Mike

I suspected as much from your email. I return next Sunday; my car won't be back in the Bay Area until later that week. I'd be happy to meet then.

If you'd like to move things forward as quickly as possible, I'd also propose as an alternative the possibility that you meet one or two of my team this week...in particular, if he has time,

Dave Bagshaw, Senior Advisor, an entrepreneur with a background both in technical engineering and business, former CEO of Shutterfly and a senior executive at Excite@Home, @Home Networks and the early Silicon Graphics. See announcement at the http://www.calcars.org/calcars-news/598.html
Archive.

At 04:04 PM 3/24/2007, Mike Cassidy wrote:

Hi Felix,

Thanks for you email.
Confidentially, I will likely be moving on from

Xfire/MTV at some point.
MTV/Viacom acquired us nearly 1 year ago.
In

terms of role, I think the first step would be for me to meet your team and

understand the culture/philosophy/skill sets/etc.
I would potentially be

interested in throwing my hat in the ring for a very active role.
If you

are willing, perhaps we could meet after you return on 4/1?
Is there a good

time for you to meet in early April?

Regards,

Mike </blockquote>

At 04:04 PM 3/24/2007, Mike Cassidy wrote:

<blockquote type=cite class=cite cite="">Hi Felix,

Thanks for you email.
Confidentially, I will likely be moving on from

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</html>

From: Felix Kramer <fkramer@calcars.org>
Sent: Wednesday, March 7, 2007 10:44 PM
To: McInerney, Marianne <mmcinerney@vvcars.com>; Dave Bagshaw <bagshaw2@gmail.com>
Subject: Mutual introductions

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I've explained the other to each of you....hope you can start things going!

Best, Felix

Marianne McInerney

EVP, Government and Industry Relations

Visionary Vehicles

172 Duane Street

New York, NY 10013

212-966-4880 office

703-298-4195 mobile

"McInerney, Marianne" <mmcinerney@vvcars.com>

Dave Bagshaw, Senior Advisor, an entrepreneur with a background both in technical engineering and business, former CEO of Shutterfly and a senior executive at Excite@Home, @Home Networks and the early Silicon Graphics. See announcement at the CalCars-News Archive.

650.867.3693

Dave Bagshaw <bagshaw2@gmail.com></body>

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From: Felix Kramer <fkramer@calcars.org>
Sent: Wednesday, December 6, 2006 9:00 PM
To: Dave Bagshaw <dbagshaw@calcars.org>
Subject: Randy Reisinger #1: background/bio

<html>
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Randy is the ex-Apple guy I mentioned....he came up to Ron's for conversion; went to the EDTA meeting last week.
This email has his bio; next one his rewrite of bizdoc

His phone # is 408.858.1973...I'll tell him you might call next week.

<blockquote type=cite class=cite cite="">Delivered-To: fkramer@calcars.org

From: "R. L. Reisinger" <randyr20@mac.com>

Subject: Re: Thanks for the call

Date: Thu, 19 Oct 2006 22:14:13 -0700

Felix,

I've attached a Resume as you requested. I'll be happy to fill in
the details when we meet. I will also be traveling early next week
so perhaps we should set a time and date before we depart to keep us
on track. I'd suggest Friday. I'm guessing it would be helpful for
you to have a day to catch up after you return.

Regards, Randy R.

i,j'4

On Oct 19, 2006, at 12:17 AM, Felix Kramer wrote:

<blockquote type=cite class=cite cite=""> Thanks, Randy, all good points, and we don't disagree on any of

them. This is why I need one or more people to jump in and
transition this document to an investable proposition. I'll take
you up on your offer to get together, etc....probably late next
week (I'll be out of town Sun-Weds).

Meanwhile, can you send me more about your background? I'm as much
interested in your business side as in the technical/engineering,
of course.

Regards, Felix

At 07:14 PM 10/18/2006, R. L. Reisinger wrote:

<blockquote type=cite class=cite cite="">Felix,

Thanks for the note and the Strategy Paper.

First let me say I've been very impressed with what CalCars has
accomplished in the year that I've been watching. You guy's sure
know how to get Press and "nudge" the Auto makers into action
(albeit at their pace). I'm convinced Toyota would not have
started their Plug-in project without your efforts for instance.
Years from now you and others will look back upon this time and
see incredible change that you catalyzed.

You mentioned starting a company. I read the "Business
Combination Strategy" piece you sent to me. The bad news is--it's
not something I would invest in or recommend to other investors
because it gave me the wrong feel when I read it. For instance:

1) By listing 6 business units the document gives me the
impression that the company is taking a shotgun approach when most

successful startups have a very tightly defined focus. Business

units typically emerge when the company hits \$50-100M in revenue.

2) You have a good start on the management team, but the top guy

is missing and you suggest two possibilities from the auto

industry. This may be good because of their industry contacts and

knowledge. But this enterprise might require someone who thinks

differently than the auto industry (which is currently focussed on

selling more SUVs to regain their profitability). Do you really

want someone who comes prom that mindset running your enterprise?

'This could go either way.

3) As an investor, I want to know what return to expect and what

your exit strategy is. While you elude to a transition from

selling product to licensing, it leaves the reader unsure what

return to expect, and in what time frame, and with what probability.

4) It says you seek \$500K to write a business plan, secure IP

etc. The business plan is something I would expect an

entrepreneur to provide in order to get funding, so you put

yourself in a little bit of a chicken and egg situation.

I could go on, but I think these examples are enough to suggest

some minor alterations.

The good news--The work CalCars is doing is critical and there is

lots of good "stuff" in the document to work with. Remember this

is just my impressions, but I have seen scores of VC pitches and

presented nearly as many over the years.

Here's my suggestion. I'll be happy to meet with you and offer

some suggestions (perhaps over lunch[I'll buy]) and see if we

can't push this thing along a bit.

I hope you don't feel I'm being too critical, I love what I see

coming out of your organization. I would only make the above

comments if I thought they might help in some way. Please take

them in the spirit in which they were intended.

Regards, Randy R.

On Oct 18, 2006, at 3:39 PM, Felix Kramer wrote:

<blockquote type=cite class=cite cite="">Thanks, Randy, for the heads-up. I sent you a boilerplate

email....I didn't mean to be dismissive of your offer for

volunteer help...,if you go back a long way with Apple and with

top marketing people, you might have some other ideas and

contacts. You probably heard we're thinking of starting a

company....attached is the "strategy document" for that effort.

Things are very busy, but I'd be happy to talk further.

Regards, Felix</blockquote></blockquote></blockquote></body>

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From: Felix Kramer <fkramer@calcars.org>
Sent: Wednesday, December 6, 2006 3:35 PM
To: Dave Bagshaw <bagshaw2@gmail.com>
Cc: Dave Bagshaw <dbagshaw@calcars.org>
Subject: Re: Here's what we're putting on website

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Glad you're happy with that. We tested that a few days ago; as a re-test, you should get 2 copies of this reply.

Thanks, Felix

At 03:30 PM 12/6/2006, Dave Bagshaw wrote:

<blockquote type=cite class=cite cite="">Looks great. Does the email address forward to bagshaw2@gmail.com?

Dave

On 12/6/06, Felix Kramer <fkramer@calcars.org> wrote:

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<dd>We can tweak it as you like...

<dd>http://www.calcars.org/about.html

<dd>Dave Bagshaw <dbagshaw@calcars.org>, Senior Advisor, an entrepreneur

<dd>with a both a technical engineering background, former CEO of

<dd>Shutterfly and a senior executive at Excite@Home, @Home Networks and

<dd>the early Silicon Graphics.

<dd>Also sending to VentureBeat and Red Herring reporter (and maybe

<dd>Michelle Quinn at Mercury) with your email contact info in case they

<dd>want to talk to you...

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From: Felix Kramer <fkramer@calcars.org>
Sent: Wednesday, November 22, 2006 1:42 PM
To: Chelsea Sexton <evchels@hotmail.com>
Cc: Dave Bagshaw <dbagshaw@calcars.org>; Ron Gremban <rgremban@calcars.org>
Subject: Introducing Dave Bagshaw

Chelsea

You know Ron; Dave Bagshaw is planning to come on board with CalCars, devoting several days a week (not-yet-public announcement below). He'll be helpful for us in many ways! Dave: you know Chelsea from Sherry's book, and she's the director of Plug In America.

Both Ron and Dave will be at the Green Order GM event next week, where we understand Beth Lowery will give background on Rick Wagoner's new endorsements of electrifying transportation.

Obviously we want to do all we can to encourage them to make strong moves! You said to me last time we talked that you felt confident that further pressure or statements at this time about GM wouldn't be helpful; we're happy to listen to you and do whatever we can to help. You may have some suggestions about whether there will be any value in distributing our "no worry fleet demo" concept to anyone at GM. And whether or not you're going to be at that event, if you want to talk to Dave/Ron before then, they're cc'd on this, and here are their phones:

Ron Gremban, CalCars Technology Lead, 415.924.9409
Dave Bagshaw, CalCars Senior Advisor, 650.867.3693

Thanks, Felix

CEO/Entrepreneur/Engineer Dave Bagshaw is CalCars' New Senior Advisor

Dave Bagshaw, a long-time Silicon Valley entrepreneur, has signed on as a Senior Advisor to CalCars. He will be actively involved in shaping key initiatives of the non-profit start-up, including possible organization of a spin-of for-profit company. Bagshaw was VP of Marketing at Silicon Graphics in its early high-growth days. He was Senior Vice President at @Home Networks and Excite@Home. As CEO of Shutterfly in 2003-2004, he helped grow the company to be a leader of the online digital photo and printing industry. (Shutterfly had its IPO in September, 2006.) Bagshaw has Masters degrees in business and mechanical engineering from Stanford; as part of his thermosciences focus, he worked on design of a low emissions engine design

CalCars Founder Felix Kramer said, "Dave has a stellar entrepreneurial, management and technical background. We've been trying to recruit someone with this mix for a long time. Now that car-makers are saying "plug-in hybrids make sense -- but..." and are putting their toes in the water, CalCars' strategies aim to expand and speed up their steps toward commercialization and prove their value and performance. Dave can help make that happen."

Dave Bagshaw said, "My first entrepreneurial experience came as co-founder of a solar and conservation engineering service company. Now, after years in technology companies, I decided it was time for me to start working on something that's good for our world. I really enjoyed my early years in the alternative energy world and I'd like to get back to making a contribution to helping to save the planet. I've been on the sidelines rooting for CalCars progress for a long time. Now I want to help CalCars motivate car-makers to starting building thousands of PHEVs for public and private fleets and early adopters. I'd also like to be first on my block to fuel my car from my rooftop photovoltaic system."

From: Felix Kramer <fkramer@calcars.org>
Sent: Thursday, August 16, 2007 9:19 AM
To: Ron Gremban <rgremban@calcars.org>; R. L. Reisinger <randyr20@mac.com>; Dave Bagshaw <bagshaw2@gmail.com>
Subject: Carl Berg deal fell through FYI

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<<a href="http://sanjoscinside.com/sji/weblog/more_mortgage_woes_to_come_for_san_jose/"
eudora="autourl">http://sanjoseinside.com/sji/weblog/more_mortgage_woes_to_come_for_san_jose/>

Whatever the outcome nationally, the pressure will be especially felt here in our area where a large percentage of mortgages have values way up on the high end of the scale. The systemic knock-on effect can already be seen locally in the <u>fact</u> that real estate baron Carl Berg's deal for the sale of his \$1.8 billion portfolio of buildings in San Jose has fallen through because the corporate buyer's financing has been withdrawn by the banks. </body>

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From: Felix Kramer <fkramer@calcars.org>
Sent: Sunday, August 5, 2007 8:12 AM
To: Ron Gremban <rgremban@calcars.org>; R. L. Reisinger <randyr20@mac.com>; Dave Bagshaw <bagshaw2@gmail.com>; Carl Page <carlp@findpage.com>
Subject: Update re Visionary Vehicles PPM

Ron/Randy/Dave/Carl

At Kleiner Perkins, Bill Joy tells me his partnership agreement means he can't invest outside the firm, which presumably applies to all the partners there...too bad. That just leaves Larry/Sergey/Eric at Google and Branson. Have to think if there are any other equivalent people to suggest, or let it go....

Felix

From: Felix Kramer <fkramer@calcars.org>
Sent: Friday, August 3, 2007 5:26 PM
To: Ron Gremban <rgremban@calcars.org>; R. L. Reisinger <randyr20@mac.com>; Robb Protheroe <robb@comnets.us>; Dave Bagshaw <bagshaw2@gmail.com>
Subject: FYI: Battery boxes/OEMTEK/Carl Berg

I got a call from Cindi asking if the "contract with Madera" could be with OEMTEK not Calcars. I cut right to the point and said that OEMTEK couldn't claim ownership of tilt-up battery box designs: it was our idea, Madera implemented our spec, we further modified it, we're continuing to do so, and we're giving it away. I explained that Robb has been working on major improvements, using all of the ideas people have come up with until now.

She said "it's not me, Carl wants this," and started saying "Carl paid for it...." etc., other nonsense.

We resolved that if this is something Carl wants, he should talk to Randy, who is the best point person (I'm away 8/6-13).

Randy and I talked and agreed that it would be a big mistake for OEMTEK to try to file IP for this stuff....between us we were unable to recall who came up with the idea for the tilting box (I thought it was Ron and maybe me); we also agreed that AS SOON AS IT'S TECHNICALLLY POSSIBLE, we should upload designs to the EAA-PHEV site. I'd say this applies to the test spec as well....

Cindi told me what I already knew, which is that they're still working on testing the first vehicle they were supposed to have delivered to a customer about 10 days ago. Current plan is for them to finish it and have it driven to North Carolina 3rd week of August.

From: Dave Bagshaw <bagshaw2@gmail.com>
Sent: Thursday, August 2, 2007 4:30 AM
To: Felix Kramer <fkramer@calcars.org>
Subject: confidential Re: Visionary Vehicles PPM and presentation

Looks like a great deal for Malcolm. It will be interesting to see if investors will support that level of ownership and control.

Good document seems to cover all bases. I just scanned it, but not sure it gives the latest on PHEV competition (GM for example).

On 8/1/07, **Felix Kramer** <fkramer@calcars.org> wrote:
Ron/Randy/Dave/Carl

I'm reviewing this and have some Qs but thought i would get it out to you as well.
PLEASE DO NOT CIRCULATE

Delivered-To: fkramer@calcars.org
Subject: Visionary Vehicles
Date: Wed, 1 Aug 2007 14:18:59 -0400

Felix – It was a pleasure meeting with you last week and discussing Visionary Vehicles. The private placement memorandum has just been completed and I am forwarding you a copy as you requested. I am also enclosing a copy of the presentation . You had suggested that you might recommend other institutions or accredited investors to contact, please let me know and I will do so. I look forward to speaking with you soon. – Best regards, George

George Caffrey, CFA
Head of Capital Markets
Libertas Partners, LLC.
O: 203.422.0731
M: 646.391.7525
gcaffrey@libertasparkers.com

At 01:28 PM 8/1/2007, Felix Kramer wrote:

Thanks, George-- it was a pleasure meeting you too!

I will review these docs in the next hour or so and could call later this afternoon, Pacific, if you're reachable. A few points:

My impression was that the way we'd approach the other institutions/accredited investors would be that Roy was going to provide a long paragraph or two describing the offering, to which I would add my take on the opportunity, and I would send that to the potential investors. If that's your understanding, can you help make that happen?

Meanwhile, here's the list I sent to them, but haven't heard back about:

* Targets: Google.org (you no longer need me to go to them, but I'm happy to do it), Sergey Brin/Larry Page/Eric Schmidt; KP: John Doerr/Ray Lane/Vinod Khosla/Bill Joy/John Denniston [also possibly Randy Komisar,

AT MEETING WE DIDN'T TALK ABOUT BUT I PROPOSE ADDING:

Richard Branson and Carl Page to this list

TODAY ONE MORE SUGGESTION:

* Trammel S. Crow, heir to the largest commercial real estate co in the country, whom I met in May in Austin; very high profile name, very interested in EVs/PHEVs, wants one himself.

Best, Felix

From: Dave Bagshaw <bagshaw2@gmail.com>
Sent: Monday, June 11, 2007 11:42 AM
To: Felix Kramer <fkramer@calcars.org>
Subject: Fwd: Prius Clean Up

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what is the latest of the plans for "Prius 2"?

Dave

----- Forwarded message -----

From: Patrick Cadam <pat@patsgarage.com>
Date: Jun 8, 2007 1:59 PM
Subject: Prius Clean Up
To: Dave Bagshaw <bagshaw2@gmail.com>
Cc: Felix Kramer <fkramer@calcars.org>

Dave,

Since it looks like your Prius is a ways from being fully converted to plug in I think it would be wise to do a safety clean up of the battery area. It was only meant to be temporary. It won't take too long to do a quick clean up as long as I know when you are coming in. Either email me or give me a call to set up a time.

Pat Cadam

Patrick L. Cadam
Pat's Garage,inc.
pat@patsgarage.com
www.patsgarage.com
415.6474500

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From: Felix Kramer <fkramer@calcars.org>
Sent: Monday, April 16, 2007 12:21 AM
To: Ron Gremban <rgremban@calcars.org>; R. L. Reisinger <randyr20@mac.com>; Dave Bagshaw <bagshaw2@gmail.com>
Subject: calcars jobs page updated: comments welcome

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revised to be ready when we announce Google \$.

Comments welcome

(Ron/Randy: possible to add a general engineer and an electronics technician) -- send language

http://www.calcars.org/jobs.html

Jobs at CalCars <i>(mostly volunteer for now)</i>

CalCars has two full-time people. Imagine what we could do if we had five more!

Until we can raise more money, these positions are for volunteers. (In some cases, small stipends may be available, and we hope to be able to pay reasonable rates in the future.) Most can be part-time, or one person can hold two positions. Although we frequently work long-distance, for these positions, we're primarily looking for people who are in the San Francisco Bay Area at least two days a week.

To apply, please send an email that includes the job title in the subject line, plus a thoughtful cover letter followed by a pasted copy of your resume to info@calcars.org. NO ATTACHMENTS, PLEASE, though URLs linking to more information are fine.

Entrepreneur

Get involved with a GreenTech opportunity that's ready to move to the next stage. Help this non-profit group work with supplier partners and develop short- and long-term strategies and business plans. We aim to spin off or sponsor a company to accelerate the commercialization of PHEVs, and perhaps accumulate related intellectual property. We're looking for a veteran executive or serial entrepreneur who wants to make a difference. The ideal profile combines business and engineering backgrounds; automotive experience would be even better!

Fundraiser/Grant Writer

Help identify funding opportunities, develop boilerplate and submit proposals including government and corporate RFPs, foundation grants and project presentations to high-net-worth individuals. Possible commission-basis.

Communications Director

Manage our promotional media efforts, represent the campaign at public events, plan marketing campaigns, develop new collateral materials, negotiate and work with outside multi-media partners. Represent the campaign at public events; help update News Archive. You should be high-energy, well-organized, detail-oriented, hype-averse.

Designer/Publisher

Our flyers and documents are constantly evolving, and our website could use work. We need one or more people who are aces in GoLive/InDesign/Photoshop/PowerPoint (or equivalents in some cases). Writing skills an enormous plus.

Campaign Organizer/Networker

Experienced coalition builder/advocate/public speaker; enthusiastic promoter of our issues and campaigns, able manager of volunteers. We have creative campaigns that are ready to go but need managers!

Policy Analyst

Public policy writer/networker to collaborate with local, state and federal agencies, advocacy groups, legislators and analysts on PHEV-related issues.

Battery Engineer

Experienced engineer with interest in (even better, experience with) batteries and power electronics, to investigate and test new components, design and try out new battery packs, chargers and battery management electronics.

Operations

Hands-on staffer needed to focus on CalCars' events, overhead, and other administrative functions.

Bookkeeper

Handle accounts, cash-flow projections, non-profit tax filings.

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From: Felix Kramer <fkramer@calcars.org>
Sent: Monday, March 5, 2007 11:38 AM
To: Dave Bagshaw <bagshaw2@gmail.com>
Cc: R. L. Reisinger <randyr20@mac.com>; Ron Gremban <rgremban@calcars.org>
Subject: Re: Jack McVickers meeting next Mon: logistics

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Thanks...I think it's a good idea. We could meet there at 10:30, then go to lunch nearby. I'll cc Ron and Randy to make sure we're all OK with that before replying to McVickers.

At 10:53 AM 3/5/2007, Dave Bagshaw wrote:

<blockquote type=cite class=cite cite="">Hi Felix,

Circus club is closed on monday so no food, burt we could meet there. pls advise if you want to do that.

Dave

On 3/4/07, Felix Kramer <fkramer@calcars.org> wrote:

<dl>

<dd>Dave

<dd>For all of 2005-2006 we had unlimited access to a VC's office on

<dd>Alameda in Menlo Park, but that went away....so now we're always scrambling.

<dd>Recall that the convincing inventor John McVickers and his associate

<dd>are coming in from Scottsdale to meet us next Monday.

<dd>Would you be available for lunch? If so, is the Circus Club an

<dd>appropriate venue for that? If not, I'll probably suggest Il Fornaio

<dd>in Palo Alto or Left Bank or Carpaccio in Menlo Park. But I'd prefer

<dd>a quieter place.

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From: Felix Kramer <fkramer@calcars.org>
Sent: Thursday, February 8, 2007 11:13 AM
To: Andrew Frank <aafrank@ucdavis.edu>
Cc: Felix Kramer <fkramer@calcars.org>; Ron Gremban <rgremban@calcars.org>; Dave Bagshaw <bagshaw2@gmail.com>; R. L. Reisinger <randyr20@mac.com>; Carl Page <carlp@findpage.com>
Subject: Re: Ron's report from Soc of Auto Engrs event in San Diego

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Andy, these thoughtful additions are are very helpful!

<blockquote type=cite class=cite cite="">Are all of you aware of the Japanese government thrust for the PHEV?? This is sweeping the Japanese auto industry. A completely 180 degree approach from the US!!</blockquote>

No, and would much appreciate your info or pointers online!

Thanks, Felix

At 10:50 AM 2/8/2007, Andrew Frank wrote:

<blockquote type=cite class=cite cite="">Felix and all:

Thanks for forwarding the report from Ron. It is as I would expect for a public response from the car guys and especially Mike Tamor of Ford. His goal is to have Ford do nothing in the area until some outside company has made the investment and proven the technology. The same goes for GM and Honda. I notice no response from Toyota!! This attitude will of course save them development money in the short run but at the expense of lost market share. This share will most certainly go to Japan!!

It is a sad, but it is the standard approach of the American car companies for the last 30 years to no longer be the lead in technology but to follow others at the expense of Market share. I suspect they will all be bought up by foreign interests, as Chrysler has, before too long since their market share continues to decrease at ever increasing rates. I believe the guys at GM and Ford have not even studied the concept of the PHEV enough to see the benefits and if they have only focused on why it won't work as reflected by the comments of Tamor of Ford and GM. They are wrong in my estimation but of course they would never listen to a guy from the outside.

Those of us who want to see this technology move forward may be best to start thinking of moving off shore. Are all of you aware of the Japanese government thrust for the PHEV?? This is sweeping the Japanese auto industry. A completely 180 degree approach from the US!!

We are not getting much help from our federal government either since the new budget continues the hydrogen program and only a paltry sum for battery research. The Japanese, Korean and Chinese battery companies are progressing well.

Andy

At 06:56 AM 2/8/2007, Felix Kramer wrote:

<blockquote type=cite class=cite cite="">Thanks for the report,which I'm sharing with Dave/Randy/Carl/Andy

At 11:10 PM 2/7/2007, Ron Gremban wrote:

<blockquote type=cite class=cite cite="">Brad and I connected later today. He is interested in publishing my writeup about what the Lexus GS450h could do (~40mpg) if they had used a larger hybrid system instead of a large engine. I asked the Lexus speaker about that, and he responded that they hadn't even considered such a configuration.

Here are a few more interesting tidbits beyond what I said about GM's 2-phase hybrid system:

Mike Tamor of Ford gave a very interesting schizophrenic talk. He spent the first part showing how PHEVs are not economically viable, but that the least non-viable are those with 30 mile EV range, which could displace up to 60% of oil use. Then he talked about how at best biofuels can supply around 1/3 of transportation energy. Finally, he justified H2 development as the only thing that can fill the gap (if any) once electricity and biofuel use is maximized -- essentially assuming that PHEVs are inevitable! Also, in answer to a question about hybrid penetration, he said that in 10 years all cars will be hybrids.

Peter Savagian of GM, however, said that the efficiency improvements of (ordinary, not PHEV) hybrids will, except for regenerative braking, eventually be equalled by improvements to ICEs. The moderator (John German, I think) from Honda said that there are Diesel engines running in labs that exceed SULEV emission requirements, though it is uncertain whether the necessary modifications are economical.

The CARB person and national labs people were very positive about PHEVs, but the OEM people and related labs see Li-ion batteries as the only option, and are VERY skeptical of their reliability, longevity, safety, and cost, even for ordinary hybrids. At the end of the day all the speakers formed a panel that answered questions. I asked if a third-party battery ownership or warranty effort such as we are working on to bridge the risk gap could be effective in getting early fleets of PHEVs built with today's batteries. No one was receptive to this idea.

They all fell back on "they're too expensive". (Of course that too is a chicken-and-egg problem that a Toyota-HEV-like willingness to move forward would solve (or they could use NiMH at first) -- but I still perceived no willingness or desire to do so.)

/ron</blockquote>At 11:30 PM 2/7/2007, Ron Gremban wrote:

<blockquote type=cite class=cite cite="">My sense from Mike Tamor here at the SAE convention today is that PHEVs (as well as biofuels) are eventually inevitable (necessitated by global warming and coming petroleum shortages), but that Ford is interested in working on delivering the technology ONLY in the case of MAJOR economic commitments by other players -- electric utilities, government, battery manufacturers, etc. -- to make them economical.

/ron

Felix Kramer wrote:

<blockquote type=cite class=cite cite="">Tim O'Brien retired at year end. Bill and Jay's consultancy with Piquette ended (when you're letting go of 35,000 people, it's hard to keep consultants on). Reduces our inside chances with Ford, for sure. But I'm working other angles with Mulally...</blockquote></blockquote></blockquote>

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From: Felix Kramer <fkramer@calcars.org>
Sent: Tuesday, January 9, 2007 10:34 PM
To: Dave Bagshaw <bagshaw2@gmail.com>
Subject: Re: GOOGLE proposal

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I'd actually expect to front-load this--it really is a 2Q budget, not 3 or 4, I'll add a comment in note about budget.

Thanks

At 07:18 PM 1/9/2007, Dave Bagshaw wrote:

<blockquote type=cite class=cite cite="">One thing that makes budgets more acceptable in the budget process of
approvals is spreading the expenditures out over quarters.

Realistically we wont find all the people we need in the first couple

of months. So Q1 will be \$50k or so Q2 \$150 etc. I think this would

make the proposal easier to approve. I reccomend tthat you parse out

the dollars over 4 or 5 quarters and send to Aimee.

Dave

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From: Felix Kramer <fkramer@calcars.org>
Sent: Sunday, December 24, 2006 8:29 AM
To: Dave Bagshaw <bagshaw2@gmail.com>
Subject: I hope you're having a great time.

Hi Dave

I forgot when you're out of town....if you're already gone, have fun (surrounded by all your favorite women). If not, I also forget if you still run...if so, happy to go out sometime.

Sometime when you get a chance I'd love to hear about your trip to Davis (and the state of Andy's latest car).

Lots of good ideas percolating around.....thanks for all your help to date and looking forward to many great moments.

Merry Christmas

Felix