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.

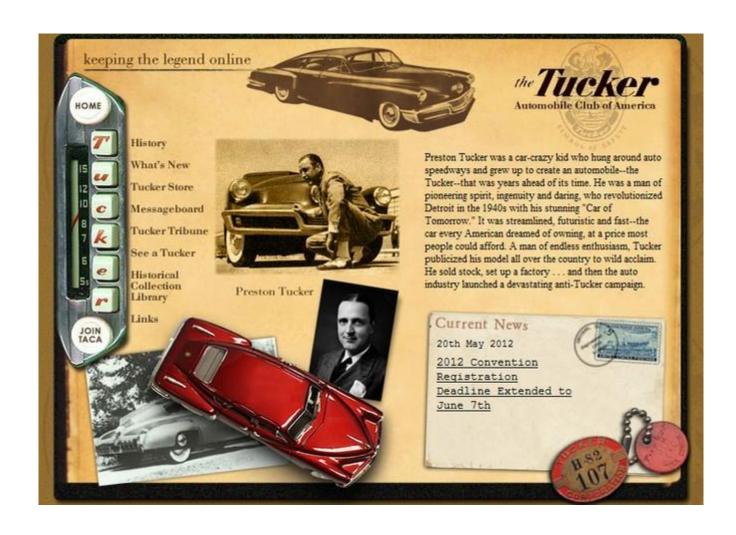
The Detroit Cartel, The Silicon Valley Cartel, The Goldman Sachs Cartel, The Steel Industry Cartel will do things you can't even imagine to try to stop your progress.

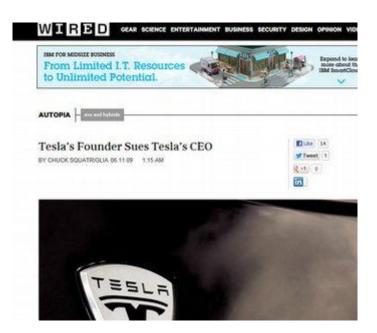








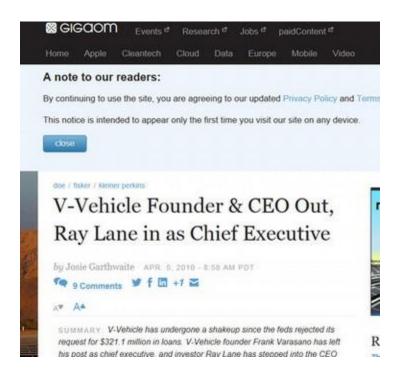


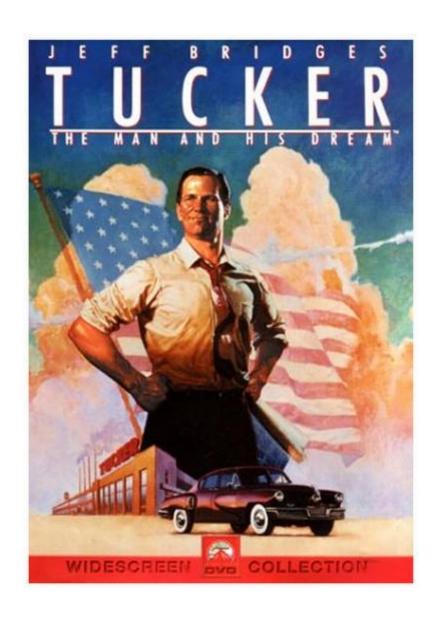


XP VEHICLES FIGHTS OF HOSTILE TAKE-OVER ATTEMPT BY KLEINER PERKINS MOLES











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Edison2 Team Showcases Very Light Car 4.0 At Henry Ford Museum

APRIL 16, 2013 BY CHRISTOPHER DEMORRO 📃 LEAVE A COMMENT

Are You **Getting Paid** What You're Worth?







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 mere 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

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, Limnia, 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. Limnia 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 Limnia 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 Limnia are now turning to the court for the accountability the DOE failed to administer."

here are at least two sides t as tough and expensive to ot anywhere near the total fly, turned-out to be for

(and true, as we found) the

And we've seen some shlocky "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 Condoleeza 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, Bernhard 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 aftiring 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 be 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 bloodetting 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 immedate 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 heard that both Wally Rippel and [REDACTED1] are now gone. I just don't know what they're thinking. [REDACTED2] 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 almightly 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 move don."

"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