

Vincent, Crystal

From: Lehmkuhler, Mike
Sent: Wednesday, November 14, 2012 6:05 AM
To: McClintock, Robert; Povar, Liz; Barnett, Vince; Goodwin, Katherine
Cc: Randall, Meredith; Bowles, Lynn
Subject: Re: HydraTech

I reconnected with Gary Tang a couple of months ago because they expressed a further interest in Virginia when contacted by the call center (now marked as Do Not Contact). The company bought an actual car maker in Hong kong, albeit an electric car that can reach top speeds of 45 mph. Classified as a "neighborhood EV".

Initial customer was Domino's pizza chain for a few dozen vehicles. Currently in 375,000 sq. ft. building until they construct an assembly plant. Nothing about them in the news since they opened the facility last summer.

From: McClintock, Robert
Sent: Tuesday, November 13, 2012 08:08 PM
To: Lehmkuhler, Mike; Povar, Liz; Barnett, Vince; Goodwin, Katherine
Cc: Randall, Meredith; Bowles, Lynn
Subject: RE: HydraTech

Well...

I spoke this evening with Carrie Roth after I couldn't figure out who and what she was talking about.

Turns out it was GreenTech Automotive she was checking on. Imagine that.

Best I could discern was they announced their questionable venture in Mississippi in fall 2009, which was before the McDonnell Gang came to office.

Wang - a Tang.

Thanks to all of you for searching for HydraTech. A day in the life....

Rob

Sent with Good (www.good.com)

-----Original Message-----

From: McClintock, Robert
Sent: Tuesday, November 13, 2012 03:56 PM Eastern Standard Time
To: Lehmkuhler, Mike; Povar, Liz; Barnett, Vince
Subject: FW: HydraTech

Any idea what HydraTech is that Carrie is asking about?

From: Goodwin, Katherine
Sent: Tuesday, November 13, 2012 1:32 PM
To: Bowles, Lynn; McClintock, Robert; Randall, Meredith
Subject: Re: HydraTech

I know nothing about it, but have emailed Aileen and Christian to cover our bases.

From: Bowles, Lynn
Sent: Tuesday, November 13, 2012 01:31 PM
To: McClintock, Robert; Randall, Meredith
Cc: Goodwin, Katherine
Subject: RE: HydraTech

I had already asked Meredith before responding to Carrie. Mere couldn't find anything on it. I'll check with Katherine.

From: McClintock, Robert
Sent: Tuesday, November 13, 2012 1:30 PM
To: Bowles, Lynn; Randall, Meredith
Cc: Goodwin, Katherine
Subject: Fw: HydraTech

Can yall look this up and let me know how to answer this?

From: McClintock, Robert
Sent: Tuesday, November 13, 2012 12:35 PM
To: Roth, Carrie (GOV) <Carrie.Roth@governor.virginia.gov>; McClintock, Robert
Subject: RE: HydraTech

Carrie,

Rob is in a luncheon meeting and will respond as soon as possible.


Take care,

Lynn

From: Roth, Carrie (GOV) [<mailto:Carrie.Roth@governor.virginia.gov>]
Sent: Tuesday, November 13, 2012 11:34 AM
To: McClintock, Robert
Subject: HydraTech

Rob – Do you know the timing of the proposed HydraTech operation for consideration in Virginia? Did we ever see a proposal in this office? We don't have one on file. Thanks - CCR

Carrie Roth*
Deputy Secretary of Commerce and Trade
Office of Governor Bob McDonnell
804.225.4517 o
804.971.8524 c
*Please note my name change from Carrie Cantrell to Carrie Roth
New email: carrie.roth@governor.virginia.gov

Virginia is for Lovers 



This email may contain confidential working papers of the Office of the Governor.

Lehmkuhler, Mike

From: Lehmkuhler, Mike
Sent: Thursday, July 19, 2012 11:01 AM
To: 'gary.tang@wmgta.com'
Subject: Virginia

Gary:

Congratulations on opening your first assembly plant.

I understand you still have interest to build a second one in Virginia.

Unfortunately I am out of the office today on a business trip. OK if I call you tomorrow morning?

Regards,

Mike

Electric car firm says it's starting production

JEFF AMY, Associated Press

Updated 04:46 p.m., Thursday, July 5, 2012

JACKSON, Miss. (AP) — An electric car maker plans another coming-out party Friday in north Mississippi.

GreenTech Automotive says it will unveil its MyCar electric vehicle line in Horn Lake, just south of Memphis, Tenn. Some auto industry analysts have questioned whether the company will succeed.

MyCar is a two-seat neighborhood electric vehicle, a cross between a golf cart and conventional car, with a 115-mile range. The company has said it plans to sell a "sizeable percentage" of products to Denmark over several years. In the United States, such vehicles are allowed only on streets with speed limits of 35 mph and below. The vehicles are supposed to recharge from household electric outlets and sell for about \$10,000.

The company says former President Bill Clinton and former Mississippi Gov. Haley Barbour will attend Friday's event. Former Democratic National Committee Chairman Terry McAuliffe is chairman of GreenTech, based in McLean, Va. The CEO is Chinese businessman Charles X. Wang.

GreenTech announced in 2009 it would build a massive factory in Tunica County, Miss., unveiling four models of full-sized electric cars at a Tunica casino. Those plans changed, though, after McAuliffe got involved and GreenTech acquired MyCar.

GreenTech had said it would start production in late 2011, but missed that deadline. The company said it still plans to build a 200,000- to 300,000-square-foot factory in Tunica County. It also says it plans to progress from neighborhood electric vehicles to full-sized cars. But for now, it's leasing a former elevator factory in the Memphis suburbs of DeSoto County, Miss.

Sally Williams, spokeswoman for the Mississippi Development Authority, said that the state hasn't provided any assistance to the Horn Lake operation. She said Mississippi is "committed" to providing infrastructure aid, tax breaks and a loan to Tunica County to buy land there. However, Williams said she had no estimate of the value of that projected assistance and said details haven't been finalized because GreenTech "is still assessing its needs related to its Tunica County plant."

GreenTech had said Thursday that Mississippi Gov. Phil Bryant would attend Friday's event, but withdrew that statement after the governor's office told The Associated Press that Bryant wasn't going.

The company has not responded to questions submitted June 26 by the AP, and a number of factors remain unclear. Originally, GreenTech said it would raise money from foreign investors through the EB-5 visa program, which allows investors to obtain residency in the United States in exchange for putting a certain amount of money into a business venture and creating a certain number of jobs.

It's not clear whether GreenTech is still seeking foreign investors, or how much money it has put into the Horn Lake operation so far. On Thursday, an Escondido, Calif., firm called Flux Power said it would be providing lithium battery packs for GreenTech and had already delivered "several hundred." Flux Power is led by Chris Anthony, who co-founded failed electric vehicle company Aptera and then left to start Epic Electric Vehicles, which is developing a three-wheeled electric roadster, an electric dune buggy and an electric boat.

The GreenTech project has encountered intense skepticism from some auto industry analysts, who say it's unlikely that an untried player without very deep pockets will be able to break into the fledgling electric vehicle market.

GreenTech first came to public notice when Wang was engaged in a legal dispute with Yung "Benjamin" Yeung, a business associate. Yeung moved his separate venture, called Hybrid Kinetic motors, to a site

north of Mobile, Ala. The American part of that venture largely fizzled after several years, Alabama officials have said.

GreenTech to Take First U.S. MyCar Order From Domino's

By Alan Ohnsman - Jul 6, 2012

GreenTech Automotive Inc., a startup maker of battery-powered vehicles led by former Democratic National Committee Chairman Terry McAuliffe, said Domino's Pizza Inc. (DPZ) is the first U.S. customer for its low-speed cars.

GreenTech initially expects at least 20 Domino's franchise owners to place orders for its MyCar, McAuliffe said in a phone interview, ahead of today's opening of its factory in Horn Lake, Mississippi. The orders would follow an agreement with Greenabout A/S, a Danish distributor of electric cars, for "thousands" of the two-passenger vehicles, McAuliffe said.

"We've got to get 10,000 built over the next year," he said, declining to detail how much closely held GreenTech raised to fund the plant and a second factory that opens next year in Tunica, Mississippi. "If we can get up to 10,000 the first year, that's a big deal."

McAuliffe's move into the nascent market for rechargeable cars follows his role as chairman of Hillary Clinton's 2008 presidential bid. He was also a fundraiser for former President Bill Clinton, who's attending the factory opening in Horn Lake. Unlike startups Tesla Motors Inc. (TSLA) and Fisker Automotive Inc., which got low-interest federal loans for their operations, GreenTech says it's only using private funds.

The McLean, Virginia-based carmaker has no debt and didn't apply for or receive federal funds, McAuliffe said. The company received incentives from the state of Mississippi that were worth at least \$10 million, he said.

Neighborhood Vehicle

MyCar, about the size of Daimler AG (DAI)'s Smart Fortwo minivehicle, sells for \$15,000 to \$20,000, and goes as far as 115 miles (185 kilometers) per charge. The car is a 'neighborhood electric vehicle' for urban commuters, which means it can't be used on highways. It has a top speed set for 25 miles per hour in the U.S. and for 45 mph in Europe.

The vehicle costs half as much as Nissan Motor Co. (7201)'s Leaf hatchback, the top-selling battery car that starts at \$35,200, and is cheaper than Mitsubishi Motors Corp. (7211)'s i-MiEV electric car that, at a \$29,975 base price, is currently the cheapest battery-powered car in the U.S.

Tesla and Fisker, focused on luxury buyers, sell top-of-the line rechargeable cars costing more than \$100,000.

Under the terms of GreenTech's order with Greenabout, the Danish company will purchase a "sizeable percentage" of MyCar's production through 2014, GreenTech said in September, without giving details.

Along with Clinton, former Mississippi Governor Haley Barbour is to attend the opening of the Horn Lake factory plant. The factory will employ 426 workers, which will take its total staff to 845. The company plans to employ as many as 1,500 workers by the end of next year, when the Tunica plant opens, McAuliffe said.

New American-made electric car unveiled in Mississippi

Published July 06, 2012| FoxNews.com

Your next Domino's pizza may not get there in 30 minutes or less, but could be emissions free. Bloomberg reports that the restaurant chain is the first U.S. customer for an all-new battery powered car from GreenTech Automotive that entered production in Horn Lake, Mississippi today.

Technically a neighborhood electric vehicle, the tiny two-seat MyCar has a range of up to 115 miles per charge, but a restricted top speed of 25 mph. It is not required to meet the same crash test safety requirements as conventional automobiles and is only legal for use on roads with a speed limit of 35 mph or less in most states.

Read: Despite safety concerns, more golf carts hitting the road to save owners some green
Founded in 2006 by former Democratic National Campaign Committee Chairman Terry McAuliffe and Chinese businessman Charles Wang, the company has secured a deal with a Danish company to export the car to Europe – where laws allow it to operate up to 45 mph – and expects to build up to 10,000 next year in Horn Lake and a planned facility in nearby Tunica.

Mississippi Governor Haley Barbour told The New York Times that GreenTech Automotive received an "off the shelf package of incentives" to open up shop in the state.

A start date for U.S. retail sales has not been announced, but the MyCar is expected to have a base price of \$15,500. McAuliffe says he expects at least 20 Domino's franchises to purchase the cars for use as delivery vehicles.

GreenTech Automotive plans to add a highway capable EV to its lineup in 2014.
Former US President Helps Kick Off Electric MyCar Launch

GreenTech Automotive invited former U.S. President Bill Clinton and former Mississippi governor Haley Barbour to celebrate the launch of production of the all-electric MyCar at its plant in Horns Lake, Mississippi.

While classified in the United States as a Low-Speed Electric Vehicle and limited to a top speed of 25 mph, it can hit 45 mph and is reported to have a range over 100 miles on a charge. Initial production is slated for export to Denmark where can operate as a normal motor vehicle.

Here in the United States, Domino's Pizza announced at the plant opening that it had purchased several of the cars for delivering pizzas on the Old Miss university campus. WLOX covered the event for local viewing audiences.

GreenTech Automotive: Too Good To Be True?

PUBLISHED JULY 9, 2012

BY HUW EVANS

Last week, with fanfare and former president Bill Clinton in attendance at its newly opened plant based at a former elevator factory in Horn Lake, Miss., GreenTech Automotive outlined plans and noted its first order for around 20 of its MyCar Neighborhood Electric Vehicles to Dominoes Pizza Inc.

This development follows headlines made last year by former chairman of the Democratic National Committee, Terry McAuliffe, when he announced the company founded by him and Wall Street Capital Markets attorney Charles Wang.

GreenTech says it has also made a deal with Danish company, Greenabout, to distribute American-made MyCars in Denmark. And according to the company's Web site, the goal is to go from building NEVs to

introducing a line of true road electric and plug-in hybrid vehicles that are fully EPA and NHTSA compliant, unlike the initial run of NEVs.

"Production of MyCar and its derivatives, plus the all-new vehicles to be added to the product portfolio will lead to the formation of 5,000 new direct and indirect jobs in Mississippi and the vendor base nationwide," GreenTech boldly says on its Web site.

McAuliffe was also quoted by Automotive News further touting initial production goals, yet declining to divulge how much the company raised to fund a second plant slated to open next year in Tunica, Miss.

"We've got to get 10,000 built over the next year," he said. "If we can get up to 10,000 the first year, that's a big deal."

However, despite being a dab hand at fundraising and an energetic public speaker with oodles of charm, McAuliffe is a newcomer to the automotive game and based on some of his statements, the odds appear to be considerably stacked against GreenTech succeeding as a significant vehicle manufacturer in the long term.

For one, NEVs represent a very small segment of the market; in 2010 just 25,600 were sold in the U.S. according to data released from International Market Solutions. Furthermore, they're restricted to roads with speed limits of 35 miles per hour or less and don't fall under the same umbrella as regular cars and light trucks when it comes to crash standards.

In fact, the Insurance Institute of Highway Safety sees NEVs as potentially a major problem; pointing out that in a collision with a regular vehicle, the chances of the NEV occupants surviving is marginal at best. Areas around the country where such vehicles are used in retirement communities, like Arizona and Florida are seen as being notable potential black spots.

If more and more of these vehicles do hit the roads in the coming years, meaning they come more frequently in contact with regular vehicles, then it is very likely they will have to be subjected to stricter crash standards, which could make it very difficult for companies like GreenTech to market and distribute them in the US.

MyCar was originally developed by a Hong Kong-based firm before GreenTech acquired rights to the project in 2010. GreenTech has repeatedly issued bold statements saying it plans to build 100,000 MyCars at a cost of \$10,000 each.

However, when asked about a specific timeframe, McAuliffe and his company have been reluctant to disclose exactly how long, stating that it is "a cumulative sales figure over time."

Mixed messages abound. Here is a hearty endorsement for the business Automotive News last year aroused the ire of McAuliffe and co. by saying the plan was "dead on arrival."

What's more, the price for the Smart ForTwo-sized NEV was more recently estimated to cost between \$15,000-\$20,000. The runabout is limited in the U.S. to just 25 mph, and may go 115 miles on a charge. In places in Europe such as Denmark, where such an idea has greater appeal, top speed is 45 mph.

GreenTech's staff is reportedly comprised of fewer than 100 employees and there are many that are questioning its ability to go from making NEVs to fully functioning and compliant road vehicles, not least of which is The Truth About Cars which has been uncovering strange bedfellows in the dealings for some time now.

Sticking to more basic obstacles, one could also look at typical R&D costs and how much effort is normally required to bring vehicles – such as the planned plug-in cars it says it will – to market. As a point

of comparison, General Motors hired around 2,000 engineers alone to help bring its advanced powertrain technology within the reach of consumers.

This video from 2010 is still posted on McAuliffe's Youtube channel. The promise: Green jobs, American-made affordable low-or zero emissions vehicles; a grassroots startup based on good old American ingenuity that's not taking a hand-out from taxpayers (except for subsidies available to buyers). Sounds good, doesn't it?

Further, with GreenTech stressing repeatedly that it is "well financed," while so far declining to reveal the source of its funding as well as scaling back timed introduction of its "road vehicles" from 2013-14 to an undisclosed date, it's understandable why some are viewing its plans as pie in the sky.

But as has also been said more charitably by others, it would all be nice, and some have wished GreenTech well if it can pull it all off as promised without relying on federal loans or grants like other startups.

GreenTech Automotive begins production of MyCar EV in US

ABR Staff Writer

Published 09 July 2012

US manufacturer based electric vehicle (EV) manufacturer, GreenTech Automotive (GTA), has begun the production of new two seat MyCar EV at its new Horn Lake facility in Mississippi.

The new EV can be recharged through a 110 wall outlet, a 220 wall outlet or through a fast charging system which can recharge the vehicle between three to twelve hours dependent on the charging system.

According to the car maker, the new EV offers a range of up to 115 miles and a top speed of up to 45mph in the European Union, while it has a top-speed of 25mph in the US due to the regulatory limitations.

GreenTech said that MyCar produces zero emissions and meets all safety standards for its type of vehicle class.

GTA had purchased Hong Kong-based EuAuto in 2010 and relocated its operations and manufacturing to the US, while the currently leased Horn Lake facility is producing vehicles during the construction of its permanent 300,000ft² facility in Tunica.

MyCar EV Brings Green Jobs to a Red State

By Tina Casey | July 11th, 2012

Mississippi Governor Haley Barbour has been bucking the party line when it comes to promoting electric vehicles, and his efforts have just borne fruit with the official unveiling of GreenTech Automotive's MyCar all-electric vehicle. The two-seater is being manufactured at GreenTech Automotive's Horn Lake facility, and it will directly create hundreds of new jobs in Mississippi with the expectation of thousands of related employment opportunities. The big question, of course, is whether there is enough demand out there to keep the conveyor belts humming at Horn Lake.

Governor Barbour and MyCar

Governor Barbour aggressively courted Green Technologies to bring MyCar production to Mississippi. In doing so he took a political risk, considering the high-decibel rants against EV technology that have been emanating from other conservative political leaders and pundits.

Barbour also took an economic risk as well, since the market for MyCar seems rather narrow at first glance. MyCar is not a highway EV like the Chevy Volt. In the U.S. it is classified as a Neighborhood Electric Vehicle (NEV) with a top speed of 25 mph, which effectively prohibits its use on highways.

A wider market for NEVs

It would be easy to scoff at the idea of pitching a 25 mph vehicle to the general public, but on closer inspection the market for a relatively inexpensive, stylish NEV like MyCar could be a strong and growing one, especially for the many households in need of a second (or more) car.

One trend favoring MyCar is the growth of urban areas, "smart" mixed-use developments and other areas where local streets provide ample routes to nearby shopping, work, commuter connections, schools and other resources.

MyCar could also serve an increasing population of older persons and persons with disabilities, or for that matter any person who needs some degree of mobility and flexibility but prefers to avoid highway driving.

The growing market for NEVs at airports, corporate parks, universities, health care complexes, research centers, malls, resorts, private communities and large public facilities including park lands and military bases is also working in favor of MyCar.

The company already foresees meeting that demand by rolling out a highway-qualified EV in 2014 along with a line of fleet-friendly NEVs based on the MyCar platform including pickups and delivery vehicles.

Helping that trend along is a recent study from MIT that indicates a significant savings by switching from petroleum-fueled trucks to electric trucks.

It's also worth mentioning that the newly formed public-private Electrification Leadership Council will be working across the industry to help speed the pace of EV (and by extension, NEV) adoption by companies, institutions and the general public.

GreenTech, Green Jobs

GreenTech Automotive was formed when a team headed by former Democratic National Committee chairman Terry McAuliffe purchased Hong Kong-based EuAuto in 2010 and relocated the company to the U.S.

The Horn Lake facility, which occupies a formerly vacant factory, is going to be supplanted by a larger facility under construction in Tunica, Mississippi.

All together, GreenTech is anticipating that it will create about 7,400 jobs by 2014, including direct employees of the company and jobs that are induced or created indirectly by the growing enterprise.

Other aspects of Governor Barbour's public policies may not find agreement with many readers on this site, but his embrace of electric vehicles demonstrates an acknowledgement of the fact that the U.S. is in the beginning stages of another historic, unstoppable transition from one transportation model to another.

In a recent interview with the New York Times, Barbour said:

"It's not about politics... It's about economic development and higher-paying, higher-skilled job creation in my state. We have not, by a long shot, given up on manufacturing in Mississippi."

**GREENTECH AUTOMOTIVE UNVEILS REVOLUTIONARY ALL-ELECTRIC MYCAR, MARKS
CREATION OF 426 MANUFACTURING JOBS**
Monday, 09 July 2012

GreenTech Automotive (GTA), a U.S.-based manufacturer of environmentally friendly, energy-efficient vehicles, today unveiled its revolutionary MyCar, a two-seat all-electric vehicle that produces zero emissions and provides a range of up to 115 miles. Former President Bill Clinton and former Mississippi Gov. Haley Barbour attended the unveiling, which also celebrated GTA's relocation to the United States, where the company expects to create 426 new manufacturing jobs and support 7,400 more.

"Too many people have given up on American manufacturing, saying manufacturing jobs are not coming back. But GTA set out to prove them wrong," said Terry McAuliffe, chairman of GreenTech. "For too long, America has been inventing products here and sending the production jobs overseas. But we're part of a rebirth for American manufacturing. We're proud to bring manufacturing jobs back and prove that the U.S. is still the world leader in technological innovation and manufacturing."

GreenTech Automotive purchased Hong Kong-based EuAuto in 2010 and relocated the company's operations and manufacturing to the United States. The move was part of the company's strategy to create jobs in the United States and have a positive impact on a local economy in need of revitalization. The company leased a shuttered factory in Horn Lake, where skilled workers are now producing vehicles during the construction of its permanent 300,000-square-foot facility in Tunica, Miss.

GTA projects it will create 426 direct jobs by 2014, and an independent analysis by Evans, Carroll & Associates Inc. found that GTA's operations would create more than 7,400 direct, indirect and induced jobs by 2014. As of July 2012, GTA had more than 840 employees enterprise-wide, and the company is on track to employ more than 900 people by the end of 2012.

"Thanks are due to Governor Barbour for being so receptive to our strategy to create manufacturing jobs in the United States," said McAuliffe. "This unlikely partnership illustrates the kind of jobs-before-politics attitude that will get America back on track by restoring manufacturing to its rightful place at the core of our economy. We're looking forward to continuing that relationship with Governor Bryant's new administration." McAuliffe previously served as the chairman of the Democratic National Committee; Barbour served as chairman of the Republican National Committee.

Affordability is a key element of GTA's strategy for product development. With an expected base price of \$15,500, MyCar will be considerably less expensive than other all-electric vehicles. Future models, including the MyCar EV planned for early 2014, will also be competitively priced. GTA's commitment to affordable alternative energy solutions earned the praise of former President Bill Clinton, who attended the Mississippi unveiling.

"MyCar is just the beginning of GTA's efforts to produce a wide range of environmentally friendly, energy-efficient, affordable vehicles," said Charles Wang, CEO of GreenTech. "Many electric carmakers have tried to force electric vehicle technology into the existing transportation paradigm, which invariably results in vehicles that are environmentally friendly but prohibitively expensive. GreenTech has broken the mold by adopting the revolutionary strategy of creating an affordable electric car that will reshape how Americans think about meeting our daily transportation needs."

MyCar is an ideal solution for corporations, government entities, rental car fleets, and corporate and college campuses in addition to individual transportation use such as commuting and daily errands. MyCar is expected to evolve into other vehicle models, including a micro pick-up and delivery vehicle, beginning in 2013. GTA also plans to manufacture a larger MyCar EV beginning in 2014.

About MyCar

MyCar is a two-seat all-electric vehicle manufactured by GreenTech Automotive in Horn Lake, Miss. MyCar produces zero emissions and provides a range of up to 115 miles. It can be recharged via a common 110 wall outlet, a 220 wall outlet or a fast charging system with re-charge times ranging between three to twelve hours depending on the charging system used. In the European Union, MyCar has a top speed of up to 45 miles per hour. In the U.S., MyCar has a top-speed of 25 miles per hour due to regulatory restrictions, classifying it as a Neighborhood Electric Vehicle (NEV). MyCar meets and exceeds all safety standards for its vehicle class.

About GreenTech Automotive:

GreenTech Automotive (GTA) is a U.S.-based automotive manufacturer dedicated to developing and producing environmentally friendly, energy-efficient vehicles. GTA's core values encompass green technology, affordability, and U.S. job creation. GTA's first vehicle is MyCar, a two-seat electric vehicle with a range of up to 115 miles. GTA operates a 376,000-square-foot manufacturing facility in Horn Lake, Miss., and is developing a 300,000-square-foot manufacturing facility in Tunica, Miss. For more information, visit www.greentechforamerica.com or connect on Twitter @mycarwmgta.