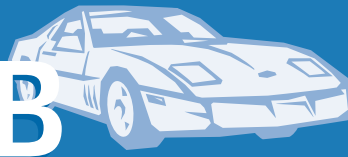




The CAR CLUB



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Porsche: There's No Substitute

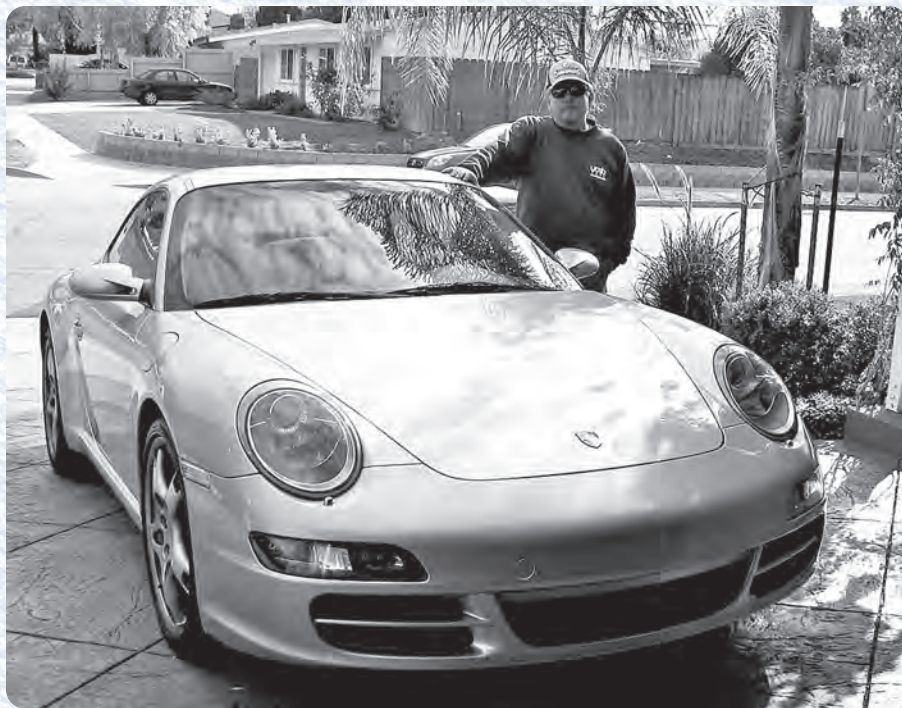
Hello again, *Alive!* readers! I have been missing in action for some time now in case any of you have noticed. The past seven months have found me getting my new two-wheeled Triumph on the road, roaming swap meets, and throwing tools in my garage when things don't seem to work correctly. Now that I had my *Alive!* contract renewed, I have many exciting features set up for the near future, so sit back and enjoy.

The world is full of celebrities. Only when we peel back a layer of that celebrity world do we find people of actual talent. In the middle of that talent pool, we then discover the legends and icons. One such legendary icon is James Dean. His life was short, but he managed to squeeze many talents into his 24 years of existence. One of his passions was racing, and the only car that he relied upon was the Porsche. Just like James Dean himself, the 1955 Porsche 550 Spyder (the type of car he died in) and the name Porsche are legends in their own right. The 550 was truly a street legal race car, and only 90 were built. Car collectors dream of owning one, and if you can find one for sale it will cost you dearly. And when I say dearly, I mean upwards of \$500,000.

Ferdinand Porsche gave the world the iconic Volkswagon Beetle, and after leaving VW, he and his son Ferry began the Porsche car company in 1948. Introducing the 356 in 1948, the 550 Spyder in 1953 and the ever-iconic 911 in 1964, Porsche has seen a career successful in car sales, racing, and design awards.

Because of Porsche's rich history and undeniable performance and style, many flock to plopping down their hard earned cash for a chance at owning and driving one. One such individual is City Employee Robert Moore, Construction Inspector, Public Works/ Contract Administration. Robert drives an ordinary Acura Integra to work every day. But as soon as he gets home, he has a wardrobe, car, and attitude change. He is the proud owner of a 2006 Porsche Carrera S.

"Here is some info on my *non-work* vehicle," he writes. "It's my fun little rocket ship with no wings. I have a 2006 Porsche Carrera



S that I've had for about one-and-a-half years. I had a BMW M3 but felt a need to 'kick it up a notch. I found the car online, but it was from a dealer, Sports Trend Auto in Studio City. I am the second owner. In addition and more importantly, my wife Maureen can't drive a stick shift as was the M3, so I decided to make the sacrifice and get the Porsche with auto and paddle shifter! What a guy! I mainly went online to check out all similar vehicles for comparisons. It's amazing that

you can buy a car like this used, two to three years old with approximately 20,000 miles on it for 40 to 50 percent less than new!

"Anyhow, I love everything about the car," Robert continues, "and would definitely recommend anyone thinking about checking them out to do so. The car color is called smoked silver. The interior is full leather, including the dash, headliner and around the instrumentation panel. It looks and smells wonderful. Maureen loves it, too. She says that guys drive up next to her quite often."

Thanks, Robert, for your submission. I have dreamed of owning a Porsche since I was a kid. I can remember having a poster of a white 1988 Porsche 911 Carrera slant nose in my room. Man, what a beautiful car! It is nice to hear about a couple getting out and being able to enjoy the "motoring" hobby, and I must say, Robert is quite a guy to get it in automatic for his wife. I don't think I could ever do that. Could that be why I am still single? Enjoy, and I will see you all next month!



Send in a photo of you and your car, and we might publish it!

Send us your information, too – name, title and City department, a phone number (we won't print it) and a paragraph or two about why you love your car, what kind of car and year it is, and maybe some fun details of how you got it, how you restored it, etc. Send it all to: talkback@cityemployeesclub.com

PROUD OF
YOUR WHEELS?
SEND IN
A PHOTO!

Newsbrief

DWP GOES SOLAR, AGAIN:

The DWP announced a proposal to re-launch its Solar Incentive Program (SIP) with double the funding levels for the next three years, an improved customer experience and revised incentive levels to be more in line with market pricing and allow greater participation by customers who want to go solar.

In a presentation to the Board of Water and Power Commissioners, DWP General Manager Ronald O. Nichols and Aram Benyamin, Sr. Asst. General Manager, Power System, also reviewed elements of a proposed new Feed-In Tariff (FIT) Program that will enable third parties to sell renewable energy to the DWP's Citywide electric grid. State legislation, SB 32, calls for utilities to offer a 75 megawatt FIT program.

"During public workshops, we heard overwhelming support for expanding local solar power, including fully funding the SIP and launching a Feed In Tariff program, to benefit customers, the environment and the green economy in Los Angeles. These two initiatives, if approved, will work together to expand renewable energy within our service area and contribute to our renewable energy goal of 33 percent by 2020," Benyamin said.

"The revised SIP proposal is designed to incentivize as many customers as possible to go solar, while also being prudent about the cost, which is funded by all customers who pay for this program through their rates," Mr. Nichols said.

Facing a record demand for solar rebates, the DWP placed the Solar Incentive Program on temporary hold April 8 for a minimum of 90 days to revise the program guidelines, identify alternative funding, and catch up with a growing backlog of rebate applications that was outpacing the annual budget by 3 to 1, and to clear a backlog of inspections and growing safety concerns, following record demand associated with favorable federal tax incentives combined with the DWP's high incentive levels, which made it more affordable than ever for more customers to install rooftop solar panels.

Based on the State's SB 1 "Million Solar Roofs" legislation, SIP provides financial incentives to DWP customers who purchase and install their own solar photovoltaic systems. The program is known as "net metering" because solar customers receive credit on their bill for excess energy that is generated by their system but not needed for their household. The credit can be used at a later time when the customer consumes more energy than their solar system generates, such as during the hot summer months.

DWP's solar rebates have been historically high compared to major California investor-owned utilities to increase customer participation. The proposed revised incentive levels would be adjusted to be consistent with the California Solar Initiative, which is better aligned with existing solar markets and achieves a reasonable pay-back period for customers.

"Our rebates for residential, commercial, government, and nonprofit customers will still beat the state incentive levels when you consider that the DWP will continue offering a higher incentive to customers who elect to sell their Renewable Energy Credit to the DWP," said Lorraine Paskett, Sr. Asst. General Manager, Sustainability Programs and External Affairs.

After receiving public comment and input through the July 14 public workshop, the DWP expects to seek Board approval and City Council review of the revised SIP Guidelines in early August, with the goal of restarting the program in September.

The DWP's proposed FIT program initially seeks to install 75 megawatts of distributed renewable energy that could enable a third party, such as a solar developer or customers, to capture federal tax credits and help create a sustainable market for green energy. Targeting mid-size renewable energy projects within the DWP service area, the DWP would buy the power generated by solar panel systems under a Standard Offer Power Purchase Agreement for a negotiated fixed price and period of time. The DWP proposes to begin FIT with a 5-megawatt demonstration program this fall. The demonstration program will enable the DWP to adjust and refine its program based on actual experience.

"We want Los Angeles to have a successful Feed-In Tariff program that enhances the future for local solar expansion. A demonstration program is key to that success," Nichols added.