

Is there some light at the end of the Tunnel?

By Neville Barlow

Like many members of our club, I am disappointed, even devastated, that Jaguar is going all electric in 2025. We are repeatedly told by scientists that we must reduce our Carbon Emissions or face hugely dangerous climate conditions. Surely all of us have already seen much climate havoc. In all the research on electric vehicles I have seen, electric cars are not the answer but rather the opposite.

At last, I have come across a car company that has a different and to me a more logical answer. The headline reads "Toyota Calls On Science To Tell EV-Only Extremists That They're Wrong". Toyota's CEO, Akio Toyoda, who is the grandson of the firm's founder says, "Even though Toyota moves to develop its first dedicated EV platform, it will not make the shift to an all-electric line-up".

The car makers Chief Scientist Gill Pratt says the best approach for a sustainable future is a multi-pronged one, blending EVs with Hybrids and other green technologies.

(Hydrogen Fuel cells etc). One way or another, there will be a diversity of powertrains throughout the world.

Toyota wants to sell around 5.5 million Internal Combustion engines, along with Hybrid and EVs. Now I wonder where Toyotas petrol and Diesel vehicles will obtain their fuel if the greenies get there way and eliminate all fossil fuels?



Berlin 18th March 2023

Germany has formed an alliance with Italy and some Eastern European countries opposing the planned phase-out of Internal Combustion Engines from 2035. Transport ministers from the Czech Republic, Germany, Italy, Poland, Hungary and Slovakia have just met to discuss changes to the European Union plans.

German transport minister Volker Wissing said "the skepticism about phasing out Internal Combustion vehicles is shared by many countries.

A ban on the Combustion engine when it can run in a climate neutral way, that is with synthetic fuels, seems a wrong approach or us".

The CO2 law, the EU's main tool to speed up Europe's shift to electric vehicles, has been put on hold.

England

The new Editor of Jaguar World Magazine has mentioned several problems that are appearing for electric cars. He says "One critical element that seems to be forgotten is the ambient temperature on the EVs batteries. Tesla is currently being fined \$2 million in South Korea for exaggerating the range of its cars in winter. He did find that on entering an EV in snowy weather, the car had shown a depleted range, so instead of waiting an hour or so to recharge the battery he hopped into his 20 year old XJ8 which was under a blanket of ice and hadn't been started for a fortnight, fired up straight away and if it needed fuel, it would only take 5 minutes.



Paul Walton now a writer for Jaguar World says "His advice to the next CEO of Jaguar is simple. Do not overlook what made Jaguar great to begin with. What the company needs just as much as saving money and becoming sustainable is a fast, exciting and good-looking sports car plus an elegant, distinctive and luxurious saloon.

In the April edition of the magazine Xclusively Jaguar, it was mentioned that there was an extensive article on electric cars, in the March edition, that for me only had the good things mentioned. In fact, 3 pages for and about half a page against! This what the Editor said "Following up on our Electric Vehicle edition of Xclusively magazine we would like to thank all those many people who took the time to contact us with their views on electric vehicles. It has been very enlightening and it would appear that the large majority are very sceptical when it comes to electric vehicles. I WONDER WHY?

Now something that has occurred to me. Tesla has recently built its 3 millionth electric vehicle. We know that the Tesla "S" model emits 17.5 tonnes of carbon in its manufacture before it has travelled one metre. If I am kind and consider that the average carbon emissions from the average Tesla is 15 tonnes, then we have a total of 45 million tonnes having been put into the atmosphere by Tesla cars. Had the same number of Jaguar XFs been manufactured the emissions would have been around 12 million tonnes. The difference is 33 million and in my opinion an appalling increase for our climate.

It is rather difficult to obtain figures for the number of electric cars manufactured worldwide. I do have the 2019 figures that say 29 million. Working with these figures we come out with 290 million tonnes of carbon dioxide. If those cars had been Internal Combustion cars the figure would have been around 60 million tonnes of carbon dioxide. Another wasteful more than 200 million tonnes of carbon dioxide.

Now we all know that our climate has become more extreme, and the scientists tell us that too much carbon dioxide is going into the atmosphere. I believe that this huge amount attributed to electric cars in a very short time has been responsible for much of the catastrophic climate that we are having.



It is a terrible situation when the very large majority of people who buy electric cars think they are saving the planet. Looking ahead I wonder how many people will wake up when they find that they need a new battery which will cost more than the value of their car. Also, what do we do with the useless battery. I know! Dig a big hole and bury them, because that was what Julie Anne Genter, a well-known greeny said on National Radio when she was interviewed by Peter Williams.

Just to remind people there is an answer and that is Hydrogen. Toyota have a Hydrogen Fuel cell model called Marai which recently travelled 1340KS on a fill of Hydrogen and took 4 minutes to fill. Can any electric car match that.

Our more modern Internal combustion engine cars are all



becoming more economical and producing less emissions every year. I give you the example of a Jaguar 2 litre 4- cylinder Diesel car that drove 15,000Kms around Australia at a consumption of 3.8 litres per 100Km.

What can we do about the disaster that appears to be our Jaguar future, probably nothing.

Neville