

There were just a handful of H2 refueling stations then, so Terry would drive Natural Gas Honda Civic, GX for longer trips, or a Trek bicycle for moving around Venice Beach and Santa Monica. He hasn't retired the bicycle, but with the Clarity he has increased his fuel cell traveling distance to 270 miles.

In *Lives Per Gallon*, Tamminen takes a hard look at health, environmental, and national security costs hidden in every barrel of oil: "Petroleum may power our cars and heat our homes, but it also contributes to birth defects and disorders like asthma and emphysema, not to mention cancer." Looked at in this way, the \$600/month lease on the Clarity is well worth it.

Tamminen offers a possible vision of the 2025 future: "Half of the vehicles in the United States are powered by hydrogen or biofuels (gasoline and diesel made from crops or waste materials), and California becomes the first state to ban the sale of any new vehicle that burns petroleum. China, India, and several other emerging economies have leap-frogged into biofuels and hydrogen economy, much as have nations that jumped right to cell phones instead of first building a massive hard-wire communications systems. As a result, three-quarters of the vehicles in those nations are clean, efficient, and running on domestic energy."

I'm all excited about this future. Driving Terry's personal Honda Clarity has been one of the biggest thrills of my life. I can't remember the last time I had such a big smile in my face driving an "environmental car". The excitement builds up as I approach the Clarity: it looks so much like a "normal" car, but it doesn't pollute like one. I'm excited about a future where the alternative fuels are the new normal.

After pushing the Start button, the car is almost silent. But once I step in the accelerator, it sounds like a Formula-1 car... in the distance, with low volume musical whirling sounds. The interior is spacious, quiet and the car is responsive and powerful.

I love that, as long as the Hydrogen is produced from alternative energy (solar, wind...), I'm not producing any CO2 to drive the Clarity, and my contribution to global warming is greatly reduced; lately I've been very conscious about what I put into the air, and focused into consuming responsibly. I think of John F. Kennedy's words from 1963, which are printed on Terry's book: "Our most

basic common link is that we all inhabit this small planet. We all breathe the same air. We all cherish our children's future's. And we are all mortal. And is not peace the right to live out our lives without fear of devastation—the right to breathe air as nature provided it—the right of future generations to a healthy existence?”

Tamminen is continuously meeting with governments from around the globe to promote regulations and solutions to make our air cleaner. During his busy schedule, he gives me some time to answer some questions.

Why would a car magazine care about publishing a story about his book, which is so critical of the internal combustion engine?

“Because this is the future; whether you agree with the environmental issues or not, these are huge worldwide forces. Wouldn't it be interesting to go into a car showroom 50 years from now? I think you'll see electric cars, hybrid cars, but I don't think you'll see any internal combustion engines, because its one of the most fuel inefficient motors made. In the future I think they'll look back and say, “what fools they were”. I think car magazines should be interested because this is what their drivers will be looking at in the future.”

There have been lawsuits against oil and car companies in Japan and California for selling defective technology that pollutes. Are there similarities with the tobacco companies?

“Absolutely, the oil and auto industry has a great deal of parallels with the tobacco industry, as I state in my book.”

What countries can we use as a good example?

“Sweden has said they want to be oil free by 2020; Iceland is demonstrating a hydrogen economy. “

The rest of Europe is not moving so fast...

“But we have a lot of catching up to do to Europe. Gas is three or four times more expensive; vehicles are more fuel efficient, and people use public transportation.”

You are campaigning to governors in the US to act on climate change regulations.

“It’s a defensive measure to be progressive on climate change. Secondly, it’s better for the world. Other countries won’t do it if they don’t see the US do it; it’s up to the States to act. In Idaho I argued that you could take all that dairy and turn it into fuel; turn that corn into ethanol, get cellulosic ethanol, so the stalk of the corn is as valuable as the corn. I put it as an economic interest.”

Sounds great: make money with clean energy and cool the night so I can finally get some sleep.