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PREMA Makes Donation Towards GCRS's New Ambulance



L-R Nancy Edelman, Kayla Wintz with PREMA's GM Ryan Reiber.

PREMA's General Manager Ryan Reiber presented Grant County Rescue Services (GCRS) Captain Nancy Edelman and GCRS training officer Kayla Wintz with a check for \$7,500 as their donation towards the new Grant County Rescue Service ambulance early last month. PREMA board members challenged their lender, Cobank, to match the donation. Cobank responded in kind and Ryan presented Captain Nancy with their first check that day as well, making that a total donation of \$15,000.

Ryan thanked GCRS for all that they do for the community and a huge thanks to all the volunteers that make GCRS possible.

GCRS in turn thanked PREMA and Cobank for their very generous donation, enabling us to better serve our friends, family and others who need their assistance in a time of need with a newer, more reliable ambulance.

Director Election Results

District 1

RD Sutphen92 votes

District 2

Phil Zochol89 votes

At-Large

Dale Berndt51 votes

Ande Girard43 votes

THE WINNER OF THE EGO 21" ELECTRIC MOWER



*Congratulations
Bart Moseman!*

THANK YOU FOR JOINING IN
ON THE ANNUAL MEETING

Tesla Powers Imagination At PREMA

“... Tommy used to work on the docks . . . Gina works the diner all day . . .” I attempted to sing along while driving the Tesla back to PREMA a couple weeks ago.

“Your Mama Don’t Dance,” (the Poison cover, of course) was the only other song I have ever sang for karaoke. When Matt and I finished our duet downtown 20-plus years ago, I never figured the next time would be in a sporty electric car driving down Highway 2.

Ryan Reiber, PREMA general manager, started out our interview on Tri-State Energy Cooperative’s Beneficial Electrification Program by offering a test drive in their 2020 Tesla Model 3. The jaunt out to the golf course and back did not disappoint. Though I had seen a handful of these cars up close, being inside and behind the wheel was lightyears ahead of my 2007 Buick. Everything possible came up on a mid-dash monitor the size of a small laptop. A quick intro and that left the familiar steering wheel and brake, gas pedals.



Accelerating from a standstill pushed me back into the driver’s seat -- inline with what Reiber later said were its ability to reach 60 miles per hour in a little over 3 seconds and the quarter mile in 11.5 seconds at 117 mph. The car was fun, handled well and would be a consideration if I was in the market for a new vehicle in that price range (\$40,000). This model even comes with a spacious trunk and a large suitcase-size frunk (front trunk).

The Tesla had spent a month in PREMA’s territory (mostly at Alliance with about a week at Hyannis) before heading home after the Panhandle Rural Electric Membership Association’s annual meeting May 25. PREMA employees, members and a few others had the opportunity to drive or ride in the vehicle, which Reiber said was a way “to get the word out this is an option for some people.”

Among the drivers, he noted, the number one comment praised the Model 3’s acceleration. People also talked about its regenerative braking system, a little different than internal combustion vehicles, a process that generates electricity to power the car. Overall, Reiber said, fun was the feeling, with participants commenting on the technology and extras like karaoke. “They always have a smile on their face when they’re done.”

Putting a base model Tesla through its paces is exciting, but would that electric vehicle (EV) be practical for someone living and working in Northwest Nebraska?

From talking with Reiber and reading about this particular Tesla (and I’d say any other comparable EV) the answer is yes for commuting up to an hour and local driving. Popular destinations such as Rapid City or Cheyenne would stretch the Model 3’s 300+ mile range, yet Supercharger Stations are available in both cities. He explained the Tesla can be charged by a standard 110-volt plugin, albeit slowly, adding you want a 240-volt line (the same that supplies appliances like ovens or clothes dryers) to top off the EV overnight.

The “Tesla Facts” page at ev EXPERIENCE on www.tristate.coop lists other data for a prospective buyer. Faster chargers cost \$500-\$1,500 to install with an increase of \$20-\$50 on the monthly electric bill, depending on local rates and driving distances. Concerning operating costs, the site states: EVs are currently more expensive up front, but they’ve been holding their value well and their fuel and maintenance costs are lower than gas and diesel cars. There are also tax credits available to qualifying buyers.

Teslas (and other EVs) will likely remain an exception on local streets in the near future. Hybrids, however, seem to be gaining a larger foothold. Until the rural charging infrastructure here and the rest of the United States becomes a reality, gas and diesel will prevail. Reiber said Panhandle Co-op had been thinking about a charger in Hyannis though has not followed through as yet. He added the EV industry would like to see stations every 50 miles in sparsely populated areas.

Maybe when my children learn to drive we can rent a Tesla Model 3 (?) and “fill up” at the same towns in the Sandhills that watered Iron Horses a century ago as we enjoy the scenic byway. And, dad always has first pick on the updated 3-D karaoke.

By JOHN E. WEARE



Have a happy and safe Independence Day!

Our office will be closed Monday, July 5th in recognition of the holiday.

Notes From Load Management

Load Management customers please consider the following:

PREMA recommends, pivots on Load Management should have auto restarts installed.

Make sure the auto restart function is working properly and pivots start when load control is inactive.

Off peak hours (no control) are 10:00 PM to 11:35 AM and there is no load control occurring on

Sundays and or holidays.



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