



Dixie Valve Chatter

Official newsletter of the Dixie Chapter of the Buick Club of America

DIRECTOR'S MESSAGE

UPCOMING EVENTS

CLASSIFIED ADS

July 2018

www.buickclub.org/dixie



Dixie Valve Chatter

Official Newsletter of the Dixie Chapter of the Buick Club of America

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The Dixie Chapter is one of over 60 Chapters of the Buick Club of America, "a non-profit membership corporation dedicated to the preservation and restoration of those vehicles built by the Buick Motor Division of General Motors Corporation".

The current elected and appointed officers are:

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For Photos and Upcoming Events: Check us out on Facebook, "Dixie Chapter of the Buick Club of America", and on the Web at www.dixie.buickclub.org

Director's Message



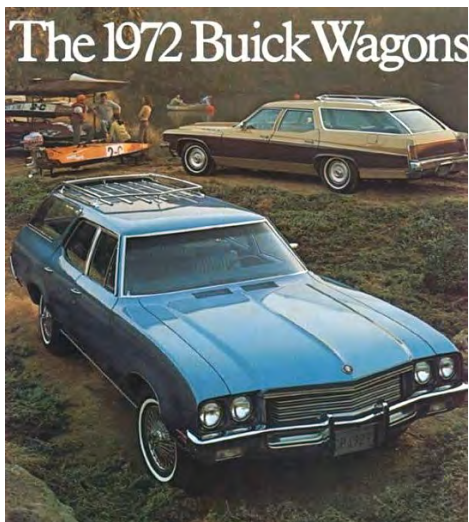
Don McClair

While I am writing this, the 2018 BCA National is getting started. I will ask Bruce Kile to do a write-up about it for next month's newsletter. Our July meeting will once again be held at the Olive Garden on Holcomb Bridge in Roswell. More details will follow in this newsletter. It is hard to believe this year is almost half over, and with that comes something for you to think about. In August we will be appointing a nominating committee who will be charged with nominating officers for you to vote on in November. These officers will serve our club for the years 2019 and 2020. So be thinking of who you would like to run for office, or let someone on the nominating committee know if you are interested in running for a particular office.

I look forward to seeing you at Olive Garden.

Don

Grit in the Gearbox



The Timing Chain

UPCOMING EVENTS

BCA and Chapter Events

JULY 8, 2018

Monthly chapter meeting. Olive Garden on Holcomb Bridge Road in Norcross.

Eat at 12:30, Meeting at 2:00 PM

April 27-28, 2019

38th Annual Peach Blossom BOP&C. Hosted my Dixie Chapter BCA. Piedmont Church, Marietta.



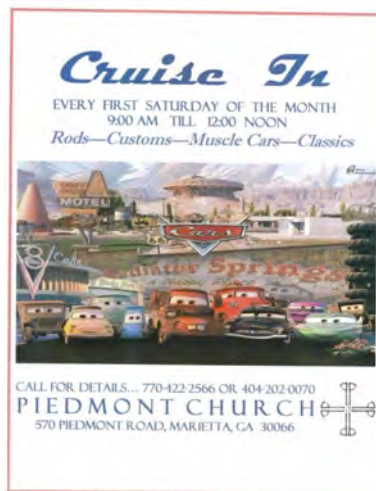
Non-Chapter Events

July 2, 2018 (Monday)

BOP&C Night at Summit in McDonough. 20 King Mill Road. 6:00 PM - 8:30 PM

Coffee and Cars at Gateway Classic Cars in Alpharetta the last Saturday of every month from 9am to noon.

www.gatewayclassiccars.com/cars-and-coffee



November 1-3, 2018:

New Bern, NC.

The Tarheel Chapter hosts the Southeast Regional Tour.

Driving tours will include Tryon Palace, Fort Macon, and historic Beaufort, N.C. More information at www.TarheelBuick.org,

June 12-15, 2019

Buick Club of America Annual Meet. Midwest City, Oklahoma. www.buickclub.org

September 22, 2018

County Line Church Annual Car Show. 3913 Jonesboro Road Hampton, GA

www.facebook.com/CLCarShow
Tom Lynde 770-827-5357

Caffeine and Classics Streetside Classics. 213 Thornton Road Lithia Springs. Last Saturday of every month. 9 am.

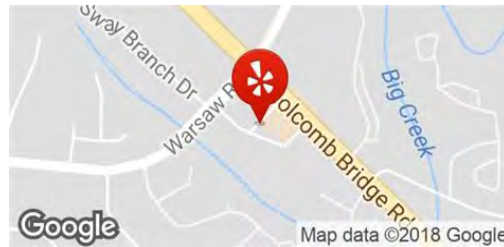


Please send notices of upcoming events to DVC editor Tom Lynde at lynde2375@charter.net



JULY CHAPTER MEETING

Don't miss the July Chapter meeting, Sunday July 8th at Olive Garden, 905 Holcomb Bridge Road in Roswell. 770-642-0395. We will meet to eat around 12:30 and the business meeting will begin around 2. Drive your Buick and remember to wear your name tag!



CAR QUIZ



This 1924 Buick was used by Calvin Coolidge's presidential campaign. It was equipped with some high tech gear. What set this car apart from other 1924 Buicks? Answer on page 11.

Do you know some interesting Buick trivia? Share it with ***The Valve Chatter*** !

THE DEATH OF FOSSIL FUELS

By MICHAEL SHEEHAN

I believe this article is worth sharing since some states (and entire countries) aim to eliminate gasoline- and diesel-powered cars in the future. --RJV

Reprinted with permission from Mike Sheehan's Ferraris-online.com website. Originally posted in the August 11, 2017 newsletter.

The rush to be green

In only the last month politicians in Norway and Holland have pushed to eliminate ALL new gas and diesel-powered cars by 2025. England, Germany and India want to eliminate all new gas and diesel cars by 2030 and France by 2040. Four major cities including Paris, Madrid, Athens and Mexico City will eliminate diesels and most older cars by 2025. Stuttgart will ban older diesels by 2018 and London will have a low-emissions zone in October which will charge older cars a £12.50 (\$16.50) a day driving fee. On this side of the pond, California, Rhode Island, Connecticut, Maryland, Massachusetts, New York, Oregon and Vermont want to ban all gas and diesel sales by 2050. The threat of global warming, politics, public opinion and sales figures are now moving Europe and the world towards emissions-free electric cars.

Norway, the leader of the pack, wants to become the most ecologically progressive country on the planet and has also decreed that they will become the first country in the world to commit to zero deforestation. Today Norway can boast that about 24% of the country's cars already run on electricity and 99% of Norway's electricity comes from hydropower. By waiving the high (roughly 100%) sales taxes on non-electric cars (and approximately \$11 a gallon for gas), Norway subsidizes Tesla and other fully-electric cars. Electric cars can cruise in the bus lanes and toll roads for free, parking is free and new charging stations are being built on the nation's highways.

While it's politically correct to be Green, Norway is also Europe's largest fossil fuel producer, with oil accounting for 45% of Norway's total exports and 20% of GDP. Norway holds over \$818 billion (over \$160k for every Norwegian) in the Norwegian Sovereign fund, more than second-place Saudi Arabia, all funded by offshore oil. Thanks to ongoing government subsidies, the Norwegian oil company Statoil is also cheerfully drilling new oil and gas fields in the Arctic, almost all of which will become the exhaust fumes of other countries burning Norwegian oil and gas. Were Norway to transition to a fully electric auto fleet it would become the geopolitical equivalent of a drug dealer that refuses to touch their own product.

So that there is no question, this column is not meant as a denial of Global Warming or a denial that something has to be done, but instead tries to point out that the problems of Global Warming are very complex and that every and all solutions have unintended consequences and will require your tax dollars.

The death of diesel

In the early 1990s European studies argued that air quality could be improved by lowering CO2 levels. These led to the Kyoto Protocol of 1997 mandating that CO2 be reduced by 8% over the following 15 years. The big European car makers actively lobbied European regulators and politicians to further the diesel cause, citing diesel's inherently low CO2 output and high mpg relative to the gas engine. Obedient government regulations and tax breaks paved the road to diesel cars. The nasty nature of diesels to emit higher levels of nitrogen oxides (NOx) and lung killing particulates was not of great concern at the time. Politics and tax breaks changed the European automotive landscape. Diesel car sales grew from 10% of the market in the mid-1990s to 31% by 2000 and 55% by 2012.

The VW diesel scandal is easily the biggest self-inflicted auto industry scandal in decades because of its deceit of customers, dealers and governmental regulations, not to mention the sheer number of vehicles involved. Diesel sales fell to 46% in 2016 and are expected to be effectively 0% in 10-20 years. As part of its campaign for redemption, the VW Group has announced plans for 30 new ZEV and EV models by 2025, with a global sales goal of 3million units, mainly at its facilities in China.

China's eager adoption of electric vehicles has four goals: to create a world-leading industry that would produce jobs and exports; to reduce its dependence on oil from the volatile Middle East; to reduce urban air pollution and to reduce its carbon emissions. With more than 630,000 new ZEV and EV passenger cars sold since 2005, China has the world's largest fleet of plug-in electric vehicles, overtaking both the U.S. and Europe in cumulative sales. Government subsidies to both builders and buyers are equally as generous as those in the US.

Tesla and your tax dollars

The electric vehicle industry exists because of Zero Emission Vehicle (ZEV) and Electric Vehicle (EV) regulations first adopted by the California Air Resources Board (CARB) in 1990, expanded in 1996 and now adapted by nine other states. ZEV credits require manufacturers to build, and dealers to sell, a state mandated number of "zero-emission" vehicles each year.

Because ZEV laws are a moving target and Elon Musk is an expert at gaming the system, Tesla's Model S currently generates four credits per unit sold at \$5k each which means Tesla can sell \$20k in ZEV credits to other manufacturers for each Model S sold, a cost that gets pushed onto the buyers of diesel and gas cars. Additionally, every U.S. Tesla S buyer gets a \$7.5k Federal tax credit and a state tax credit which varies by state.

Tesla came into functioning existence thanks to a \$465 million taxpayer-subsidized loan in January of 2010 from the U.S. Department of Energy. In May of 2010 Tesla Motors purchased a just-closed former GM-Toyota facility in Fremont, California at a bargain price. The 380-acre site had been valued at \$1.3 billion, but Tesla bought it for just \$42 million thanks to pressure from local and state officials. Once purchased, the California Energy Commission spent \$10 million to upgrade Tesla's Fremont factory, another \$650,000 to train workers for Tesla and the California financing authority gave Tesla sales tax breaks worth up to \$90 million on manufacturing equipment.

In 2014, Nevada bestowed Tesla's gigafactory with one of the biggest corporate-welfare packages in history. Tesla will pay no payroll or property taxes for ten years, no sales taxes for 20 years, and received \$195 million in cash via "transferable tax credits," which were sold to other companies to satisfy their Nevada tax bills, a \$1.3 billion tax giveaway. While Elon Musk is certainly a visionary and has defined the electric car industry, Musk's three companies, Tesla, Solar City and SpaceX, have flourished thanks to a total of \$4.9 billion in U.S. government subsidies over the years.

As Elon Musk has recently speculated, making the jump from 84,000 cars built in 2016 to 500,000 cars in 2018 will take Tesla into the lands of both "Production Hell" and a massive cash burn of over \$1 billion a quarter. Tesla ended the first quarter of 2017 with \$9.67 billion

Note. This article was submitted to the **Dixie Valve Chatter** by JD Westfall. If you have an article or submission that you think would be of interest to the club members, please send it to Tom at lynde2375@charter.net

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RUXTON

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in outstanding debt and on August 7, 2017, Tesla announced plans to raise another \$1.5 billion in junk bonds to fund the Model 3 launch. Thanks to approximately 450,000 deposits of \$1,000 on hand for the Model 3, if Tesla is able to ramp production to 500,000 cars a year, or 10,000 cars a week by the end of 2018, the Tesla Model 3 will be the best-selling car in America, thanks in large part to your tax dollars.

The Tesla Competition

While Tesla has long been the poster child of ZEV electric cars, the Nissan Leaf, introduced in December 2010 is the best seller with over 250,00 units sold worldwide. Tesla, introduced in 2012 is in second at having recently passed 200,000 units and the Chevy Volt hybrid, introduced in December 2010 is in third with 135,000 units at the end of 2016. Thanks to the need for credits, Ford, Fiat, BMW, Audi, Hyundai, Chrysler, Porsche, Mercedes-Benz and more have all joined the EV and ZEV party. All are built for ZEV tax credits, all lose money, for example, in 2014 Fiat Chrysler CEO Sergio Marchionne said that Fiat was losing over \$10,000 on the sale of every Fiat 500e electric car.

In theory, the Tesla 3 and the all new Chevy Bolt fall in the same price category and mileage range, as the only ZEVs with a 200-plus mile range, although both have vastly different demographics. Tesla 3 buyers expect their new Model 3s to come with a host of cool technology such as self-driving features and other wow factors, but to get those options, customers will have to pay about \$14,000 over the \$35,000 base price, so closer to \$50,000. A fully loaded Bolt is approximately \$43,000 and is available on the dealer's lot today.

Speedbumps in the road ahead

Each automaker's ZEV or EV receive a federal credit up to \$7,500 until the 200,000th plug-in is registered inside the U.S., when a countdown for phase out of the credit begins. Since the laws are arcane, at the 200,000th sale the full \$7,500 credit continues through the end of the current quarter and to the completion of the next quarter. After this period ends the "phase-out" begins, meaning the credit is reduced to \$3,750 for the next six months, then to \$1,875 for the next six months before expiring completely. Needless to say, Tesla is already lobbying the California Legislature for a modest \$3 billion in further electric car subsidies to make up the difference when the federal subsidies run out. Yet another corporate-welfare package paid for by your tax dollars.

Nine states now charge higher registration fees on ZEVs and EVs, Michigan will be the tenth, with a half-dozen more governments seeking to make up for lost gasoline taxes, repayment for the free parking, free

charging, HOV lane access, emissions waivers, four-figure tax credits, and other rebates EV buyers have been reaping for years. Battery-electric cars may rack up subsidized utility bills with state fees, but they're not paying a cent toward the road maintenance that state motor fuel taxes fund. To that end, nine states are charging between \$50 and \$300 on top of normal registration renewal fees, or in some cases, a separate annual fee. The electric car handouts are winding down.

Further problems

We could go further into the problems with the lack of charging stations, especially for anything not built by Tesla, or the problem of incompatible charging equipment, or the cost and complications of building the charging station infrastructure and the substations that will be needed to power the charging stations. Who will build the many dozens of additional gigafactories that will be needed? How about the reality that the U.S. has little of the needed lithium to make batteries or that demand for lithium batteries is growing at approximately 25% a year, far faster than the 4%-5% overall gain in lithium production? Where are the charging stations and sizable substations that will be needed to charge fleets of soon to be built semi-trucks? And I haven't begun to go into how fully autonomous cars will make almost every car on the road today obsolete in ten years, or the possibility of autonomous cars being hacked, or the lack of future buyers because of ride-sharing. Looking ten years down the road, what happens when hundreds of thousands of expired batteries need to be replaced, recycled or become land-fill? What happens to the millions of gas and diesel cars now on the road that will be legislated out of existence? As for the green ZEV reality check, at the end of 2016 24% of global electricity was produced by renewables, dominated by hydropower. Wind only contributes 4.0% and solar 1.5%, meaning the 75% of all electric power used for ZEV and EV charging still comes from fossil fuels such as oil, gas and coal. These are all subjects for another day, even more columns.

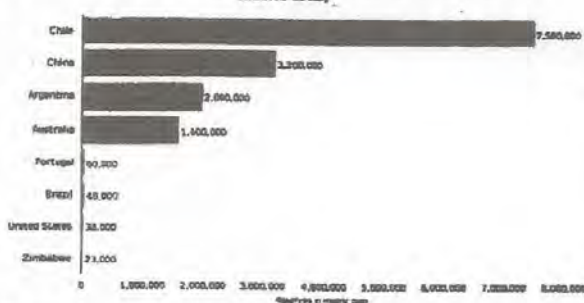
The future of collector cars

The good news is that there will always be a market for collector cars. While charging stations will slowly replace stations, gas is simply too energy dense and the distribution system too advanced and established to be quickly replaced. Old timer plates will increase in cost, fuel will increase in costs, but collector cars are an automotive indulgence, not transportation. Once a car is worth \$1 million plus, no-one cares if it costs an extra \$2,000 per year for the registration plate or fuel costs go up. While politicians are in a rush to electrify the automotive world and kill-off fossil fuels, England will exempt collector cars 40 plus years old and France will exempt collector cars over 30 years old registered on a special 'Carte Grise de Collection' or collector's registration. The question for the future is which cars will be both coveted and collectable? As always collectability is, in part, inversely related to numbers built. A Ferrari F40 will always be an automotive icon; an F430 just an interesting used car.

Thanks to Tom Harbin, our webmaster; Robb Sass of Hagerty; Jim Spiro; Kevin Kalkhoven, owner of Casworth Engineering; Neil Jaffe of the Chequered Flag; Elliot Silber; David Allison; Howard Cohen of the Halcyon Group; Bjorn Martenson of Black Pearl Capital; Thor Thorsen; Paul Duchene, former Editor of SCM and Mike Mollere, Drilling Superintendent, Chevron.

Sign up for more interesting articles at <http://ferraris-online.com/Other/subscription.php>

Countries with the largest lithium reserves worldwide as of 2015 (in metric tons)



Cars of the Month

Drive your Buick to chapter events and it may be featured in the Valve Chatter as a Car of the Month.



This month we are featuring J.D. Westfall's 1967 Wildcat convertible and new member Chuck Dalton's 1973 boat tail Riviera. J.D.'s car won the Best Buick award at the recent Peach Blossom BOP&C Show.

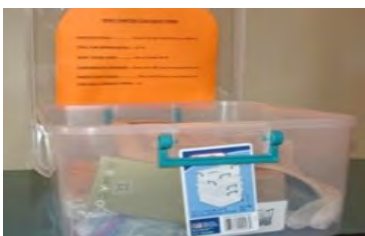
Are you changing your e-mail address?

If you have a **NEW** e-mail address,
please notify Jerry Richstein at jerry.richstein@gmail.com,
so you can continue to receive the *Dixie Valve Chatter* via e-mail

MEMBER NEWS

NOTE: If you know of members winning awards or touring to interesting places, or have an idea for an article of interest to our members, please let **Tom Lynde** know at least two weeks before the end of the month to ensure inclusion in the next *Dixie Valve Chatter*.

Club Sales



The club "store" is now open for business at all business meetings. Some of the items available are cloth BCA jacket patches, static cling BCA window decals, keepsake ornaments (featuring various *Buick* models), and *Buick* playing cards. Call Bruce Kile for pricing or questions (770) 977-7924. **New Items! Playing cards, Patches, and Decals!!**

Mile Markers
 Celebrating Life's Events



BIRTHDAYS

- 7/2/40 Ernest Garrett
- 7/2/43 Paul VanNortwick
- 7/7/53 Yvonne McGowen
- 7/7 Cathy Newhouser
- 7/8 Sarah Thomas
- 7/17 Andrea Walsh
- 7/20 June Benson
- 7/20 Tammy Benson
- 7/21 John Huffman
- 7/22 Connie Bergeron
- 7/22 Danny Finkelstein
- 7/29/47 Bob Haggard



ANNIVERSARIES

- 7/3 Alan & Patricia Lisenby
- 7/12/86 Tom & Tammy Lynde
- 7/26/75 Mark & Wanda Reeves

Come join us on Facebook!

[Dixie Chapter Buick Club of America](#)





Car for Sale



1988 Buick Reatta Coupe 101088 miles. 6 cylinder, automatic. Sapphire Blue Metallic with blue leather interior. One repaint. Options are Touch Screen, Power Steering, Power Brakes, Power Windows, Power Mirrors, Power Door Locks, Cruise Control, Climate Control Heat and Air, Leather Seats, Power Adjustment Both Seats, Lumbar Support, Sunroof, Tilt Steering Wheel, Intermittent Windshield Wipers, AM/FM radio, Rear Window Defroster, Automatic Transmission, Load Leveling Shocks. Fog Lights, Pop Up Head Lights. All service records. It has almost new tires. I have owned the car for eight years. I am the third owner. Garage kept, non-smoker. Price \$4500.00. Contact Hank Lewis at homeinga31@gmail.com or Cell 404-247-5133

Do you have a Buick or "car stuff" for sale?

All Dixie Chapter members can advertise "For Sale" cars, parts, and car related "stuff" for up to 6 months, or longer if requested. In addition, non-members can advertise their cars and parts for up to 3 months, space permitting, if they have items that may be of interest to our members. This is as a courtesy to the sellers,

Deals on Wheels

Car for Sale



1976 Buick Century for sale. Asking \$9,950 or best offer. Rebuilt engine, a long list of parts have been replaced and it was repainted last fall. Bob Haggard, Lake Sinclair, 478-968-0329.

Car for Sale.

1968 Skylark. 2 door hard-top. Dark grey with black vinyl top and interior. 350 engine, automatic transmission, power steering, power brakes, factory air conditioning. General good condition. Ran well when parked, however won't start now. \$500. Located in Decatur. Call Roddy Pearce 404-371-1999 6am - 10pm.



Need AC Delco parts? If you are in the need of genuine AC Delco parts such as batteries (including 6 volt) ignition parts etc., at discount pricing. We have established a "cash account" with Johnson Industries in Atlanta aka "J. I. Parts Express" <https://www.teamji.com/home/prodServ.htm>. Simply phone the call center at (770) 448-3896 and tell them that you are with the Buick Club account #47225, and place your order. You will also need to tell them which of the 8 distribution warehouses you would like to pick it up & pay at. Distribution centers are in Woodstock, Marietta, Norcross, Emery, Snellville, Turner Field, Roswell, & Columbus. A "cash account" does include Visa/MasterCard. If you have any questions call **Bruce Kile** (770) 977-7924.



Wheels for Sale



Four refurbished Skylark Rally Wheels with caps and beauty rings for sale . 14"x7". I bought them at a swap meet. I thought they were 15", but I was wrong. Asking \$100.00 or best offer for the wheels. Bob Haggard. Lake Sinclair. 478-968-0329

Parts Car For Sale

69 Riviera GS. 430 engine. Rough shape, but complete. Good parts car. Asking \$1,200.00 Contact James Crowe 770-971-4053

Buick Parts for sale.

Three 1932 Buick 18" wood wheels for 50 series. \$50.00 each. 1938 Buick front seat, no bottom cushion, \$25.00. Several 1957 Special parts. Call 706-865-4185.

Raymond Collins. B.C.A 474



CAR QUIZ ANSWER



Silent Cal's 1924 Buick was one of the first cars equipped with a radio. Check out the high-tech sub-woofer on the running board!

Do you need replacement wheels or hubcaps?

Bianca at Hubcaps.com & OriginalWheels.com offers Car Club Members a discount on the Factory Hubcaps & Wheels that they show on their websites. They currently have over one million hubcaps & rims in inventory so they may have what you need. You would need to call them at 800-826-5880 for the discount as they do not have the ability to discount online orders. Just tell them that you are from the Dixie Chapter of the Buick Club.



Join the conversations! Participate in the forums on the Buick Club of America website. www.buickclub.org

