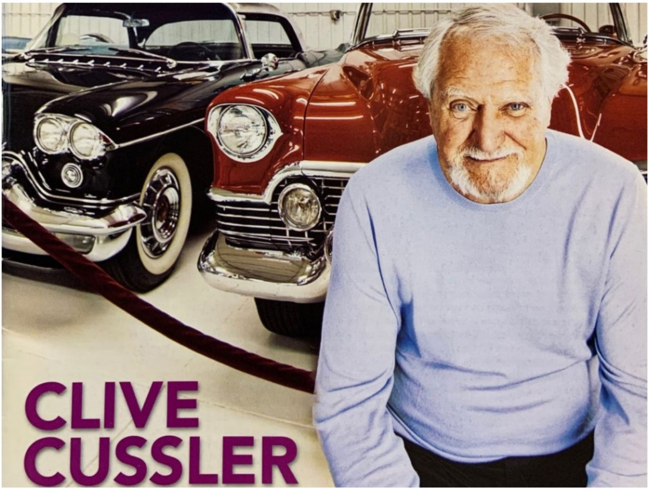
CADILLAC & LASALLE CLUB ROCKY MOUNTAIN REGION
CADILLAC & LASALLE CLUB FOUNDED 1958
The Dagmar
The monthly newsletter of the Rocky Mountain Region Cadillac & LaSalle Club



REMEMBERING CLIVE CUSSLER July 15, 1931 to February 24, 2020

DAGMAR NEWSLETTER June 20, 2020

EDITOR'S CORNER

EDITORS CORNER:

Thanks to stories submitted by our Director, Bob Lyons, and by loyal member John Serfling on his cracked exhaust manifold on his 1963 Convertible. His interesting and informative article detailing all he went through to correct the problem has been helpful to me. I have either a cracked exhaust manifold or a loose gasket on my 63 convertible and will be getting it fixed soon with the help of the person who helped John. John informed me that a cracked exhaust manifold is quite common on the 63 Cads and is usually back near the firewall on the driver's side, where my issue is located.

Bob send me a story about the Late but Great Clive Cussler which was published by Hagerty Insurance in their special section for car related stories and reports. He also sent me an opinion piece by a 15 year old regarding the person who was named Person of the Year by Time Magazine in 1955. Bob says the article shows that young people still have interest in old cars and history. I wish we could get some "young" folks to join our club, young being under 50 in our case.

On my part, I am contributing some information on what is happening with the development of Electric Vehicles and the dramatic effect they may have on many aspects of our daily lives and on the Budgetary Strength of many large cities, both positive and negative. My article will also lightly touch on documentarian and social critic Michael Moore and the new documentary he has helped to produce titled "Planet of the Humans" I say "lightly" since it is a Too Hot to Handle Film that has been available on Youtube and then taken off of Youtube and is now back on Youtube. The film has been roundly criticized by the Alternative Energy Folks for what it says about them and the supposedly renewable energy sources he criticizes in the film as being little or not Green at all.

John Cullinan, Editor and Vice Director

INDEX

-Directors Comments

-Tribute to Clive Cussler

-Opinion Piece by 15 year old on Harlow Curtice, GM CEO 1953 to 1958

-Adventures in Exhaust Manifold Repair by John Serfling-

-My History and Postions with the Cad Club by Tim Coy

–Electric Vehicles Now and in the Future by John Cullinan

Directors Comments:

As the Corona virus continues to plague or nation and violence running rampid in our major city streets, we still must remain quarantined to keep ourselves protected.

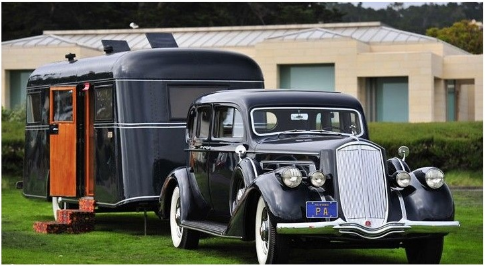
By now you may know that the National Driving Tour has been cancelled, and the Havana Cruise as well. The Rocky Mountain Metro Airport show is rescheduled until July of 2021. Some clubs and some members of the CCCC have done a few impromptu drive-by events. As we get word of any of these drive by shows, I'll get the details on line for those who are interested.

John Cullinan is working hard to keep publishing the online Dagmar as stories and articles are submitted by our membership. The publication has been slow to publish due to the lack of member participation in offering articles. I know that the present climate of the country's situation may be affecting our enthusiasm to send in articles. Don't let that stop you. Having stories from our members will go a long way in lifting our spirits and supporting our club. Thank you so much for your participation.

Your Club Director,

Bob Lyons

Tribute to Clive Clussler By Richard Tolo



1936 Pierce Arrow V12 with Travel Lodge Trailer

Author and classic car collector Clive Cussler, who wrote dozens of adventure novels and led numerous expeditions in search of historic shipwrecks, died on Monday at his home in Scottsdale, Arizona. He was 88.

Cussler's passing was announced by his wife, Janet, via Cussler's Twitter account. "It is with a heavy heart that I share the sad news that my husband, Clive, passed away Monday. It has been a privilege to share in his life. I want to thank you, his fans and friends, for all the support. He was the kindest, most gentle man I ever met. I know his adventures will continue."

Cussler, who resembled a sea captain with his weathered skin, white hair, beard, and mischievous grin, was featured on the cover of *Hagerty* magazine (then called *Hagerty's*) in spring of 2008. In a story that extolled Cussler's love of history, adventure, the sea, and antique automobiles, Jerry Burton wrote, "He loves chasing down shipwrecks, lost aircraft, gold mines, historical myths and anomalies, great story lines, and, oh yes, magnificent old cars… [and] the fruits of his labors are as numerous as the marques in his garage."

Born July 15, 1931 in Illinois and raised in California, Cussler was a college dropout but went on to write more than 80 books. Some were non-fiction or children's books, but Cussler gained fame and fortune as a novelist. According to *The New York Times*, his books have been translated into 40 languages and have sold more than 100 million copies, resulting in a fortune estimated at $80 million. Cussler's work has appeared on *The New York Times* best-seller list more than 20 times.

His commercial breakthrough was 1976's *Raise the Titanic!*, in which a clandestine government-backed salvage team—led by Cussler's alter ego, the heroic Dirk Pitt—repairs the sunken ship, brings it to the surface, and recovers a rare mineral that is vital to the U.S. defense system—while outsmarting the USSR in the process.

According to *The Times*, Cussler originally created the National Underwater and Marine Agency (NUMA) as a fictional government organization, but in 1979 he founded an actual National Underwater and Marine Agency as a private nonprofit group committed to "preserving maritime heritage through the discovery, archaeological survey and conservation of shipwreck artifacts." The organization underwrote Cussler's maritime ventures.

As Cussler grew older and began to slow down, he employed several co-authors, including his son Dirk—Dirk Pitt's namesake—to keep his fans happy and produce 1–2 books per year. Cussler's final book, *Journey of the Pharaohs: A Novel from the NUMA Files*, written with Graham Brown, is scheduled to be published next month.

Cussler's massive car collection near Denver includes some equally massive cars, like a 1929 Duesenberg Model J-140, 1929 Isotta Fraschini, and 1936 Pierce Arrow V-12 Berline with matching trailer, to name a few.

"Just about everybody has an instance in their life where they are touched by a car. Like the guy in high school who dreams about owning a '57 Chevy Bel Air convertible, and then at 45 or 50 rushes out and pays $80,000 for one," Cussler told Burton in 2008. "When I was about 5 years old, I was sitting on the curb in Alhambra, California, and this car went by and I was just agog—because everybody had a Chevy or a Ford, but here was a town car with the chauffeur sitting out front in uniform. I was blown away by that."

Cussler's Pitt character drove many of the same cars in his novels that Cussler owned himself, the author's way of intertwining two of his favorite things. He told Burton in 2008 that one of his biggest regrets was not paying $35,000 for a 1948 Tucker when he had the chance. "[A friend] asked, 'Why didn't you buy that,' and I said, 'That's too much to pay for a Tucker,'" Cussler lamented. "I screwed up."

Cussler joked that he wasn't as fortunate as Dirk Pitt, who never seemed to grow old. "When Pitt and I started out together, we were both 36," he said 12 years ago. "Now he's 44 or 45 and I'm 76. It isn't fair."

Thanks to Cussler's imagination and love of adventure, they'll both live forever.

Adventures in Exhaust Manifold Repair By John Serfling

On the rare occasions that I started my 1963 Series 62 Convertible this winter it sounded like there was a hole in the muffler, except that the sound definitely came from the engine bay. So, do I have a hole in the exhaust pipe just below the exhaust manifold or a crack in the manifold? Murphy being a good friend of mine naturally chose the crack in the manifold. No problem, just remove six bolts and take it to a welder. Sure!

I started by removing the left exhaust pipe, because the crack is in the left manifold. There didn't seem to be any reason to remove the right pipe. Of course the left pipe is in the way of two of the manifold bolts, so it must be dropped out of the way. Well that means disconnecting the right pipe too. The exhaust pipes still wouldn't drop out of the way. It turns out the right pipe flange was caught on one of the starter bolts. A little pushing and pulling took care of that. Next I unhooked the exhaust system from its hangers, but it still wouldn't drop much. I knew that it went over the top of the differential, but I didn't know that it also went on top of a frame member, so it can't fall. A little more pushing and pulling and grunting and groaning and the pipes are out of the way, sort of.

Now I need to remove the manifold bolts. I could only get my smallest socket and driver onto the bolt heads because the steering gear to steering column coupler is in the way. I certainly didn't want to remove it. After much grunting and groaning I gave up on those two bolts for the moment. After all, there are four more to spend time working on. I decided to apply liberal coats of PB Blaster to the bolts and a little bourbon to me, I let everything sit overnight.

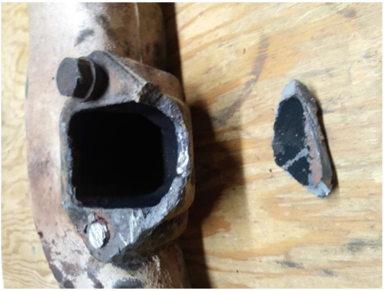
I sent a note to Jason Edge asking for advice. He told me that he hadn't tried to remove an exhaust manifold from an engine still in the car for 20 years, but the trick to removing the bolts is to use a 14 mm socket instead of a 9/16" one. It is just a tiny bit smaller and fits tighter.

The next morning I started on the front bolts. One can only get a box wrench on these because of their close proximity to the inner fender. Unfortunately, the heads are below the other end of the bolt, so gravity pulls the wrench off of the head if you let go. What to do? I used wood shims to secure the wrench in place, got out my big hammer and beat on the other end of the wrench. That's a legitimate impact wrench, isn't it? Lo and behold the bolt turned. Finally, I experienced some success. The bolt next to it turned even easier.

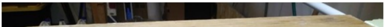
The middle two bolts were most recalcitrant and I still hadn't solved the problem of the rear bolts. After much thought it was time to turn to the internet, which has a solution to everything and where everything is true. I searched for Mobile Mechanics. That's the real secret to removing a manifold.

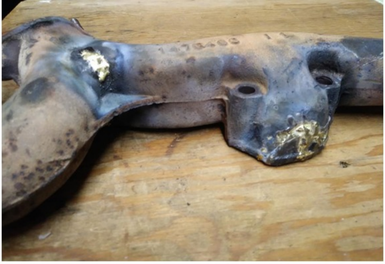
John showed up an hour later. I told him what progress I had made and what needed to be done. After an hour and a half at $75/hr. he had 5 of the 6 bolts out. He has 3 things going for him, well, maybe 4. He has experience that I don't have. He has tools that I don't have. He is undoubtedly smarter than I am and he is a lot younger than I am.

Bolt number six did not want to cooperate. A torch didn't loosen it, various tools couldn't loosen it. That sucker was on there but good. Ultimately, John had to use a Dremel tool to cut off the head of the bolt and ream out what he could. He then started the process of separating the manifold from the head. After only 3 more hours the manifold was off. John was only able to move the manifold out about ½", so he then had to cut the bolt between the head and the manifold. Sadly, in the process of separating the manifold from the rest of the engine a chunk of the cast iron broke off. I knew that this was the risk all along, so I was neither surprised nor upset. I was sure that Jason had a good one for me at a reasonable price. Silly me. He won't have one for me until he finds two more engines with good left exhaust manifolds. I figure that will be about two years from now. What to do?



Whereas John had told me that the manifold was trash, I took photos and sent them to a well recommended welder. He assured me that he could repair both the cracks and weld the broken piece back into place satisfactorily. Indeed, he was able to repair everything with one day turn around and only $100.





Installing the manifold was wayyyyyyy easier than removing it. Using bolts supplied by Jason Edge, I started the process. Sadly, I only have two hands, so holding two bolts, the manifold and the first gasket was difficult while gravity was trying to take all three away from me. Darn that gravity! Once I got one of the middle bolts started the others were quite easy. Oh, I forgot to mention that the front bolts had to be in place in the manifold before moving the manifold itself into position. There is no room to insert them after the manifold is in place. Add that to the fight with gravity.

Because of the angles and lack of clearances involved with this work, using a torque wrench was completely out of the question. I just hope the bolts are tight enough. I seriously doubt that I could have over tightened them.

Prior to installing the manifold, I coated all of the bolts and the holes drilled through the manifold with anti-seize. This is a copper compound with some form of petroleum distillate as a carrier. After starting the engine and allowing it to warm up well, I noticed smoke coming from the bolt locations. After cogitating on the matter, I decided that this was just the distillate burning off. I trust it will be a short term effect.

The gaskets for the heat riser are significantly thicker than the previous ones. As a result the nuts don't go on as far as they should. Hopefully, they are on far enough. The heat riser didn't open in the first five minutes of engine operation, which made me worry that I had installed it incorrectly. To check I got out my heat gun and aimed it at the coil, which caused the butterfly to open right away. The next time I started the engine I let it run about 15 minutes, which was sufficient to get the heat riser to open. It sure does rattle a lot until it starts to open. Of course the rattle sounds worse when one is on his back under the car, near the hot exhaust pipes, watching the heat riser.

The entire process was quite an adventure for such an amateur mechanic as I am. I am concerned that the welded piece on the manifold may not hold for another 50 years, but it should be a lot easier to get the darn thing off next time because of the anti-seize and less time passing since installation. At least I can hope. I seem to be doing a lot of that lately.

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Opinion Piece by 15 year old on Harlow Curtice, GM CEO 1953 to 1958

Richard Tolowski
January 16, 2019
Period 2
Argumentative Paper

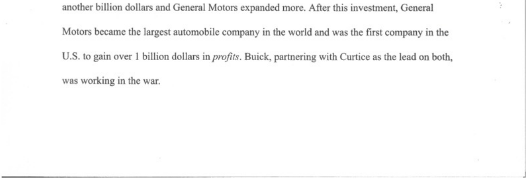
Harlow Curtice, *TIME* Magazine "Man of the Year" for 1955

"Do it the hard way! Think ahead of your job. Then nothing in the world can keep the job ahead from reaching out for you. Do it better than it needs to be done. Next time doing it will be child's play. Let no one or anything stand between you and the difficult task, let nothing deny you this rich chance to gain strength by adversity, confidence by mastery, success by deserving it. Do it better each time. Do it better than anyone else can do it. I know this sounds old-fashioned. It is, but it has built the world" ("Harlow Curtice Quotes"). Harlow Curtice has done much for automobile history, and has changed the lives of many people in the past. In 1955, Curtice was chosen as a "Man of the Year" by *TIME*. During the same year, Christopher Cockerell invented the hovercraft, the first Disney Land was being built, and Jonas Salk had made the first Polio vaccine ("What Happened in 1955"). Also, in 1955, Rosa Parks had made her refusal on a Montgomery bus to give up her front row seat to a white man ("Montgomery Bus boycott"). Even though Rosa Parks could have been a good choice, Harlow H. Curtice was, without a doubt the better choice as "Man of the Year" because of the impact he made in General Motor's history, the car manufacturer, Buick, and lastly the role he took in World War II.

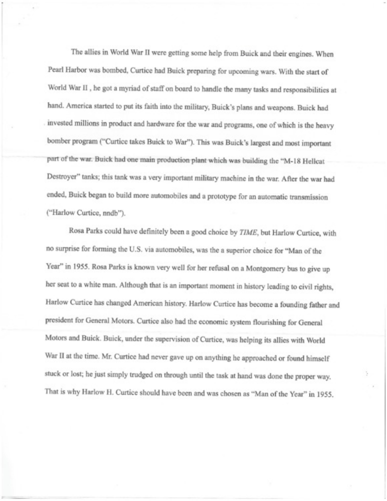
Rosa Park's refusal on a Montgomery bus led to her arrest on the same day. Once she was arrested, this event sparked the beginning of the Montgomery Bus Boycott ("Montgomery Bus boycott"). Mrs. Parks was also a role model for the youth, she even wanted to learn about her own life through children's enthusiasm. Mrs. Parks always encouraged young children to research lives of other people in peace. The bus boycott later led to the speech of Dr. Martin Luther King Jr. and thousands of people in the protest who helped form the rights of black people ("Biography, Rosa Parks"). While Rosa Parks was going down to the courthouse, General Motors was starting with a new president, Harlow H. Curtice.

General Motors gained a new president during this time, Harlow Curtice, when he applied for bookkeeper in the AC Spark Plug division. After one year of working as bookkeeper, he moved up to comptroller and later after this job, 14 years, he became the president of General Motor's AC Spark Plug division ("Curtice in Buick"). While Curtice was president in this division, he knew of the rapidly growing population which would help General Motors buy more used and new cars. With that on hand, 65 cities and 19 states began buying more automobiles as a result. On the other hand, GM had to step up and buy more steel, copper, aluminum, and other materials for vehicles. Harlow Curtice was starting to make more than a one billion dollars, which is equal to 15 billion dollars modern days money. In addition to his role with GM, Harlow Curtice took a big role and leadership in the U.S's economy ("Time Magazine, Harlow H. Curtice").

While the economic system was flourishing, a myriad of the profit was going towards manufacturing more automobiles. As Curtice was impacting General Motors, another 8 million vehicles were built and sold ("Time Magazine, Harlow H. Curtice"). Curtice then invested



another billion dollars and General Motors expanded more. After this investment, General Motors became the largest automobile company in the world and was the first company in the U.S. to gain over 1 billion dollars in *profits*. Buick, partnering with Curtice as the lead on both, was working in the war.



The allies in World War II were getting some help from Buick and their engines. When Pearl Harbor was bombed, Curtice had Buick preparing for upcoming wars. With the start of World War II , he got a myriad of staff on board to handle the many tasks and responsibilities at hand. America started to put its faith into the military, Buick's plans and weapons. Buick had invested millions in product and hardware for the war and programs, one of which is the heavy bomber program ("Curtice takes Buick to War"). This was Buick's largest and most important part of the war. Buick had one main production plant which was building the "M-18 Hellcat Destroyer" tanks; this tank was a very important military machine in the war. After the war had ended, Buick began to build more automobiles and a prototype for an automatic transmission ("Harlow Curtice, nndb").

Rosa Parks could have definitely been a good choice by *TIME*, but Harlow Curtice, with no surprise for forming the U.S. via automobiles, was the a superior choice for "Man of the Year" in 1955. Rosa Parks is known very well for her refusal on a Montgomery bus to give up her seat to a white man. Although that is an important moment in history leading to civil rights, Harlow Curtice has changed American history. Harlow Curtice has become a founding father and president for General Motors. Curtice also had the economic system flourishing for General Motors and Buick. Buick, under the supervision of Curtice, was helping its allies with World War II at the time. Mr. Curtice had never gave up on anything he approached or found himself stuck or lost; he just simply trudged on through until the task at hand was done the proper way. That is why Harlow H. Curtice should have been and was chosen as "Man of the Year" in 1955.

MY DUTIES AND RESPONSIBILITIES AND AWARDS, PAST AND PRESENT

By Tim Coy, National Southwestern Region Vice President

Cadillac
La Salle
Cadillac

National Cadillac Club Museum, Hickory Corners

The Rocky Mountain Region Cadillac & LaSalle Club (RMRCLC) was founded in 1976 as a chartered Region of the worldwide Cadillac & LaSalle Club (CLC). In 1977, the CLC board of directors granted full status to our Region to operate as a geographical area where we may recruit and retain members and hold activities. There was a previous CLC Colorado Region that covered Denver and Colorado Springs back in the 1960s, but it was disbanded. The Rocky Mountain Region's territory covers the states of Colorado and Wyoming.

At last count, there are 48 CLC Regions, all based in the United States; 17 International Affiliates, which all operate territories outside the U.S.; and 11 Chapters, which operate worldwide, and focus on a specialized interest in Cadillacs and La Salles.

The CLC board of directors is comprised of 20 elected members residing all over the U.S., and some board members do not live where a Region operates nor belong to a Region. Most CLC board members represent Regions, and that's one of the many tasks I fulfill for you.

I became the national board representative for the Rocky Mountain Region in 2007 following the passing of my wife, Liz, who was in the second year of her first term as an elected board member. In 2008, the Rocky Mountain Region won the CLC's Norm Uhlir Regional Activity Award, a prestigious honor given to only one Region each year. The Rocky Mountain Region also won the Norm Uhlir Award in 1999.

As your "congressman," for better or for worse, I report back to you what's going on in the national CLC, and bring any issues affecting our Region before the national board. The board votes on many issues that affect CLC policies and expenditures during its semiannual meetings. I travel to two board meetings each year, one in the winter, and one in the summer during the Grand National, at my own expense.

This year, with the cancellation of all national CLC activities that all national members are invited to participate in, there hasn't been much to report on, except for the Winter Board Meeting, held Feb. 1 in New Orleans. In a typical year, the CLC holds the Winter Board Meeting, the Grand National Meet, the National Driving Tour in cooperation with a local Region, a Grand European every other year, an Australian Rallye in the alternating years, and the CLC Museum & Research Center holds the Cadillac Fall Festival & Concours d'Elegance.

Another role I have fulfilled for the national CLC since 2012 is the Southwest Regions vice president position. Besides the Rocky Mountain Region, I oversee six other CLC Regions in Kansas, western Missouri, Texas, and New Mexico. There are four other Regional vice presidents, who oversee Regions in other parts of the country. The CLC provides a limited travel reimbursement to Regional vice presidents, so I'm able to visit each Region in person, either by car or plane. I have visited every Region I oversee at least twice since beginning this job.

The role of the Regional vice president is to communicate what's going on in the national Club to the directors, settle disputes within and/or between Regions when those Regions cannot settle it themselves, pass along ideas for membership growth to each Region, ensure each Region meets the insurance requirement that every member belong to the national CLC, help groups begin new Regions in that VP's territory, and listen to concerns each Region may have. This role is similar to what a regional manager does for a retail chain store, such as O'Reilly Auto Parts, where that person oversees several stores.

Another duty I perform for the Cadillac & LaSalle Club is that I art direct and design the multiple award-winning *The Self-Starter*, the colorful magazine you receive each month in your mailbox, online, or both. I have fulfilled this role since the January 2004 issue, and this is a paid position. It's a lot of fun to work with members all over the world and showcase their Cadillacs or La Salles in the magazine's pages. I work with Editor Jeff Shively, who lives outside Indianapolis, and Integrated Advertising Sales Director Dave Leash, who lives in Michigan. Jeff edits the text, encourages the authors, helps with proofreading each month, and is generally responsible for the content of the magazine. Dave sells display and classified ads and services the accounts.

Once a year, I design the *International Membership Directory*, which some of you receive in print form. It's also available as a PDF for members to download for free from the CLC's website. The directory is chock full of information that must be updated. I work with Mike and Nancy Book in the CLC Office and Webmaster Peter Gariepy to obtain member and car data that appears in Parts II and III of the directory. Most Directory work occurs in July, August and September, when it goes to the printer for inclusion with the November-December issue of *The Self-Starter*.

My final job is to assist my girlfriend Cynthia Rutledge, who is the CLC's Grand National registrar. For the biggest event of the year for the CLC, I create the name tags, event tickets, signage, the program, and a myriad of other items. 2020 was Cynthia's first year as registrar, and we had about 112 member registrations in and accounted for before the meet was canceled in mid-March due to the COVID-19 pandemic.

Next year's Grand National will be held in Albuquerque, N.M., at the Albuquerque Marriott Pyramid North hotel, along I-25. This is a great opportunity for those of you who have never attended a Grand National to go, as it will never be closer unless we host it again some day. Albuquerque is 450 miles from Denver, so it's an easy one-day drive. Detailed information will be published in the August 2020 and January 2021 issues of *The Self-Starter*. I trust the Rocky Mountain Region will be well-represented at this meet. Negotiations are taking place at this time for the 2023 Grand National to return to Overland Park, Kan., to replace this year's Grand National that was canceled.

You may wonder if I have time for myself, but yes, I do. All these jobs are performed from home. I am semiretired after a 32-year career with the *Rocky Mountain News* and *The Denver Post*, working in advertising and marketing roles. I joined the CLC and the RMRCLC in 1994 after inheriting my grandmother's 1963 6329 Six-Window Sedan de Ville, which I bring to most of our activities. I was the editor and designer of *The Dagmar* from 1996–2003, winning the first-ever Newsletter Excellence Award from the CLC in 1997.

If you ever have any concerns about the national CLC, please feel free to drop me a line at southwestvp@cadillaclasalleclub.org, or call me at (303) 673-0011.

————————————————————————————–Cadillac Lyriq Electric SUV 2022 Release?

ELECTRIC VEHICLES: TECHNOLOGICAL ADVANCES, ECONOMIC IMIPACT AND HOW THEY MIGHT IMPACT THE COLLECTOR CAR HOBBY

In the last Dagmar Newsletter published in the Good Ole Pre-Covid Days I added an article about the Fritchle Electric Car which was made in Denver. Here is a portion of that article:

"Fritchle's first order to build a vehicle using this battery system arrived in 1904. In 1906 seven Fritchles were built, and by the following August, he had twenty orders for two- and four-passenger models. Because there were few parts manufacturers, **Fritchle had to build his own axles, steering mechanisms, motors, speed controllers, batteries, and bodies—everything but the tires—in a garage at the rear of 1618 Pennsylvania Street**. Striving to save weight so his cars could go longer distances than other electric vehicles, Fritchle employed other innovations: instead of using heavy iron frames, he utilized laminated ash, which he said would bend on collision and then return to its original shape. The growing company now moved from the Pennsylvania Street address to 1445 Clarkson Street and then to a huge former skating rink at 1510 Clarkson Street at the corner of East Colfax Avenue, now known as the Mammouth Gardens Event Center."

Just has other Electric car manufacturers had to catch up with Mr. Fritchle, the car manufacturers today are having to catch up with Tesla. Tesla now has a net worth that exceeds both GM and Ford combined. The VW group has committed to investing $50 billion in electrification of their cars. Volvo is committed to be all electric with next year's models.

The Covid Isolation has also given Electric Vehicles a boost. With so few people driving in Los Angeles in March and April, the air there has been incredibly clear. The faze is gone and buildings and land marks that were hard or impossible to see are now clearly visible. The Pro Electric Vehicle (EV) crowd claims this is how the air in LA would be if 90% of the cars were electric. While the Electric Vehicle Skeptics say all electric cars do is pollute somewhere else when they use electricity generated by Coal or natural gas fired power plants located in rural parts of California or Arizona. The counter to that argument is that the pollution generated is not polluting an area that traps pollution that cities such as LA, Beijing, Mexico City and Denver do.

Another argument against EVs is all the pollution generated by carbon based energy to mine the minerals, in places such as China, that are required to make their batteries. Some have claimed that an EV produced last year would not be carbon neutral for 10 years. Carbon Neutral denotes the period after which an EV has made up for all the carbon based energy pollution generated it all the steps of its production. But great strides are reportedly being made in EV technology. For Example:

Battery storage cost about $1,000 per kilowatt hour back in 2010. Today it's more like $200 per kilowatt hour and soon it will be less than $100 per kilowatt hour.

Tony Seba, a Stanford Economist, who's done more work in this field than anyone else has predicted that electric vehicles are about to be 90% cheaper to operate than gas-powered cars. If you have the choice to get essentially the same car, but one is cheaper to buy, costs 90% less to maintain and use on a daily basis, and lasts up to five-times longer which car will you buy?

Look at this chart…Projected Cost of Li-ion Battery

This is huge deal, because it means electric cars can now go nearly 400 miles on a single charge… and soon will go up to 600 miles on one charge.

And, because battery technology is not only getting better but also a lot cheaper, the "crossover point" (when electric vehicles are actually cheaper to purchase than their gas-powered equivalent) is projected to start in 2022!

Fuel costs are also impacting the future of Combustion Engine vehicles: *Consumer Reports* estimates it costs about $15,000 to fill up a Jeep Liberty over five years, if you drive 12,000 miles per year. An electric Jeep Liberty would cost less than $1,600 to fuel over the same period of time. The drivetrain in a conventional car has as many as 2,000 moving parts versus as few as 20 in an electric car.

Where you really see massive savings is with service and maintenance. The drivetrain in a conventional car has as many as 2,000 moving parts versus as few as 20 in an electric car! Electric cars and trucks have motors, not engines, so they don't need to shift gears and they don't need oil, spark plugs, air filters coolant, or transmission fluid. There's essentially zero maintenance, besides rotating the tires. A repair shop in Littleton has a sign in front of his shop proudly stating they offer **"Free Oil Changes On All Teslas"** I bet some owers of Tesla's might actually try to take him up on the offer. There's essentially zero maintenance, besides rotating the tires on Electric Vehicles.

THE ECONOMIC IMPACT:

What will all that mean to the men and women who repair cars for a living? With vehicles breaking down less often, will mechanics go out of business? When parts become modular and possibly even user-replaceable, will drivers ever need to take their vehicles to the garage? When software can be updated wirelessly, will the trip to the dealership become a thing of the past?

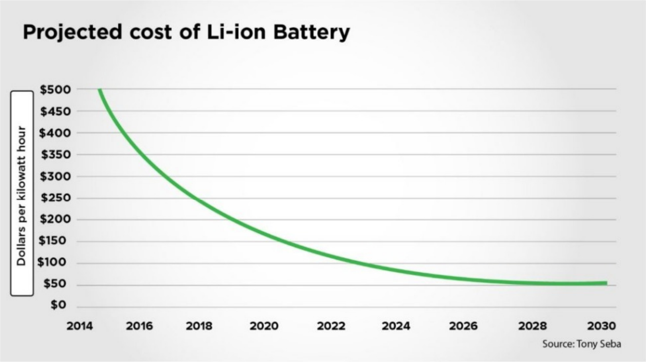
TaaS is a new anagram you will see that denotes TRANSPORTATION AS A SERVICE. It relates to how new battery technology combined with new business models such as Uber and Lyft and electric powered commercial and government vehicles will dramatically transform our daily lives. Autonomous Vehicles, ones that are driverless, will pick us up at our homes and drives us to were we want to go. We can work or watch our digital devices on the way. This could have another big impact on private car ownership. You can get around without having to own your own car.

Just for starters here is what some prognosticators predict will be the effect on our Economy and World of Electric Vehicles. At first I was not sure how TaaS will bring about the effect in the first prediction below. But after some cogitation I can see how it and the other 5 predictions could be true.

- It will dramatically change the value of homes and real estate all over the country.
- It will put an extra roughly $5,600 back into the hands of 93% of U.S. families every year.
- It will dramatically change the value of your car. For most people, this is a big deal because cars are most people's 2nd biggest purchase (after housing).
- TaaS will result in the collapse of oil prices.
- And it will radically change the tax structure of almost every city and small town in America. That's because estimates show that Chicago, for example, will lose at least $250 million in revenue because of TaaS. Los Angeles will lose more than $140 million. New York will lose a half billion dollars… every single year!
- TaaS will also radically change the insurance industry and the healthcare industry, saving millions of lives. In fact, at the end of the day, TaaS might be the biggest medical innovation in decades, even though it has nothing to do with pills or new equipment.

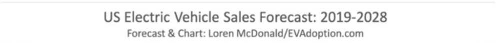
Every year, Bloomberg updates its model for the crossover point when electric vehicles will be cheaper upfront than a combustion vehicle. In 2017 it was 2026 (9 years). In 2018 it was 2024 (6 years). In 2019, it was 2022 (3 years).

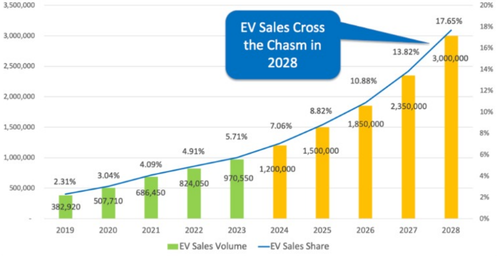
This is why, in the U.S. alone, some research organizations are suggesting that EV sales will jump nearly 700% from 2019 to 2028.



Source: Tony Seba

A while back the specs of the new electric Hummer was advertised on the Super Bowl. **It will tout a ridiculous 1,000 horsepower and 11,500 lbs.-ft of torque (more than twice the amount of a standard Ford F-150) plus it will go from 0-60 in three seconds!** Commercial Trucking and Heavy Earth Moving Equipment should see a switch to Electric.





WILL THE COLLECTOR CAR HOBBY BE IMPACTED?

Our State Legislators are promoting policies, regulations and laws that will benefit the EV market. For example, they have spoken of excluding Electric Vehicles from having to pay tolls on our toll roads. The bias against carbon based energy obviously will make it easier for Legislators get such laws based. It has some countries where they are mandating the elimination of gas powered cars within 20 years. But as was presented in the last section of this article, personal economics will see an end to the majority of gas cars much sooner: less fuel costs, less maintenance, longer life.

But will the bias for EVs cause a bias against our rolling works art and technology of the 20th Century? Will there be a prohibition against or a limit on how much we can drive our cars? We already have that limit if we have Collector plate That limit could be reduced to fewer miles per year.

But as our cars get older and appear more exotic to the younger generation might they become more interesting and be welcome at special events? I hope so. I also hope Car Clubs might draw younger, spirited members, some who might be driving the cars their Dads and Grand Dads bequeathed to them.

Our concern for our hobby and our cars makes it even more important that we maintain contact with the Classic Car Council of Colorado and participate in it. We can also hope the lobbyist for the CCCC will be successful in representing our concerns in the State Legislature and in informing us of any legislation that might threaten our hobby.

This all brings me to the Documentary Produced by Michael Moore and Directed by Jeff Gibbs. It is titled “Planet of the Humans” It is only tangentially related to Climate Change. It is more a criticism of those who claim to be the leaders and champions of the Green Movement.

Here is the YouTube link to the full film. https://planetofthehumans.com/

You will find the film informative, eye opening and aggravating. I know I learned a lot from it. Watch it and draw you own conclusions.

John Cullinan, Editor.

Edit

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