



# =deFender=

*“Representing & Protecting the Collector Car Hobby Since 1972!”*

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**VOL XLVI**



**June 2018**

## President’s Message

Hello Car Guys & Gals,  
Cruise season is upon us and there are many car events scheduled for the summer. Auburn Cruise Night in Auburn California started May 11th. Collector Car Appreciation Day (CCAD) will be celebrated this year on July 13. At the request of SEMA, this holiday has been marked each year since 2010 by a U.S. Senate Resolution recognizing that the “collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States.” Some of the events across California include NSRA, Goodguys, San Diego Los Angeles, Sacramento, Redding and various other cities.

The ACCC held the 2018 Annual Legislative Conference on April 11th and 12th at the California Automobile Museum in Sacramento. We had some great speakers from BAR, CHP, California Legislators, Yuba county Hot Rod Academy, Cruisin Garage Radio Show and a great presentation on metal spinning from Alex Blanca.

On April 8, 2018, I interviewed Carl DeMaio on the Cruisin Garage Radio Show. Carl is the sponsor of the Repeal the Gas Tax initiative. As of this date, there has been over 940 thousand signatures collected and we only needed 584 thousand to get it on the November 2018 ballot. Make sure you vote in the 2018 election and let’s get this initiative passed. It not only benefits the car enthusiasts, but also businesses and the motoring public in the state of California.

I also met with California Representative Tom McClintock on Monday April 9, 2018 and informed him about the ACCC mission. I gave him a copy of the deFender Newsletter and he actually read it while I was in his office. I was led to believe he is supportive of our association and what we do to keep our vehicles on the California roads. He indicated that if there is anything he can do to help us at the federal level to contact his office.

The latest battle to ban the internal combustion engine in California (AB1745) beginning January 1, 2040 is dead. The bill would have prohibited the Department of Motor Vehicles from registering a new vehicle unless it was a zero-emission vehicle. The ban would have limited mobility and transportation options to millions of families and businesses.

If you know of any clubs or organizations that would like to have an ACCC Director attend a meeting to explain the mission of the ACCC and encourage them to join, please contact any of the Directors listed in the deFender Newsletter. Also, if you are a current ACCC member and would be interested in becoming a Director, please contact me at 916-276-4081 or [bstearns@ncbb.net](mailto:bstearns@ncbb.net). I wish every one a great cruise season and hope to see you at some of the many shows across the state.

Cruise safe Bob Stearns



**June 5th Primary**

## ACCC Supports Efforts to Repeal The Gas Tax!

Well we're only a short 5 months away from the November election and I can't wait to vote to repeal the gas & car tax. Over 940,000 petition signatures were submitted in early May, almost twice the required amount insuring the measure will be on the November ballot. In addition, this ballot measure will also help introduce a constitutional amendment that states that the politicians in Sacramento will be prohibited from raising taxes without a vote from the citizens of California.

REPEAL THE GAS TAX!

This ridiculous tax increase put forth by Brown and his cronies wound up costing the average California taxpayer over \$500.00 more per year. Of course Brown stated that it would only cost taxpayers \$10.00 per month or \$120.00 per year when he was trying to sell it. Kinda reminds me of the snake oil salesman who would be long gone by the time you realized that you had been scammed out of your money.

Of course Brown was the first to call folks who opposed the tax increase "Freeloaders & Political Terrorists" ...I thought this guy was elected to represent all Californians. The sad part of this scenario is that there are scores of people who cannot afford Brown's tax increases and are just squeaking by pay check to pay check.

The gas tax and registration fee increases will be hard on low income Californians and folks on fixed incomes. In addition, the increase in the fuel taxes on diesel will cause the prices on everything to increase, groceries, clothes, staple items, will all cost every Californian more.

Jerry Brown's decision to push through the largest gas tax increase in California's history without the approval of voters demonstrated a complete disregard for ordinary Californians, this ballot initiative will correct Brown's failure and allow the people of California to decide for themselves if they want to raise their taxes." Others, including the Howard Jarvis Taxpayers Association have been discussing possible initiatives to repeal the gas tax.

Well, here's the good news! As mentioned earlier, the repeal of gas & car tax will be on the November

2018 ballot to be voted on by the people. In addition, there will also be a Constitutional Amendment introduced stating that NO TAXES can be increased without a vote of the people of California.

It has been reported that there is more than enough money to fix the roads and infrastructure provided that the money isn't diverted as it has in the past decade. Every Californian that drives a vehicle will be affected and every Californian needs to sign the petition! As you may know Governor Brown signed this legislation April 28<sup>th</sup> and the bill became effective last November 1, 2017.

In addition, Brown basically bribed legislators with almost \$1 billion in pork for their pet projects which we feel may be illegal.

There's no doubt that this \$52 billion increase will be harmful to all who drive a car and it didn't have to happen. The problem in Sacramento is not the lack of funds... The problem is that our leadership in Sacramento have big-time problems managing the taxes we send them. They feel it is better to spend billions on a "Train To Nowhere" or \$25 billion on illegal aliens; or last but not least hundreds of thousands of dollars on attorney fees to defend illegals from deportation.

We just learned that legislators have spent more than 25 million dollars to hush-up and cover-up sexual



harassment claims perpetrated by legislators and staff on other staff and lobbyists. Unbelievable and these are the folks we are supposed to trust with our taxpayer dollars?

We will bring more information regarding the repeal of SB1 to you as it becomes available. In the meantime, let your Senator and Assembly member know how you feel regarding the new tax increase.



## Thanks To All The Association of California Car Clubs 2018 Partners in Sponsorship!

- ☆ Platinum Sponsor-Roamin Angels Car Club, Grass Valley - Cash Donation!
- ☆ Gold Sponsor-Townsmen Car Club, Sacramento - Cash Donation!
- ☆ Gold Sponsor Bertolucci's Body & Fender Shop- "Presenting Sponsor" of

Legislative Conference & Butch Gardner "Save Our Cars" Car Show!

- ☆ Gold Sponsor-Rod Shows/John Buck Enterprises - Complimentary Booths at 2018 GNRS & Sacramento Autorama.
- ☆ Gold Sponsor-Thunderbolts Car Club-Sponsor "Butch Gardner Memorial Save Our Cars" Car Show!
- ☆ Gold Sponsor-Surf City Garage, Inc. Cash Donation and the "Official Detailing Products of the ACCC"!
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- ☆ Gold Sponsor-LA Roadsters/Folsom Roadsters/John Kiley –Associate Sponsor of Legislative Conference!
- ☆ Silver Sponsor-Sacramento Vintage Ford - Host of "Butch Gardner Memorial Save Our Cars" Car Show!
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- ☆ Chrome Sponsor- Hagerty Insurance-Sponsor "Butch Gardner Memorial Save Our Cars" Car Show!
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- ☆ Copper Sponsor- Over the Hill Gang - Associate Sponsor of Legislative Conference!
- ☆ Iron Sponsor-Freeland Classics-Associate Sponsor "Butch Gardner Memorial Save Our Cars" Car Show!
- ☆ Iron Sponsor-Cappuccino Cruisers – Advertising Mobile Trailer!

# These Are The ACCC All-Stars!

## Current Legislative Issues

Feel free to contact ACCC President Bob Stearns or ACCC Past President Rex Roden with questions, concerns, or for more information. Contact information can be found on the contacts page of this newsletter.

### ACCC Legislative Status Report June 2018

**AB 1745 (Ting D) Vehicles: Clean Cars 2040 Act.** (Introduced: 1/3/2018 html pdf ) Status: 1/16/2018-Referred to Com. on TRANS. Current Location: 1/16/2018-A. TRANS. This bill is dead.

Summary: Would, commencing January 1, 2040, prohibit the Department of Motor Vehicles from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined. The bill would exempt from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into the state from outside of the state for original registration, as specified.

#### **SB993 Hugger Hertzberg. Sales tax: services**

The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after January 1, 2019, expand the Sales and Use Tax Law to impose a tax on the purchase of services by businesses in California at a specified percentage of the sales price of the service. The bill would require the tax to be collected and remitted by the seller of the purchased services. The bill would exempt certain types of services, including health care services, from the tax and would exempt from the tax a business with gross receipts of less than \$100,000 in the previous 4 quarters.

The bill would require the tax to be paid to the California Department of Tax and Fee Administration and would require the department to transmit the payments, less refunds and cost of administration, to the Treasurer to be deposited into the Retail Sales Tax on Services Fund, which this bill would create in the State Treasury.

The bill would state that the moneys in that fund are to be appropriated to provide tax relief to middle-income and low-income Californians and to assist in securing greater stability for California's infrastructure, its workforce, and its education services, including higher education. The bill would also state various related findings and declarations. This bill would require for passage the approval of 2/3 of the membership of each house of the Legislature.





## Association of California Car Clubs, Inc.-Partners in Sponsorship Form



Thank you for your interest and support of the Association of California Car Clubs, Inc. (ACCC). You may have read all the information contained on our website; the "deFender" our quarterly newsletter; our new Face Book page; or you may have heard a briefing by one of our Directors; and you may ask "What can I or my business do to support this Collector Vehicle organization?" The ACCC offers seven levels of annual ACCC Partnership Sponsors. Listed below is what each "Member at Large Partner Sponsors" receives in addition to the knowledge that they are helping by supporting the ACCC's actions and efforts to "Save Our Cars."

**IRON** -- \$150.00 - This entry level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our Newsletter.

**COPPER** -- \$250.00 - This level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 3 x 5 Partnership engraved wall plaque.

**CHROME** -- \$500.00 - This level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 4 x 6 Partnership engraved wall plaque.

**BRONZE** -- \$750.00 - This level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 5 x 7 Partnership engraved wall plaque plus admittance to the ACCC Annual Legislative Conference for two partner/sponsor representatives.

**SILVER** -- \$1000.00 - This level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 6 x 8 dual plate engraved wall plaque plus admittance to the ACCC Annual Legislative Conference for two partner/sponsor representatives.

**GOLD** -- \$1500.00 - This level partner receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletters "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 7 x 9 dual plate engraved wall plaque plus an ACCC embroidered hat and admittance to the ACCC Annual Legislative conference for 4 partner/sponsor representatives.

**PLATINUM** -- \$2500.00 or more! - This is our "Top" level of partnership/sponsor and receives a one year Associate Membership in ACCC that includes all member benefits, a Certificate of Partnership, an acknowledgement in our "deFender" quarterly Newsletter's "Partner/Sponsors" page, your business/organizational link on the ACCC Website and Face Book pages. There may also be an opportunity to have your business or organization highlighted in our deFender Newsletter plus a 10 x 12 dual plate engraved wall plaque plus an ACCC T-Shirt or Golf Shirt and admittance to our ACCC Annual Legislative Conference for 4 partner/sponsor representatives. This partner may also have the opportunity to address the attendees at our annual conference.

**Please indicate your level of sponsorship in space above and make check payable and mail to:**

**Association of California Car Clubs,  
2553 Burl Lane  
Newcastle CA 95658-9747**

Company Name: \_\_\_\_\_ Authorized Signature: \_\_\_\_\_

Company Address: \_\_\_\_\_ City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Website: \_\_\_\_\_ Email: \_\_\_\_\_

The ACCC Officers and Board of Directors thank you for your support of the ACCC. The Association of California Car Clubs, Inc.(ACCC) is a 501(c) 4 not for profit organization. Membership dues, donations, and contributions to the ACCC may not be deductible as charitable contributions for Federal or State income tax. Consult with your accountant to be sure.



**Past Presidents of The Association of California Car Club, Inc.**

Sig Caswell*	Bob Kirkman	Joe Mass
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Lloyd Whitworth	Win Burkhart*	Glen Boire
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Ray Stout*	Frank Weeks*	
Kim Minstretta	Jeff Minard	* Deceased
Gene Babow*	Andy Nantz	
C. Erik Baltzar	Jerry Effle*	



**Barrett-Jackson has auctioned off the very first 2019 Ford Mustang Bullitt and the hammer fell at \$300,000**

Heading to auction as part of the Barrett-Jackson Scottsdale sale, the Bullitt Mustang wearing VIN 001 will cross the block later this afternoon. Lot #3006 will go under the hammer at 7:30 PM EST this evening, and though the auction house doesn't give an estimate as to how much it might cost, it's listed at no reserve, with all of the proceeds benefitting charity.



The muscle car was donated by Ford and the McQueen estate, and all proceeds of the sale will benefit Boys Republic. The nonsectarian school and treatment community for troubled youngsters has guided more than 30,000 at-risk teenage boys and girls, including Steve McQueen, who graduated from the facility in 1946.

Under the hood the Bullitt Mustang comes with an upgraded 5.0-liter V8 off the Mustang GT delivering "at least" 475 horsepower (354 kilowatts) and 420 pound-feet (569 Newton-meters) of torque. Estimated top speed is listed at 163 miles per hour (262 kilometers per hour), and all that power comes paired to a six-speed manual transmission.

The match the exterior, the cabin is finished in a few subtle green and chrome accents, including the all-new black leather Recaro seats with green stitching in the headrests. Opt for the Bullitt Electronics Package, and buyers can add on features like navigation, memory seats, an upgraded sound system, and assorted driver assists.

The new Ford Mustang Bullitt will go on sale later this summer. No word on pricing just yet.?



## ASSOCIATION OF CALIFORNIA CAR CLUBS INC.



### Membership Application

Thank you for your interest in joining the Association of California Car Clubs, Inc. Please complete the information below and mail with your payment to address listed below. All of us at ACCC look forward to the opportunity of serving the Collector Vehicle Hobby and working hard to "Save Our Cars"!

#### Individual Membership-Member at Large

- (\$25.00) One-year Membership and 1 year subscription to deFender Newsletter published each quarter.
- (\$40.00) "Two for Forty" Two Years Membership and 2-year subscription to deFender Newsletter. (Save \$10.00)
- (\$40.00) "Two for Forty" Two Individual Members for \$40.00. Send both apps in together. (Save \$5.00 each)
- (\$100.00) Five years membership and 5 years subscription to the deFender Newsletter. (Save \$25.00)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_ Car Club Affiliation \_\_\_\_\_

**Club Membership: Includes 1 Year Membership and 1-year subscription to the ACCC deFender Newsletter. Distributed to the Club President.**

**Club Membership Dues: Clubs are \$5.00 per member with a \$500.00 Maximum**

**Our club has \_\_\_\_\_ (number) members and we remit \$ \_\_\_\_\_**

**Business (Commercial/Individual) Associate Membership-----\$75.00.**

Regional/Club Name \_\_\_\_\_ Contact Phone \_\_\_\_\_

Club Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_ Website \_\_\_\_\_

National Affiliation (If Any) \_\_\_\_\_

Club Delegate to ACCC – Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

How did you hear about the ACCC? \_\_\_\_\_

Please make checks payable to and mail to: **Association of California Car Clubs, Inc.**

**C/O Sharon Gardner/Membership Chair**

**4790 Artesia Road**

**Shingle Springs, CA 95682**

Disclaimer: The Association of California Car Clubs, Inc. (ACCC) is a 501(c) 4 not for profit organization. Membership dues, donations, and/or contributions to the ACCC are by law not deductible as charitable contributions when filing federal or state income tax returns.



**ASSOCIATION OF CALIFORNIA CAR CLUBS, INC.**  
**Member Club & Individual Member Information Update Form.**



Please use this form when making changes in the status or information with officers in your club or with changes in individual member information, i.e. changes in address, phone numbers, etc. We want to keep all member club officer status & contact information and individual member information up to date and we need your assistance in making sure our files are correct and current.

**Individual Member Update:**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email: \_\_\_\_\_ Car Club Affiliation \_\_\_\_\_

**Member Club Update:**

Regional/Club Name: \_\_\_\_\_ Contact Phone: \_\_\_\_\_

Club Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_

Email: \_\_\_\_\_ Website: \_\_\_\_\_

President's Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Treasurer's Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Officer's Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Please note any other changes that are important in space provided: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Please complete the form above and send to: Association of California Car Clubs**  
**Attn: Sharon Gardner/Membership Chair**  
**4790 Artesia Road Shingle Springs, CA 95682**



## California gas tax, fee increases hit poor, middle-income people hardest!

The Board of Equalization (BOE) was poised to raise gasoline taxes through a process directed by the legislature in 2010, referred to as a gas tax swap. But enough is enough! Californians cannot bear another gas tax increase. At the February meeting of the BOE, the California Department of Tax and Administration recommended that the BOE raise the excise tax by 4 cents per gallon, which would have brought the total federal and state gasoline taxes and fees in California to 76.7 cents a gallon effective July 1, 2019. This takes into consideration that Senate Bill 1 enacted a 17.6 cent gas tax increase and a 20-cent diesel fuel tax increase and terminates the gas tax swap adjustment. The legislature, not the BOE, has sole authority to raise gas taxes. The role of the BOE is to adjust the excise and sales tax rates based on previous gas consumption and prices to assure revenue neutrality based. This legislation resulted in a shift of transportation funds to the general fund to address the 2010 state budget crisis.

In April 2017, the legislature passed SB 1, the Road Repair and Accountability Act of 2017, which raised the gasoline excise tax by 12 cents effective Nov. 1, 2017, with an additional 5.6 cent increase in the gasoline tax effective on July 1, 2019. Then beginning in 2020 the California Department of Tax and Administration will adjust the gas tax according to the fluctuations in the Consumer Price Index. Based on the consumer index over the past few years, according to Department of Finance economic forecasts, this will result in endless increases in the gas tax.

In addition, the legislation increased the vehicle registration by \$25-175, depending on the market value of the vehicle, and created the Road Improvement Fee of \$100 for Zero-Emission Vehicles starting July 1, 2020. These increased taxes and fees are proposed to collect an additional \$52 billion in revenue for road repair and other services over a ten-year period. However, according to the law and confirmed by California Department of Finance economists, these tax increases never expire. Board Member Diane Harkey argued that the state has a

budget surplus and this additional tax is not warranted. "I understand the states budget is in a surplus, so I don't know how anyone can justify increasing gas taxes," Harkey said.

Opponents of the gas tax increase argue that the legislature deferred road maintenance, the purported reason for the taxes and fee increases, and that Californians should not have to pay for the legislature's decisions to shift dollars to other purposes they should shift the money back. Studies show that the California gas tax is a regressive tax that disproportionately impacts poor to middle-income earners because they generally have a greater dependency on their vehicles for vacations, recreation, and work and less income to offset the increase. As a general rule, any tax that requires the poor or seniors on fixed incomes to pay the same percentage or amount as a tax, is regressive, because it fails to take into consideration the disparate abilities to pay based on income. Poor to middle-income

Californians are pushed into the suburbs for affordable housing, have lower salaries, drive longer distances to work, and cannot afford the slightest increase in gas tax. The California Department of Tax and Administration's failure to include these market variables in their computations was not fair to the public and cast the no votes that resulted in a 2-2 tie and prevented the increase from passing. Board Member Fiona Ma and State Controller Betty Yee (represented at the meeting by Deputy Controller Yvette Stowers) voted for the increase and Board Member George Runner was not present.

This is not the end of the California gas tax debate. In response to SB 1, the public may have the final say in November 2018 as backers of an initiative to repeal the recent increase to the California gas tax and vehicle registration fee seek to place a proposition on the ballot to allow the voters to decide if they want to pay the additional \$52 billion in gas taxes and vehicle registration fees.

## Why I'm not worried about the future values of collector cars.

Consider, for a moment, a doomsday scenario: At the stroke of midnight on Jan. 1, everyone over the age of, say, 65 or 70 swears off gasoline and unloads their collector cars. Arizona and Kissimmee Auctions are flooded with consignments. It's the buyers' market to end all buyers markets; prices go through the floor. Everyone is freaking out. The collector car hobby as we know it will die, maybe.

This is basically a time-compressed version of what most people I've talked to in the old car world have been fretting about, with varying degrees of intensity, for as long as I can remember. As Larry Vellequette at Automotive News recently noted, there's some demographic evidence to back up the concern. Baby boomers are still buying and holding more collector cars than anybody else, but they're not going to be around forever. When they go, they'll take their appreciation of the cars of their youth (and, crucially, their disposable income) with them. This will shake up the world of collector cars in a big way -- no getting around that. But the world is always changing, and that shakeup will be for the best in the long run.

The fear that the collector car world dies with the current generation is tough to dispel, but there are reasons it's so persistent. I'm into old cars -- as in, 1960 and older, with an eye for pre-WWII metal. The crowd around me could hardly get any grayer. Meanwhile, owners are often having a tough time persuading their children to pick up the torch and carry on in the hobby. For people who have been involved with old cars for decades, it has to be incredibly discouraging. A New York Times article referenced by Vellequette offers an interesting parallel. Some older folks are facing a melancholy reality: Their children have zero interest in their cherished heirlooms. Baby boomers haven't just been buying cars, it turns out -- they've been buying lots and lots of stuff, and as they're downsizing, they're having trouble finding family members who want anything to do with it.

But for every piece of old-world furniture that ends up at a thrift store, there are boxes of ... well, not junk, but pseudo-collectibles: Franklin Mint die-cast models, officially licensed "I Love Lucy" memorabilia and other assorted nostalgia-bait

otchotchkes. It's not that younger generations have no direct connection to this stuff -- it's that most of it is not terribly interesting. Even wedding china is something of a mystery to us, though maybe we'd understand and desire it if we'd ever seen it used.

Cars are not like limited-edition ceramic figurines or Salvation Army-bound Lenox tableware, though. I won't say the car's appeal is universal because it isn't, but the range of people captivated by cars never ceases to amaze me. What's in the spotlight changes from generation to generation, but today's enthusiasts don't limit themselves to what they longed for growing up. There's a surprisingly young crowd keeping the traditional postwar hot-rod and motorcycle scene alive, for example. Thriving events like The Race of Gentlemen have only made it bigger and more mainstream.

And that's why prices have yet to plunge. Again, I've been angling for a prewar car for a while now. I've been reassured that values for everything from Ford Model As to Packards are going to collapse as collectors downsize (or -- let's be honest -- die off), but that simply has not happened. Sure, old American iron hasn't kept pace with Euro sports cars, but values don't seem to have any trouble matching inflation. The bloodbath has not materialized.

If that doomsday scenario mentioned above does play out, it will probably be the result of some massive financial cataclysm rather than a sudden baby boomer automotive divestment. But if it did go down, what would happen next? Scrap buyers hit up auction houses, bulk-buy old unsold Mopars and crush them into little cubes?

Don't be ridiculous. It might be chaos in the short run, but prices just like water will find a new level -- likely substantially below today's, but never so low that these cars won't still be desirable. In the wake of this massive but purely hypothetical sell-off, collector car ownership won't seem quite so unattainable. This alone won't make those pesky millennials interested in bias-ply tires and carburetors, but it will bring those of us sidelined by high prices into the hobby. I might be able to afford that Model A, finally.

### California Gas Tax Hike Will Cost Typical California Family \$779.28 More Per Year

California politicians are misrepresenting the true cost of living impact that will result from their car and gas tax hikes that started going into effect November 1, 2017. Governor Brown came out and stated that the increase will cost the average California Family no more than \$10.00 per month or \$120.00 per year. Not sure where he studied math, but the real cost is over \$700.00 per year. Worse, California media has failed to properly report on the cost increases.

To illustrate the increase costs that a typical family of four would see under the car and gas tax hikes,

Reform California prepared an analysis to illustrate the kinds of price impacts that could be seen. **Cost of Fuel Increase: \$405 per year**

This is the one that the media has focused on, but most of the media gets the true cost increase completely wrong. While the gas tax went up by 12 cents a gallon November 1, the gas tax hike legislation contains a hidden tax by changing how taxes are assessed per gallon of gas. As a result, the true increase in gas-tax-per-gallon will be 19.5 cents – and it will automatically increase thereafter.

The average family has 2.1 cars. For our illustration of a typical California family, let's round that down to just 2 cars using 20 gallons per week (filling up the tank once per car per week). For a two-driver family, that's an extra \$405 per year.

**Cost of Vehicle Registration Increase: \$250 per year** The car tax (vehicle registration assessment) goes into effect January 1, 2018 and many families are now

getting the first notices of the increase in the mail. The amount of the car tax increase depends on the value of your car. For our illustration for a typical California family, let's set aside luxury cars like a Mercedes or BMW.

Let's suppose the family we study has a Ford Fusion and a Jeep Wrangler – pretty standard economical cars. For this family, the car tax hike is \$100 more for the car worth \$25,000 or more (Ford Fusion) and \$150 more for the car worth \$35,000 or more (Jeep Wrangler). For this family, that's an extra \$250 per year.

**Cost of Shipping and Cost of Goods Increase: At least \$124.28 per year (food alone)**

This is where the impact of the gas tax hike is really hidden as it is imposed on transportation companies using diesel and they in turn pass it on to consumers through price increases.



## Why Do People Still Love Classic Cars?

There is no simple answer to this, but instead a combination of factors that each play a part.

First, there's the design of the car itself. Classic cars were created very much in an analogue world where designers used pencil and paper to create elegant shapes and flowing lines that would just not be possible on the computer-based design software used by modern car designers. Take the front wing of a Jaguar XK120 or the profile of a Ferrari 250 GTO, for example.

These designs are beautiful in every way, but are shapes that no modern designer would create nowadays—often, the way the metal frame underneath the bodywork used during the prototype stage (and even “bucks” used to shape bodywork) would have a direct influence on the car's form.

These designs belong to a previous age—an age that many people fondly look back on, where designers were unencumbered by constraints such as crash tests, or aerodynamic drag coefficients, and instead created shapes that reflected the mood and trends of the time.

Modern production techniques have also removed much of the character from new cars. Mass production “systems” complete with soulless computers and robots on the production lines producing identical parts 24 hours a day, 7 days a week, are focused on one thing:

meeting the targets and quotas set by the car manufacturers to maximize efficiency and shareholder profit.

Classic car production, on the other hand, was largely a manual process performed by craftsmen using simple tools complemented by decades of experience to create panels by hand and by eye. The results of this are creations that have withstood the hardships of daily usage and weathered the passage of time. Not all are like this, of course. Some were very poorly designed, and built with even less care, but this is what separates classic cars from cars that are merely old.

Mechanically, they are quite different, too. Modern car engines are effectively a sealed unit, comprising of components that are largely unserviceable by the

average person. Simply speaking, most components are controlled by a central electronic brain, which takes inputs from the driver, and then filters them through systems such as the drive-by-wire throttle system, the traction control, electric steering, electronic clutch, the torque vectoring system, the ABS system, and so on.

All of these systems are designed to improve efficiency and safety, but on some level, they often rob the car of its feel and character. Older machines, in contrast, are the real deal. They are delicately balanced mechanical systems comprising hundreds or thousands of individual parts, all tuned to work together in harmony. The driver is a direct extension to the machine, providing inputs and receiving direct, unfiltered feedback through the controls, resulting in an authentic experience that is just not possible with the modern equivalent.

Driving a classic car requires a great deal of manual input from the driver, from adjusting the fuel/air mixture manually with the choke, to selecting gears and controlling the engagement of power to the wheels with the clutch.

All this needs to be done in a way that gets the best out of the engine and transmission—but proper technique also protects the longevity of the ageing components. Getting all this right is inherently more challenging than the modern equivalent of electronic ignition, automatic transmissions and electronic driver aids, but a far more rewarding and satisfying experience.

Classic car owners mostly don't embark upon a journey to reach a destination, but instead the journey is the destination.

Nostalgia also plays a large part in the appeal of classics. They all have a history, be it interesting or not. Some have achieved great things in their lives, such as competing in and winning races, expeditions or endurance events, whilst others have overcome challenges that are far more mundane but no less important to the owner. These machines were great enablers of a better life and provided mobility and freedom back in a time when such qualities were rare. They accompanied their owners

on major life events, and consequently became indelibly associated with those events.

Classic cars all have a story to tell about what they have accomplished in their lives, where they have been, and why they are still in operation. The cracks in the leather or the scratches on the paint are seen by some as imperfections, but to aficionados of classic cars, these are a record of the car's history, adding to its character and chronicling its life. Automobile manufacturers play heavily on the pedigree and heritage of their brands, but classic cars are the real-life objects that defined that heritage and established the reputation of the brand in the first place.

Then there's the individualism. Owning any new car is easy—all it takes is money, and with cheap credit and easy finance, even that is not very difficult any longer. Classic cars however, are no longer in production and are therefore inherently limited in supply, consequently holding a far greater and ever-increasing level of exclusivity. No amount of money will get you a brand-new Ferrari Daytona, for example, and even if you want an old one, you still have to find someone, somewhere who is willing to sell you theirs.

The greater effort of acquiring, owning and maintaining a more exclusive product prompts questions of the owner's passion for that product and his or her motivation for going to these additional lengths when owning a new car is so much simpler and easier. A culture has emerged surrounding classic cars, comprising of events such as classic rallies, road trips, historic racing, and classic car shows. Owners of classic cars gain great satisfaction from exhibiting their cars at these events and use them as a means to show off not only the car but also their own personality and taste.

Purchasers of modern cars typically calculate their ownership period of anything between 6 months and 5 years before they move on to something newer and better, but classic car owners see it the opposite way: the cars will exist beyond their tenure, and they are merely temporary custodians of something that has a life beyond theirs.

So will this continue, or is it just a passing trend? New cars are likely to get better and better with each passing year, so the 3-year-old car that you

have today is likely to be already outclassed by the new model just released.

Classic cars, however, compete on a completely different level. It's not about efficiency and speed, but about the experience, style, exclusivity and craftsmanship, all of which are universal and timeless. Classic cars not only appeal to car lovers, but also to lovers of engineering, design, art and history.

That is the reason why people do, and always will, love classic cars—and with the support, representation, and diligence of the ACCC, long may the love for the hobby continue.

In California vehicles with gas-powered engines are being threatened daily. Recent legislation, AB1745 by Assembly Member Ting, a democrat from San Francisco wants to commencing January 1, 2040, prohibit the Department of Motor Vehicles from accepting any application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined (electric cars).

This is the direction California is heading...eventually car museums will be the only place to view classic cars and this will happen only 22 years from now...WOW!!!

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**Woolworth's Lunch Counter Menu 1970!**

Today's Menu Suggestions	
Soup w/ Crackers Cup.....25c	Bowl.....35c
1. ROAST BEEF DINNER.....\$1.10	
Tender Roast Beef, Brown Gravy	
Creamy Whipped Potatoes	
Garden Vegetable	
2. ROAST TURKEY DINNER.....95c	
Roast Turkey (All White Meat)	
Hot Turkey Gravy, Savory Dressing	
Creamy Whipped Potatoes	
Garden Vegetable, Cranberry Sauce	
3. BAKED MEAT LOAF DINNER.....95c	
Oven Baked Meat Loaf, Brown Gravy	
Creamy Whipped Potatoes	
Garden Vegetable	
4. FRIED FISH PLATTER.....95c	
Fried Filet of Fish, Tartar Sauce	
French Fried Potatoes, Cole Slaw	
* * ROLL AND BUTTER SERVED W/ ABOVE DINNERS * *	
99c	TODAY'S LUNCHEON SPECIAL 99c
Baked Macaroni w/ Old English Cheese	
Vegetable, Cole Slaw, Roll and Butter	
Gelatin w/ Whipped Topping or	
Ice Cream w/ Chocolate Sauce	
99c	Choice of Beverage 99c
6. HOT BEEF SANDWICH.....\$1.00	
Tender Slices Roast Beef — Rich Brown Gravy	
Creamy Whipped Potatoes	
7. SHOPPER'S DELIGHT.....\$1.00	
Cup of Soup	
Barbecue Beef on Toasted Bun	
Served w/ Crisp Potato Chips	
Choice of Beverage	

## How the 1932 Ford Deuce became the quintessential hot rod

by Thom Taylor

Without question the 1932 Ford—affectionately called the “Deuce”, is the quintessential hot rod. But how? And why? A convergence of seemingly unrelated occurrences, certain characteristics unique to the '32 Ford, and a touch of serendipity all played a part in Ford's modest offerings for 1932 becoming the iconic hot rod aesthetic.

The '32 Ford featured a lot of firsts and also lasts, which helped endear it to hot rodders. It was the first year of the flathead V-8, which was the first V-8 in an affordable, mass market automobile. Initially too expensive for teenage hot rodders, it offered an easy platform to install a fast flathead once those engines became plentiful and cheap. Supply and affordability were key contributors to virtually anything hot rodders incorporated into their cars in the pursuit of style and speed.



Another first was its steel reinforced body, an improvement from mostly wood structures with stamped metal skins nailed to them that most car makers used in 1932. A steel inner structure meant lighter and more durable bodies less prone to degradation from continual structural stresses. As roadsters and coupes from contemporary manufacturers became exposed to the elements, dry rot and termites guaranteed an early trip to the junk man. 1932 Fords survived much better, leading to greater availability, which kept a lid on prices.

One of the unintended aesthetic advantages with a '32 Ford is that removing fenders and running boards (done to save weight and increase aerodynamics for dry lakes racing) resulted in a clean body mass without gaps, aprons, and wonky body lines. They were harmonious

and clean with or without fenders. Uniquely, a fenderless Deuce—or “high boy”, featured styled, exposed frame rails. Those exposed frame rails incorporated a stamped style-line that followed the front fender and running board attachment points. No other automobile, ever, had this styled frame detail. Because it was meant to be exposed, there were no brackets, brake lines, or body bracing a covered frame might contain. As automotive styling evolved, the 1932 Ford was one of the last and most evolved designs of this upright and honest school of styling. Vertical grilles, tops, and door cuts met their end in 1933. In almost all cases, 1933 universally produced laid back grilles (or grilles hiding radiators), bodies extended down to meet running boards and to cover gas tanks (eliminating aprons), hoods overlapped cowl, and more angle was applied to both windshields and grilles. Streamlined styling swooped up the design and body details. Before the end of the 1930s headlights were integrated into fenders, tops blended into the body more elegantly, and fenders became more exaggerated. 1933 ushered the first unified, clamshell-like body styling, so the 1932 Ford's styling marks a linear end from the inception of the automobile.

Finally, cars got larger after 1932. Smaller cars can poke through the air better so, everything being equal, they're quicker due to less drag. Deuces were lighter, smaller, simple, easy to stuff a V-8 into, and plentiful on car lots and bone yards—all helping the 1932 Ford become the car of choice for racers. As street cars began emulating what ran at the dry lakes like Muroc and El Mirage in the desert northeast of Los Angeles, they also became the go-to hot rod for the street.

It was never planned. How could it be? No, the Deuce was an organic phenomenon. It developed from a need to go fast cheaply and easily, with some style thrown into the mix. Even though Fords are an entry-level automobile never known for the styling flourishes that distinguish high-priced Duesenberg's, Lincolns, and Cadillacs, they nevertheless offer a good degree of eye candy. By the 1950s, teens were becoming a more publicly visible demographic, attracting attention to everything they did and significantly influence American culture. With rock and roll came songs about hot rods. The sport of drag racing developed from dry lakes racing, with surfing, slang, and a whole style and culture raising the intrinsic value of hot rods, which has uniquely elevated the Deuce high on the car collector's consciousness.



Association of California Car Clubs, Inc.

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