

CAR TALK

Corvette News:

A little more about the 2024 E-Ray, the first Corvette to be equipped with an electric motor. From the firewall back, it's basically a Z51 powertrain wearing Z06 bodywork, wheel and tire sizes, and carbon brakes. The center tunnel is stuffed with lithium-ion batteries that power a 160 hp, 125 lb/ft electric motor in front. There's no plug, and the only connection between gas and electric propulsion units is through the road. A new Charge+ drive mode prioritizes topping up the battery to ensure full front-axle pull remains available during extended hard driving. History's first AWD production Corvette is also its quickest despite being its heaviest. Starting at \$104,295, pricing is similar to the Z06's. It's looked at as a highly-equipped, high-performance, all-weather grand tourer.

Wanna Convert Your Musclecar to an EV?

So, the team at Hot Rod Magazine was challenged to convert their old Project X '57 Chevy to electric power. Does that sound like a good thing to do, given all the hype about electric vehicles nowadays? What they discovered in doing this is that you really don't want to do it.

In their words, "There is no compelling reason for you to convert your existing classic car, truck, or hot rod into an electric vehicle. We learned a ton about the process and our biggest takeaway from the project was that converting these cars to EVs is, unless you have Tony Stark money, financially irresponsible."

You might hear that you can replace your old gas-guzzler with an electric motor for \$5,000. So, you spend the 5 grand, now what? You want air conditioning? Power steering? Heating? Power brakes? Well, too bad, since all those things ran off your internal combustion V8. Your new battery pack needs to be heated and they need to be cooled, the power systems need inverters and countless modules to control the current and still run 12V systems. To get there, you now need to plunk down a lot more coin on all the widgets to make your EV system complete, and this is where the cost of an EV swap gets you - the minutia. Then there's the batteries. Batteries for an EV are big, heavy, and expensive. Plus, you need a lot of them to have any decent range. They filled the trunk with huge,

high-end batteries, and all they could get was a range of about 80 miles. Even less, if we drove like we normally drive. The conversion cost over \$50,000 and that doesn't include all the labor involved. Heck, a 1,000 hp V8 crate engine is only \$35,000.

So, if you think you'll make this conversion to save money, then you need to go take a math class. Most of our fun cars only travel a few thousand miles a year, and it would take you decades, if ever, to recoup your investment by not having to buy gasoline. If you saved \$1,000 a year on gas, it would take you half a century to pay off that EV swap. And your gasoline engine is also less likely to kill you if you touch the wrong wires.

Regulatory News:

If you happened to follow through and contact your Congressperson to support H.R. 1435, the Preserving Choice in Vehicle Purchases Act, then thank you. I'm happy to report that the U.S. House of Representatives has passed that bill. It passed on a vote of 222 to 190, with eight Democrats joining their Republican colleagues to advance this legislation. This SEMA-supported bill prohibits the U.S. EPA from issuing a waiver to California for regulations that would ban the sale of new motor vehicles with internal combustion engines (ICE) in the state by 2035.

So far, 14 states have begun adopting regulations to follow the California zero-emissions vehicle mandate. The existing regulations are so onerous that Stellantis, who owns Chrysler and Jeep, has stopped shipping gas-powered Jeeps to dealers in those states and customers wanting gas-powered vehicles must place a special order.

But our work is not quite done. U.S. Senator Markwayne Mullin (R-OK), the co-chair of the Congressional Automotive Performance and Motorsports Caucus, has introduced a Senate companion bill to H.R. 1435 (includes the same bill text). The House and Senate versions of the Preserving Choice in Vehicle Purchases Act now await consideration in the Senate Environment and Public Works Committee. So, please contact your U.S. Senators asking them to support the Act by co-sponsoring **S. 2090**.

The State of North Carolina didn't wait for Congress to pass their legislation, they passed their own version prohibiting the state from adopting and enforcing a ban on the sale of new internal combustion engine (ICE) vehicles. Despite opposing the bill, Governor Roy Cooper announced he would let it become law without his signature. Our friends at SEMA

believe North Carolinians, not the government, should decide what vehicles are best for them and their families.

More News:

The California Air Resources Board (CARB) issued a Regulatory Advisory, effective immediately, allowing the early adoption of winter-blend gasoline in response to fuel supply challenges and soaring prices in this state. Winter-blend gasoline is cheaper to produce and more plentiful than summer-blend gasoline, so switching early should save consumers at the pump. I guess we must give Gov. Newsom his due, he was feeling pressure to do something about the price of gas in this state and urged CARB to make this move.