



Collin County Republican Review

December 2008

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CCRMC

December Meeting:

Thursday, December 18, 2008

6:30 PM Social; 7:00 PM Meeting

Location: New Republican HQs (Directions below)

Agenda: Installation of Officers for 2009

Holiday Meeting, Bring your spouse and friends!

**Featuring: Juliette Buchanan, Principal harpist, Plano Symphony Orchestra
Ordabek Duissen, Violin, Plano Symphony Orchestra**

**Holiday Performance! Absolute Joy!!
Surprise Guest...From the North Pole!!!**

The Rutledge calendar is ending with a celebration.

Witness the installation of 2009 officers with The Honorable Charles Sandoval presiding.

Come enjoy the music from two of our Collin County talented musicians!

You may make a wish or two from our friend from the North Pole and participate in political satire and humor. This is an event for your wife and girlfriends.

Plan to attend and taste a little apple cider.



Richard Dodson
VP Programs

Inside this issue:

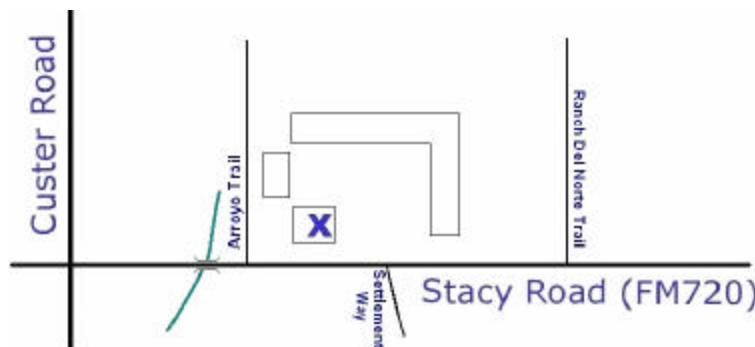
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Upcoming Events:

- Dec. 18—CCRMC Meeting and Holiday Spectacular Don't miss it!
- Jan. 15—CCRMC Meeting
- Feb. 19—CCRMC Meeting
- Mar. 19—CCRMC Meeting

Directions to HQs @ 8416 Stacy Road, McKinney

From SH 121 -- go north on CUSTER RD to the second stop light -- Custer & Stacy Rd (aka FM720). There's a CVS Pharmacy on the SE corner of Custer & Stacy/FM720/3537. Turn east (right) onto STACY RD (aka FM720/3737). The shopping center where the office is located is approx. 1/2 mile on the left. You will pass the ASPCA on the right then cross a bridge. The shopping center immediately following is on the left. It's comprised of 5 buildings. The HQ office is in the building on the left closest to Stacy Rd. You may also get there from Alma Road too by going N from 121 and zigzagging around the ball fields to Stacy.



**Mark Rutledge, President**

Message From the Prez

Greetings fellow Republicans!

The holidays are upon us and with them the natural tendency to turn inward, devoting our time and thoughts on family, on our Lord, our great freedoms, and on the other enduring institutions that are so important to each of us. During the late campaign season, many Republicans used the “faith, family, and freedom” alliterative sequence to rally conservatives and indeed, these are the themes that we’ve used to fight many political battles. But over the Thanksgiving weekend, the thought struck me that these shouldn’t be solely conservative values. These foundational themes are not what make us conservative, but what makes us *American*. Our nation was founded on a then radical notion of religious freedom, which is the first freedom listed in the bill of rights. The family is the backbone of American society, as recognized by many notable non-Americans, such as Tocqueville and Churchill. And the freedoms we enjoy, from those enshrined in the Bill of Rights to the Four Freedoms described by Franklin Roosevelt, are the foundation of American creativity, ingenuity, and our national character. How have these become exclusively conservative values when they should be espoused by *all* Americans?

The leadership of our opposition party push secularism and a radical reinterpretation of the First Amendment that seeks to remove religion from public life. They push for a radical and unprecedented redefinition of the family that distills it down to mere relationships of sexual convenience. And other freedoms in the Bill of Rights are threatened: limitations on 2nd Amendment rights to keep and bear arms are being pushed in legislatures and in courts, free speech is threatened at the hands of the cynically-named Fairness Doctrine, and freedom of assembly rights are undermined with actions such as not allowing boy scout troops to meet on public property unless they allow gay scoutmasters.

With this in mind, it is sobering to realize that the Democrats are on the *ascendency* in national government, and in our own state as well. We would all do well to reflect on that unfortunate reality over the holidays.

The elections are over but the fight goes on, and we Republicans will have to redouble our efforts to turn the tide back to favoring conservative values; to *American* values. My term of President as CCRMC is coming to a close as so with several members of the club’s board of directors, and a new board will be sworn in at this month’s meeting. 2009 is not an election year but will still be a year with ground to be laid for the 2010 primaries only 15 months away, and with it the next election cycle. 2010 should be the year the tide flows back to our side, but it will only happen if we stay involved and stay engaged. I look forward to seeing all of you at our club meetings next year, and welcoming all the new faces that will join us in our common cause.

Mark Rutledge mrutledge@summitmicro.com



New Board

The CCRM elected a new Board at the last meeting. Installation of officers will be at the December meeting



Roger Bolin
President-2009

- President—Roger Bolin
- Pres, Elect—Roger Bolin
- V.P. Programs—Joe Celso
- V.P. Newsletter—Jim Bortzfield
- V.P. Membership—Greg Myer
- V.P. Publicity—Tim McCord
- Secretary—Michael Puhl
- Treasurer—Mark Rutledge
- Past Pres—Mark Rutledge
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A Message From VP Newsletter Jim Bortzfield

Saving The Auto Industry

This month, instead of listening to my ramblings, I have reprinted a story from local auto expert, Ed Wallace, that was printed in *Businessweek* and picked up and printed on-line for MSNBC. I think it is well thought out and I offer it to you for your thoughts to compete with the headlines fed to us on the talk radio and TV.

Big Three battle comes down to party politics *Senators carping about tax subsidies should look at plants in their backyard* Commentary By Ed Wallace

In the ongoing power struggle between Republicans and Democrats, Detroit is the latest, and possibly the bloodiest, battleground. And because it is a battle of ideologies with no apparent connection to pragmatic economic reality, the matter of whether the U.S. auto industry survives takes a backseat to which party gets its way.

That's because the two parties see the fate of Detroit as a watershed moment, the kind of event that could potentially redraw the political landscape forever. By refusing to bail out General Motors and Chrysler, Republicans see a way to end the last vestiges of unionism in America and the unions' longtime backing of the

Democratic party — a political base the Democrats will fight tooth and claw to save. If neither side can win — if they destroy the American automobile industry in its entirety and if in doing so they set off a chain reaction that turns out to be the last straw for our shaky economic system — they don't care.

How can that be? Simple party politics. Because if these individuals bring down the American economy by destroying Detroit, they'll simply walk away from the disaster saying "It was the other guy's fault."

Somewhere along the way this debate seems to have overlooked the fact that Detroit, for all its blunders, is still a viable economic engine, providing jobs to millions and creating some of the world's best cars. For example, the best-selling vehicle in America, even in this downturn, is still Ford's F-Series truck, and second place goes to the Chevrolet Silverado. Even the Dodge Ram continues to hold a strong position in the Top 20 vehicle list, while sales of the Toyota Prius are down substantially with the fall-off in gasoline prices. (We assume that the Prius is the type of car the left wants Detroit to build.)

And speaking of Japanese cars, I hate to point out the obvious, but car sales in Japan are lower today than they were 15 years ago, down over 30 percent just last month. Yet you won't see the heads of the Japanese auto companies on the carpet in front of their government officials, being drilled with questions like, "Why don't you build cars the public wants to buy?"

What's amazing is that Senator Richard Shelby (R-Ala.) is such a huge critic of using taxpayer money to bail out Detroit. Amazing because the state of Alabama has provided hundreds of millions of taxpayer dollars to lure foreign auto companies to build factories on its soil.

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Of course, when Alabama gave Mercedes-Benz \$253 million to build a factory there, or about \$168,000 per job created, that was considered a good thing. When Honda considered building a new factory there, that was worth \$158 million, and Hyundai's Southern site choice forced the state to cough up \$234 million more. Again, these were considered wise investments because the promise was that they would create more jobs for the chronically underpaid Alabama workforce. However, in the summer of 2003, Mercedes brought in Polish workers on questionable B-1 work visas to expand the factory because they could be paid far less than the local workforce.

So you had Alabama gifting state tax dollars to Mercedes' factory, only to discover that some of the jobs it created went to much cheaper labor imported from Eastern Europe.

Look at Senator Bob Corker of (R-Tenn.). The former mayor of Chattanooga was one of those responsible for winning the new Volkswagen factory at a cost of \$577 million in tax incentives. Moreover, Tennessee got that factory only because Alabama offered the Germans a mere \$385 million.

Mississippi paid \$284 million for a new Toyota plant; Kia got \$324 million from Georgia. Texas had to fork over only \$133 million for Toyota's Tundra plant in San Antonio, while Tennessee gave \$197.6 million not for a new Nissan factory but simply so Nissan would move its American headquarters to Nashville. There are other factories — BMW in South Carolina, Nissan in Mississippi, and so on — but you get the point.

The Republican senators from these states see no problem whatsoever with paying to bring new automobile production to their states, and the media always quotes them gloating about how smart it is to spend that type of money because it creates jobs.

The reality is that there's no end to the tax largesse handed out to some of the most successful car companies in the world. And you know their names: Volkswagen, Toyota, Honda, Nissan, Hyundai, Kia, Mercedes-Benz, and BMW. The fact that many of these companies' brand-new, state-of-the-art American plants — nonunion plants, low cost-benefit plants — are also struggling seems to have escaped the notice of these same elected officials and the media.

Mercedes recently offered a buyout to its entire workforce in Alabama, and Hyundai has never gotten its Alabama factory up to full capacity. Toyota will not use its upcoming Mississippi factory to build its Highlander SUV, and Nissan is converting its factory in that state to build commercial vehicles. Toyota has been forced to shut its Texas truck plant because of scanty orders for the new Tundra, and so on. So Senator Shelby's statement that Detroit "doesn't innovate. They're a dinosaur," while his partner Senator Jeff Sessions (R-Ala.) brags about the "very large and vibrant automobile sector in Alabama," doesn't exactly ring true.

So we find that nonunion, low-cost, state-subsidized, state-of-the-art auto plants in America are having their fair share of problems, too. But according to Senate Republicans, the only part of the American car industry that isn't working is in Detroit.

Other governments aren't being so stingy — or mercenary. Sweden gave \$3.5 billion to stabilize both Volvo and Saab on Dec. 10. Volkswagen has applied to tap into the bank bailout fund set up by Germany for that nation's troubled financial system — our Treasury and Fed may be compelled to offer similar help. And China just lent Chery Automotive \$1.5 billion to continue operations.

That's right, other industrialized countries around the world will be stepping in to ensure that their own automobile industries will still be working when whatever financial downturn we are looking at is finally over. Moreover, they understand that the world's economy is precarious right now, so they aren't demanding that corporate jets be sold, they aren't demanding new business plans to save the individual companies, and they aren't publicly embarrassing the heads of Honda, Toyota, Mercedes, BMW, VW, Nissan, Renault, and others by demanding that they explain why their profits and sales have dropped suddenly. In the rest of the world, elected officials understand serious downturns in the economy and that the automotive industry is cyclical in nature.

As for Congress, shame on you for playing politics when so many jobs and, in many ways, the future of American manufacturing is at stake. But then again politics is all you know. Maybe you should let American carmakers get on with what they know how to do: build cars.

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Now before you flog me for being a bad Republican by reprinting this, I ask you, is there anything here that is **not** true? As we say Detroit got themselves into this mess, be aware that the Ford Focus and Chevy Malibu are two of the hottest cars in the market right now.

It is the CONSUMER that demanded gas gobbling SUVs and Detroit responded to that. If Detroit had been making Prius in lieu of SUVs, they would not have sold until early this year. And, I have to wonder, if they won't recover with \$1.30 gasoline for the next 12 months.

I am not ready to see Detroit go away. I would rather see them pay back their loans, much like it happened when the Government bailed out Chrysler in the 80s. This is not a handout, but a government loan. It needs stipulations that the unions will not like but must accept. Sooner or later, the unions will have to understand that they are ultimately responsible for getting their workers jobs, not big, uncompetitive salaries.

I sure would not let Barney Franks set the terms of the loan. He already showed his vision in the sub-prime market.