

CHATHAM
County Line
 where all voices are heard
 WWW.CHATHAMCOUNTYLINE.ORG



■ Light rail in light years. Page 11.
 ■ A miracle in every seed. Page 7.

vol. 4, issue 5

FREE ~ GRATIS

May 2006

Voters send Bunkey and company packing

By Roland McReynolds

Chatham voters decisively rejected the development policies pursued by the current majority of the County's Board of Commissioners, throwing two incumbents out of office in the May 2 Democratic Primary election. Victorious candidates George Lucier, Carl Thompson and Tom Vanderbeck championed the interests of Chatham residents over policies favoring large, out-of-county developers.

Lucier, Thompson and Vanderbeck campaigned on a platform that included

AND THE WINNERS ARE...



LUCIER

implementing Chatham's citizen-approved land use plan, bringing 21st Century economic development to Chatham and making big developers



THOMPSON



VANDERBECK

pay their share of the costs of residential growth. That shared platform connected with a county-wide grassroots movement that has been gaining momentum in Chatham since 2004. The Chatham Coalition, a county citizen's political organization, was formed in 2004 as part of that popular movement. The

Coalition campaigns for candidates who respect and value the quality of life Chatham residents share, and endorsed all three of the winners in the May 2 primary.

Vanderbeck ousted incumbent Commission Chair Bunkey Morgan, who has been the leading advocate for developers' interests during his term on the Board. Campaign finance disclosures showed Morgan received zero cash contributions from Chatham County residents, while piling up

VOTE continued on page 9.



Lyle Estill © PHOTO BY JOHN SHILLITO

Welfare Fuel

By Lyle Estill

As the price of a barrel of crude oil hovers in the high sixties, Chathamites are feeling the pinch at the pump.

One common response is to band together to find the cheapest fuel, to support the retailer that is gentlest on the pocket book, and to complain mightily on forums and lists and to politicians of all stripes.

It is an interesting response that has nothing to do with the high price of fuel.

Those who believe that fuel is traded on an open market, and that their consumer choices will have an impact on that market fail to recognize that fuel is the most heavily subsidized product in their market basket and that petroleum has successfully externalized its true costs.

Before we punish the high priced retailer (who is living on the proceeds of potato chips and lottery tickets in the first place), we need to recognize that this economy is powered by welfare fuel.

As a society we have agreed on the need to subsidize our fuel use.

The first externality we have allowed is in the form of security. During the oil shock of the seventies the Carter Doctrine allowed for a massive U.S. military presence in the Persian Gulf. Even in times of peace we see fighter jets escorting oil tankers out of those difficult waters.

We do not ask the purveyors of oil to pay for this service, rather, we pay for it on April 15th, when we mail our checks into Uncle Sam. The price at the pump is miniscule when compared to the price we pay for oil security.

In this country we have agreed to leave government out

FUEL continued on page 12.

Teaching vintage car repair

By Mary Bastin

Students at Central Carolina Community College in Sanford are studying the Classics. Classic Cars, that is. Billy Eubanks, Chatham County car master par excellence, leads a class where students are learning to restore old cars. They pick up basic skills all the time they are working on specialty applications, such as taking off all the old paint before putting on new. Rebuilding a car calls for research, too. Authenticity is the first consideration in this undertaking.

Eubanks is respected by many as one of the most authoritative car experts in the state and perhaps on the East Coast. The private collection of cars he has personally restored is amazing. He shares his enthusiasm for this specialty art form with his students and they are almost too excited about what they are doing to realize it is hard work. Eubank's fantastic know-how as well as the wide range of tools and equipment available make this a truly extraordinary learning experience.

The Car Restoration Program is located in a hanger of the old Sanford airport. Students work on a half dozen or so cars and trucks in various stages of the rebuilding process. One group of students is putting new upholstery on a '56 Thunderbird while others bang away on the engines and bodies of various projects. Eubanks explains that this is not an engine repair or body shop



Student working on a car engine at Central Carolina Community College.

PHOTO BY MARY BASTIN

per se. Those things are taught, but students get a certificate or a diploma that qualifies them to restore cars made before 1975. The program is about six years old. There are only two car restoration programs in North Carolina in community colleges. The other one is in Hendersonville. Several graduates have started their own businesses restoring cars. Many have applied what they learned here for other car-related jobs.

Students may also work on their own cars

VINTAGE CARS continued on page 12.

PRSR STD
 US POSTAGE
 PAID
 PITTSBORO, NC
 PERMIT #60

*****ECRWSS*****

Postal Customer
 Rural Route Boxholder