



NCKCC News

Handcrafted Automobiles

April 2007

Volume 25 Number 4



Here is the group that attended the March 17th visit to the Chabot Space & Science Museum. Now we can discuss planets, space exploration, super-novas and black holes.

ACTIVITY NOTICES

April 7, 2007 - Informal car show at Knightsen Historical Museum 1-4 p.m. (See Page 4.)

April 14, 2007 - Annual party to honor new members and new cars of the past year. (Page 3.)

April 28 & 29, 2007 - AHA Knott's Berry Farm Show. Call Vern for registration forms or go to www.nckcc.com/hotline

May 5, 2007 - Private tour of Military Vehicle Tech Foundation collection. RSVP to Vern at 925/938-1442 or nckcc@astound.net if you are coming. (page 9)

CHABOT SPACE MUSEUM

By Vern Hance

The Chabot Space & Science Center is located high in the Oakland hills, even higher than Skyline Drive. Getting there took us from an overcast Oakland, into a layer of dense fog, then out into the higher altitude sunshine. You can see some of the attendees at the museum in the nearby photo.



little mixed up, but we finally found it.

We enjoyed the educational displays. (which were quite different from our last visit in February 2004) Displays about the planets and stars that explode into a Super-Nova were fascinating. The 12:30 movie in the dome theater was about black holes which develop such a powerful gravity force that even light can't escape. But if you can get in, you will find all the light in concentrated form. (Don't ask how you get in !)

After the Museum we headed for Buffalo Bill's Brewery in Hayward. Our directions got a



Unfortunately we lost Marty and Bette from our caravan, but leader Chuck Maddux vowed to send apologies for driving too fast.

We celebrated St. Patrick's Day with Corned Beef & Cabbage and some

Guinness Extra stout, to cool the powerful horseraddish.



We also got a lesson from Marty Rosenthal on how to load an electric scooter into a Honda wagon.

All in all it was a pleasant outing and a joy to sample the spring weather and temperatures in the 70s. We thank Chuck Maddux for organizing the Museum visit and the Lunch.

Attendees included; Marty & Bette Rosenthal, James & Wendy Wagner, Robert Wagner, (James' father) Vern & Carol Hance and Chuck & Sue Maddux.

COMING OUT PARTY INFO FROM THE PREZ

I welcome you all to this years "Coming Out" party for all cars, old and new, and to members both old and new.

This event is designed to meet those new members who have joined, with or without cars, and to get to know their interests better. Maybe answer some questions that they may have about building and owning a kit car. It is also

designed to get our cars out for possibly the first run of the new year and have some fun. It's also an occasion to recognize new cars that have joined the NCKCC fleet.

This year's event will be hosted by our relatives that live in Ripon, CA, the Anibal Valadas' family, which some of you may remember from April 2000.

We will meet there at 10 AM on April 14th. Directions and phone numbers will be given later in this article. The plan is to visit for about 1/2 hour and then travel U.S. 99 north to Delicato Winery for a tasting and possible purchase of wine to compliment your BBQ lunch that will be ready when we return to the Valadas residence. Anibal is a fine cook and promises no disappointments!

It's less than a half-hour drive to the winery, so plan on your lunch for about 1PM. Then we will need to have a short business meeting to discuss final decision for our 2007 show.

The directions are as follows:

From the bay area: Take I-580 east and continue on I-205 through Tracy, Ca. Proceed east on I-205 merging onto I-5 north. Go only a mile to State route 120 to Manteca. Stay on highway 120 and take the U.S. 99 (southbound) toward Modesto. Go to Jack Tone Road and turn right at the top of the off ramp. A good land mark for this offramp is the Ripon City water tower. You will see it

(Continued on page 9)

KNIGHTSEN CAR SHOW - APRIL 7

This is the date for an informal car show, from 1 p.m. to 4 p.m., at the East Contra Costa Historical Society Museum, 3890 Sellers Avenue, Knightsen.

This car “get-together” is a regular event on the 1st Saturday of each month during the summer, but this one is special because they are serving food, billed as a Tea. The menu includes tea, salad, sandwich and deserts and the cost is \$15 for adults and \$6 for kids.

They will also have sodas & snacks available for those who do not want to go for the Tea.

Of course the museum will be open for tours and browsing.

NCKCC members, Dave & Joyce DeCato are very involved in the Historical Society and are championing this event. Let’s respond to their special invitation to our club and show off some of our club cars.

Please RSVP, 925-938-1442, to Editor Vern, indicating if you plan to attend and whether you will be participating in the tea. This information is crucial to preparing the right amount of food.

Dave DeCato advises me that if you can’t get an internet map to 3890 Sellers Avenue, Knightsen, CA, then try substituting Brentwood for Knightsen and it may work OK. I’m including a small map of the local area which may be helpful. As you can see Knightsen is between Oakley and Brentwood.



JUNE ADVENTURE II

By Chuck Maddux

This month's article pertains to the reservations you will need to make for the trip. The January 2007 NCKCC News has a description of the planned trip.

1) One night stay and seat(s) on the BBQ Skunk Train in Fort Bragg. We are staying at the Best Western Vista Manor Lodge (we prefer BW because we find them clean, reliable and they have good prices), you can contact the lodge direct at 800 821-9498 or thru general web sight (best rates) at www.bestwestern.com for Thursday, June 21st . Reservations for the Skunk BBQ train, 800 866-1690, info on www.skunktrain.com, also on the 21st. If you want to check for other accommodations go to www.fortbragg.com.

2) Two nights stay in Eureka. Again we are staying at the Best Western Humboldt Bay Inn, direct 800521-6996 or best rates www.bestwestern.com, for Friday and Saturday June 22nd & 23rd. Other accommodations, go to www.eurekachamber.com/Directory/index.cfm?catagory=Lodging.

3) Reservations for the Jet Boat ride on the Klamath River 800 887-5387, info go to www.jetboattours.com. We plan on going on the 1PM trip June 23 (Saturday).

4) This is an Optional stay over. After visiting Weaverville on Sunday the 24th, we plan to go on to Redding to visit the Sundial Bridge at Turtle Bay, for info go to www.visitredding.org/sundial.cfm It is a work of art best enjoyed at two times; in the daytime to see the sundial working and again at night to enjoy it with the illumination. Since it would be after 9PM, we are planning on staying in Redding for the night at the Best Western Hilltop Inn (they serve a full breakfast), direct 800 336-4880 or www.bestwestern.com and returning home on the morning of 25th. If you want to check out other accommodations go to www.visitredding.org.

Of course, if you choose not to stay for the night show you will have no problem heading down 101 to the bay area.

We hope you can join us for this fun trip and adventure. In the May NCKCC News I will be giving you web sight information to visit for great places to discover throughout our trip and in the June News a reminder of the joint outings we will be enjoying together and any new places to discover along the way.

As usual, should you have any questions or ideas please contact me at 1 707 745-4361 or camnsam@att.net.

COBRA DONOR OR NOT, THAT'S THE QUESTION

By Russell Vaught – Greater St. Louis
Kit Car Club

Confused? You're not, if you are preparing to build a Cobra kit. Having completed my kit, a FFR Mark II roadster, I will give my opinion on the matter of purchasing a 1986 thru 1993, 5.0 Mustang for the sole purpose of supplying you with the required running gear of your "Dream Car", "Auto fantasy", "Ride of a lifetime", or whatever your own words are to describe the car of your dreams. By the way, you are also preparing to give up several years of parking in your garage, time with your family, and possible marital bliss in this adventure plus some U.S. dollars. All of these things must be pondered upon at the very start of this project. But I am getting away from the point.

First take a short time to review the 5.0 Mustangs. These cars were hot little numbers and their performance was great for the dollar, but many now are 3rd and 4th owner cars with mid 100,000 plus miles and that 3rd and 4th owner didn't respect them nearly as we would hope. I believe the term is run hard and put away wet.

If you think you have found a great donor car, I hope it's wrecked, because it's not the pretty sheet metal you are buying but the dependability of the

running gear. Yes, you may be able to resell the sheet metal, but good luck. The newer cars have left the older Mustangs behind and I had no luck selling discarded items.

You have by now guessed correctly and I did purchase a 1986 donor for the meager sum of \$2,250.00 the odometer stated 115,000 and the seller assured me that he had installed big \$\$ in new parts in the past year alone. I took the bait and drove it home.

The first task was the disassembling of the donor Mustang. The donor car must be disassembled, with great care, as you do intend to reuse the parts. You will be amazed at the condition of the parts you plan to reuse from a 20-year-old vehicle. I was amazed that it made it home without stranding me beside the road. (This is bad in a 20-year-old car, but unbearable in a new Cobra.) I could describe the build piece by piece but lets just focus on the engine.

This Cobra you are building is a replica of a motoring icon. I have been to numerous shows and cruises where spectators first peak under the hood. This makes or breaks the mood of that moment when Cobras were king of the hill. If dollars were no object, (they always are) and I was just building a show car, a 427 cubic inch side-oiler motor is the only way to go.

All stock 5.0 Mustangs are fuel injected. Do you want an EFI on your cobra? All early 1986 -1989 5.0 EFI systems are not friendly for hop up or performance enhancements. Do you want a stock 225 hp? On the 86-89 motors the header system for your side pipes will reduce the 225 hp of your stock 5.0 motor. You could decide that a carburetor is the way to go, so the complete intake system of the stock motor is trashed as well as the stock ignition because that's part of the extra wiring and computer. Bottom line; the only parts from my donor motor I used was the engine block, starter, and flywheel all three required a rebuild

Keeping focused only on the engine from a typical donor car, and the cost I ran into building my motor. The machining for the short block with all new components; \$1,675.00, Aluminum heads; \$1,150.00, Cam and all ARP fasteners; \$300.00, roller rockers and titanium push rods; \$250.00, new water pump; \$100.00, Cobra valve covers \$150.00. Total out of pocket not including shipping, \$3,625.00. The short block was assembled for me by the machine shop. I assembled the rest of the engine myself.

In the December 06, Issue of JEG's high performance mail order catalog I found the following. Ford Racing crate engine; GT-40 motor with all the goodies listed on my motor, and

completely assembled for \$3439.00 with a warranty.

My point is the same with all components on my entire car from steering rack to fuel tank and everything in the middle. I lost money almost every time I tried to install a donor component to my new chassis and I paid \$2,250.00 up front for a donor car that at best kept me from paying a few core charges

I hope I haven't discouraged anyone from building the car of their dreams, but hope I have saved them the extra dollars and effort that I spent. I can honestly state that building my Dream Car was enjoyable as enjoyable as driving my finished Dream Car.

Special Thanks to my loving wife who without her assistance my Dream would not have been realized.



This is a "Pixar Inspired" version of Paul Harford's Porsche just listed this month. How did he do that?

2007 DUES STATUS

Well, dues paying time is winding down. Those who have not paid their dues have receive a "Goodbye" reminder. Many of these have already replied and just overlooked the \$24 dues payment.

We do have 6 more nice people that have paid their dues in March, so here are their names.

Craycroft	Foldenauer
Harford	Jacobs
Rowland	Somerhalder

As the months go by this system requires you to check a few older newsletters if you are not sure if you paid, but it seems more polite than publishing names of those who are delinquent on their dues. Anyway you can always e-mail Vern at nkccc@astound.net to see if you are paid up - or call (925) 938-1442.

FEEDBACK FROM MEMBERS

It is fun to get a short note from members when they pay their dues and I have intended to pass these comment on - so now is the time.

Ron Johnson reports (from Pinehurst, NC) that his Marlene project is progress-

ing. He has been in touch with Bob Bohaboy, from whom he acquired wiring diagrams, and the wiring is in progress. The instruments are installed and a Pinto driveshaft has been shortened and installed.

Chuck Latty writes that he is thinking about selling the Porsche 550 Spyder and building a Westfield Eleven. (Replicar of a Lotus 11 of the 1950s) He requests help finding a Westfield Eleven owner whose car he could look at or examine.

Marty Ullman reports that he sold his Jaguar SS-100 and now owns a Mercedes 500K Marlene.

Dick Benjamin has decided to sell his '52 MG-TD, so check the "For Sale Section" and pass the word to interested parties.

Paul Harford e-mailed me to say he would like to sell his Porsche Speedster. See "For Sale" and here's a photo.



(Coming Out - Continued from page 3)

long before you have to get off. Go 2 streets and turn left on Harvest. Then 2 streets to Almond Ct. and turn right. The address is 377 Almond Ct. All the way down to the end on the right. Phone 209-599-3129 if you get lost.

The directions coming from the south of Ripon are the same except that you will have to access Jack Tone Road (west) from U.S. 99.

From Sacramento take U.S. 99 (south) to Jack Tone Road and follow the preceding directions.

Tri-tip is the main dish that will be prepared by Anibal. We will need you to contribute other side dishes and drinks. Please RSVP to Leanne at the following numbers to coordinate foods. Home: 510-471-6411 Cell: 510-329-6411 Office: 510-477-5666 or at E-mail leanne_jones2001@yahoo.com.

So get your cars out! Polish them up and come for a great time! The Valadas neighbors love it and have asked many times when we as a club would be coming back. So, please, lets not disappoint 'em! See you there!

MILITARY VEHICLE TECHNOLOGY FOUNDATION TOUR 5/7/07

Don't forget we have arranged for a private tour of The **Military Vehicle Technology Foundation** through the

assistance of Marty Rosenthal on May 5th, starting at 9:30 a.m.

This is an extensive private collection of Military Vehicles that is not open to the public, so we are fortunate to arrange a tour.

We will have to provide a list of attendees in advance, so get your name on the reservation list soon. Call Vern Hance at (925) 938-1442 or e-mail <nckcc@astound.net> to be sure you won't be left out.

More info on where to meet in Portola Valley next month.

OTHER AUTO EVENTS

Listed below are some other auto related events that might be of interest to our members.

I got a special invitation for our club to participate in the "Maxwell Classic Car Show & Parade" to be held on May 19, 2007 in Maxwell, CA, which is on I-5 about 60 miles north of Vacaville. It is a free show that runs from 11 a.m. to 2:30 p.m.

Pre-registration is recommended and the forms are available on our website www.nckcc.com/hotline, or call Vern at (925) 938-1442 and we will mail one to you.

FOR SALE

COBRA Ford power, Jag rear-end. Silver w/ black interior. \$21,500 Call Bob Elster 707-938-3254 (1/02)

COBRA - VW KIT - 427 Snake body fits on your 3" shortened VW chassis. Two available; **reduced to \$2,200 from \$3,200** Call Wayne McAllaster (510) 656-5844 or E-mail 427medusa@sbcglobal.net (2/06)

FERRARI - TESTAROSSA Spyder. Based on 1989 Corvette with 350 V-8 engine and automatic tranny. **Reduced to \$12,000.** Contact Anthony Ramsinh (408) 268-6554 or e-mail aramsinh@aol.com (11-05)

JAGUAR SS-100 on a '69 VW Chassis, 1600 cc dual-port engine with 4-speed tranny. \$4,000 o.b.o. Call Tom at 707-874-2587 or e-mail tjranch@flash.netdex.com (Picture in Oct. issue) (10/06)

MANX SR-2 - 1678 cc VW engine with 4-speed stick. New interior in 2002. Built in 1977 by present owner who has all receipts, etc. Includes a spare 1600 VW engine and extra parts. \$5,500. Call Don Wicks (707) 998-9383 or e-mail at dkwicks@mchsi.com (11-05)

MERCEDES 540K - Thoroughbred factory built. Datsun 240Z engine + 5-spd tranny. Mustang suspension. New paint, carpet, leather interior, tires & canvas cover. Only \$18,500. Vicki Cavaz (510) 769-1123 or Vicki1757@aol.com (9/05)

MERCEDES SSK (Gazelle) Parts: 4 fenders (brown), windshield, radiator shell, bumpers, interior leather and top (tan), tail lights, supercharger pipes, doors (yellow), latches, hinges, etc. Tim 510-278-3085 (04/05)

MG-TD '52 with red with black interior. Wire wheels, many extras. Powered by 2.3 liter Ford. \$3,500 Call Dick at 707/279-9546 or lakebenji@aol.com **NEW LISTING** (01-07)

PANTERA Factory built, only one known to exist. Red w/ beige interior, Chev engine \$35,000 Call Bob Elster 707-938-3254. (1/02)

PORSCHE SPEEDSTER - Professionally built in 1998 Vintage Speedster. Fun, Fast, Reliable. Custom paint, Carrera gauges, upgraded wiring throughout. Like new top & side curtains, two tonneaus, two sets of bumpers w/ driving lights. Many real P-car features. Massive Type 4 engine built by Jake Raby 230 HP (car weighs 1600+/- lbs) 48 weber IDAs, pre-oiler, aux cooler, DTM cooling shroud, serpentine pulley & idler arm, Tangerine Racing headers & Quiet Can. Over \$60K invested, \$37,500.00. **NEW LISTING** (4/07)

"Cars for Sale" ads in the *Kit Car Sun* are for members only. Rate is \$10 for 12 issues.

The kit car industry on the Internet:

kitcar.com
and
cobracountry.com

- kit cars For Sale by Owner...
in 22 kit categories plus Cobrae!
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

C. S. S.

661-251-2223

CALENDAR OF EVENTS - 2007

- April 7, 2007 - Car show at East C. C. Historical Society Museum. (Page 4)
- April 14, 2007 - Coming Out party for new cars and new members in Ripon, CA
- April 28 & 29, 2007 - AHA "Fun Under the Sun" car show at Knott's Berry Farm.
- May 5, 2007 - Private Tour of Military Vehicle Technology Foundation (See p. 9)
- May 5 & 6, 2007 - Merced Spring Time Show - Greg Hampton, Champion
- June 2 & 3, 2007 - Walnut Creek Art & Wine Festival - Paul King, Champion
- June 21 & 24, 2007 - June Adventure II - Chuck Maddux, Champion
- July 3, 2007 - Benicia Torchlight Parade - Chuck Maddux, Champion
- September 8 & 9, 2007 - NCKCC 25th Annual Show
- Saturday, Sept. 15, 2007 - King's Anniversary Potluck/ post show meeting -Paul King
- October (no date), 2007 - Annual Wine Tour - Leanne Jones
- December 2, 2007 - Annual Sunday Banquet in Pleasanton

East Contra Costa Historical Society
& Museum
3890 Sellers Avenue
Knightsen, CA.

CARS at the MUSEUM DAYS

1st SATURDAY
each MONTH
2PM. to 4 PM.
come with your car
no fees - no prizes - "just fun"
MUSEUM HOURS:
APRIL - OCTOBER
Saturdays & 3rd Sunday each month
2 to 4 PM
info. 925-679-1025

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