



NCKCC News

Handcrafted Automobiles

April 2016

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Here is Steve Rhodes at the entrance to the Greathouse Visitor Center, waiting for the rest of us to catch up.

UPCOMING EVENTS

- **April 16, 2016 - 'Spring Fling' Patio Party at Wagner residence in Foster City. See P. 3 and let Jim Wagner know if you're coming.**
- **May 14, 2016 - Niles 'Spring Fever' Car Show, Niles District of Fremont**
- **May 22, 2016 - Castle Tour & Wine Tasting at Castello di Amorosa. See P. 8 and send your checks to insure a reservation.**

FROM THE PREZ

Last year's April "From the Prez" column began with the following entry: "It's hard to believe that March 20th really was the first day of Spring.. No Rain! A year ago, we were totally dry and now this year, we've had quite a bit rain. At least this year, we haven't had to water the lawns.

However the weather, the Club has a couple of non-club car activities you may enjoy for the month of April: The "April Fools" Rallye in Santa Rosa and the AHA Show at the Nethercutt Museum in SoCal on Saturday, April 16th. If you are planning to test your rallye skills at the "April Fools" Rallye or planning the long trek to the AHA Show, please let Vern know by phone or e-mail. He can then help you coordinate via e-mail with other members who might be planning the same.

The official club activity for the month April is the NCKCC "Spring Fling" Patio Party also on Saturday, April 16th. Info will be elsewhere in this month's newsletter. Hope to see you all there!

In mid-May, the official club activity is the "Spring Fever Niles" Car Show on Saturday, May 14th. Info on the "Spring Fever Niles" Show will be elsewhere in this month's newsletter. Also, for those of you who are anticipating attending the "Spring Fever Niles" Show, pre-registrations for this show are due by May 1st. Plan to arrive early as adjacent parking slots go quickly.

Don't forget to mark your calendars for the Wine & Castle Tour at Castello di Amorosa in Calistoga on Sunday, May 22. Info for this activity will be in the May newsletter.

Take care, Hope to see y'all soon,

Jim Wagner, NCKCC President

IT'S DUES TIME YET

We are slowing down on "Dues" collections, so we need your \$24 annual dues if you want to continue receiving this monthly newsletter.

I will follow my usual practice of listing the last names of those who have paid in each month's newsletter. So if you don't see your name, it means I haven't received your dues payment.

We now I have 24 members that have paid their 2016 dues:

Bales	Barrilleaux
Bello	Boscacci
Clavelli	D. Cooley
P. Cooley	DeLany
DeCato	Ellis
Fewell	Foote
Hance	Jermanis
Ketchel	Kluber
Maddux	O'Connor
Rhodes	Rubenstein
Thomson	J. Wagner
R. Wagner	Wallters

Please check this section each month to see that I have received your dues payment. That way we can cross check on you, me, and the USPS.

If you want to pay by PayPal, we have an account to handle that option. If you already have a PayPal account you can select a 'personal' payment to nckcc@astound.net and there is no PayPal fee. However you can also use a Visa or MasterCard credit card through PayPal, but in this case we ask you to add \$1 (\$25 total) to cover the PayPal fee.

To make a payment to NCKCC just send it to nckcc@astound.net That way I will receive an email advising me of your payment.

"SPRING FLING" PATIO PARTY - APRIL 16th (Sat) 10:30 - 2:30

By Jim Wagner

This year the "Spring Fling" Party will be in the West Bay at my home at 1271 Beach Park Blvd, Foster City, CA. The time for the party is 10:30AM to 2:30PM. Food will be served around Noon.

For our Menu, we plan on serving Pork Loin Roast and Seasoned Chicken Breasts (both of them baked) as well as sides of macaroni salad and potato salad. We'll also have some wine, beer, sodas and water. If you plan on attending and would like to bring another side dish, snack or a

desert, it would be most appreciated. Please RSVP by phone or e-mail by Saturday, April 9th if you plan to attend, so we can plan to have adequate amounts of meats and side dishes, etc.

RSVP to: Jim Wagner, phone: 650 341-0211, e-mail: jamesuu@comcast.net

DIRECTIONS to the: Spring Fling Patio Party: If you have a problem with directions on the day of the event, call Jim Wagner's cell: 650-393-0642.

From the East Bay:

From I-880 North or I-880 South take State Hwy 92 West to cross the Bay on the San Mateo-Hayward Bridge.
From State Hwy 92 West, take the Foster City Blvd off ramp south. Remain on Foster City Blvd until it ends at the T-intersection with Beach Park Blvd. Turn left on Beach Park Blvd and continue on to 1271 on the left side of the street. You will see a tall palm tree in front of 1271.

From the West Bay:

From US 101 North or US 101 South take State Hwy 92 East toward the San Mateo-Hayward Bridge. Make a right at the last exit before the bridge, Foster City Blvd. There is a quick left and then a quick right to access Foster City Blvd proper. Remain on Foster City Blvd until it ends at the T-intersection with Beach Park Blvd. Turn left on Beach Park Blvd and continue on to 1271 on the left side of the street. Again, you will see tall palm in the front yard of 1271.

Please park along the levee side of the street across from 1271 Beach Park. Move the orange cone to the rear of the last car in the row. Exercise great care crossing the street. Some of the locals seem to think the 1200 block of Beach Park is akin to the Indy Speedway.

***Editor's Note:** For those of you with a long memory, Jim & Robert Wagner first hosted a Patio Party in April 2010 at Robert's home. Again on July 2013 Jim hosted a world class patio party. They were both first class events with gourmet quality food and drink served with warm hospitality. This is another one of those "Don't Miss It" events. Enuf said!*

BLACK DIAMOND MINE TOUR - SATURDAY 3/12/16

By Vern Hance

Well we did it and lucked out on the iffy weather by dodging the main rain of the week-end.

We can count seven adventurous people who turned out for this not-so-car-related event. Participants included Steve & Rosalie Rhodes, Vern & Carol Hance, James & Robert Wagner and Tom Wallters. Unfortunately my calculations of the 75-foot uphill altitude change to the Visitor Center failed to recognize that the 1/4 mile hike included several of these up and down altitude changes. Thus, this little reality caused Jim & Robert to reject the climbing challenge and return home.



Here's Tom walking down toward the Mine Entrance with the Rhodes way ahead

As my penance, I put together photos taken by Rosalie Rhodes along with some of mine to create a video/slide show narrative of our visit to the Hazel-Atlas mine. You can see it on YouTube by going to our website at the Photo/Video section.

Actually, I thought the displays and mine tour were more interesting than I expected. We had a very friendly and knowledgeable tour guide and the Park

Rangers were very helpful. They allowed Carol (who now walks with a cane) to ride in their pickup truck to the Visitor Center and also provided a SUV ride down from the Visitor Center to the mine entrance and finally a Golf Cart ride back to the parking lot. The beauty of the brilliant green hills also added to the pleasure.

And I got some positive feedback from others that it was a worthwhile outing.



Above: Rosalie, Carol, Steve & Tom, ready to do the Mine Tour

REMINDER - OTHER APRIL EVENTS OF INTEREST

• April 3, 2016 - April Fools Rallye, Santa Rosa. Organized by Empire Sports Car Assn

The Empire Sports Car Association (ESCA) is presenting its 52nd Annual April Fools Rallye on Sunday, April 3, 2016. The rallye is an AB variety type, and, as always is geared to the beginner. The route will be less than 45 miles long and runs on some scenic country roads. There will be a short rallye school at 11 am before the rallye, for all those new to rallying. This rallye will be another high quality ESCA event!

This year's rallye will, again, be a charity event, with the profits going to Canine Companions for Independence®.

Registration 10:30 - 12:30 at Snoopy's Home Ice, 1667 W. Steele Ln, Santa Rosa, CA. Cost \$18/car. More info at <http://www.sonic.net/~thebeard/>

• April 16, 2016 - AHA Annual Show at Nethercutt Museum, Sylmar, CA

The AHA "Fun Under the Sun" car show is in its 37th Year and will be held again at the Nethercutt Museum, 15151 Bledsoe Avenue, Sylmar, CA 91342. We have recently been represented at this show by several NCKCC members including Gary O'Connor, Jim Smith, Steve Rhodes and others that I'm not aware of. More info and registration forms available at www.replicarclub.com

THE ACCC SUPPORTS SB 1239 BY TED GAINES

Rex Roden, President of the Association of California Car Clubs (ACCC), thanked Senator Ted Gaines (R-Roseville) "for standing up for the thousands of classic car collectors in the state."

Roden said his group strongly supports SB 1239 by Senator Gaines. It would change the present smog inspection exemption for classic cars from 1975 & older to 1980 & older model year vehicles. According to Roden, "The Legislature has previously recognized that annual smog checks should not be required for autos that are so old that virtually all remaining vehicles are owned and operated as collector and classic cars.

Prior to 2004, there was a thirty year rolling exemption – that is, any vehicle whose model year was older than 30 years were exempt from the annual smog inspection. In 2004, the Legislature moved the exemption date to 1976.

"As collectors of older model cars, the Association of California Car Club members believe the 1976 date is arbitrary. There are models built after that date that are still popular to this day such as late seventies and early eighties Corvettes, Mustangs, and Mopars.

There are few of these cars left that were built thirty years ago, but they are well maintained and driven sparingly.

These type of vehicles are normally insured with collector insurance and have mileage restrictions dictated by the insurance company and have little or no negative impact on the environment.

ACCC estimates that there are about 162,000 vehicles with model years covered by this bill. Compared to the roughly 27 million motor vehicles in California, this bill will provide an exemption for just over one-half of one percent of vehicles on the road today."

"Classic and collector cars are a unique part of California's history. SB 1239 is a common-sense way to encourage that these vehicles remain in display for all to see."

Requiring a costly smog inspection only adds to the already high cost of owning and maintaining such a vehicle and feel that it's purely a revenue collecting regulation. We know from frequent hobby surveys and from the most recent Historic Vehicle Association Economic Impact Study that the average historic vehicle is driven less than 1000 miles per year. Using the carbon footprint calculator on www.carbonfootprint.com, this low annual mileage combined with the rough average of 15 mpg fuel efficiency for the average historic vehicle translates into a carbon footprint of only .3 metric tons* of CO2 per year.

That's less than the average charcoal barbecue grill!

In 2009, researcher Eric Johnson studied the carbon footprint of charcoal grilling and determined that charcoal grills have a carbon footprint of approximately 1 metric ton of carbon emissions per year. Johnson is a chemist and the director of Atlantic Consulting in Zurich, Switzerland.

The Association of California Car Clubs represents more than 250 car clubs and over 10,000 collector vehicle hobbyists statewide. We cannot get this bill passed without your support...Please contact your representatives in both the Senate and the Assembly to voice your support for SB1239.

Not sure who your representative is? Go to <http://findyourrep.legislature.ca.gov/>.

Contact Rex Roden at accpres@gmail.com with questions or for more information.

SEMA UPDATE: California Bill to Exempt Pre-1981 Vehicles from Emissions Inspection Requirement to be Considered on April 12, 2016

Legislation (S.B. 1239) to exempt all motor vehicles prior to the 1981 model year from the emissions inspection requirement will be considered by the Senate Transportation and Housing Committee on April 12, 2016. Current law requires the lifetime testing of all 1976 and newer model-year vehicles.

You Can Shape the Course of This Proposal:

Go to <http://findyourrep.legislature.ca.gov/>.

EPA CLARIFIES STANCE ON ROAD-TO-RACECAR CONVERSIONS

Tuesday, 09 February 2016
By Mark Glendenning

The Environmental Protection Agency has issued a clarification in response to claims that it is proposing a ban on converting road vehicles into racecars.

The Specialty Equipment Market Association (SEMA) [issued a statement on Monday indicating its intention to fight an EPA proposal to change the wording to the Clean Air Act](#) as it applies to the installation of aftermarket parts that might circumvent stock emission-control devices.

But in a separate statement released to the media today, the EPA said that the proposed change is merely intended to clean up the wording of an existing law:

"People may use EPA-certified motor vehicles for competition, but to protect public health from air pollution, the Clean Air Act has – since its inception – specifically prohibited tampering with or defeating the emission control systems on those vehicles," the agency said in its statement.

"The proposed regulation that SEMA has commented on does not change this long-standing law, or approach. Instead, the proposed language in the Heavy-Duty Greenhouse Gas rulemaking simply clarifies the distinction between motor vehicles and nonroad vehicles such as dirt bikes and snowmobiles. Unlike motor vehicles – which include cars, light trucks, and highway motorcycles – nonroad vehicles may, under certain circumstances, be modified for use in competitive events in ways

that would otherwise be prohibited by the Clean Air Act.

"EPA is now reviewing public comments on this proposal."

There is no wording in the proposal to outline how the rule might be policed and breaches penalized, and RACER is awaiting additional details regarding what sort of vehicles or circumstances might be eligible for exemption. Current modified-production racing takes place under the existing wording of the rules without any EPA intervention.

Even so, the reworded law – if passed – will not go into effect until 2018, and will not be retroactive. Consequently, current race-modified production cars appear unlikely to be affected either way

CASTELLO DI AMOROSA TOUR & WINE TASTING - MAY 22, 2016

Mark your calendars and send a check to reserve your spot for our repeat visit to this interesting Castle and Winery located at 4045 St Helena Hwy, Calistoga, CA 94515

I have made reservations for 10 people to take the 11:00 a.m. tour. This will include a guided tour through the Castello followed by a tasting of 5 of their Premium Wines in one of their private tasting bars. All tours feature a barrel tasting and include a complimentary tasting of their current releases. Tours are approximately 1-3/4 hours in length; the walking portion is approximately 60 minutes

followed by 45 minute private tasting of their handcrafted Italian-style wines.

The cost is \$40 per person so I'm asking you to send checks payable to NCKCC for the correct amount. I had to secure the reservation with a credit card, so that is why I'm asking you to pay in advance.

It is also important that you make your commitment soon so that if we have more than 10 people I can add more people to the reservation. Also if we have less than 10 people I need to reduce the reservation early to avoid a penalty.

We did this tour back in May 2010 and it was well attended and highly rated. If you would like a video sample of our 2010 visit go to YouTube - search for "TheNCKCC". I will also try to get it back on our www.nckcc.com website, so check there first at the 'Photo/Video' sidebar.

U.S. DEPARTMENT OF JUSTICE SUES VW

The DOJ complaint alleges that nearly 600,000 vehicles equipped with diesel engines (counting 3.0-liter Audi and Porsche diesels) contained defeat devices which impaired the engines' emission control systems and exceeded the EPA's standards. The Department of Justice claims that VW violated the Clean Air Act by installing and selling vehicles equipped with these defeat devices. "VW's illegal defeat devices have resulted in thousands of tons of excess NOx emissions in California, a state where more than 12 million people live in areas that exceed air quality standards set to protect public health," said CARB Chair Mary D. Nichols. "The California Air Resources Board is fully coordinating its investigation with the federal EPA and DOJ to address the environmental harm VW has caused."

The filing of the suit raises the possibility VW may face greater-than-contemplated damages in the U.S., even after European authorities agreed to the technical fixes proposed by the automaker. The suit itself, however, does not relate to the future acceptance or rejection of technical measures that VW has offered to U.S. authorities, so an approval of a technical fix is unlikely to affect the suit itself since the violations, by the DOJ's assertions, occurred in years prior.

The DOJ claims that VW 2.0-liter engines emitted up to 40 times the federal standard, while 3.0-liter



engines emitted up to nine times the federal standard.

The suit itself, which was filed in the Eastern District of Michigan and which will be transferred to the Northern District of California, seeks injunctive relief as well as civil penalties.

"Car manufacturers that fail to properly certify their cars and that defeat emission control systems breach the public trust, endanger public health and disadvantage competitors," said Assistant Attorney General John C. Cruden for the Justice Department's Environment and Natural Resources Division. "The United States will pursue all appropriate remedies against Volkswagen to redress the violations of our nation's clean air laws alleged in the complaint."

The California CARB and Federal EPA use of scathing language shows how big VW's problem has become. The California Air Resources Board late Tuesday said it had rejected Volkswagen's proposed fix for bringing its 2-liter diesel engines into line with emission limits. The move increases the likelihood that VW will have to buy back hundreds of thousands of vehicles that breach U.S. limits on emissions, substantially raising the cost of rescuing its reputation in the U.S.

The Volkswagen AG CEO had made a mess of his first official appearance on U.S. soil recently by telling NPR that VW didn't lie to regulators about the emissions performance of its diesel engines and saying that its failings were technical, rather than ethical. He subsequently backtracked on those claims in a hastily-arranged second interview with NPR. It's unlikely that Müller's slip prompted the CARB's decision to reject its plans, but it may have had some bearing on the language in the CARB's communications to the German company, which was raw and verging on contemptuous, a reflection of how strained relations between the two have become.

The CARB said it was rejecting the proposed repairs because they "lack enough information for a technical evaluation," and "do not adequately address overall impacts on vehicle performance, emissions and safety."
"Volkswagen made a decision to cheat on emissions tests and then tried to cover it up," said CARB Chair Mary D. Nichols. "They continued and compounded the lie and when they were caught they tried to deny it."

In a separate letter to top executives at Volkswagen of America, CARB's head of emissions compliance and automotive regulations Annette Herbert said that VW's proposals were "incomplete, substantially deficient and fall far short of meeting the legal requirements to return these vehicles to the claimed certified configuration."

Editor's note: So, the war goes on against VW. I have been looking for numbers to describe the claims of "up 40 times" times the Federal standard. I presume they are talking about NOx but nobody has published any numbers or test conditions under which these shocking results were obtained.

I hope you are not a VW stockholder. The stock hit a high of 222 Euros on June 1, 2015. It dropped to 94.5 Euros on November 2, 2015 and is bouncing around 100-120 in February and March. That low in November would represent a 57% decline in VW's value. The power of regulators is pretty impressive!

As I wrote in my January NCKCC News article, I still think the driver's right foot is the most significant 'defeat device'. This is probably why no solid numbers or test conditions ever seem to be published.

If anyone finds any such data, I would like to see it. Meanwhile the war of words goes on.

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