

THE
KIT CAR SUN
Published monthly by the Northern California Kit Car Club



This Ferrari GTO replica belongs to new member Franz J. Rehfeld and took the 2nd Place trophy in "Specialty Class" at the Bethel Island 50s Bash. Franz joined our club at the Bethel Island show and has already registered it for our September Handcrafted Automobile Concourse at San Leandro.

ACTIVITY NOTICE

- August 8, 2001 - Handcrafted Auto Concourse Planning Meeting. (Page 3)
- August 11, 2001 - Hot August Niles car show in Fremont. (Page 4)
- August 18, 2001 - San Francisco-No Hills Rally" (Page 4)
- August 19, 2001 - Pebble Beach Concours D'Elegance (Page 5)

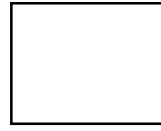
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INTERNET: (Two linked Locations)
www.kitcar.com/club-nckcc/home.html
<http://ourworld.compuserve.com/homepages/nckcc>

To:



BETHEL ISLAND 50s BASH JULY 21 & 22, 2001

By Vern Hance

This was a pleasant show to attend. The weather was perfect in the mid-80s, we had our nice shady spot of past years and we got a lot of attention from appreciative onlookers, as you can see below.



We started with seven cars on display but soon were found by Franz Rehfeld, who brought his Ferrari GTO replica, and joined our club on the spot. Not only that, he was the only kit car to take home a trophy. (See cover photo)

The first highlight of the day was the first public appearance of Steve & Mary Ellen Bales newly completed Heritage Mercedes 500K. The metallic dark green fenders set off the silver-gray body like a true classic. We were all pleased to see how well it came out after Steve's struggles to obtain missing parts to complete the car. Steve had a position, next to the street (photo above right) and helped to attract many spectators to our display.



We thank the following people who displayed their cars and helped draw some attention (about 100 flyers were picked up) to our San Leandro Show: Steve & Mary Ellen Bales (M-B 500K), Vern Hance (M-B 500K), Dave Jones (Cobra), Chuck Maddux (M-B 500K), Dave Mireles (Frazer-Nash), Franz Rehfeld (Ferrari GTO), Marty & Bette Rosenthal (Kurtis 500S) and Jim Standiford (Jackrabbit).

Other photos will be scatted around the newsletter as space permits.

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The Kit Car Sun is published monthly by the Northern California Kit Car Club. Opinions expressed by authors should not be considered the position of the club. We are a non-profit educational organization and as a club do not intend to influence legislation.

2001 CALENDAR OF EVENTS

August 11, 2001 - Hot August Niles car show in Fremont. Pre-register by July 11 for \$18 or \$20 later. A low-key fun show to attend. Call Vern 925-938-1442 to request a registration form.

August 18, 2001 - San Francisco "No Hills" Rallye. Chuck Maddux and Paul King have vowed to recreate this rallye for us. (See page 4)

August 19, 2001 - Pebble Beach Concours 'd elegance. (See page 5)

September 8 & 9, 2001 - NCKCC's **Handcrafted Automobile Concourse** in San Leandro. Registration forms available at <http://ourworld.compuserve.com/homepages/nckcc/Show2001.html>

September 15 & 16 Cool September Nights at South Lake Tahoe. Contact Tom Wallters for more info.

October 12-14, 2001 - AHA-AKCC Club Sandwich, Laughlin, NV. 1-800-835-7903 for reservations.

October 13, 2001, - Bay Area Wine Tour arranged by Leanne Jones.

November 4, 2001 - Annual Brunch at Gabbanio's in San Francisco.

WELCOME NEW MEMBERS

Franz J. Rehfeld lives in Atwater, CA, 209-357-5961, and drives a Ferrari GTO (Alpha GTO) replica powered by a Chevy 400 cid and turbo-hydrumatic 400. All of this is tucked into a Datsun Z-car chassis. The car was originally assembled by the Alpha GTO factory. Franz is interested in every type of club activity and discovered us at Bethel Island.

Jim & Teena Locodo live in Walnut Creek, 925-930-0215, and drive a potent vintage Kellison powered by a 350 Chevy and auto tranny. The car is built on a 1960 Corvette chassis with a 102" wheelbase, but it is much lighter than the original Corvette thus improving its acceleration characteristics. Jim wants to find a new home for the car which is listed in our cars for sale section. (you can see several views of the car at <http://kellisonpage3.homestead.com/locodo~main.html>) The car is vintage race eligible according to Jim.

Welcome Aboard ! To these new members and we look forward to seeing you at our club activities.

FOR SALE

BRADLEY GT-II Partially completed kit with seats, glass instruments, upholstery and all parts. VW engine & chassis included. Orig. white gelcoat good condition. \$1,000 o.b.o. Call Robert Freitas (510) 656-6293 (4/99)

COBRA Lonestar, titled CA, 1967 roadster, tube steel, 4 link adjustable powder coated frame, 351W, 420hp, new T-5 and traction lock rear, 3.55 gears, Drt alum. heads, MSD, Griffin radiator, electric fan, overdrive pulleys, wing/visors and heater/defroster, zinc coated pipes, chrome bumpers and roll bar, PPG Black w/ Silver stripes and clear coat, Halibrand/Eagles. \$45,000, Call Dan @ 408 926-0337 or danandpam@yahoo.com (7-00)

FERRARI DAYTONA convert. Corvette based with everything new or rebuilt. Rouso Red, cream & black interior. Engine & trunk detailed. Correct wheels, show quality, AT, PS, PB, AC, PW, PD, computer installed for remote operation. Anti-theft anti car-jacking system. Less than 3yrs old. Call Bill Landers 925-689-1325. **Reduced to \$30,000** (8/99)

FERRARI 308 replica on '86 Fiero fitted with Quad 4 engine by Joe Huffaker at Sears Point. **Reduced to \$10,500** o.b.o. Ken Krohncke 707-374-5119 (7/01)

FORD Pinto engines, complete. Two 2.0L and one 2.3L with 4-speed tranny. Priced \$75 - \$250. Call for details. John Caviz 510/769-1123 or Larry Lee 925/689-9226. (4/01)

'37 JAGUAR SS-100 '67 VW 1600 engine and chassis. British racing green. Two tops; 1 black, 1 white, including side curtains. **Reduced to \$3,500** o.b.o. Call Harlie Koontz, 916-487-8002. (5/00)

KELLISON J-6 built on 1960 Corvette chassis with 350 Chev engine and turbo-hydrumatic tranny. California licensed since 1963, vintage race eligible. E-mail Jimat showdown@ricochet.net or call 925-930-0215. <http://kellisonpage3.homestead.com/locodo-main.html> has several photos. (8/01)

MERCEDES 500K 4-PASSENGER. This all metal replica was built by H.T. Price with leather interior,

400cid Ford power, auto tranny, A/C, stereo/cassette, wood steering wheel. Call Diana 909-626-4652 or write 1676 Elaine St, Pomona, CA91767-3610. (11/00)

MERCEDES 500K PARTS - For Heritage: 2 steel grille shells (unchromed). For Classic Factory 500K: (1) brass hood star emblem + (2) bases, (4) door latch plates, patterns for tall tail light bases and side window frames. Also windshield frame patterns for 4-pass 500K. Call Diana (909) 626-4652 or (219) 291-0274. Write 1676 Elaine St, Pomona, CA91767-3610. (11/00)

MERCEDES 500K (Marlene) replica. Soft and hard tops, 17,000 miles, pwr brakes and steering, 351 V-8, Blaupunkt radio/CD player, anti-theft alarm. Excellent condition. **Reduced to \$15,000.** Maury Schwarz 415-931-7501 or 925-938-8331. (6/00)

MERCEDES replica of 1929. Manufactured by Bradley Automotive. '67 VW engine + 4-spd tranny. 2,870 miles on speedo. Asking \$5,500 or best offer. Tony Goyeneche (510) 351-1195. (7/01)

MERCEDES SSK 1929 replica by CMC. Burgundy & white, 302 Ford V-8 with C-4 Auto tranny. 5,000 miles on speedo. Change in lifestyle forces sale. \$25K invested, asking \$12,000. Consider trade. Ray Ehrgott 775-246-9051.

STERLING powered by '63 Buick 3.8 liter V-8. Fast, reliable, smog legal. White w/ brown interior. Removable sunroof, stereo, CB. Gorgeous, one-of-a-kind looker. Ya gotta hear the engine snarl. Excellent condition. \$6,995. Roy Yates 650-365-1909. (2/01)

NEW VIDEO of 2001 AHA Knott's Berry Farm Show \$12 postpaid in U.S. Send check or M.O. to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598 (6/01)

WANTED

DONER CAR for Gazelle kit. Prefer '74-'80 Pinto or Bobcat or '74-'78 Mustang II with auto tranny. Call H. 'Buck' Rodgers 925-937-5181. (12/00)

Assembly Manual for 1929 Mercedes SSK replica by Fiberfab or CMC for Pinto front engine car. Call Glenn Amsberry at (925) 825-1955

More pictures from Bethel Island: Upper photo shows the Rosenthal's Kurtis 500S.

Lower photo shows the Jones' Cobra

**SAN LEANDRO SHOW
PLANNING MEETING**

Leanne Jones has announced that a planning meeting for the September 8 & 9, 2001 Handcrafted Automobile Concourse will take place at 6 p.m. on August 8, 2001 at

Chevy's Fresh Mex restaurant in San Leandro.

The restaurant is located at 312 Bay Fair Mall. (phone 510-276-0962) From looking at a San Leandro map it appears to be close to the Bay Fair BART station, a transportation possibility. Driving directions are as follows:

From San Jose:

Take I-880 (North)
Exit at Hesperian Blvd.
Bear right (North) onto Hesperian Blvd
Turn right (East) onto Bayfair Dr.
Turn right (S.E.) onto Bayfair Mall

From Concord:

Take I-680 (South) to I-580
Take I-580 (West) merge left to I-238
Exit I-238 at Mission Blvd and go north
Left at Fairmont Drive
Left at Bayfair Way to Bayfair Mall

From Oakland:

Take I-880 (South) to Washington Blvd exit.
Go north on Washington to Halcyon Dr.
Turn right (east) on Halcyon Dr. which becomes Fairmont Dr. at Hesperian.
Continue on Fairmont.
Go right on Bayfair Way into Bayfair Mall.

The meeting is open to all who wish to participate in helping to make our 19th annual show a well organized success.

If you have questions, please call Leanne Jones at 510-471-6411 or E-mail at: leannejones@southernwine.com

"NO HILLS" 'ROUND THE CITY RALLYE

By Paul King & Chuck Maddux

Y'all come to the San Francisco "No Hills" Rallye, Saturday, August 18th.

We will gather on the San Francisco waterfront at the parking lot just north of the Ferry Building on the Embarcadero (look for the "Pier One Deli" sign on the first building north of the Ferry Building). We would like you to arrive between 10 and 10:30 AM to receive your instructions and trivia question sheet. We will send you off one car at a time to navigate the city and return to Houston's on the Embarcadero at about 2:30 PM.

Since this is not a timed rallye (4+ hours allotted) you are encouraged to stop and smell the flowers whenever the mood strikes you. It is advised that you have a navigator aboard to read the driving instructions and help answer the many questions. (You both will be of good humor before **and** after the Rallye). It is a **fun** event and there will be a prize, at the conclusion of the Rallye, for the team that has answered the most questions correctly.

Your instruction sheet will help you find the parking area at Houston's. They are graciously paying \$110 for our use of a special lot for our cars, adjacent to the restaurant.

Since the weather is always unpredictable in the city, layered clothing is advised.

Please call either Paul, (925) 938-3035 or Chuck (707) 745-4361 if your planning on coming. We really would like you to come join us for a great day in San Francisco.

Driving Directions:

For people coming across the Bay Bridge and up 101 from the south: Take the Fourth St. off ramp and follow the signs to The Embarcadero. Turn left in front of the Ferry Building to the parking lot.

From the north: Come across the Golden Gate bridge and follow The Embarcadero to just before the Ferry Building and turn left into the parking lot. (If no left is permitted, make a U-turn at the next light in front of the Ferry Building)

HOT AUGUST NILES

The "Hot August Niles" show is August 11th from 10 a.m. to 3:00 p.m. It is a relaxed, low key show with a variety of new and old cars. There are some awards by merchants but nothing to die for. Registration is \$20 after 7/11/01. The location is in a pretty area of Fremont with hills to the east forming a nice backdrop. If you want a registration form call Vern or the Niles Merchants Ass'n (510) 794-7479.

CLUB SANDWICH REMINDER

by Tom Wallters

The Club Sandwich is coming up October 12-14 IN Laughlin, NV. This show gets a good turnout from both the AHA and Arizona Club. It affords a good opportunity to schmooz with the car folks and enjoy Laughlin's casinos, shopping malls, river activities, low prices, etc.

While this is a bit of a long, boring drive, it can be done in a day. Irene and I showed "the beast" there twice. This year we will skip the drive and instead -- fly to Las Vegas, rent a car and drive to Laughlin.

We will stay overnight in Laughlin to take in the show and other Laughlin sights and attractions. Then we return to Las Vegas to spend Sunday evening and Monday catching up on all that has changed since our last visit.

The Club Sandwich has a special rate at the River Palms Resort - though I found out you have to stay Friday and Saturday to get the special rate. Since the standard rate is dirt cheap anyway, its no biggy. Call 1-800-835-7903 for a reservation and ask for the Club Sandwich.

Their flyer shows car judging Saturday Noon and Award Presentation at Sunday Brunch.

Let us know if you are going.

KIT CAR SUN NOW ONLINE

In an effort to keep our satellite website up-to-date the newsletter is now online at <http://ourworld.compuserve.com/homepages/nckcc> It is in PDF format which means you can download and print it regardless of the computer platform you have. One benefit is that you can see the photos in color, which is prohibitively expensive for the printed version. The newsletter posting starts with the June 2001 issue.

MORE BETHEL ISLAND PHOTOS

Dave Mireles Frazer-Nash and Jim Standiford Jackrabbit were on display on July 21st.



Below: Top view showing fill tube and fuel line fittings. The fill tube location was chosen to maximize usable trunk space.



A fill plate in anything other than the center top meant that the fuel cell would need to be custom made. My expectations were clearly set by the retailer that it would take at least four weeks for the fuel cell to be manufactured and delivered. He was wrong and I was pleasantly surprised. A week and a half after ordering, a large box showed up on the doorstep. Yes, contrary to how it usually works in this hobby, sometimes things do happen quicker than expected.

Overall, progress on this project has been slow and steady. That can be annoying when I'm feeling impatient, but overall the satisfaction of building a car from scratch keeps my impatience at bay. My goal is to have the basic chassis complete enough to bring it to the car show in September. I look forward to seeing you all at the show.

COOL SEPTEMBER DAYS

By Tom Wallters

Cool September Days is right around the corner - if you've thought about going - you need to act soon. This is a fun show - you may not win the big trophy but you won't be disappointed. There is lots to do on the show agenda (poker run, mystery run, etc) in addition to the Tahoe attractions (the lake, casinos, scenery, etc).

As you might expect, the weekend reservations fill up quickly in the Tahoe area - if you act soon, you may be able to snag a reservation at the Horizon at the special rate - if not, there are lots of other accommodations in the area - but don't wait till the last minute.

Irene and I will be going up on Friday, returning on Sunday - give us a call at 650-961-8256 if you plan to attend.

A NEW SHOW 9/2/01

It is coming up at the Solano County Fairgrounds in Vallejo. It is billed as the World's Largest Corvette Picnic, but welcomes Fords, Chrysler, Chevys and other cars. It is sponsored by GTMQ Promotions of Pinole and promises prizes starting with a new Corvette. The tickets are \$37 and can be purchased by mail from GTMQ Promotions, P.O.Box 706, Pinole, CA 94564-1318. More info is available in the web at: www.companyontheweb.com/gtmqpro/

PEBBLE BEACH CONCOURS D'ELEGANCE AUGUST 19, 2001

This show is the opposite of a kit car show. Not to negate kit cars and their shows (been there, done that, and still doing that) - but the Pebble Beach Concourc D'Elegance may be in a class by itself - and surely it is among the best of the best. I have been twice and may go again - but I thought you should know about this exquisite exhibition, in case you were not aware that it's coming up.

Those that show their cars are invited to do so - only the best of the best from throughout the world are invited. ALL of the cars are exquisite specimens - most are professionally maintained and displayed.

As you might expect, the snobs are there in droves, in their finery - drinking martinis from stemmed glasses (there is a martini vendor, of course), and smoking fine cigars (there is a fine cigar vendor, of course), and eating quiche lorraine (there is a quiche lorraine vendor, of course). It is grand, beyond description - and you can be a part of it for only \$100 - plus the cost of martinis, cigars, and quiche lorraine. And the parking is free!

If you are concerned about your wardrobe - not to worry - fortunately, Pebble Beach is still in California, where t-shirts, shorts and sandals are accepted - but do bring a sweater or

jacket, just in case.

\$100 just to look! I cannot tell you its worth it - that you must judge for yourself. But for me, there is no ticket I would rather have. My only gripe is about the huge traffic jam this show creates in the Carmel area. I think one can avoid much of this by arriving early. As a side, the last time we went, Irene and I ran into Jay Leno admiring the same car we were looking at! And I do have the picture to prove it. We also saw Jerry Steinfeld. Both Jay and Jerry were showing several of their cars - see how easy it can be to get into the snob thing.

Don't even think about hotel reservations in the area - unless you are willing to sign up for a 3 or 4 day minimum stay at \$300 plus per day.

Tickets are sold by advance reservation only - phone United Way 831-372-8026 or toll free 877-693-0009.

Below: Jim Locodo's vintage Kellison J-6



CHRONICLES OF A HANDCRAFTED AUTOMOBILE

By Joel Heinke

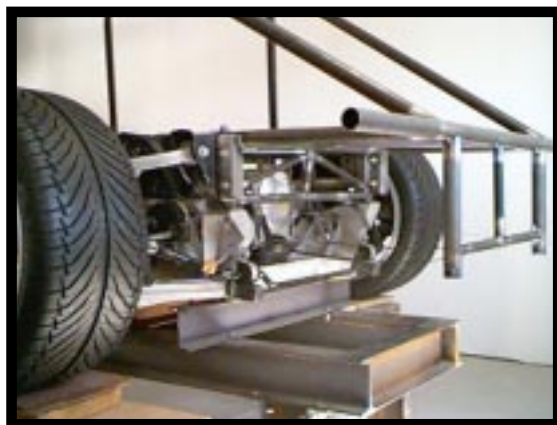
There's an old saying for high performance cars that goes something like, "That car can pass anything on the highway except a gas station." I anticipated that this '62 Ferrari 250GTO replica would give credence to the saying unless an extra measure was taken. One option is using an anemic 4 banger for power but then that doesn't fit the Ferrari tradition. Another cure for frequent gas stops is a large capacity fuel tank. The cost of a fill up may be shocking but at least you can pass up a gas station or two before the gas gauge needle reaches the "E" spot.

I decided to use a 22 gallon fuel cell in this car for the large capacity and for the safety it provides. A fuel cell differs from a gas tank in that it uses a flexible material to form a bladder that in turn is held within a metal container. The bladder materials differ depending on strength and cost. Typically, the stronger the bladder material the more it costs. I chose one in the middle of the strength/cost range that is made of a blend of polyurethane and nylon. The ones made for high speed race cars like NASCAR stock cars use fibers like kevlar instead of nylon. They are also about twice as expensive.

Another option on fuel cells is to have them filled with low density foam. Foam filling

minimizes fuel vapors and helps reduce fuel sloshing. If you recall your chemistry, it's not the liquid fuel that explodes, it's the vapors. Filling the bladder with foam presents a new challenge when it comes to a fuel level sending unit. The sending units used in gas tanks consist of a float on the end of an arm that swings up or down depending on the fuel level. When you fill the space with foam there's no longer room for a float and arm. Not to worry, someone figured out how to make a sending unit that consists of only a probe that extends through a hole in the foam to the bottom of the fuel cell. I'm not exactly sure how it works but like any other new fangled gizmo, it wasn't cheap.

I also decided to go with an internal surge tank. Have you ever been low on gas and have your engine sputter when you accelerate from a stop, only to have the engine race when the fuel sloshes back to the pickup? You know there's a couple of



Above: Finding a place big enough to hold a 22 gallon fuel cell took some careful planning.

gallons in the tank but your car drives erratic while your frantically searching for a gas station. A surge tank helps eliminate this condition while also helping to reduce drawing air into the fuel lines during hard cornering. It's a small container consisting of several trap doors and a special fuel pickup. The trap doors let the fuel in and don't let it slosh away from the pickup when the car accelerates, slows, or changes directions.

Ok, enough about the fuel cell, the next challenge was where and how to mount it. I wanted it near the rear of the car so the weight would be carried by the rear tires. I also wanted it positioned low so the car's center of gravity would be kept low. I decided to mount it under the main frame tubes and use metal straps to hold it in place. The combination of frame tube and roll cage gives a fairly strong platform to suspend the weight of a fuel cell that can carry up to about 140 lbs. just for the gas. I decided to get an aluminum container (about 30 lbs. lighter than steel) for the fuel cell to save some weight.

In thinking it through, it occurred to me that anything put underneath the fuel cell could not be permanently attached or it would not allow later removal of the cell. This complicates things as any support members passing under the fuel cell can't be welded in place. I plan to run a pair of bracing tubes between the rear suspension cradle and the vertical tubes at the rear of the chassis. These bracing tubes are not shown in the pictures as they are still being fabricated.

Below: Fuel cell is held in place using metal strapping material. From this angle, it looks like there should be enough room to run the exhaust under the fuel cell.



To hold the cell in place, I'm using three pieces of metal strapping material. I was quoted \$40 dollars for fuel cell mounting straps which I found to be somewhat out of line cost wise. A trip to a local lumber yard resulted in some good strapping material and the price was right; free. The material is 1.25 inches wide and was used to bind a very large pile of lumber together. I'm sure the tensile strength for this material far exceeds that necessary to carry the weight of a full fuel cell and hold it in place.

I was able to designate a custom fill plate location at no extra cost. It is located on the drivers side as the GTO has the gas cap located on this side between the rear window and trunk. The plan is to have as direct routing as possible for the fuel cell fill tube. Hopefully there will still be room for a spare tire and some luggage.

(continued on page 8)