



NCKCC News

Handcrafted Automobiles

August 2015

Volume 33 No. 8



Chuck Maddux & Robert Wagner, ready to start the July 3rd Benicia Torchlight Parade

UPCOMING EVENTS

- August 1, 2015 - Calif. Auto Museum visit, Car Show and Cruise
- August 15, 2015 - Niles "Hot August Niles" Car Show
- September 5, 2015 - Clayton Derby & Car Show, Clayton, CA

FROM THE PREZ

By Jim Wagner

I would like to thank Chuck Maddox for sharing his beautiful "ride" (his Mercedes 500K) with my dad in the Benicia July 3rd Parade. At age 92, it was his first ever opportunity to ride in an Independence Day parade. He was smiling for days! Thanks again Chuck!

Well, August is here and that means summer will soon be over, however, there are still a couple of "car things" to do in August.

First, literally **August 1st**, is the **California Auto Museum** visit, Car Show and Cruise. Be sure to contact Vern soon if you are planning to attend. Info for this Cal Auto museum event was in the July issue of this newsletter.

Second, there is the "**Hot August Niles Car Show**" on Saturday, **August 15th** from 9AM to 3PM. There's always plenty to see and eat in the downtown Niles shops and restaurants and cars the length of their main street.
Web Site: <http://nilesmerchants.com/home.html>

This year, unlike years past, the plan for the annual NCKCC Car Show usually held in September is still in a state of flux. Our Club officers are in discussion over several possible venues for the show. All venues under consideration would be one day shows. A return to the Oakland Aviation Museum would be one venue and a probable first choice. Another new venue might be at the Blackhawk Automotive Museum. There are other possibilities as well. A decision will be made in early August as to the final location. Vern will have more info about our show in the newsletter available in early September.

Take care, I be attending the "Hot August Niles" Show and hope to see y'all there,

Jim W

BENICIA TORCHLIGHT PARADE & DINNER

By Chuck Maddux

Our annual participation in the Benicia Torchlight Parade took Place on July 3rd. Unfortunately there was only one of our cars in the parade this year. Chuck Maddux had his 500K Mercedes Benz tricked out with 4th of July flags and other decorations and had Bob Wagner, our club's oldest war veteran, riding shotgun. The car & Bob got a lot of attention, as usual, by the admiring crowds along the parade route.



Club President Jim Wagner and Editor Vern Hance also cheered us on from the sidelines.



Before the parade we met at Chuck & Suzanne home for goodies and drinks. After the parade the gang proceeded to the Union Hotel (below) for a great dinner & conversation. It was a small turnout, but a good time was had by all.



Sorry you missed the fun! maybe next year.

RODS TO RAILS CAR SHOW - JAMESTOWN, CA - JULY 25th

By Dave DeCato

This is a new show for our club to attend, however the distance and early departure made our club showing somewhat limited. The NCKCC group was represented by Dave & Joyce DeCato who brought their '34 Ford Sedan Delivery and Jim & Joyce Smith with their Cobra (unfortunately we did not get to sit with them due to bad timing).



There were 5 cars from the Brentwood area "Red Caboose" group and Judy & Gene Darab (they exhibited their '42 Plymouth Coupe at our Annual show) got the best "hood ornament" award for their '48 Dodge pick up.

The show was over attended for the space available, but a very nice show, with about 250 cars.

The photos were courtesy of Facebook.

7th ANNUAL CAM CAR CRUISE SATURDAY, AUGUST 1, 2015

If I can get this in the mail and our website soon enough, there is still time to join in for this event. Chuck Maddux is the only known participant so far, so call 707/745-4361 if you're coming. The initial meeting spot and Car Show is in the parking lot at Cal State. In past years this show starts about noon and the cruise to Fulton Street starts at 4 p.m.

Many gorgeous cars will cruise from Sac State to Fulton Avenue on a Police/CHP regulated route with no stops.

This is known as Sacramento's BEST Car Cruise and Show. Spectators of all ages are welcome to cheer Cruisers along the path from Sac State to Fulton Avenue, then walk freely around Fulton to enjoy some summer fun! Cruise begins at 4:00 pm, ending in a car show and music festival 5:00 pm – 9:00 pm on Fulton Avenue.

Cal Auto Museum is expecting over 400 vehicles to participate this year, so bring your cameras! There's a beer garden, food trucks, and live music to celebrate a hot summer day in Sacramento.

You can register your car online at <http://www.calautomuseum.org/product/2015-car-cruise/>

This website is a bit confusing but it appears that the total fee is \$49, (July 18 bargain rate deal has expired) for which you get one free T-shirt.

CAR BUILDER - JUL/AUG ISSUE AVAILABLE NOW

The latest Car Builder issue is available at the following website www.kitcarclub.com

You can download a .pdf version and start your own digital library.

Some of the 'Kit Car' related shows are covered, such as:

London, Ohio Cobra Show page 66

Carlisle Kit & Imports Show page 39

Mid-America VW Show page 94

Stoneleigh, U.K. Kit Car Show page 134

ACCC WARNS TO OPPOSE SB-16 & SB-8

By Rex Roden, President ACCC

Senate Bill 16 raises gas taxes by 10-12 cents a gallon and raises the car tax by \$35 per vehicle.

The effect: The average miles driven per year by the typical California driver is 12,000 miles per year. Let's say that the average driver averages 20 miles per gallon...The additional cost per vehicle will be in excess of \$100.00 per year. The average California family owns 2 vehicles per household so...Get ready to pay an additional \$200.00 per year.

Senator Beall, author of SB16 states that California needs this additional tax to fix the roads. Well I wonder what happened to the millions of dollars that were stolen from the highway accounts that were originally collected to fix the roads and never repaid!

Senator Beall states in his bill that the highway account's funds will be repaid by 2019. I have heard that song & dance before. In addition, a good portion of the money collected from this bill will go to the General Fund to fund politician's pet projects like the "Train To Nowhere".

Governor Brown has boasted about the 4 Billion dollar surplus in California which will soon be 5 billion dollars thanks to another tax increase on fuel from "Cap & Trade Auctions" which went into effect January 1, 2015. Let's use this money to fix the roads and if there's any left over the politicians can use that for their pet projects.

Oh, we must not forget the new proposed tax increase on services, i.e. SB8. This is a new tax on services or labor. For example, you have the brakes fixed on your car and the cost for repairs is \$200.00 in parts and \$400.00 labor or a total of \$600.00. If SB8 passes you will be charged an additional tax on the labor of up to 8% or an additional \$32.00 that you did not pay before. Another really good example for car guys & gals is body & paint work on your collector car. A \$10,000 paint job is usually about \$2000.00 for paint and materials and \$8000.00 labor. This will add up to an additional tax on the labor of approximately \$640.00 that you did not pay before.

The politicians in Sacramento have gone completely tax crazy. California already has the highest tax rate in the U.S. and they want more. When will this craziness end? It's time to let your representatives in both the Senate and Assembly know that you are opposed to any new tax on fuel; on cars; and on services. Call or write your representative today! Not sure who your rep is? Go to <http://findyourrep.legislature.ca.gov/>.

This is urgent, so don't delay, do it today!
Thanks, Rex Roden - President-ACCC

HOT AUGUST NILES SHOW AUGUST 15

We have this show on our calendar from our January planning meeting, but I evidently lost the registration form which came in early Spring with the Spring Fever show announcement.

Anyway, thanks to Dave DeCato I will post a copy of his registration form on our website in the "Hotline" section.

Otherwise just show up before 9 a.m. and you will be welcomed to the show. Cost is \$25 up to Aug 1st then \$30.

Here's a new feature: Judging will be completed by 1 p.m. so look for a notification that you received an award left in your car. Then at 2 p.m. you are asked to line up on J Street so everyone can see the award winning cars.

Show runs from 9 am to 3 pm and we expect Jim Wagner and Dave DeCato to attend. Vern will probably bring his camera but no Kitcar. So, let Dave (925/679-1024 decato@juno.com), Jim (650/341-0211 jamesuu@comcast.net) or Vern (925/938-1442 nckcc@astound.net) know if you plan to attend so we can save you a parking space.

CLAYTON DERBY CAR SHOW **SEPTEMBER 5**

This is a nice show on Saturday September 5 in the town of Clayton. It is limited to 270 cars and since it is free the lineup starts early. Here are the details:

SHOW SCHEDULE

CAR REGISTRATION 7:00am to 9:00am

JUDGING & BALLOTING 9:00am to
11:00am.....approximately

SHOW CARS DISPLAYED 9:00am to
1:00pm.....approximately

DERBY CAR RACES 9:00am to
1:00pm.....approximately

TROPHY PARADE Following Derby Car
Races (Ending approx. 1:00pm)

Free Pre-Registration ONLINE at <http://www.claytonderbycarshow.org/>

PLEASE Use the PreRegistration Website only if you are certain you will attend.

This site will allow you to Pre-Register. Pre-Registration is ONLY used for internal purposes; saving you time on the morning of the event and expediting the judging process. You will still need to ENTER or (sign in) at the event when you arrive. It is at this time your car becomes officially ENTERED and you receive your T-Shirt, Goody Bag, Dash Plaque, Window Sticker and will be judged if desired.

Pre-Registering on this site does NOT guarantee a Parking Spot, T-Shirt, or T-Shirt Size, Dash Plaque, Goody Bag nor that contents of Goody Bag will be exact.

Pre-Registration is designed only to expedite our registration process the morning of the event and expedite judging your cars.

What time you ENTER the event will dictate if you receive the above mentioned items. It is possible you could Pre-Register here Online and NOT receive the above mentioned items.

INFORMATION (NEW for 2015)

Different judging format this year---Classes judged with trophies awarded for Best of show, best paint, best engine & more---Also one for furthest driven to get to show

Free coffee, donuts, juice and muffins available during registration. Lunch available at local eateries.

Car Show parking is limited to the first 270 cars (entered at the event).

Spectator parking located on surrounding streets.

If you plan to enter this show, please let Jim or Vern know so we can co-ordinate and arrive at the same time to insure adjacent parking. See page 11 for contact numbers.

THE TYPE 542: PORSCHE'S **STUDEBAKER**

Studebaker-Packard Corporation was in dreadful shape by the start of 1956. Studebaker sales had all but collapsed in the wake of the dramatically different and, alas, disastrous 1953-series models that were still in production. The 1955 model year had been a good one in terms of product acceptance by the public, at least initially, but the effort had been crippled by manufacturing problems that bred some massive quality control lapses. The result was far fewer cars built than could have been sold, a financial loss overall, and car buyers who were beginning to wonder if it was worth considering anything built by the company anymore.

As the cash situation worsened, many interesting engineering ideas fell by the wayside. There was a rush toward fuel injection throughout the industry. Studebaker's engineering staff in South Bend was working on a Bosch and Simmonds system, but the effort was aborted for lack of development money. The same fate befell programs to develop aluminum brake drums, disc brakes, and rack-and-pinion steering. Increasingly, Studebaker engineers were faced with having to make do with what they already had.

The most intriguing might-have-beens were a couple of engineering proposals from Porsche. The company of Dr. Ing. h.c.F Porsche AG was formed in 1931 as "designers and consultants for land, sea and air vehicles," by Ferdinand Porsche. It was Porsche's son, Ferdinand "Ferry" Porsche, though,



about the Porsche prototype that was distinctively European:

"Some excessive vertical shake was noted...There still remains considerable lateral movement and rear-end steering, with undesirable amounts of oversteer noted in moderate to hard cornering. There is uneven tire wear...The car steers quickly, but hard, and requires constant attention and correction for road wander. Cross-winds

and slippery spots make driving tedious and rather dangerous..

"The radiator, grille, hood and deck slopes are quite steep and not in keeping with current American boxy-styling. The car is full width but rather short...It appears small and bug-like due to the sloping hood and squeezed-in rear fender treatment...

"This vehicle has a large amount of technical appeal, but a number of items need refinement to increase its overall appeal as a small car to the average American car buyer...The 1956 Champion or Commander is preferred to the Porsche [Z-87] for American driving..."

So, as might have been predicted, the Type 542/ Z-87 went nowhere. Porsche also proposed a compact car much like the "square-back" Volkswagen that was built in the latter 1960s. It, too, failed to spark much interest in South Bend and that was the end of the fruitless relationship between Porsche and Studebaker.

Editor's Note: This article was found at Bob's Studebaker Resource Website 2015. <http://studebaker-info.org/studeporsche/stude-porsche08.html>

This site has a much longer story that was too long to recap here. Check it out if you are interested. The similarity to the '63 VW Notchback (below) is noteworthy.

who steered the company into becoming one of the world's leading automotive engineering design companies and specialist manufacturer of sports cars. From the time he designed the first Porsche, the Type 356 in 1948, it was Ferry's personal involvement that made Porsche the internationally-renowned company it is today. For fifty years, Porsche has been famed with the general public for its sports cars, but, within the industry, it has also been known for its consulting work with other manufacturers, one of which was Studebaker. In 1952, Porsche had undertaken to develop a prototype for a possible Studebaker sedan. Completed in August of that year, the Type 542 was known around South Bend as the "Z-87" car. It used a 120-degree V6 engine and four-wheel-independent suspension. The engine was designed to be either air- or water-cooled, with air-cooled cylinder heads and water-cooled cylinders. This proved to be entirely too complicated in practice, so the 542 was supplanted by two alternatives 542L (luff/air) for air-cooled and 542W (wasser/water) for water-cooled. A running prototype was built in Germany and shipped to South Bend for testing, but met with a decidedly cool reception. It was not until early 1956, in fact, that Studebaker (by then Studebaker-Packard) got around to seriously considering it. A report was prepared by Studebaker-Packard engineering under the aegis of the director of experimental engineering, John Z. DeLorean. Yes, that would be the same John DeLorean who later built his OWN sports car and, whatever his other failings, DeLorean was, by all accounts, a brilliant engineer. He was also an American in an era when American car people tended to give short shrift to ideas that ran contrary to prevailing practices in Detroit. In this vein, DeLorean's report was highly critical of everything



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FREE PUBLIC EVENT

7TH ANNUAL CALIFORNIA AUTOMOBILE MUSEUM

CAR CRUISE

and show

Vehicles \$39 before July 18
 Register online calautomuseum.org/cruise

4:00 pm - 400+ cars CRUISE
 Sac State to Fulton Ave. ending in a huge car show between El Camino & Marconi

www.calautomuseum.org/cruise

August 1 | Music Headliner "Gig Garcia Band"
 Live Bands, Beer Garden, Food Trucks, Vendor Shopping
 Cruise begins at 4:00 pm | 5:00 pm on Fulton Avenue

THANKS TO OUR WONDERFUL SPONSORS AND PARTNER, THE FULTON AVENUE BUSINESS ASSOCIATION, FOR MAKING THIS EVENT POSSIBLE!

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