



# **NCKCC** News

## Handcrafted Automobiles

December 2006

Volume 24 Number 12

**MERRY CHRISTMAS**



**HAPPY NEW YEAR**

### ACTIVITY NOTICES

January 13, 2007 - Event planning meeting and election at Blackhawk Museum.  
Submit your ideas and nominations to Dave Jones or other officers in writing ASAP.  
(See page 9)

## **OUR ANNUAL BRUNCH**

December 3rd came in as a beautiful sunny fall morning ideally suited to bringing out the kit car. And that's exactly what many of our members did. I saw the Wallace T-Bird, the Bales Mercedes 500K, Gil Somerhalder's 1950 Ford and the Maddux Mercedes 500K all parked within a few yards of the Pleasanton Hotel's front door. (There may have been others I didn't see)

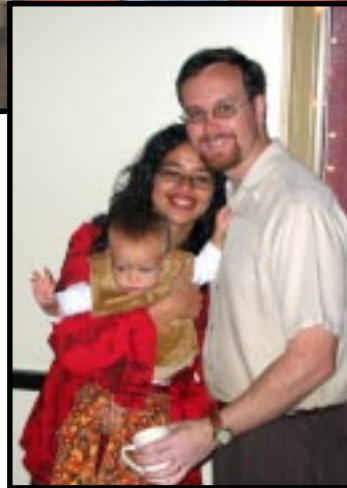
The doors opened at 10 a.m. as our group of 34 (and other diners) filed into the Hotel. Our spot was in a small dance floor next to the bar. (which wasn't open) Thus we had an almost private room for all of our event.

The selection of food was extensive, including custom omlettes, crab, shrimp, roast beef, roast turkey, salmon with capers and extensive salads and deserts. And, of course the champagne (or cider) kept flowing. We were well taken care of by the staff, who kept the glasses and coffee cups full and whisked away the plates from our previous course.

Attendees included new members Dave & Joyce DeCato of Knightsen along with their neighbors, Al & Pat Bello and Gil Somerhalder. Other attendees included Robert & Barbara Boyhaboy, Steve & Mary Ellen Bales, Vern & Carol

Hance, Dave & Leanne Jones and family, John & Marie Knebel, Chuck & Sue Maddux, Marty & Bette Rosenthal, James & Wendy Wagner, Doug & Sandra Wallace, Tom & Irene Wallters and Shane & Carolina Williams with daughter Sophia (less than 2 years old, but attending her second annual brunch).

*Shown below: Clockwise from left - Al & Pat Bello, Joyce & Dave DeCato, John & Marie Knebel, Carol & Vern Hance, Gil Somerhalder.*



*Above: Shane & Carolina Williams with Sophia.*

The concensus among attendees was that the Pleasanton Hotel was a good choice and we thank Leanne Jones for arranging this venue.

Thanks also to John Knebel and Marie for the photos and e-mailing them to the editor.

*Shown below: Clockwise from left - Irene & Tom Walters, Steve & Mary Ellen Bales. And way in back are Bob & Barbara Bohaboy.*



*Below: Marie Knebel liked the Ice Sculpture.*



*Shown below: Clockwise from left - Leanne Jones, Shane Williams, Jones' grandson, Sara and fiance', unidentified Jones' guests.*



*Shown above: Clockwise from left - Doug & Sandra Wallace, Marty & Bette Rosenthal, Sue & Chuck Maddux, Wendy & James Wagner.*

## **FROM THE PREZ**

By Dave Jones

Sorry this newsletter is so late. We have been trying to get the room for our meeting at Blackhawk, and didn't find out until Thursday that a room is available. As you will see in this newsletter we will have a room at the Blackhawk Museum between 1 & 4 pm on Saturday, Jan 13th. Please bring your ideas for the upcoming year with you and please attend, because this is also our officers election meeting.

I thank all of you that attended the annual brunch. A good time and good food was had by all. Announcements were made concerning the upcoming year's activities. For instance, calls have been put into the two major theme parks in our area to see if there is any possibility of having our 25th anniversary show at one of those locations. No responses as of this date. Also, letters to the manufacturers and vendors that attend the AHA show have been sent out as invitations to the 25th Anniversary Show. Again no response as of this date. As you can see we are trying hard to make the 25th edition of our show something different and special. Please contact anyone that you know that has a KIT CAR, is building a KIT CAR or is interested in KIT CARS to come to this show. Also start contacting local mer-

chants in your areas for possible donations of raffle prizes or sponsorships for the show.

In way of other announcements, the Coming Out Party for new members and completed cars as well as all other members, will be held on Saturday April 14th in Ripon, CA. Future details will be announced in upcoming newsletters.

That is all I have for you this month; kind of short and sweet. Hope to see you all soon at the Blackhawk Museum on Jan 13th.

## **WELCOME NEW MEMBERS**

We welcome one new member family this month.

Dennis & Suzy Anderson live in Sacramento, (916) 369-2822, and have made the decision to build a Cobra. Now the tough decisions start, which kit, what features, etc. They are going to need some help, so some of you Cobra guys should give Dennis a call to share some of your experience.

We welcome the Anderson's and look forward to their participation in our club events.

## **LEGISLATIVE UPDATE BY ACCC**

AB 32 (Nunez) Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006

### **SUMMARY:**

This bill would require the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program, as specified. The bill would require the state board to adopt rules and regulations in an open public process to set a greenhouse gas limit equivalent to that in 1990; to be achieved by 2020, as specified. The bill would authorize the state board to adopt a market based compliance mechanism, as defined. It also requires monitoring compliance and enforcing the compliance mechanism. It would allow the state to adopt a fee schedule to be paid by regulated sources of greenhouse gas emissions, as specified. This bill contains other related provisions and other existing laws.

### **ACCC Comment:**

OK, so in 2020, hopefully I will be out of California. We are going back to 1990 levels. I couldn't tell what was really being said because there are no specifics here except there will be Greenhouse Police to monitor and so forth. So, I looked it up. This bill is supposed to reduce reliance on fossil fuels and includes a Climate Action Team from the Governor. It is bipartisan and everyone seems to think it is a good step towards reducing our dependence on

on imported energy sources. I worry that in their ambitions our cars somehow get sucked into these things.

AB386 (Leiber) State employees: memoranda of understanding: State Bargaining Units 16 & 19.

### **SUMMARY:**

This bill would approve provisions that require expenditure of funds agreed on between the state and bargaining units 16 & 19.

### **ACCC Comment:**

We oppose this bill because it is intended to shift SMOG testing responsibilities from the BAR to the Air Resources Board. We expect this would adversely affect consumers and licensees who rely on the BAR's experience and perspective. We think it is a really bad idea.

These are a couple pieces of legislation that were reviewed in the December ACCC newsletter. You can get the full story on ACCC's monitoring of legislation at [www.acccdefender.org](http://www.acccdefender.org)

If you have feeling about some of these legislative items, you should let your thoughts be known to your elected state representatives.

## **SEMA ACTION NETWORK (SAN) SCORE 2006 LEGISLATIVE VICTORIES -**

Here are some excerpts from the Specialty Equipment Manufacturer's Association newsletter that highlight some of the progress that SEMA has achieved.

"With the eyes of government firmly focused on our hobby, lawmakers continue to introduce new legislation that impacts the automotive specialty aftermarket," said Steve McDonald, SEMA's Vice President of Government Affairs. "Our successes in 2006 once again demonstrate the benefits and importance of active hobbyist involvement across the country."

### **STATE ISSUES**

**California Hot Rods:** Working with SEMA, California published an alternate process to emissions test certain hot rods beyond the S.B. 100 exemption enacted several years ago. The alternate process involves certifying the vehicle to its engine configuration. Under California policy, the emissions controls of specially constructed vehicles are determined by one of two separate processes; (1) based on what the vehicle body or engine most resembles, or (2) model year or configuration of the

engine installed. In the first case, a smog test referee compares the vehicle to those of the era that the vehicle most closely resembles to determine its model year. The vehicle's owner can then choose whether the inspector will certify the vehicle per the year of the body or the engine. If there is no close resemblance, the vehicle is classified as a 1960 model year. This program is limited to the first 500 applications for registrations of specially constructed vehicles submitted to DMV each year that meet the criteria. In the second case, the only emissions controls required are those used when the engine was originally manufactured. If a configuration precedes 1966, no exhaust emissions controls would be required. If the configuration precedes 1961, no PCV system would be required. If a range of model years applies to any particular engine configuration, vehicle owners have the option to select the model year of emissions controls to be used. New and rebuilt crate engines fall into this "range of model years" category.

**California Scrappage:** The SAN submitted comments to the proposed revisions to California's motor vehicle scrappage program. In the comments, the SAN supported more stringent vehicle eligibility criteria to help ensure program effectiveness and actual realization of claimed benefits. The group also advised the agency to

exercise caution with the planned use of remote sensing devices to identify gross polluters so as not to target older vehicles. In previous comments, the SAN supported a program change to ensure that program vehicles had been registered for at least 2 years rather than just 4 months as a means to demonstrate that candidate vehicles were actually being driven on a regular basis and contributing to the state's emissions inventory.

**Oregon Specialty Vehicles:** Oregon adopted new Low Emissions Vehicle (LEV) requirements for 2009 model year manufactured vehicles. The LEV standards will exempt newly built specialty vehicles from the state's permanent rules requiring new motor vehicles to meet California's tighter motor vehicle emissions standards. The exemptions are a product of weeks of consultation between state regulators and SEMA. The new regulations will exempt assembled vehicles, replicas, street rods, and custom vehicles from Oregon's LEV standards provided these vehicles are used only for occasional transportation, exhibitions, club activities, parades, tours, etc., and not for general daily transportation.

#### **Looking Ahead to 2007 Street Rods and Custom Vehicles**

Several states introduced versions of the SEMA Street Rod and Custom Vehicle Titling and Registration bill in

the last legislative session. However, legislation in Florida, Massachusetts, New Hampshire, Tennessee, and Virginia was not enacted into law prior to adjournment of the legislatures. Each of these bills is expected to be reintroduced in 2007. This year, the measure will also be introduced in New York by Assemblyman Bill Reilich, who will also begin his term as the new chairman of the State Automotive Enthusiast Leadership Caucus in the spring. The SEMA model bill defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. It also allows kit cars and replica vehicles to be assigned a certificate of title bearing the same model year designation as the production vehicle they most closely resemble.

#### **FEDERAL ISSUES**

**Roadless Rule:** A Federal court in California reinstated the so-called "roadless rule," issued by the Clinton Administration to prohibit development within 58.5 million acres of U.S. Forest Service lands. The court ruled that the replacement rule adopted by the Bush Administration in 2005 violated existing federal environmental and endangered species laws. The ongoing political and legal debate over roadless designations is important to SAN members as it potentially denies access to off-road

vehicles. The court ruling conflicts with a 2003 decision from another federal court to strike down the Clinton roadless rule on the grounds that it was an illegal attempt to create wilderness areas. That court set aside its decision when the Bush Administration implemented a state petition plan to allow local input in making decisions on how each forest is managed. The Bush Administration intends to move forward with this process. The Supreme Court may ultimately need to decide the fate of the Clinton rule.

**Wilderness Bills:** House and Senate leaders crafted a compromise approach for designating as wilderness 300,000-acres in Northern California’s Del Norte, Humboldt, Lake, Mendocino and Napa counties. Although OHV use is traditionally restricted in wilderness areas, provisions were included in the SAN-supported new law to establish adjacent or nearby areas that would be open to OHV use. This included “cherry-stem” roads as OHV corridors within the wilderness areas. Wilderness legislation is consequential since it potentially denies access to off-roaders and the equipment that they purchase for off-road use. The SAN opposed other measures to expand wilderness areas in central Idaho and around Oregon’s Mt. Hood on the grounds that they lacked local community support and did not sufficiently protect existing OHV roads and trails. The Idaho and Oregon bills died at the end of the year.

**California OHVs:** Following recommendations made by SEMA, the USFS announced new land management plans for four southern California national forests that open up more back country trails to OHVs. The management plans are for the Angeles, Cleveland, Los Padres and San Bernardino national forests, which encompass 3.5 million acres. The new plans provide OHVs with greater access to roadless areas – allowing motorized recreation on approximately 25 percent of these inventoried areas, but only on designated roads and trails. A comprehensive list of active issues and matters which are still pending can be found online at [www.semasan.com](http://www.semasan.com).

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**DUES ARE DUE FOR 2007**

Well, it is dues time again and the prices have not gone up. \$24 per year will keep you a member in good standing and keep you on the newsletter mailing list. My plan is to acknowledge those who have paid their dues each month, so watch for your last name to appear in this space. Those that don’t respond by my “secret” deadline will receive a “Goodbye” postcard saying they have been dropped from membership. Don’t let it happen to you !

We already have some nice people that



have paid their dues, so here are their names.

Anderson	Bohaboy
Craycroft	Fullerton
Hance	Hodge
Knebel	Lueder
Navratil	Penalosa
Walters	Williams

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 [nckcc@astound.com](mailto:nckcc@astound.com) to see if you are paid up - or call (925) 938-1442.

### **PLANNING & ELECTION MEETING JANUARY 13th**

We will be meeting to plan our activity schedule for 2007 on Saturday, January 13, 2007 at the Wheelchair Foundation meeting room at the Blackhawk Museum in Danville, CA. We have the room reserved from 1 p.m. to 4 p.m. We plan to hold our election of officers at the same time. Please forward your nominations to President Dave Jones at 32365 Payne St. Hayward, CA 94544 or e-mail to [vinimus1@yahoo.com](mailto:vinimus1@yahoo.com)

We could also make this a "lunch out" event, since there are several nice

restaurants right in the Shopping Center at the Museum. It is a bit late to make this a formal part of the planning meeting, but if you would like to make it a lunch event, all you have to do is call some other members in our club and cook up a plan that assures that you finish lunch by 1 p.m. when the meeting starts.

Here are the driving instructions to the Blackhawk Museum.

Take I-680 to Crow Canyon Road exit, then go east for 4.2 miles and turn right on Camino Tassajara. Take the next left (at the Movies 7 Theatre) to the Shops at Blackhawk. The Museum is on the hill above the gated Plaza entrance.

I think you can enter at the museum entrance and ask where the Wheelchair Meeting Room is located and there should be no fee. (It is located on the same level as the Museum front desk, I'm told)

Another idea, If you haven't visited the Museum, come at 10 a.m. and enjoy the cars for a couple of hours. The Museum is open from 10 a.m. to 5 p.m. and admission is \$8 (\$5 for seniors).

More info available at:

<http://www.blackhawkmuseum.org/>

## 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 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 (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

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 500K- HERITAGE Kit. Complete with rolling chassis and Chevy 350 TPI engine. Moving, must sell ASAP. \$9,000 obo. Call for details. J. D. Cellars 541-862-7112

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)

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

*"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:

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## CALENDAR OF EVENTS - 2006

- January 13, 2007 - Planning meeting at Blackhawk Museum, Danville.
- April 7, 2007 - Carshow at Knighten Historical Museum
- April 14, 2007 - Coming Out party for new cars and new members in Ripon, CA



I just got my KIT CAR magazine and was delighted to find a nice 6-page spread on our 2006 San Leandro Show, with 35 color photos of almost everything at the show. Check the photos above and get your copy.

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