



NCKCC News

Handcrafted Automobiles

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MERRY CHRISTMAS



This shows most of our group toasting with mimosas to a Great Year in 2019.

UPCOMING EVENTS

**To be determined by your input.
Let us hear what you want to do.**

FROM THE EDITOR

Since Jim Wagner announced he was about to head to Arizona for the Christmas Holiday, I decided not to bug him for the monthly greeting. However, I will repeat his request that you let him (or any of the club officers) know what you want to see on our slate of Club activities for 2019. Please pass on your ideas via e-mail or phone. The planning for next year's activities list will again be conducted via email and phone so be sure to suggest lots of activities, be they old or new. In January, the Club officers will compile a list of "Club" and/or "suggested" activities for 2019. To start you thinking, my picks would be: 1.) Art & Wine car display on June 1 & 2, 2019 (?) and 2.) Annual NCKCC Show about Sep 15 or 22 at Blackhawk. So, let's hear your ideas - soon.

Vern, Editor

ANNUAL SUNDAY BRUNCH DEC. 2, 2018 - 11:00 A.M.

By Vern Hance

Well, we did have our Annual Brunch on schedule and only a block away from the Basil Leaf Cafe, which has been sold and will be reopened in 2019 as a Mexican Restaurant.

First, we were blessed with a beautiful sunny day, with blue skies and freshly "rain washed" clean air, after weeks of smoke filled air that made Beijing look like a clean air paradise.

We found the Incontro Ristorante at 455 Hartz Avenue. The name "Incontro" translates in English to "Meeting". The Sunday Buffet Brunch serving area looked pretty much like the picture below.

We had 17 people registered, but Gil Somerhalder called in the night before, reporting great pain from a root-canal procedure. Next, we discovered Steve & Rosie were missing - but Dave had their phone number and they rushed to Danville for a slightly delayed brunch. We didn't have a phone to call Joe, so he remained missing in action, leaving us with 15.

I thought the food was good, but I got some comments that ranked it below the Basil Leaf. Gabe,

the Bar Tender and maybe the owner/manager, was very friendly and encouraged us to consider a small car display in their parking area behind the restaurant, oops - Ristorante. He said they could block off some spaces so we could have our cars parked together.

Just a thought - let us know what you think on the food and a return visit.

Maybe we should push our Annual Brunch to early November and plan to make it a small car display event too.



Shown above: The rest of our group.

GAS TAX REPEAL BALLOT MEASURE DEFEATED

I was disappointed that Prop 6 failed and more than disgusted with the TV ads in the "No on Prop 6" commercial. They talked about "Stop the Attack on Bridge & Road Safety". 300 bridges being unsafe and warning that the roads would buckle up due to a yes vote on prop 6. **So, the well financed opponents to prop 6 were successful in misleading Californians to defeat the gas tax and car tax repeal.**

The defeat was based on 6,900,177 NO votes (56.83%) and 5,241,914 YES votes (43.17%).

As a result the increases in fuel taxes and vehicles fees that were enacted in 2017 will remain in place. It also means that the state legislature will be allowed to continue to impose, increase or extend

fuel taxes and vehicle fees through a two-thirds vote of each chamber and without voter approval. The Road Repair and Accountability Act of 2017 (RRAA), (you can type either of these links into your browser and it should take you to an article prepared by www.ballotpedia.org) also known as Senate Bill 1, was enacted into law on April 28, 2017. The RRAA increased the gas tax by \$0.12 per gallon, increased the diesel fuel tax by \$0.20 per gallon, increased the sales tax on diesel fuels by an additional 4 percentage points, created an annual transportation improvement fee, and created an annual zero-emission vehicles fee. The RRAA was designed to dedicate the revenue to transportation infrastructure. The increased taxes went into effect on November 1, 2017, one fee went into effect in 2018, and the second fee will go into effect in 2020. According to the state Senate Appropriations Committee the RRAA was expected to generate an estimated \$52.4 billion between 2017 and 2027.

Around \$51.19 million had been raised for and against Proposition 6. More than 90 percent of the aggregate total was raised by opponents of the ballot initiative.

The history leading up to Prop 6 ballot measure is convoluted and goes back to earlier transportation taxes that have been largely unrelated to road repairs. Some of this interesting history can be found at www.ballotpedia.org - it's too complicated to analyze in this brief article.

Anyway, we car-owning taxpayers can expect to see our car expenses continue to rise in California.

HEY, WHATEVER HAPPENED TO THAT REPLICAR CAR LAW PASSED IN 2015?

Answer: Nothing. So SEMA threatens to sue NHTSA

Three years ago it looked like we'd all be driving replica Cobras and '32 Fords. That was when Congress passed the FAST Act; the Fixing America's Surface Transportation Act. Among its provisions, thanks to SEMA, was one that would allow small-volume automakers to sell up to 325 turn-key replica cars a year. Replica cars are those that resemble vehicles 25 years old or older. That meant Cobras and '32 Fords, among others.

The National Highway Traffic Safety Administration (NHTSA) was supposed to establish the process by

which those small-volume manufacturers could start building all those Cobras and '32 Fords (and Cheetahs, D-Types, 356s and - why not - P4s). NHTSA never got around to it.

"Passage of the FAST Act in 2015 was a landmark moment since low volume auto manufacturers could now produce turn-key replica vehicles for customers nationwide," said SEMA President and ceo Christopher J. Kersting. "While the law was celebrated by industry and enthusiasts alike, NHTSA's continued delays have frustrated replica car companies and consumers.

The replica car provision was designed to be easy for NHTSA to implement, as it simply extends the common-sense approach to overseeing kit-car production that the agency has employed for decades."

NHTSA had one year to establish a process for companies to register with the agency and to issue any necessary regulation to implement the Federal law.

Like a teenager and his homework, NHTSA never got around to it.

"As I understand it, it has all been done for NHTSA by SEMA now," said Lance Stander, owner of Hillbank Motors, your source for Cobras and GT40s in Southern California and throughout the world. "The original holdup was also on CARB (California Air Resources Board) finalizing their regulations, which are all done now thanks to great cooperation on the part of the CARB staff, SEMA staff and the Low Volume Manufacturers Group."

SEMA explained the need for the act, created so that a shop making a small number of replicars could legally build and sell them: "Prior to enactment of the FAST Act, the U.S. had just one system for regulating automobiles, which was established in the 1960s and designed for companies that mass-produce millions of vehicles. The lack of regulatory flexibility has prevented small businesses from manufacturing turn-key cars that recapture America's automotive heritage. The vehicles will have engine packages that meet current model year emissions standards."

Read more: <https://autoweek.com/article/sema-show/hey-whatever-happened-replicar-car-law-passed-2015#ixzz5W0bTx73x>



This is a partial reprint of a November article.

NEW LAND SPEED RECORD FOR PISTON POWERED CAR

Danny Thompson had a date with destiny, its flame ignited decades ago by Danny's father, Mickey Thompson, who was recognized as an international racing legend. Mickey first pulled onto the Bonneville Salt Flats of Utah in 1960 with his self built "Challenger I". Mickey made one world record setting pass at 406 mph that year that would set into motion the dream that has recently come to fruition through his son, Danny.



Danny Thomson & Challenger 2

NCKCC member Gary O'Connor replies

I liked the article on Danny Thompson and have been a fan of him and his dad for decades. A few years back I visited his shop in SoCal and got to work with him and his team on Challenger II for a few hours. He was quite congenial and accommodating to a stranger. So happy for his success....

Thanks for covering his accomplishments. Gary

Below: Gary O'Connor with Danny Thomson & Challenger 2 in the background.



A video of the NCKCC Annual Car Show in September at Blackhawk Museum is available on our Website or directly at <https://youtu.be/V6g6dp4bsHc>

There are about 35 other NCKCC available at youtube.com Do a search for "The NCKCC" The result should show about 35 NCKCC videos by Vern. You may have to reject NCKCC first. There are other videos that have sneaked in - so the only true NCKCC ones show Vern as the author.

CARS FOR SALE

1957 PORSCHE SPEEDSTER Replica
Like new; 3,000 miles; 2332 cc VW T-1 engine.
Professionally built by JPS Motorsports. Asking \$35,000.
Contact: brianc@chinnockcellars.com or (707) 259-1626 (510) 918-0155



1965 AC COBRA Replica
Like New. Less than 1000 miles.
Always garaged, Professionally built.
New 351 Cu. In. Windsor Engine and Tremec Tranny. Asking \$32,000.
Contact Mike at: 1 408 847-4139



1934 Mercedes-Benz 500K replica, 350 Chevy engine, Edelbrock computerized EFI, R700 4-speed auto tranny, running gear from '75 Camaro, Vintage Air heat/air, power steering brakes, new wide whitewall tires in 2015. All black areas repainted in 2015. All Maintenance performed by AAA Certified repair shop in Benicia. Asking \$27,000. Contact Chuck Maddux at (707) 745-4361: email camnsam@att.net



Mercedes Benz SSK

'39 Mercedes replica built on a Pinto/Bobcat chassis with a rebuilt 2.3 L Ford engine. Auto transmission and rear axle installed and engine runs. Needs wheels & tires and some TLC. Have Assembly Manual with list of parts needed to complete. Asking best offer over \$1,500. Located in Lake Arrowhead, CA. Offered "as-is" and "where-is". Unregistered, but have numbers for all major components. Call Craig Brown (415) 309-2020 or corsair@netwiz.net

