



NCKCC News

Handcrafted Automobiles

February 2009

Volume 27 Number 2



Photo by Ruth King

Here are the planners in the "New Kitchen" after our meeting. We got to sample a variety of Irene's tasty goodies.

ACTIVITY NOTICES

March 21, 2009 - Tour of USS Hornet (Museum), Alameda, CA (see page 5)

April 18, 2009 - Tour of Filoli Estate in Woodside, CA (More info next month)

FROM THE ACTING PREZ

Well, the first month of the New Year has streaked past before I could say Hello! If the rest of the year goes by this fast, the NCKCC Car Show will be here before you know it. More about the Car Show a bit later.

Our first meeting of 2009, a Club planning meeting, was held at the beautiful home of members Tom & Irene Walters in Mountain View. Thank you, Tom & Irene, for sharing your home and especially your wonderful newly remodeled kitchen. Though the planning meeting was somewhat sparsely attended, none the less, a lot of business was accomplished in a short time. Plenty of ideas for club activities were suggested, some old, some new. We managed to fill the remaining months of 2009 with a nice "mix" of activities. The old adage, "Something for Everyone" comes to mind. (See 2009 Calendar of Events, page 11). Thanks to all who attended the planning meeting and contributed.

After filling up the activity calendar, the conversation turned to the December Brunch and, of course, the annual Car Show. Both appear to be moving to different venues. Since the Pleasanton Hotel Restaurant has closed. Al & Pat Bello suggested Humphrey's at the Antioch Marina and volunteered to contact them. After they reported back to the newsletter editor, Vern volun-

teered to "inspect" their Brunch to confirm it was suitable for the Club. (Only the best for our members!) The topic of the Car Show garnered a lot of enthusiastic conversation. The San Leandro Marina show site with banquet at El Toritos and lodging only at the Marina Inn was discussed. Many were quite comfortable returning to that familiar location. Paul King volunteered a possible alternative venue, the Hilton Garden Inn in Concord. Paul knows the Gen.Mgr. of the hotel and has discussed a sort of package deal; car show in a portion of their parking lot, banquet in their restaurant dining room, and a special rate for a block of rooms. Numerous e-mails have arrived with the details for this new venue with the latest looking very promising. The Show Planning Committee will be making a decision on the venue and the banquet by the end of February. Look for more show info in the March newsletter.

Please mark your calendars with the dates of our activities. As I mentioned earlier, there's something for everybody! We're hoping that the Club can set a new attendance record for each succeeding club activity. That would make an already amazing year even more amazing!

Take care,

Jim Wagner, NCKCC Acting President

PLANNING MEETING **JANUARY 13, 2009**

Saturday the 17th at 1:30 p.m. we met at the Wallters residence to finalize our plans for 2009. Actually a few people showed up earlier to preview Tom's video of their cruise around Greece and the Black Sea area last May.

But Jim Wagner soon got us focused on business and we hammered out the event schedule you see on page 11. We also roughed out the details for our September Show. Paul King suggested a new venue at the Hilton Hotel in Concord. And during the week after after the meeting he has a verbal agreement with the Hotel Manager that looks economically feasible. We can use the hotel parking lot and rope off a show area and a Saturday night private Dinner looks affordable. Now if we can get it in writing, I think it will be a good change. We again favored a one day show with a Sunday driving event or maybe some other creative and fun activity.

Another discussion item was how best to stop the clubs financial decline. One suggestion was to abandon the Wheel-chair Foundation commitment. We can still make a charitable donation to any number of worthy charities from any profits that may result from the show. It was also suggested that we save some money on postage and printing by sending the monthly newsletter by e-

mail to each member connected to the internet. Someone pointed out that we only had 20 out of 75 people listed on the recent roster without emails. Before we do this your newsletter editor would like reactions from lots of members. I personally like to read a paper newsletter copy and settle into my favorite chair better than looking at it on a computer screen. Of course you can print it from your computer (in color yet) but that shifts the printing expense to those "electronic" people whereas the "non-electronic" folks avoid that cost. In my humble opinion, this issue needs to be discussed thoroughly and widely before we make a final decision. So lets hear particularly from from you internet users. Express your opinion by email to <nckcc@astound.net>

We report that we had an election of officers, yielding Jim Wagner as President, Chuck Maddux as Vice President (negotiated by phone after the meeting), Tom Wallters as Secretary, Vern Hance as Treasurer and Pat Cooley as Membership Chairman. Jim warned that his work schedule would become 12 hrs/day and 7-days/week in about June. V.P. Maddux has been warned appropriately. Other business items included approval to get a Club Membership with Towe Auto Museum and renew ACCC Membership.

After all this hard work we adjourned to Irene's beautiful new kitchen where she spoiled us with sweets, coffee, wine and other goodies as documented on the front cover.

But, as you can see below, Jim Wagner kept us all working hard throughout the meeting. Look at those serious faces.

Those attending included: Al & Pat Bello, Dave & Joyce DeCato, Vern Hance, Paul & Ruth King, Peter Kuendt, Jim & Wendy Wagner, Robert Wagner and Tom & Irene Wallters.



Photo by Ruth King

We especially want to thank the Wallters' for their hospitality including their travel movie. It was a fun and productive meeting.

MEMBER ROSTER

I have received some corrections to the roster that went to members last month. Please make these changes to your copy:

John Merrit's car is a 1981 Berlina.

Al Clavelli's phone is (650) 573-8125.

Dan Rowland's email is: <drowland@sbcglobal.net>

Allen Koch car should read "Bugatti"

I also received some nice notes of encouragement from you that didn't report corrections. Thank you for your kind words.



Photo by Ruth King

NEW SHOW LOCATION ?

By Vern Hance

Paul King suggested the Concord Hilton Hotel as a show location. The rough details include a \$20 buffet dinner, \$88/night rooms and use of the parking lot for \$200. Nothing in writing yet but appears attractive.

I drove over to get an idea of the parking area and found it attractive, with some large trees that could provide some shade. It looks like there are natural barriers that would allow us to set up a gate, at least as secure as San Leandro, through which we can admit spectators. Looks like we could fit 60 cars by using only half of the total parking space. (See photo)

There is a Water Park a block away and there are several restaurants, in a shopping center across the street, including Claim Jumper, Fuddruckers,



Marie Calanders, etc. in a shopping center. The location is 1970 Diamond Blvd, Concord, CA if you want to look at it on Google.

USS HORNET MUSEUM

Just to let you know, Tom Wallters is hard at work planning an event for March 21, 2009 that will include a tour of the USS Hornet Museum. Tom says he would like to find a spot where we could meet for lunch, then visit the museum. Anybody with suggestions for a restaurant, please call tom at (650) 961-8256 or email to twallters@gmail.com

The Hornet is located at 707 W Hornet Ave, Alameda CA 94501 (510) 521-8448 and their website is: www.uss-hornet.org

Hours are 10 a.m. to 5 p.m. daily and the cost is \$14 adult, \$12 Senior, \$6 Kids 5-17. If we can get 15 in our group we can all get in for \$12 each.

I noted this special "Flashlight Tour" event on March 21st but it starts pretty early. *"Take a behind-the-scenes tour and beat the crowds as you explore areas onboard HORNET that have not yet been opened to the public. The three-hour guided tour begins at 8:30am and costs \$35 per person"*.

RED LIGHTS AND SIRENS EXHIBIT OPENS JANUARY 2009 AT THE TOWE

by Jim Richter

Throughout history, people have had to deal with emergencies that threatened individuals' lives and the safety of entire communities. The ancient Romans had night fire watchers (Vigilis) who were equipped with hooked poles to pull down buildings to stop the spread of fire. They also used water buckets and woven mats that could be wetted and placed on the fire.

People wounded in battle or accidents were transported in whatever conveyance was available; no specialized ambulances were available. Over many centuries, only minimal progress was made to improve on these ancient techniques.

In about 900 a.d., the earliest Anglo-Saxon ambulances were wagons equipped with hammocks. It wasn't until the 1700s that ambulances began to be used in any numbers. They were first developed by the military for use on battlefields after the fighting had ended. These early ambulances were pulled by horses until the invention of motorized vehicles in the 20th century.

The fire engine started as a hand-powered pump pulled through the streets by teams of volunteers. Water was provided to the pumps by "bucket brigades" of local residents using leather buckets kept in each home for this purpose. Over time, the teams of volunteers were replaced by teams of horses, and the pumps were powered by steam. Water was provided by hoses leading to the nearest water supply. And then, with the advent of the gasoline engine, everything changed again, leading to the fire engine as we know it today.

The Red Lights and Sirens: Vintage Emergency Vehicles exhibit, which runs from January 10, 2009 to April 4, 2009 at the Towe Auto Museum, will feature fire vehicles and ambulances from the beginning of the automobile age. Although these early vehicles may seem quaint and obsolete to us today, they were an impressive improvement on the equipment that had come before them.

Fire Engines:

This exhibit includes five fire vehicles ranging from the horse-drawn era to 1930. Vehicles on exhibit include an 1895 horse-drawn chemical truck, a 1915 Seagrave fire engine (pumper), a 1929 Seagrave ladder truck, an American LaFrance generator and searchlight truck, and a 1930 GMC LaFrance multipurpose vehicle.

All of these fire vehicles have been restored, and each has its own story to tell. For example, the 1915 Seagrave pumper was manufactured with a brass engine block. It is almost certainly the last working brass engine in the United States, perhaps in the world.

The 1929 Seagrave ladder truck was purchased by the Woodland Fire Department in 1929 and still belongs to them, though it is no longer in use. The wooden extension ladder is original to the truck.

Ambulances:

There are two medical response vehicles in this exhibit. The first is a 1916 GMC military ambulance, which served during the First World War. It is designed to travel over difficult battlefield terrain and bring multiple wounded soldiers to a field hospital.

The second is an aluminum-bodied 1926 Cunningham ambulance, originally used in a small town in Maine. The Cunningham Company was best known for its very expensive, luxury automobiles and hearses. This is believed to be the only Cunningham ambulance still in existence. The contrast between the spartan, simple military ambulance and the elegant luxury of the Cunningham is quite striking.

TANK MUSEUM
FOUNDER DIES

January 7th marked the passing of Jacques Littlefield, whose collection of tanks we were able to visit on two occasions. Here are some details of his life mentioned in a San Jose Mercury obituary.

Jacques Littlefield; a tank enthusiast who supported many museums and made his massive private collection of military vehicles available to the public, has died after a decade long battle with cancer. He was 59.

Littlefield's collection of more than 150 vehicles is one of the largest private collections in the world. Housed at Pony Tracks Ranch—the Portola Valley property acquired by his late father—the tanks, armored cars, and other antique defense mechanisms have drawn the attention of authors, educators, historians, veterans groups, model makers and the defense and entertainment industries.

Jacques Mequet Littlefield was born San Francisco on Nov. 21, 1949, and grew up in Burlingame. He began to build models of tanks at a young age, working up to a full-scale, remote-controlled model while attending Stanford University.

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His motivation to begin his collection in 1975 was based on a fascination for the mechanics of the vehicles. The self-proclaimed "tank nerd" once commented that "the fact that they're weapons is almost beside the point."

Green said the tanks will continue to be overseen by the organization Mr. Littlefield started for their maintenance and restoration in 1998, the Military Vehicle Technology Foundation.

DUES ARE DUE FOR 2009

Well, it is dues time again and we have 44 members already renewed. \$24 per year will keep you a member in good standing and keep you on the newsletter mailing list. Those who have paid their dues each month will be congratulated here, so watch for your last name to appear in this space. Those that don't respond within a reasonable time period will receive a "Goodbye" postcard saying they have been dropped from membership. Don't let it happen to you !

We already have 44 nice people that have paid their dues for 2009, so here are their names.

Bohaby*	Bohr*	Clark*
Foote*	Hunsberger*	Knebel*

Maddux*	Navratil*	Penalosa*
Bales*	DeCato*	Hance*
Koontz*	Landers*	Merritt*
Rubenstein*	Thomson*	King*
Amsberry	Bello	Barrilleaux
Calderon	Clavelli	Cooley
Craycroft	Elster	Evora
Fewell	Heinke	Hooven
Jacobs	Jermanis	Kinzy
Kluber	Koch	Kuendt
LaCasse	Latty	Rosenthal
Rowland	Shambora	J.Wagner
R.Wagner	Wallters	

* Indicates those that were previously listed in the December and January newsletters.

I will try to add to the list of paid-up members, until the list gets too long. Then this system will require you to check an older newsletter if you are not sure whether you are paid up. Anyway you can always e-mail Vern at <nckcc@astound.net> to see if you are paid up - or call (925) 938-1442

We are doing better this year (I think) on prompt payment of dues, however, looking at the January roster it means we are still looking for about 30 more people to pay their dues. If you are one of them - let me hear from you soon. If you don't plan to renew a quick email or note would be appreciated.

DECEMBER '09 BRUNCH

By Carol Hance

Over the years, we have found restaurants for our holiday brunch that were nearly ideal and some not so ideal. This year, we again lost a restaurant that seemed to please everyone. The Pleasanton Hotel Restaurant closed in January for renovation and the operators said they were quitting the business.

My favorite of all the places was Gabbiano's (last visit in 2000) in San Francisco, which no longer is open to the public. It had a great view, easy to get to by public transportation, had a wide variety of attractive and tasty food and we could hold our meeting in a semi-private part of the restaurant. So, where do we want to hold our 2009 brunch?

At our planning meeting Al & Pat Bello suggested we consider Humphrey's in Antioch, then after the meeting they reported that the Sunday Brunch was about \$27 (+ tax & tip) and included champagne and orange juice. In addition they confirmed that a semi-private room for 20-30 was available.

So, Vern and I decided to visit Humphreys, at the Antioch Marina. The restaurant overlooks the river and the boats in the Marina. The variety of

foods was adequate, including lots of seafood items. (crab-legs, salmon slices, fish pasta salad) Made to order omelets, custom slices of ham and roast beef as well as fried chicken were also offered along with lots of salads, fruits and other hot dishes. The desserts were bite sized and served in cupcake type papers so it was difficult to see what they were, however once tasted, you could identify them as cheesecake, tartlets, carrot cake etc. We filled up on the other items so did not sample all the desserts. Coffee was provided for an extra charge. (A surprise to us at \$2.25/cup) But this "coffee extra" charge also surprised us in 2002, at Scott's in Jack London Square. But unlike Scott's, Humphrey's champagne and orange juice kept flowing without an extra charge. To get there take Highway 4 east to Antioch then exit 11th Street, turn left and go straight to the Marina.

They have a small room, which will seat 20-30. Vern thought 30 would be cozy. It is a nice room on the N.E. corner with large glass windows. It is set apart from the main dining area and connects through an open doorway, but would be better for a group meeting than anything we have had for several years. The cost would be about \$34 per person, including tax and 16% gratuity. Based on the club's past subsidy, member cost would be \$24/person. Based on our visit, Humphrey's gets "two-thumbs-up".

FOR SALE

COBRA Ford power, Jag rear-end. Silver w/ black interior. \$21,500 Call Bob Elster 707-938-3254 (1/02)

COBRA-NAF. Ford 289power, 4-speed, Jag posi rear-end. Blue w/ black interior. 5,000 mi. \$23,900 Call Trifam (925) 820-1847 SB-100 smog-exempt (9/07)

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)

GATSBY - Ford 351W, auto overdrive tranny, SB100 CA smog exempt. Great driver, awesome condition, continuous show winner. \$29,000 Bill Navratil (408) 374-5277 E-mail bnavra@aol.com (4/08)

MARLENE - 1936 M-B 500K, 2.8 L V-6. auto, Weber carb, MSD, American Racing Baskets, new VDO gauges. Built in 1991 by owner (all receipts avail.) SB-100 smog exempt. Show winner. Asking \$12,000 Call Robert Bohaboy 530-417-2213 or email; robertjb2@sbcglobal.net (9/08)

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 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)

PORSCHE 550 Spyder. A Beck turnkey built in 2003. 5,000 orig miles, never tracked, 2156 cc custom 182HP dynoed engine w/ 44mm Webers. Everthing polished or powder coated, ceramic mufflers, 4-wheel discs, custom roll bars, silver-blue, tan interior plus all Beck options. SPCNS smog exempt. Asking \$30,000. Dan Rowland 916-989-4330 or cell 916-367-8502 02/08

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"Cars for Sale" ads in the *Kit Car Sun* are for members only. Rate is \$10 for 12 issues.

CALENDAR OF EVENTS 2009

- February, 2009 - No event scheduled
- March 21, 2009 - Tour of USS Hornet - Tom Wallters, Champion
- April 18, 2009 - Tour of Filoli Mansion. Jim Wagner, Champion
- April 25-26, 2009 - AHA 30th Annual "Fun Under the Sun" car show at Knott's
- May, 9, 2009 - Coming Out Party. East Contra Costa Historicaln Museum, Brentwood
- June, 2009 - Walnut Creek Art & Wine with NCKCC Mini Show, Paul King, Champion
- July 3, 2009 - Benicia Independence Day Parade & Dinner. C. Maddux Champion.
- August 8, 2009 - Proposed Riverboat Tour/dinner and/or Towe Museum ,Sacramento
- Septenber 12-13, 2009 - NCKCC Annual Car Show,
- October 17, 2009 - Proposed Wine Tour. Chuck Maddux, Champion
- Novembber, 2009 - Christmas Parade, Knightsen, CA
- December 6, 2009 - Annual Brunch

2009 OFFICERS AND APPOINTEES:

James Wagner, President	650-341-0211
jamesuu@comcast.net	
Chuck Maddux, Vice President	707-745-4361
camnsam@att.net	
Vern Hance, Treasurer, Editor	925-938-1442
3317 Ellesmere Court, Walnut Creek, CA 94598	
nckcc@astound.net	
Tom Wallters, Secretary	650-961-8256
twallters@gmail.com	
Pat Cooley, Membership Chair	925-447-7239
myoozik@comcast.net	
Unfilled position, Activities Chairman	
Carolina Williams. Show Chair	510-355-9914

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 do not intend to influence legislation.-

TOWE MEMBERSHIP

We renewed our membership in the Towe Auto Museum at 2200 Front Street in Sacramento. Enclosed with this newsletter is a complimentary free admission card that is good for one visit anytime in 2009. These will go only to members that have paid their 2009 dues. This gets a little tricky for your treasurer, so, if I mess up and forget to issue your card when you pay, please remind me and I will respond ASAP. See page 6 for Towe display info.