



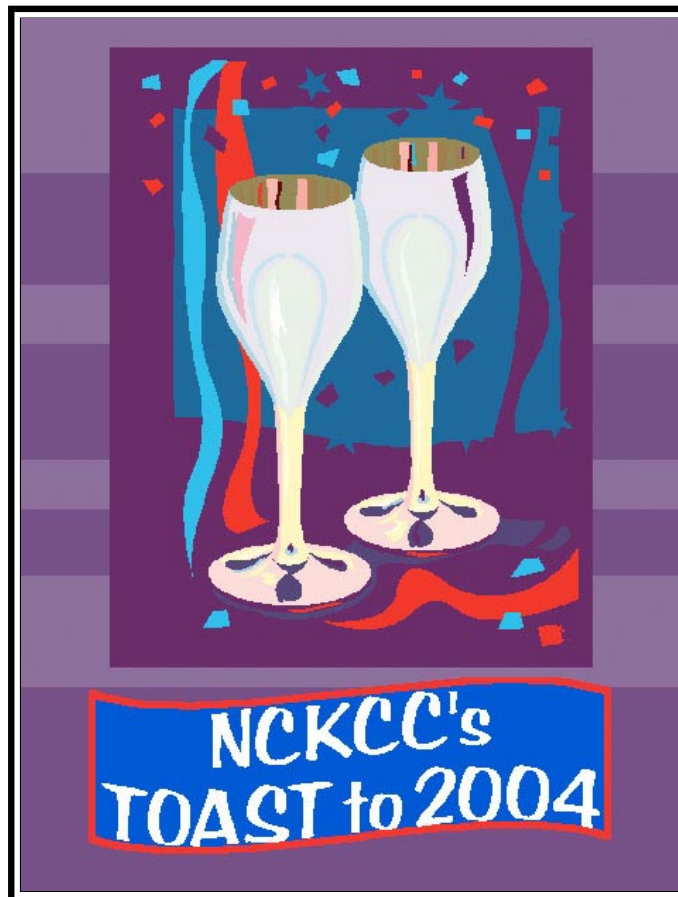
NCKCC News

Handcrafted Automobiles

January 2004

Volume 22 Number 1

HAPPY NEW YEAR



PRESIDENT’S MESSAGE

By Steve Cameron

Well, it’s a new year and if you haven’t read the December newsletter yet, you elected me president. I accepted this position because I don’t claim to be too wise. I know that being smart and being wise are two different things. Wisdom comes from knowledge; and as far as this club is concerned, I don’t think I have enough.

What I mean is, I don’t know what the majority of you want out of this club. Are we fulfilling your expectations? If not, what can be done to make things better? And equally important, what are you willing to do toward that goal?

I’ll focus first on my request for feedback. Please send me an e-mail or a short letter. Tell me why you joined the club and what you like about it. Feel free to offer suggestions on what you think would make the club better.

Here are some things I would like to see – more technical articles written by our members. I cannot tell you how much I look forward to reading about Joel Heinke’s creation of a car from scratch. But it doesn’t have to be that complicated. I thoroughly enjoyed Chuck Honodel’s article on building a windscreen for his Porsche Speedster,

and Paul King’s article on reclassifying his kit car for the smog exemption. I love reading guest articles from other clubs.

I am sure many of you have had some interesting experiences with your car—either building it, refurbishing it, or just driving it to different places. I hope you will share them with us. If you can write an article, that would be great. If you have pictures, I would be delighted. If you don’t feel you have the time or if you need a little help, send me what you can and I will try to polish it up.

You are the key to a better club. Send your comments to: Steve Cameron, 2 Woodriver Court, Sacramento, CA 95831—or email me at: NCKCC@usa.com

TREASURER’S MESSAGE

It’s dues payment time again. Please send in your \$24 check to the newsletter address. Your prompt response will be appreciated and it will insure you don’t get dropped from our mailing list. Listed below are the last names of those who have already paid their 2004 dues.

- | | | |
|-----------|-------------|---------|
| Benjamin | Bradley | Brodie |
| Cameron | Depew | Evora |
| Faithful | C.L. Foster | Grey |
| Ksenzulak | Knebel | Kyle |
| Kyler | Landers | Lugone |
| Navratil | P. Thomson | Wallace |
| Williams | | |

JANUARY NEWSLETTER

This month's newsletter is heavy on legislative and registration news. One reason is that we did not have a December event to report, nor a January event scheduled. Also, I just received the Association of California Car Clubs (ACCC) newsletter which is loaded with legislative news, you should know.

For variety thank Steve Cameron for his message on page 2 and Joel Heinke, page 6, for his continuing saga of building a Ferrari GTO from plans. (Plans created by Joel, that is.)

In addition to Steve's idea of getting members to contribute articles, I got an invitation from Mike Blake, of *Kit Car* magazine, to do a photo essay on some of our club cars, members and include a history of our club. This will be a feature in the magazine around mid-year, but needs to be submitted by late February. What I need from you are some outstanding pictures of your car plus a lot of data on engine horsepower, special features, tranny specs and any stories about yourself and the challenges you faced (and how you solved them) in getting it finished.

So, here's a challenge to all members to contribute something to give your club some national press. I hope to be deluged with material, so get busy. If you need photo help, let me know. Have camera - will travel.

KIT CAR REGISTRATION

By Vern Hance

I'm writing this on January 2, 2004 after having spent 1-1/2 hours at the Walnut Creek DMV about mid-day.

The good news is that "Certificates of Sequence" are still available, but they are going fast !

New member, Paul Thomson and I had appointments at 12:20 and 1:10 p.m and Paul got the first chance ending up with #2004-100. I was next and by 1:30 p.m. I got #2004-112. That means 112 car owners in California were registering or re-registering their cars under SB-100 by 1:20 p.m. on the first day of business in 2004 !! The DMV registration supervisor told us that they had 10 applications, at the Walnut Creek office, before Paul & I got there at noon.

Last year we didn't reach the 500 limit until mid-June. I thought this year would be slower paced, but it looks like the word has gotten out to a lot of people that didn't know about it last year - - or they were late acting in 2003.

The message seems loud and clear. If you want to register or re-register your kit car under SB-100 or SB-1578, you better HURRY !

The NCKCC has been a member of the Association of California Car Clubs for about the past 10 years and has enjoyed their support in getting SB-100 and SB-1578 passed. They sponsor a legislative conference in Sacramento each spring and our club has been represented at a number of those conferences. The following two articles are shortened versions of those that appeared in their 'deFender' newsletter.

ACCC PRESIDENT'S MESSAGE

By Glen Boire

First, I want to offer my thanks to Dave Bryan, our immediate Past President, for his continuing service to the ACCC. During his time, we have grown in membership to over 10,000 and have been active in fighting legislation that would negatively impact the car collector hobby.

Currently, we are in the process of bringing our bylaws up to date. In the next deFender you'll see a copy of the new proposed bylaws recommended by the Board of Directors. The new bylaws will be voted on at the Legislative/Annual meeting which will be held this May at the Towe Auto Museum in Sacramento.

We are also assessing whether we are getting full value from our current Lobbyists (Advocations). At the same time, we are doing a budget exercise so we can better plan future strategies of the organization.

For the future: We are probably the largest membership organization in the country dedicated to the car hobby whether it be horseless carriages or newer kit cars. And we are certainly the largest, by far, whose mission it is to monitor and effect legislation relating to the collector car hobby. My thoughts, and those of many of the current Directors is that our membership should be much larger. With that in mind we will be actively trying to recruit more individual members and car clubs into the ACCC. My vision is the ACCC will not only be able to effect legislation in California, but that we should take a stand on national legislation that has the potential to impact our hobby (For example: the national legislation that requires the use of ethanol as an oxygenate which benefits the corn farmers, but will not benefit the atmosphere and will have a negative impact on mileage and may be a problem for some types of rubber in your fuel system).

In addition, we need to be actively seeking (and proposing) new legislation that protects our hobby including the continuing fight for the inclusion of a definition of collector cars in the California Motor Vehicle Codes. I also see our group being active in supporting those Senators and Assemblymen and women who we think are 'on our side' when they are running for election or re-election. In short, it is time to be PROactive rather than reactive.

LEGISLATIVE REVIEW

By Jack Wiltse, ACCC Legislative Analyst

Governor Schwarzenegger arrives. It's a new ball game in Sacramento, but it remains to be seen how it will play out for the collector car hobby.

The new Governor enters the arena unencumbered by the 'pay for play' policies of the Davis administration but he seems to want to be everything to everybody.

At least we have hope for a new attitude in Sacramento. It couldn't have gotten much worse for us under the Davis regime.

On his way out the door, Davis stopped just long enough to sign several bills, which will have a lasting impact on our way of life.

SB 708 Senator Dean Florez D, Shafter: Initially, this bill was a direct attack on the provisions of SB 42, which protects pre 1974 vehicles from Smog Check. Most of the harmful aspects of the bill were edited out after intense pressure from SEMA and the hobby, but what remains is of concern.

SB 567 Senator Tom Torlekson D, Antioch: SB 567 will double the fines on code violations. Code violations directly impact vehicle abatement programs and is a major concern of the hobby.

AB 844 Assemblyman Joe Nation D, San Rafael: Establishes a new bureaucracy to establish a rating system for tires to insure that they function at least as efficiently as original equipment tires. Tires

manufactured in numbers less than 15,000 per year would be exempted.

SB 244 Senator Jackie Speier D, Hillsborough: Establishes another bureaucracy to establish a system to resolve complaints regarding new vehicles.

Do you see a pattern here? Layer upon layer of restrictive laws with ever-increasing fines and penalties. It seems to be the mind of those who draft this legislation. "We know what is best for you. You will conform or we will punish you."

Enhanced Smog Check Program Expands: El Dorado County and several others were added to the enhanced Smog Check II program beginning December 1. Now your bi-annual smog check will utilize a dynamometer that simulates a highway situation where your vehicles runs at speed, under load. The new dynos cost about \$50K, which have increased fees to \$80 in some areas of the San Francisco Bay Area. Consider also that the failure rate of tail pipe testing runs 7-8%. The rate jumps to 15% on the enhanced program. NOx testing will increase repair costs to \$300+.

So, what lies ahead? Attorney General Lockyer joined 11 other states in a legal challenge to force the Bush administration to regulate 'greenhouse gasses'. Their target was the August 28 decision by federal EPA to deny petitions from

(Continued page 9)

CHRONICLES OF A HANDCRAFTED AUTOMOBILE

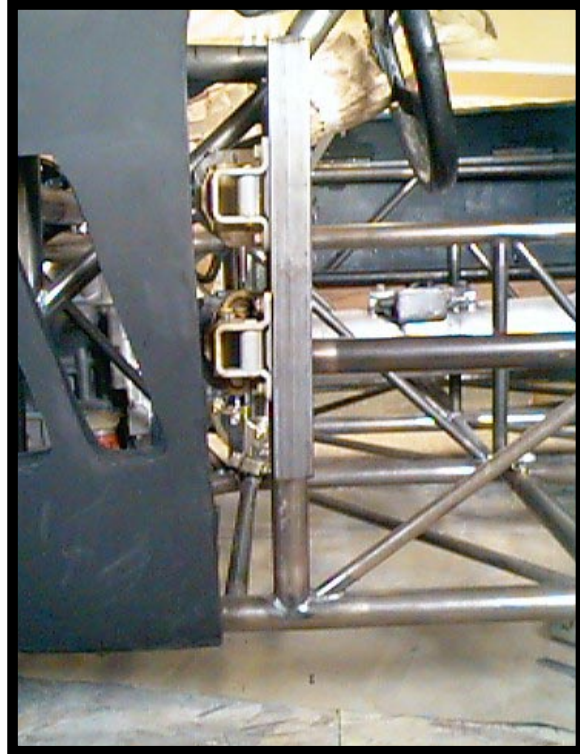
By Joel Heinke

Happy holidays!! Hopefully by the time you're reading this, you've recovered from your New Years festivities. I don't know if there's been more cold, rainy days this year than normal but it seems most recent weekends have been gray and showering. There's a bright side to this though. It gives me a great excuse to ignore yard work and spend some time in the garage.

I'm now working on the driver side of the car body and started by building the door out. I'd gone through trial and error on the passenger side door and am able to use the same basic design on the driver side door. It came together much quicker as I didn't need to engineer it while fabricating it. I'll let the pictures tell the story this month.

Upper right: Building a door frame starts by mounting the hinges and connecting them together. I chose a piece of 1/2" square tube for the hinge connection.

Lower right: Door frame complete with door skin mounting frame. 1/2" square tube is used for the door skin frame. Using a bench vice, it's fairly easy to bend to conform to the door skin shape.





Shown above: Door skin is trimmed to fit the door opening and temporarily mounted using pop rivets.

Shown below:: The lower door opening is formed by pop riveting a piece of fiberglass in place and then filling the remainder of the space with foam. The edges have been ground to a taper and gel coat roughed up in preparation for fiberglassing over the foam.



Shown below: Foam and 1/8" plywood are used to provide door sill shape. The door sill is then formed with fiberglass. White spots on the door sill fiberglass result from high spots being removed with sand paper.

TREASURER's REPORT **FOR 2003**

By Vern Hance

Our financial status slipped a little in 2003, but our club is still on a solid financial footing as we enter the new year. Our checking account at the end of 2002 was \$12,116.54 and dropped to \$11,337.20 at the end of 2003, a net reduction of \$779.34. This was primarily because our show expenses exceeded our show receipts by \$662.97 and deferring the recognition of advance dues to proper year. Here is the Income & Expense Statement for 2003

INCOME & EXPENSE STATEMENT

INCOME:

Mbr Renewal	2,311.00
New Memb	186.00
Advertising	110.00
Interest	27.83

Carshow:

Regist. Inc.	1,510.00
Banquet Inc.	1,480.00
Gate Revenue	1,726.00
FoodDrinkInc	59.75
MerchSales	202.00

Total Carshow Inc.	4,977.75
Other Events	640.00
Total Income	8,252.58

EXPENSES:

Misc. Exp.	255.10
Newsltr Exp	1,634.35
Insur. Exp	358.68

Carshow Exp.:

Printing & Supply:

Show Prizes	46.90
Banqu.Prize	51.99
Other printing	171.21
Advertising	1,492.40
Banquet Exp	2,276.96
InsurPermit	270.00
SoundSystem	180.00
Security	375.00
Trophy-Plaq	625.15
FoodDrinkExp	107.81
Pylon Rent	43.30

Total Carshow Exp.	5,640.72
Other Events	1,428.92
Total Expenses	9,317.77
Total Inc/Exp	-1,065.19

WELCOME NEW MEMBER

Howard & Marcia Grey, who live in Westlake Village, CA, (818) 865-8383. They are looking for a car and are interested in shows, tech info and tours. We hope they can attend the AHA April show and our September show.

(Legislative - continued from Page5)
 various groups seeking regulation of carbon dioxide and other gases. The Feds said it lacked authority under the Clean Air Act. EPA administrator Jeff Holmstead said that the Clean Air Act was never intended for that purpose and that the regulation as requested by environmental groups would have 'enormous economic practical and societal impacts'. Fortunately, the Lockyer suit was dismissed.

This hasn't deterred the California Air Resources Board, however. In a sweeping new smog plan proposed for the South Coast Air Quality Management District the following restrictions are proposed: 1) Stricter smog checks for personal vehicles 2) Retrofit trucks, buses, gas cargo tankers and repair vehicles to cut emissions. 3) Reduce emissions for consumer products, including nail polish and hair spray. 4) Buy old boats that contribute to pollution and get them off the water. 5) Introduce electric plug-ins for reduced idling by trucks at truck stops and ports. 6) Fit marina fuel pumps with emission control devices. 7) Require composting for livestock manure. 8) Use remote sensors to measure tailpipe emissions and identify major polluters. 9) Accelerate plans that require a percentage of lawnmowers and gardening equipment sold to be electric. 10) Mandatory replacement of pollution control devices, such as catalytic converters on older cars.

What is the stand of ACCC?

After suffering through this diatribe, you might get the idea that we are somehow

against clean air and water. Nothing could be further from the truth. We realize that an ever-increasing population will require measures to increase the efficiency of the internal combustion engine. Rather than endless laws, which tend to restrict and punish both the population and industry, we feel that the ingenuity of industry will solve these problems. We cannot legislate morality, nor can we regulate and control every aspect of life.

As reported in previous issues of the ACCC 'deFender', there are ten production automobiles already in dealer showrooms that are defined as Zero Emission Vehicles and this is just the beginning. Knowledge is cumulative. One scientific breakthrough opens the door to many more possibilities. Technology progresses on a geometric scale. Yankee, and for that matter, international ingenuity will come forth to solve these problems. Always has.

Where do we go from here? We urge you to continue efforts to guarantee your right to own, drive, maintain and enjoy your classic or collector vehicle. We need a definition of the 'collector car', which will be recognized by State regulators and would preserve for all time this important aspect of Americana. Many in our hobby fought in the great wars to preserve these freedoms. Stand up and be heard. Let your elected representatives know how you feel on issues that affect our hobby. With the new administration in Sacramento, your plea may fall on a more sympathetic ear.

FOR SALE

COBRA-. Registered 2001 Shelby <200 miles, smog exempt, Arntz styling, Butler quality. 351 Cleveland w/ 10" setback, Jag rear-end, 4-spd top-loader, Hurst shifter, H.D. half-shafts and strut assy. 52% wt on 12" Z-rated rear rubber, 10" rubber front. 6-piston 13" Wilwood brakes. Hood, trunk, doors molded inside & out. Finished eng. compt. Marty Krueger 775-852-1453 or E-mail mck427@msn.com (3/02)

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. \$6,200 Call Wayne McAllaster (510) 656-5844 or E-mail medusa427@aol.com (4/03)

FERRARI Testarossa (Ladre kit) On stock 1988 Fiero - under 20K original miles. V-6, 5-spd stick, A/C, AM-FM cassette, Hayashi Racing wheels with VR rated Goodyears. \$8,000 Call Warren Okamura 925-458-4030 evenings. (4/03)

FERRARI Testarossa (Dazzling Black Convertible) 34K original miles on Corvette platform. One of nine, custom built by SCM Motors for Mid-east royalty. at \$85K each. 626-458-922 asking \$30,000. (5/03)

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 500K PARTS - For Classic Factory 500K: (4) door latch plates, patterns for tall tail light bases and side window frames. Also windshield frame patterns for 4-pass 500K. Call Diana (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K Heritage kit, unassembled, body in crate. Burgandy exterior/interior. All options. Stub Chevy front end, 350 engine and auto tranny (not rebuilt) \$14,000 Call Louis Boscacci (415) 892-5245. (04/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Excellent condition. \$9,950 o.b.o. Norval Gryte 707-942-8215 or e-mail <gryte@calicom.net> (10/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Low miles but needs some TLC.. \$4,500 o.b.o. Mike Brauner 925-934-1441 (10/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Partially completed.. \$2,500 o.b.o. + shipping. 510-895-8522 or e-mail <dbensonco@aol.com> (10/03)

MERCEDES SSK (Gazelle) 2.3 Pinto powered, gray w/ red fenders, Auto tranny.. License & Smog thru 3/04. Priced for quick sale. only \$3,000 obo. B. Pincus 925-939-7581 05/03)

MARLENE - 500K kit by CRL, complete but not assembled. White body & interior. Includes Ford 2.8L V-6 and auto tranny. Make offer to Andrew Moriarty 916-689-2325 (11/03)

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

PACKARD '31 4-pass Coupe. All metal replica built on '67 Buick Wildcat running gear. 2000 miles on rebuilt 430 CID V-8, 4-bbl, 360 hp engine with chrome side pipes. \$7,500 o.b.o. Bill Kaiser 415-648-6250 (10-03)

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. **REDUCED TO \$4,000.** Roy Yates 650-365-1909. (2/01)

2003 NCKCC San Leandro Show and 2003 AHA Knott's Berry Farm Show. Available as DVD or VHS tape. Each show is \$16 postpaid in U.S. Send check to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598. Call 925/938-1442 for info on credit card payment via "PayPal" (6/03)

"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:

kitcar.com
and
cobracountry.com

- kit cars For Sale by Owner...
- in 22 kit categories plus Cobras!
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

Curt Scott

661-251-2223

Note: Curt Scott has a great web report on the Monterey Historic Races at www.cobracountry.com - Help him identify one last person in a group shot.

CALENDAR OF EVENTS - 2004

- February, 2004 - (THIS APPEARS TO BE ON HOLD FOR NOW) Tour of NUMMI
- March 27, 2004 - Towe Auto/Railroad Museum, Sacramento. Cameron or Stager, Champion
- April 17, 2004 - Coming Out for new cars and members. Leanne Jones, Champion
- April 24-25, 2004 - AHA Knott's Berry Farm Show.
- May ??, 2004 - Boat Tour of Mothball Fleet from Martinez, Vern Hance, Champion.
- June 5 & 6, 2004 - Walnut Creek Art & Wine Fest. Paul King, Champion
- June 17-20, 2004 - Oregon Run, Oregon Caves, OHAA meet. Maddux, Champion
- July 3, 2004 - Torchlight Parade, Benicia + Dine Out. Maddux, Champion
- July 17?, 2004 - Bethel Island 50s Bash. Hance, Champion
- July ??, 2004 - Fallon, NV GoldMine State Park overnight, Somebody proposed this at the November Brunch, but we can't figure out who it was. Anyone have ideas?
- August 14?, 2004 - Hot August Niles Car Show. Shane Williams, Champion.
- September 11 & 12, 2004 - NCKCC San Leandro Show. L. Jones+C.Williams, Chair.
- September ??, 2004 - Walnut Festival Evening Parade, Paul King, Champion.
- October ??, 2004 - Wine Tour by Leanne Jones, Champion.
- October 22-24, 2004 - Club Sandwich, Laughlin. NV
- November 14, 2004 - Annual Brunch (Ryde Hotel or Hs'Lordships) Carolina Williams, Champion - is this correct.
- December 2004 - No NCKCC events.

2004 OFFICERS AND APPOINTEES:

Steve Cameron, President	916-399-9393
nckcc@usa.com	
Gene Stager, Vice President	530-637-5789
gmstager@foothill.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@nptest.com	
Pat Cooley, Membership Chair	
646 Lido Drive, Livermore, 94550	925-447-7239
Carolina Williams, Show Co-Chair	510-353-9914
Leanne Jones, Show Co-Chair	510-471-6411

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