



NCKCC News

Handcrafted Automobiles

January 2016

Volume 34

**HAPPY
NEW YEAR
2016!**

UPCOMING EVENTS

- January 16, 2016 - Planning meeting for next year at the Hance residence in Walnut Creek. Starts at 11:30 with 'Soup & Salad' lunch followed by meeting at 1:00 p.m. Please call or email Vern at (925) 938-1442 or nckcc@astound.net to let him know if you are planning to attend; and to be sure there is enough food prepared.

FROM THE PREZ

The Club finished another year with a wonderful brunch at the Basil Leaf Café in Danville. The weather was not too bad and the turnout was just right for our assigned seating area. It was really great way to finish the "Club" year with such great conversation and camaraderie.

By the time you receive this newsletter, the "proverbial" ball will have dropped on 2015 and a new year will be upon us. As always, 2016 will require a new calendar of Club events and suggested activities. In that regard, Vern and Carol have once again graciously opened their home for our first get-together of the New Year: the 2016 Planning Meeting. It is scheduled for Saturday, January 16th at Vern and Carol's home in Walnut Creek. We hope to work out an event/activity schedule for all of 2016. So, if you have any suggested activities or events that you would like to see on our calendar, please forward your suggestions to me or to Vern so they can be included in our new Club event calendar. Better yet, bring your ideas to the planning meeting in person and enjoy some camaraderie and some soup & salad prior to the actual meeting. Be sure to let Vern and Carol know you plan on attending. Weather permitting; bring your collector car for a mini NCKCC car show on Ellesmere Court. We do need to have all our members be part of the planning process as well as participate in the actual events or activities. Hope to see you all at the planning meeting with some great new ideas. Vern has the meeting details elsewhere in this newsletter.

Hope you had a great Holiday Season. Welcome to what I hope will be another great year for the NCKCC.

See you on the 16th.

Jim W

PLANNING MEETING SAT. JANUARY 16th 2016

Our planning meeting for the coming year will start at 11:30 a.m. with a hearty 'Soup & Salad' lunch at the Hance residence, 3317 Ellesmere Court, Walnut Creek. The meeting will start about 1 p.m. so if you can't make lunch come for the meeting.

At the meeting we will discuss our 2016 choice of "official" club activities for the rest of the year. We

hope you will give some thought to events you would like to have on our schedule. Also, do a little research about your suggestion so, if it involves a visit to some display, museum or show, we will know the dates it is open, the cost, who to contact, etc. You can also look at our website "Events Calendar" for 2015 to get ideas for our 2016 events menu.

We will also need to vote on who will fill the officer positions for 2016. We would like to see some new participants, so let us know if you would be willing to fill one of our positions.

Another item on our agenda will be to review our '32-year-tradition' of having an "Annual NCKCC Car Show". We have found over the past years a trend of fewer kit cars entered and fewer spectators. This has led us to embrace more restored and modified cars that were never offered as kits. I believe our experience at the 2015 show at the Blackhawk Automotive Museum was a good success but with fewer cars, mostly club members. Is this our new template?

Think about it and express your opinion. If you can't make the meeting please send an email to nckcc@astound.net or mail us a note via the USPS.

IT'S DUES TIME AGAIN

It's time to remind you that your \$24 annual dues are due on January 1, 2016.

I will follow my usual practice of listing the last names of those who have paid in each month's newsletter. So if you don't see your name, it means I haven't received your dues payment.

Right now I have five members that paid their 2016 dues:

Bales	DeCato
Foote	Hance
Thomson	

Lets add a few more names soon

ACCC YEAR-END REPORT

By Rex Roden, President ACCC

Well the Christmas Holiday is past and 2016 is just around the corner. All of us at the ACCC want to wish you and yours a Happy and Safe New Year!

I'm happy to announce that 2015 was a fairly good year for the ACCC and the car hobby in general. ACCC membership numbers have remained constant, even though we always need more members, and we're still driving our classics with no new regulations or legislation that may harm the hobby.

Ethanol, both E10 and E15 and the Renewable Fuel Standard (RFS), is still a problem for our older cars but there is national legislation pending that looks to lower or eliminate the fuel standard. We will continue to monitor that legislation and keep you all posted on its progress.

There is some good news in that over 15,000 of the Black Legacy Plates have been ordered in 2015. This was a bill introduced by Assemblyman Gatto back in 2013 and supported by the ACCC.

California politicians will be back in session starting in January and we all need to be alert to any and all new legislation that looks to harm the car hobby; raise or increase taxes; or reduce petroleum use in California. We at the ACCC want to do all we can to reduce pollution and clean the air but often times the solution to these and other problems suggested by politicians are just not workable or healthy for the economy in California.

In the meantime, we will keep you all in the loop on all legislation that we feel is important, good, bad, or ugly and encourage you all to stay in touch with your representatives in the legislature and let them know your feelings on pending legislation.

Not sure who your reps are? Go to www.legislature.ca.gov/legislators_and_districts/legislators/your_legislator.html to find who your Senator or Assembly Member is.

In other news, the ACCC will have information booths at both the Grand National Roadster Show in Pomona January 29-31, 2016 and the Sacramento Autorama February 12-14, 2016 at CalExpo in Sacramento. We'll be answering questions about pending legislation as well as regulations that may harm the hobby... Stop by!

The 30th Annual ACCC Spring Legislative Conference is scheduled for Wednesday and Thursday April 27-28, 2016 and will be at the

California Auto Museum 2200 Front Street in old town Sacramento. \$25.00 per person entry fee includes entry to the conference both days; lunch both days; and museum tours. More information will be posted as the dates gets closer.

Once again... Happy New Year from the Association of California Car Clubs! Representing the Collector Car Hobby Since 1972

SOME THOUGHTS ON THE VW EMISSIONS "SCANDAL"

By Vern Hance

As a former smog technician, I have followed this issue with interest, since it started a couple months ago. The intensity of the outrage has seemed to be close to the level triggered by the Paris and San Bernardino massacres.

Lets put the VW actions into perspective. Auto manufacturers are required to build their cars so they will pass the Smog tests in Countries and States around the world. Let's first just talk about what California requires. The vehicles listed below require one of the two bi-annual smog tests as described below. (There are some detailed exceptions.)

- BAR-97 test is used for 1976 - 1999 vehicles running gasoline, CNG, LNG, LPG or Flex- Fuel. (2000 or newer big vehicles, 14,001 lb. GVWR or more are also included unless they have OBD II)
- BAR-OIS test is used for 2000 & newer vehicles including 1998 & newer diesels under 14,001 lb. and Hybrids 2000 & newer.

The BAR-97 test is run on a dynamometer and tailpipe gases are analysed for 5 gases; HC (hydrocarbons), CO (Carbon Monoxide), NOx (oxides of nitrogen), O2 (Oxygen) and CO2 (carbon dioxide). The idea of using the dynamometer is to load the engine so it produces measurable oxides of nitrogen. It is called an ASM (acceleration simulation mode) and is run at two load conditions. The load conditions are run sequentially and consist of:

1. 100 seconds at 15 mph at 50% of road load.
2. 100 seconds of 25 mph at 25% road load.

I suspect that, in the real world, accelerating from a stop to 70 mph while entering a freeway on-ramp at full throttle or passing another vehicle on a 6% grade would generate a lot more exhaust pollutants than in this 15 and 25 mph test mode, but anyway that's the test criterion.

The BAR-OIS test is new in the last year or so and involves plugging in an OBD II test device to your car's powertrain control module, where it records a variety of conditions as reported by the sensors that are designed to detect any malfunction of any part of the engine's emission control system. These records are retained in the test station's computer and also become part of California Air Resources Board (CARB) history about your car. No dynamometer or tailpipe emissions are involved.

The procedure also includes a physical inspection of the engine compartment to confirm that no modifications have been made and no wires or controls have been tampered with. The smog technician has an interest doing a thorough inspection that insures your car continues to be healthy and clean, because if the next bi-annual smog test fails he will get a "demerit" on his record. He can't afford many demerits before his employers smog station gets demoted to a lower class which usually results in replacing that smog technician. (sounds like Big Brother is indeed watching)

This new BAR-OIS test thus becomes the primary inspector of your car's emission system. It will eventually be the only smog test in use, as 20th century cars disappear.

The massive outrage, about VW's design of emission monitoring systems, has made the regulators paranoid because they now have to trust the car's artificial intelligence and no longer measure what come out the tailpipe.

It appears that VW incorporated some features that insured their diesel vehicles ran especially clean during "testing" conditions but still allowed them to have the power and performance under normal driving conditions which rarely include extended cruising at 15 mph or 25 mph.

This furor has been about some VW diesel engines that use the so-called "Bluetec" fluid that is injected into a catalyst to lower the level of NOx emissions. It appears that the engine control module sensed when the diesel vehicle was being tested on a dynamometer, when only the drive wheels were moving, and added some extra Bluetec fluid to reduce NOx under these conditions. The Bluetec fluid is a water solution containing about 32% urea and must

be added to an onboard tank periodically. Dealers reportedly charge about \$32/gallon for this diesel emissions fluid (DEF), and a gallon reportedly will last for about 1,500 miles, but this can vary depending on how hard you drive, such as pulling a trailer.

Now put yourself in the shoes of a VW engineer. You must create a vehicle that runs clean enough to pass smog tests in a variety of locations and you must ensure that the power and fuel consumption are competitive (or better) than other diesel engines. I haven't been able to find any numerical data, but it has been reported that increasing the level of DEF injection reduces the engines maximum power and increases the fuel consumption. That sounds like an invitation to boost DEF usage under test conditions but back off a bit for normal driving.

The word "defeat device" and "cheating" have been used abundantly to describe VW's effort to promote "clean" diesel engine cars. However, going back to my earlier comments, ask yourself what happens to emissions when you check to see if your gasoline fueled 500+ hp Corvette, Mustang, Charger or Mercedes will still do a zero to 60 mph acceleration in 5 seconds or less? Is that gas pedal a defeat device?

In my judgement the most powerful "defeat device" is your right foot. That will probably continue to be true until all of our cars are governed to a maximum speed of 15 or 25 mph. And that probably wouldn't be considered because of the political risk involved.

GARY MEADORS - GOODGUYS FOUNDER GONE

Meadors, who founded the [Goodguys Rod & Custom Association](#) 32 years ago, passed away Dec. 27 at his home in Cave Creek, Arizona. Reportedly Meadors had struggled with heart problems over the years.

Meadors founded Goodguys after he organized a successful street rod event in Lodi, California many years ago. At the time, he was a successful sales manager during the week. On weekends, he was Gary Goodguy and a freelance writer for a number of hot rod magazines. "We picked Lodi over Monterey because the hotel rooms were cheaper," he said. "My wife and I hand-recorded all the entries. We had 566 hot rods from six different states. It was a mind blower."



In 1983, Meadors quit his sales job to hold his first official Goodguys event. The Goodguys PPG Nationals car show held annually in Columbus, Ohio, now draws more than 6,000 1972-and-older vehicles. Goodguys' largest drag race was the March Meet at Bakersfield's Famoso Raceway; it drew 500 racers and more than 50,000 spectators. After 20 years in the vintage drag-racing business, Goodguys bowed out in 2006. Now there are autocrosses instead, among many other activities. With something of Meadors' salesmanship intact, the Goodguys website describes what you get when you arrive at a show:

Goodguys events feature thousands of candy-colored hot rods and customs, tricked out trucks, muscle cars and regal classics sprawled throughout venues such as lush fairgrounds, super speedways and large outdoor stadiums. The cars, the vendor exhibits, the adrenaline-pumping Goodguys AutoCross, the entertainment and colorful people create a festive atmosphere.

Indeed, most Goodguys shows require aerial photos to get everything into the shot. It's a long way from his high school years cruising tiny Dinuba, California, just down State Highway 99 from the Modesto cruising scene made famous in "American Graffiti."

When Meadors looked back at his own risky move in quitting a successful sales career to promote hot rod shows, he said, "What got me turned on was the thought that I could get people excited about our hobby, and then they would have as good a time as my family and me. I'm kinda the Billy Graham of hot-rodding."

FOR SALE

1952 Red MG-TD Replica built by Daytona. VW 1600 engine. New everything. Always garaged. \$6200 Call Ron for info: 925-829-4046 or email honestronn@yahoo.com



Ron Sutherland's MG-TD