



NCKCC News Handcrafted Automobiles

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BRING IT ON !!



UPCOMING EVENTS

HAPPY NEW YEAR !!

FROM THE EDITOR

Club President, Jim Wagner, called me just after I had printed the newsletter in early December.

He told me that his Dad had passed away on December 8th and that he would be traveling to Iowa for the funeral and burial, then to AZ to visit his sister.

I haven't heard any feedback on event preferences for NCKCC in 2018, but with so many activities at this time of year, it is easy to understand.

However, as the pace slows after New Year's Day please give it some serious thought and email (or phone) your ideas to me or any of the officers listed on the last page.

By-the-way, the two articles included from the ACCC E-News sources are thought provoking, but you don't have to agree with them. at least not completely.

Vern Hance, NCKCC News Editor

ROBERT F. WAGNER **June 6, 1923 - December 8, 2017**

Foster City resident Robert F. Wagner died peacefully at his home Dec. 8, 2017. He was 94.



Born in Iowa in 1923, he was a California resident for nearly 50 years. He served in the U.S. Navy during World War II and later retired in 1989 as a civil engineer for the Naval Construction Command in San Bruno. He was a private pilot for many years. He was active as a volunteer with the Hiller Aviation Museum (Restoration Shop) and the San Mateo County Historical Association (Woodside Store Historical Site). He enjoyed spending time with friends at the Belmont Senior and Community Center in Twin Pines Park.

He is survived by daughter Dianne, son-in-law John Martin of Phoenix, son James Wagner of Foster City and four grandchildren and many great-grandchildren.

Following a memorial service in Council Bluffs, Iowa, he will be interred next to his beloved wife Margie who died in 2005. Memorials can be sent to the Belmont Senior and Community Center, 2 Twin Pines Lane, Belmont, CA 94002.

IT'S DUES AGAIN - \$24 PER YEAR

I will follow my usual practice of listing the last names of those who have paid \$24 annual dues, in each month's newsletter. So if you don't see your name, it means I haven't received your dues payment.

Bales	Ellis
Howes	Ketchel
Knebel	Maddux
Rubenstein	Tattersall
Wagner	Walters

Please check this section each month to see that I have received your dues payment. That way we can cross check on you, me and the USPS.

If you want to pay by PayPal, we have an account to handle that option. If you already have a PayPal account you can select a 'personal' payment to nkccc@astound.net and there is no PayPal fee. However you can also use a Visa or MasterCard credit card through PayPal, but in this case we ask you to add \$1 (\$25 total) to cover the PayPal fee. For new membership candidates go to: www.nkccc.com/membership-application.pdf

ELECTRIC CARS ONLY: CALIFORNIA BILL WOULD BAN GASOLINE CARS BY 2040

The following 2 articles are adapted from the ACCC December E-News issues.

Producing and registering gas-powered cars would be illegal in California by 2040 if an upcoming bill is passed by the state legislature. Any vehicle powered by fossil fuels would be banned by the bill, which will be introduced by California Assembly member Phil Ting.

Ting will introduce the bill next month, when lawmakers return to Sacramento for the next legislative session, as part of a plan to phase out gas-powered cars and embrace battery electric and hydrogen fuel-cell cars. "California has already passed some of the most aggressive legislation in the country when it comes to reducing greenhouse gas emissions," Ting told Newsweek. "If we are going to meet the goals we've already set, we absolutely have to reduce transportation emissions."

Transportation is the biggest contributor to greenhouse gas pollution, surpassing power plants this year for the first time in four decades, according to the Energy Information Administration. Electricity production has been moving toward "clean" energy over coal in recent years, but the transport sector hasn't made as many advances in reducing emissions. In California, gas-powered cars will be required to increase their fuel efficiency to 54.5 miles per gallon by 2025, but lawmakers like Ting want to take things even further.

"There's already legislation in place to incentivize electric vehicles," said Ting. "But having two pieces of legislation coupled together—one's a carrot, the other is a deadline to push toward the carrot." California operates under stricter efforts to curb greenhouse gas emissions than the rest of the country.

Former president Barack Obama passed regulations to prioritize fuel-efficient vehicles, but Americans are still able to buy new gas-guzzlers as they please. President Donald Trump's administration is more concerned about the potential economic impact of regulating the auto industry, and is considering rolling back some of Obama's rules.

"We have programs up and running to reduce greenhouse gas emissions in the state, but they have to hit their 2020 targets before looking ahead,"

said Dave Clegern of the California Air Resources Board. Clegern says that a clean car program already in place will ramp up considerably in the next year, shooting for 15 percent of new cars sold by 2025 to be zero-emission vehicles. The auto industry is a part of these negotiations when it comes to state legislation, he said, which is key if they are going to give more focus to electric vehicles. "We negotiate regulations with them, and they are more receptive than they used to be," said Clegern.

If the bill were to pass, Californians would still be allowed to drive their old cars come 2040. The bill doesn't want to kick any cars off the road, nor would it impose any fines or tickets on drivers who haven't yet gone electric. Rather, it would demand that automakers offer an electric option, and drivers would not be allowed to register any new gas-powered cars.

Other countries have already committed to banning fossil fuel-powered cars in upcoming years. China, France, Norway, India and the U.K. have passed similar measures and are counting on automakers to move toward affordable electric options as quickly as possible.

"If the world market is already setting 2040 as a goal, it gives automakers more than 20 years to react," said Ting. "To set a deadline is to be a responsible government. It's clear we need to do this to meet our greenhouse gas reduction goals, and to ensure consumers have access to clean cars not just in California but all around the world."

OLD CAR HOBBY FADING AWAY???

Go to an event like the Hershey Swap Meet and the fears about the graying of the old car hobby don't seem so unfounded. Consider, for a moment, a doomsday scenario: At the stroke of midnight on Jan. 1, everyone over the age of, say, 65 unloads their collector cars.. It's the buyers market to end all buyers markets; prices go through the floor. Everyone is freaking out. The collector car hobby as we know it will die, maybe.

This is basically a time-compressed version of what people in the old car world have been fretting about. As Larry Vellequette at Automotive News recently noted, there's some demographic evidence to back up the concern. Baby boomers are still buying and holding more collector cars than anybody else, but when they go, they'll take their appreciation of the cars of their youth with them. This will shake up the

world of collector cars in a big way -- no getting around that.

The fear that the collector car world dies with the current generation is tough to dispel, but there are reasons it's so persistent. Owners are often having a tough time persuading their children to pick up the torch and carry on in the hobby. For people who have been involved with old cars for decades, it has to be incredibly discouraging.

A New York Times article referenced by Vellequette offers an interesting parallel. Some older folks are facing a melancholy reality: Their children have zero interest in their cherished heirlooms. Baby boomers haven't just been buying cars, it turns out -- they've been buying lots and lots of stuff, and as they're downsizing, they're having trouble finding family members who want anything to do with it. But for every piece of old-world furniture that ends up at a thrift store, there are boxes of ... well, not junk, but pseudo-collectibles: Franklin Mint die-cast models, officially licensed "I Love Lucy" memorabilia and other assorted nostalgia-bait tchotchkes. It's not that younger generations have no direct connection to this stuff -- it's that most of it is not terribly interesting. Even wedding china is something of a mystery to us, though maybe we'd understand and desire it if we'd ever seen it used.

I won't say the car's appeal is universal because it isn't, but the range of people captivated by cars never ceases to amaze me. What's in the spotlight changes from generation to generation, but today's enthusiasts don't limit themselves to what they longed for growing up. There's a surprisingly young crowd keeping the traditional postwar hot-rod and motorcycle scene alive, for example. Thriving events like The Race of Gentlemen have only made it bigger and more mainstream.

And that's why prices have yet to plunge. Again, I've been angling for a prewar car for a while now. I've been reassured that values for everything from Ford Model As to Packards are going to collapse as collectors downsize (or -- let's be honest -- die off), but that simply has not happened. Sure, old American iron hasn't kept pace with Euro sports cars, but values don't seem to have any trouble matching inflation. The bloodbath has not materialized.

If that doomsday scenario mentioned above does play out, it will probably be the result of some massive financial cataclysm rather than a sudden baby boomer automotive divestment. But if it did go down, what would happen next?

It might be chaos in the short run, but prices will find a new level, but never so low that these cars won't

still be desirable and collector car ownership won't seem quite so unattainable. This alone won't make those millennials interested in bias-ply tires and carburetors, but it will bring those of us sidelined by high prices into the hobby.

Self-driving cars do threaten to erode driving culture, but unless human-operated vehicles are banned outright, they might actually make it easier for enthusiasts to go all-in on relatively impractical old vehicles. Japan is a nation where drivers' licenses are difficult to get and its expensive to operate a new vehicle there, and only gets higher for vintage machines. And yet Japan has a car culture that spans all eras and styles.

One thing that does threaten to send the world of collector cars into a death spiral, it's fear about what the future holds for the hobby. We feel like, on an individual level, there's not much we can do to change the way things seem to be going. But the bigger and more dangerous fear is the one that makes you hesitant to go out and use your car, no matter how old it is. It's easy to come up with reasons to leave it parked in the garage -- too many distracted drivers, hard-to-find parts the urge to keep that better-than-stock restoration pristine. If it's off the road, it's safe. It turns off those who might otherwise be interested in learning more. So don't do that. Invite the grandkids over to change the oil, or make it your 2018 resolution to go for a drive as often as you can. Get out there and show people why you care about cars, and why it's a fun and rewarding community to be a part of. That's really all you can do, but if you really commit to it, the rest will sort itself out.

Editors note: A lot of this article may be applicable to kit cars!

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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



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Built by Herb Adams VSE in Carmel, CA. Completely restored with new battery, brakes, and CIS fuel injection system. Based on 1.6 L front engine, front drive VW Rabbit and VSE tube steel frame. Asking \$5,000 o.b.o. Call Stephen Catalan (415) 342-6703 or khumbukat@gmail.com

