



NCKCC News

Handcrafted Automobiles

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Will this 1982 Chevrolet Citation become a Classic in the future ? How about a Datsun 240Z or a Plymouth Prowler?
(See article page 6)

ACTIVITY NOTICES

July 12, 2008 - Cruise-in "Show & Shine" Towe Museum parking lot from 1pm - 4pm.

Also meet Von Hot Rod pinstriping legend: 1pm - 4pm . (See page 2)

July 19, 2008 - Tour of Hays Antique Truck Museum - CANCELLED

July (late) - To Be Announced Car show in San Jose - CANCELLED

JULY EVENT CHANGED

The Hays Antique Truck Museum for July 19th is cancelled, however the Towe Auto Museum has several events on July 12th as worthy substitutes. And NCKCC members can be admitted free with your Complementary Towe Museum Pass. (Sent earlier)

Pinstripping Demonstration

Saturday July 12 from 9am to Noon in the Alhambra Room at Towe Museum. Von Hot Rod, Master of the Fine Line, will be doing a pinstripping demonstration for those 12 years of age and older. Students will not only learn the history and importance of pinstripping and its affect on the world of automobiles but will also get to practice pinstripping techniques with the master himself. Details at www.toweautomuseum.org

Special Meet and Greet Autograph Session

Meet Von Hot Rod at the Museum from 1pm – 4pm on Saturday, July 12, 2008. Von Hot Rod started pinstripping about 12 years ago and in 2007 was inducted into the "Cruisin Hall of Fame" for pinstripping. When he isn't traveling the country making appearances at various car shows and giving pinstripping seminars, he can be found running "Kustom Klothing by Hot Rod," a line of men's and women's clothing. He also is

the founder of the "Von Hot Rod Pinstriper Reunion." Von Hot Rod has also designed a custom pinstripping brush from Andrew Mack Brush Company, and he appeared in a half-hour segment on "Kustom Kulture Art" for the Discovery Channel. His celebrity as a well-respected professional in the world of pinstripping even reaches to Japan where a company has made an action figure doll of him and he has been the invited guest to the Yokohama Hot Rod & Custom Show numerous times. For more information about Von Hot Rod visit www.myspace.com/vonhotrod.

Cruise-in Show n' Shine

Held in the Museum's parking lot. Sat, Jul 12, 1pm – 4pm to show off your cool classic or vintage vehicle. Just show up and enjoy the company and other Museum events.

50th Anniversary Edsel Display

This display will continue during July and August, but on August 17, a lecture about the Edsel will be presented by Mr. Steve Luth. The lecture will take place at the Museum and will begin at 2:30pm. Mr. Luth has provided five of his Edsels from his private collection to be part of this two-month exhibit.

THE KNOTT'S BERRY SHOW TRIP - 2008

By Shane Williams

Driving to LA down I-5 seems to never change. You are either following the aqueducts surrounded by the color brown or just surrounded by the color brown. Then at last hope, you get to the grapevine. Twenty minutes later, you are engulfed in the greatness of seven lanes of beaten concrete, traveling at either 80MPH or 20MPH in a sea of different colored license plates. About the only thing that changes is the gas prices.

We drove down on a Thursday to get a full day on Friday. Carolina has two elderly Aunts that live near Knott's Berry farm that want to see the kids. This is the excuse that we use to drive at \$4 a gallon to attend the AHA car show.

Friday morning started with Sofia trying to call her friend, Parker, on the hotel phone. After the second conversation with the front desk, we unplugged the phone. This did not stop Sofia from using the phone. We spent the rest of the morning listening to Sofia tell Parker about the hotel room. We then filled up with a big breakfast and spent the rest of the day with family.

Saturday morning is when I get excited. I have always liked attending car shows. Being around cars with my family brings joy to me. (It could only get better if my car was at the show.)

We have a tradition of eating breakfast at Mrs. Knott's restaurant before the show and like stuffing ourselves with eggs, bacon, and fried chicken. Attending any show hungry leads to dissatisfaction and early exits, plus breakfast with fried chicken is a once in a year event for us. Before life with kids, getting to a show before 10am took work. Now we are at the restaurant by 8am, no problem. I do not know what happened to our little angels, but civilized children was not on the agenda. I am not quite sure what was more embarrassing, the kids "singing" or the mess. After a really nice tip and quick exit, we were already exhausted. One step out the door, though, and I am focused on seeing cars.

Even with wallet deflating gasoline prices, the turnout was good. One thing new this year was caused from the efforts of Audi's lawyers. A rash of cease and desist letters were sent to Lambo kit manufacturers. This has led to no dead on replicas. It was fun seeing what people have done with the Diablo and Murcielago designs. Each car was inspired by the original. I enjoyed seeing what people had done to change the design with wings and intakes. Not to be outdone by the Lambos, the Ferrari crowd showed up in force. The Nissan Z based 250 GTOs looked really good. I could not get my attention off of them. I keep thinking that a 250 GTO would make a good daily driver. A nice 512BB was for sale and two F50s were also proudly shown. The white F50 was an
(continued on page 8)

PALO ALTO CONCOURS

By Tom Wallters

We are in the process of redoing our kitchen and so I have been busy with that and have not had much free time to attend car shows and such. On Sunday, June 22, at around noon, I took a break from the kitchen work and was enjoying a sandwich and beer, on the patio, when our neighbor, Art, stopped by. Art had been playing with his band at the Palo Alto Concoours and had an extra wrist band good for admission to the car show. He asked if I would like it - he didn't have to ask twice - I was gone!



high school when the '53 Corvette came out and have always admired it and the other US cars of the mid to

late '50s. I think there were 3 or 4 '53 Corvettes in the line up. There were also quite a number of Alfa Romeo specimens.

I'm partial to '30s cars and there were some beauties - Cords, Auburns, Packards,



I made it to Palo Alto in record time, parked, hurried past the ticket booth and through the gate - saving the \$25 entry fee. I preferred the previous venue - on the edge of the Stanford campus, under the oaks on the El Camino. The new venue is a few miles away off Sand Hill Road - the new venue is ok. but...

Corvette and Alfa Romeo were featured this year. Both were abundant. I was in

Cadillacs and others of that vintage. There were also some nice '40s and '50s cars. A black 1957 Cadillac Eldorado hardtop convertible with stainless steel top caught my eye. There were some very nice '40's cars, including MGs and other foreign and US makes.

Well it was a nice break - back to the kitchen.

Here is an MG - TC



.And a Cadillac Eldorado, with stainless roof.



HOT AUGUST NILES SHOW

The Niles Merchants will again host this show in Fremont on Saturday, August 16, 2008. Cost is \$18 with an

August 10th deadline. After that it is \$25 per car. Show runs from 9am to 3pm, but to get a good spot you need to be there earlier. Dave Jones has been the contact to reserve a spot if you plan to attend. Registration form, with driving instructions, is posted on <www.nckcc.com>

SAN LEANDRO SHOW

By Vern Hance

Some e-mails have indicated that the Marina Inn Banquet room has been reserved and a block of rooms reserved, but I have not received confirmation about room reservation deadline or room prices from the Marina Inn, yet. I plan to post a show registration form on our website as soon as I get room dates and prices. We decided the show registration will be \$25 per car and I will assume the banquet will be \$25 per person, same as last year.

The most likely Sunday driving event sounds (from e-mail exchanges) like a Poker Run to Blackhawk Museum. I will see if we can set something up with the museum. If they have booked something else, we can try to rope off some regular parking spaces to park our cars.

If anyone wants to organize a poker run, please speak-up.

WILL CAR OF TODAY BECOME CLASSICS ?

By Joseph White (Excerpted from WSJ)

Last month, around a million people converged on the stretch of Woodward Avenue between Pontiac, Mich., and Ferndale, Mich., for the annual "Woodward Dream Cruise," a celebration of the Motor City's glory days made that much more emotional by the present day tribulations of Detroit's "Not So Big Three". Soon, in Monterey, Calif., a smaller and generally wealthier crowd of car aficionados assemble for the annual Pebble Beach Automotive Weekend, that celebrates the automobile as collectible fine art.

These events represent two distinct branches of American car culture, separated at one level by the number of digits in the personal net worth of the average attendee. Among the Dream Cruise's signature cars in 2007 was the 1957 Chevy Bel Air, celebrating its 50th anniversary. At Pebble Beach, the 2008 featured makes are Lancia, Lamborghini and the General Motors centennial.

So, 25 years from now, what will classic car fanatics be parading down Woodward Avenue or bidding on at Pebble Beach? What cars will emerge from beneath oily rags to delight some middle-aged buff in 2032? Will we celebrate the 50th anniversary of the 1982 Chrysler LeBaron?

It's not an easy question. There have

been some fairly severe automotive-design droughts during the past 25 years or so. Will someone who discovers a 1982 Chevrolet Citation under a drop cloth in the old barn experience any form of excitement—unless that person happens to need something to run in a demolition derby?

A visit to the Auburn-Cord-Duesenberg Museum in Auburn, Ind., can challenge your belief in industrial progress. The distinctive artistry of the flamboyant Duesenbergs, the Auburn Boat Tail Speedster and the 1930s Cords with their art deco front ends puts to shame most of what passes for premium cars today.

Still, experts in the business of automotive culture, design and collecting say there will be a vibrant classic car scene years from now, particularly if car fans broaden their minds.

At the high end, the key to collectibility will, as always, be rarity. Exotic cars such as the Bugatti Veyron, as well as certain limited-run Ferraris and Porsches will likely grace Pebble Beach auctions of the future, says Rob Myers, founder of RM Auctions, the big classic-car restoration and auction company that runs a sports and classic-car auction at Pebble Beach. Mr. Myers points to some more attainable cars that could find favor in the future, including the Datsun 240Z and the Dodge Viper and Plymouth Prowler. A few 1980s and 1990s Detroit cars could

have promise, too, he says, such as the limited production Buick GNX, or special edition Ford Mustangs, such as the Bullitt model.

Chrysler designer Ralph Gilles, who led the styling team for the popular Chrysler 300, says he expects cars such as the Chevrolet Corvette Z06, the Pontiac Solstice convertible, the original Audi TT, the new Beetle and the Mini Cooper S will have a following in the future. He also puts in a vote for several Chrysler models, including the Viper, Prowler, the convertible PT Cruiser, the forthcoming Challenger and the 300C in "modified form."

Mr. Gilles gets a seconding vote for the 300C, specifically the limited run SRT8 model, from automotive consultant Jim Hall of AutoPacific Corp. Mr. Hall says Cadillac CTS-V series models equipped with 5.7-liter engines will be collectibles as well because informed enthusiasts (such as himself) will know that these engines, used certain exotic racing technology, such as titanium rods, to achieve extra power.

Future Woodward Dream Cruises could also feature more cars from the extreme edge of today's tuner culture. "You will see crazy hot Honda Civics. I mean crazy hot," says Mr. Hall. "Three hundred to 500 horsepower going through the front wheels. It's an internal combustion hand grenade."

One challenge Mr. Hall predicts will

confront collectors who want to preserve today's cars as future classics: Maintaining and replacing the on-board computers. "There will be a business for someone who can build a generic computer, plug and play" to allow a current car to keep rolling 25 years from now, he says.

As for cars of the late 1970s and early 1980s, which technically are rolling into their first years as "classics" by some definitions, Christian Overland, vice president for museums and collections at the Henry Ford in Dearborn, Mich., makes an optimistic case.

"People are collecting their youth," Mr. Overland says. Lots of people were young in the 1970s and 1980s, even if Detroit was in one of its dark periods.

"We are in a revival mode" now, he says. That accounts for such varied phenomena as the fad of pimping out mid-1970's Chevy Impalas with massive wheels. In this context Mr. Overland says even some dubious cars of the late 1970s and 1980s are enjoying a renaissance.

"People are starting to collect AMC Pacers," Mr. Overland says. Last year, he says, someone from Kentucky arrived at Henry Ford's annual Motor Muster classic-car event in a fully restored sunburnt orange Pinto with a beige leather interior. "That thing had it all," he says.

(Knott's continued from page 3)
incredible build, but was off to the side and got little attention. It was nice to walk around with a close friend and run into so many people we knew. One of the first we ran into was Claude with his F40 and Mike with the non stretched Testarossa. We also ran into the Bales with their 500k. The car was majestic, like an old Hollywood actor. By noon, the temperature broke into triple digits. This lead us to go back to the hotel to hit the pool.

Sunday started off much better. The kids were great at Mrs. Knotts. Models of good child behavior. Again with the fried chicken and we were off to the show. One skill that Sofia needed to learn this trip was how to chase chickens. When you walk from Mrs. Knotts to the car show, you go under Beach Blvd. Once on the other side, there are feral chickens wandering around. We took this opportunity to demonstrate how to properly chase poultry. I can now safely and proudly state that Sofia is a professional chicken chaser.

Walking around all of the cars, some jumped out at me. The blue 550 Spyder owned by Harry Craycroft stood out. I have seen 550s and they look great, but the build quality and all the extra work that went into this car could not be ignored. There was custom bent aluminum around the engine, and laser straight rivets holding panels together. The Marleen roadster was also a

special treat to see. The story goes that the car was almost burned to the ground. With massive damage and many missing parts, the owner made a hotrod out of it. With modern wheels, a lowered stance, and an exposed engine it looked like what a retro car should look like. It was nice to see originality.

The only surprise for me was the replica of the AMC prototype, the AMX/3. In true American can do attitude, Tom Dulaney is in the process of starting a company to make this car a reality. Right now, the car is still a body only with no chassis. We all look forward to what he can do by next year. More information can be found at www.amx390.com.

Long trips lead to me tracking MPG. With the fully loaded Outback locked on cruise control, we were able to get 25MPG on the trip down. On the trip back, I looked for the fastest moving large object to draft. I found a mobile home moving faster than most cars. The driver must have been watching NASCAR, because he was hauling. Back at a safe distance, we followed the mobile home and were able to get 29.4 MPG. :)

In closing I would like to say that we had a great time. It was nice to visit with family (relatives and extended kit car family) and see so many great cars. We cannot wait until next year.

NEW WIRELESS PHONE LAWS EFFECTIVE JULY 1st

As part of our fast and busy lives, we are often forced with the decision to multi-task or fall behind. But what happens when multi-tasking includes talking on a cell phone while driving, texting or emailing friends, family or colleagues just to stay one step ahead of our ever-changing schedules?

While we may often feel like our cell phones are something we just simply can't live without, using cell phones or other wireless devices when driving a motor vehicle can become a real life-and-death situation. In fact, according to the California Highway Patrol, cell phone use is the leading cause of distracted driving collisions in California.

In an effort to make driving safer for everyone, California recently passed two new laws that both go into effect July 1, 2008: SB 33 and SB 1613.

SB 33 is aimed at teens and makes it illegal for anyone under the age of 18 to use a cell phone or other wireless device while driving a motor vehicle. Because teenage drivers are young, inexperienced behind the wheel and more easily distracted, it is best to avoid any extra distractions while they drive. Teen drivers should note that simply using a wireless device, even

with a hands-free add-on, is a primary violation for which a law enforcement officer can specifically pull them over. This is an incredibly important new law, since motor vehicle collisions are the leading cause of death among 16 to 20-year-olds in the United States.

While adults will still be able to use their cell phones while driving starting July 1, SB 1613 requires them to use a hands-free device when using a cell phone in the car. Also a primary offense, if cited by a law enforcement officer for breaking this law, drivers will have to pay a fine: first offenses will result in a \$20 fine with subsequent offenses of \$50. With the addition of penalty assessments, these fines can be more than triple the base line amount. Further, while no actual points will be assessed on DMV records, drivers should know that the infraction will still show on their driving record.

Exceptions to both rules will include emergency situations (calls to law enforcement, health providers, the fire department, etc.) and operating a vehicle while on private property. Neither law applies to passengers in cars.

To get all the "buzz" on the new cellular phone laws, check out the California Department of Motor Vehicles' Website www.dmv.ca.gov/cellularphonelaws/index.htm.

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)

COBRA - VW KIT - 427 Snake body fits on your 3" shortened VW chassis. Two available; **reduced to \$2,200 from \$3,200** Call Wayne McAllaster (510) 656-5844 or E-mail 427medusa@sbcglobal.net (2/06)

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 **New Listing** 4/08

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)

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CALENDAR OF EVENTS 2008

July 12, 2008 - Von Hot Rod demo and Car Show & Shine, Towe Museum.

July 19, 2008 - Tour of Hays Antique Truck Museum (CANCELLED)

July (late) - Car show in San Jose (CANCELLED)

August 16, 2008 - Hot August Niles Car Show. Niles District of Fremont.

September 6-7, 2008 - NCKCC San Leandro Show 9/6 with Driving Event 9/7.

October 11, 2008 - Wine tour by Wagner & Maddux.

October 25-26 -, 2008 - Club Sandwich, Laughlin, NV

December 7, 2008 - Annual Brunch, Pleasanton Hotel.

SMOKE-FREE CARS LAW FACTS

Smoke-Free Cars On January 1, 2008, a law went into effect which bans smoking in cars when there are children younger than 18 present. Those caught violating the law will face up to a \$100 fine.

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