



NCKCC News

Handcrafted Automobiles

July 2018

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Our Art & Wine Festival Car Display on June 2 & 3, 2018. The 10 Saturday cars are shown at the top and the 8 Sunday cars are in the lower photo.

UPCOMING EVENTS

- July 21, 2018 - 10:00 a.m. private Garage Tour of Jarl de Boer's collection. Then: Pizza lunch.
- August 18, 2018 - Hiller Aviation Museum, San Carlos, CA (Quick RSVP needed)
- September 15, 2018 - NCKCC Annual Show, Blackhawk Museum, Danville, CA

FROM THE PREZ

The month of July has a single car activity on the club agenda: An invitation to visit member Jarl de Boer's amazing stable of collector cars. I'm sure you will be awed by his unique collection. Vern has all the info for this "garage tour" in this newsletter. By the way, I think a post-tour slice of pizza at a local parlor may be in the offing as well. Hope to see you there.

The scheduled August activity for the Club is a return visit to the Hiller Aviation in the West Bay at San Carlos Airport on Saturday August 18th. Many changes have occurred at the museum since the Club last visited. The Club will have to make a reservation this time as I am no longer volunteering at the museum. Please notify Vern by Tuesday July 17th if you are planning to attend so we can reserve for the appropriate number. The museum opens at 10:00am. A post-tour lunch will be scheduled at a nearby restaurant.

As I do every year in the July issue of our newsletter, I would ask you all to take a few moments to reflect on all the patriots who made the ultimate sacrifice to preserve our right to fly the "Star Spangled Banner". On "Independence Day", I hope that you all took the time to unfurl those beautiful "Stars and Stripes" in their honor. In this era of division on many levels, I hope bit of "Old Glory" reflection may show one and all that we all have the same basic goals and that we need to work together to achieve them: "Life, Liberty, and the Pursuit of Happiness". Take care, Jim W

WALNUT CREEK ART & WINE FESTIVAL

We did our Mini Car Show again on the grassy hillside behind the vendor booths. And we had a good turnout of cars and people. Saturday we had 10 cars and 17 people. Dave & Joyce DeCato brought their '55 Chev, Jarl & Carol showed their VW Beach Buggy, Al Bello displayed his '29 Mercedes SSK, Chuck Maddux drove his Mercedes 500K, Pat & Nita Cooley exhibited the Bugatti T-35, Vern Hance drove his Italian Chrysler/Maserati, Gil Somerhalder displayed his AMX, Bob Kluber brought his Sebring, Mark Rubenstein showed his Mercedes Barron and Sherman Mah brought his FFR Cobra. We also had a good visit with Tom Walters and Mohamed Hammami stopped by later in the afternoon.

Sunday we had 8 cars and 9 people. DeCato's brought their '34 Ford Panel, Al Bello brought his Shay Model A and Jerry Barrilleaux showed up with his spotless MG-TD. The remaining 5 cars were repeats from Saturday, same cars, same people.

The weather was hot, at a bit over 100 degrees, but the shade and a gentle breeze made it quite tolerable, unless you decided to stroll around the show or dance to the music.

Shown on the cover are the Saturday & Sunday Car Display - And on page 3 are some of the Art & Wine group: R to L - Jarl & Carol deBoer, Tom Walters, Sherman Mah and a sliver of Anita Cooley.



SPEAKING OF CAR SHOWS

Plan now for our Annual NCKCC Car Show in September

We have a confirmed reservation on the Plaza at Blackhawk Automotive Museum for our Annual Show on Saturday September 15th.

The show runs from 10 a.m. until 3 p.m. and there will be a special Docent led tour for exhibitors and friends at 2 p.m.

We will be asking people interested in the tour to pay the special discounted fee of \$9 per person in advance. If we get enough people to participate the museum will call an extra Docent to make our tour 'special'. The normal Museum admission is \$15 for adults and \$10 for Seniors, so it's a valuable opportunity

FATHERS DAY SHOW AT BLACKHAWK MUSEUM

I wasn't able to attend, but if anyone did, please tell us about the show.

VISIT TO CANEPA MOTORSPORTS MUSEUM - JUNE 23rd (Saturday)

We rescheduled this event again this year, but it didn't arouse enough interest to keep it alive.

HILLER AVIATION MUSEUM IS OUR DESTINATION FOR AUGUST 18

The Hiller Aviation Museum in San Carlos, is the location of our event for August. They have a great collection of planes dating from 1869 (Frederick Marriott's Avitor) to 2004 (Space Ship 1) and everything in between. (both are replicas)

SpaceShipOne was a prototype aircraft designed by Burt Rutan and made by Scaled Composites LLC to test the feasibility of carrying human passengers into suborbital space and back to earth. Its successful flight into space occurred on June 21, 2004, piloted by Mike Melvill.

We toured the Museum several years ago and our President, Jim Wagner, was our Docent. Jim is no longer a Docent, so we must make a reservation a month in advance for a guided tour by a Docent.

This means you must decide by July 17 if you will attend, so we can get our reservation on the books. Please don't forget to tell us if you will visit the Hiller Museum. See www.hiller.org for more info.

JULY 21ST IS THE DATE FOR THE TOUR OF JARL DE BOER'S PRIVATE CAR COLLECTION

By Vern Hance

The starting time is 10:00 a.m. on Saturday July 21st and the location is the deBoer residence at 3305 Valley Vista Rd, Walnut Creek CA 94598. (This is about 2 blocks north of my home)

We plan to spend about 2 hours hearing Jarl telling us about his cars and how they came to become part of his collection. Around noon we plan to adjourn to Rocco's Pizzas, which is located at the

Encina Shopping Center at Ygnacio Valley Road and Oak Grove Road.

In the rest of this newsletter we will give you a quick introduction (in photos and comments) to some of the special cars you will see during our visit.

Below: 1953 MG Arnolt convertible, TD rebodied by Bertone in Italy for Arnolt in Chicago one of 36 built



Below: 1958 Berkeley SE328 primarily a sports race car 550 sold in US.



Below: 1949 Siata 750 Sport, Motto bodied. one of 3 built, has major Italian race history 6 x Mille Miglia.



Below: 1953 Siata 300BC 1100cc, one off coupe in series of 50 spiders and convertibles.



More on Jarl's Siata History

Siata started in 1926 as a company making racing parts for cars such as Alfa, Fiat, Lancia and others. Any cars raced were Fiat-Siatas and the like. By 1949 Siata was licensed to issue their own chassis numbers and circa 350 cars were built between 1949 and 1954. Later, another 3000 or so Siata Spring cars were built from 1959-1961 by Fiat. The first Siata cars were a series of eight on a Nardi chassis of which 3 were bodied alike numbered 001, 002 and 006 and were used in racing. **Siata SC006** raced in the Mille Miglia seven times as well as many other venues all over Italy (Targa Florio, Coppa di Toscana, Giro di Sicilia et al) The series segued into the Amica, primarily an open road car with platform chassis and then - in 1952-53 .into the 300BC which was primarily a racing sports car built first as a Spyder without top and later as a convertible with full weather equipment, when the remainder of the 50 car series had to be sold for road use. Two spyders were rebodied as coupes, one as a fastback for the 1953 Mille Miglia (subsequently destroyed) and one as a notchback **coupe chassis ST434**. Most of the first 30 cars were sold with 750cc Crosley engines or similar and the last 20 cars with Fiat 1100 engines and larger brakes. In vintage racing, my ST433, a spyder, raced in over 200 races and won about 30 over cars including Jags, Ferraris, and other larger sports cars. They were truly a giant killer! The two larger series were the Daina and Grand Sport (1400-1700cc road cars) and 56 208CS cars with the Fiat 8V engine and full independent suspension. The latter series cars now sell for well over \$1,000,000. Over the years, I've owned over 30 of the 350 Siatas!

Above right: 1937 Tapertail Ford V8-60 one-off built over a 50 years span, with a 30 year interruption in the middle.



Below: 1964 Jaguar XKE series 1 Fixed head coupe 4.2 litre



Below: 1960 Henney Kilowatt, converted from Renault Dauphine. 37 sold.



Below: 1980 Studamino, built using one of 9 fiberglass kits sold from Florida some 15 years ago.



Below: 1952 Giaur 750 Champion, this and 3 others out of @25 were sold with Crosley engines.



Above: 1980 Fiat 124 Spyder 2000cc.

Below: 1974 VW Beach car hand built Super Beetle custom. one off from Texas.



Below: 1959 Ferrari 250GT PF coupe, one of 358 built.



Below: 1933 MG J-2 roadster, 847cc, first MG that looks like one! 2000 built.



Below: 1959 BMW 600 Limousine 600 air cooled. 3000 sold in U.S.



Below: 1966 Velorex model 16, Jawa 350cc 2 cyl. Czechoslovakia engine.



Below: 1948 MG TC, first MG imported postwar, 2500 officially - 4500 more by returning GIs.



Below: Honda Beat is a mid-engined 2-seater produced from '91 to '96. Total cars produced was around 33,600. Engine was 656 cc, 63 H.P.



Below: MGI Daytona series II, one of later, short run of purpose built, front engine, replica kits of MG-TD.



Below: 1935 MG PB - 939cc engine, last series of the prewar OHC cars; one of 60.



Below: 1947 Fiat Topolino 568cc convertible. Converted to OHV. 63 mpg! Owned since 1957.





Above: 1953 Crosley Super Sports improved Hot Shot with doors and larger top. Built just before end of production July 2, 1953. About 2,400 roadsters were made.



Above: 1951 Crosley Hot Shot. First U.S. postwar sports car; first with disc brakes.

THE CALIFORNIA GAS TAX & TACTICS TO KEEP IT

By Jon Coupal (excerpted from ACCC News)

This column recently addressed the issue of polling and how it can be manipulated. Still, candidates, consultants and the media do a lot of polling to test the viability of whatever it is they support or oppose. California Sen. Josh Newman's recall election was a bitter fight and polling suggested he was in trouble, but even recall proponents were surprised that they would prevail by a 59-41 percent margin. This past week, in his political swan song, Newman stated, "I

can't imagine wanting to win so badly that I would ever do, in the pursuit of partisan advantage, what has been done here." In light of how Democrats skewed the political process during the recall effort, Newman's complaint is laughable.

Let's review. Not once, but twice, Democrats jammed through new laws changing the recall process specifically for the purpose of throwing Newman a political lifeline. These were enacted as so-called "trailer bills," last-minute, supposedly budget-related bills that are passed without any public hearings.

Then, adding insult to injury, the ostensibly neutral Fair Political Practices Commission adopted a new rule allowing Newman unlimited campaign contributions from his fellow Democratic senators. This despite the fact that they denied this right to a Republican senator just a few short years ago.

For Newman to upbraid Republicans on the floor of the California Senate for failing to defend him suggests that he has totally forgotten the Banana Republic tactics that were deployed to save his political career. It also demonstrates how disconnected he was from his constituents, who really were angry over his vote to ensure that California had the highest gas and car taxes in the nation.

His political tone deafness was further revealed by more anti-taxpayer votes for single-payer healthcare, a recording tax to fund housing and a vote for cap-and-trade.

But here is a warning to those favoring the November initiative to roll back the gas and car tax increases that were jammed through without voter approval. If you think the tactics used by progressives in their failed effort to save Newman were bad, be prepared to see the more of the same in the upcoming fight in November. One-party power in California gives those in power almost unlimited ability to alter rules, raise money and use public resources to defeat the effort.

On the other hand, Third World tactics like those seen in Venezuela might amplify voter disgust. Even left-of-center media outlets were critical of Democrats when they jammed through legislation designed to boost one specific candidate.

Voters will be given a voice on this \$52 billion tax hike on the November ballot. They could register their displeasure with both the tax and the tactics used to preserve it. Californians will be able to send two resounding messages with a single vote.

CARS FOR SALE

1957 PORSCHE SPEEDSTER Replica

Like new; 3,000 miles; 2332 cc VW T-1 engine. Professionally built by JPS Motorsports. Asking \$35,000.

Contact: brianc@chinnockcellars.com or (707) 259-1626 (510) 918-0155



1965 AC COBRA Replica

Like New. Less than 1000 miles. Always garaged, Professionally built. New 351 Cu. In. Windsor Engine and Tremec Tranny. Asking \$32,000.

Contact Mike at: 1 408 847-4139



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



VSE JACKRABBIT

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

