



NCKCC News

Handcrafted Automobiles

June 2015

Volume 33 No. 6



One of the Art & Wine surprises on Saturday was a spectator family, with their young son, that brought a 1:18 scale model Mercedes 500K roadster. They posed in front of Vern's fullsize replica and provided a chance for a photo-op.

UPCOMING EVENTS

- June 21, 2015 - Father's Day Show at Blackhawk Museum.
- July 3, 2015 - Benicia "Torchlight Parade".
- July 25, 2015 - Jamestown, CA "Rods to Rails" Car Show.
- August 1, 2015 - Calif. Auto Museum visit, Car Show and Cruise

FROM THE PREZ

By Jim Wagner

The Walnut Creek Art & Wine Festival was on Saturday & Sunday, May 30th & May 31st. The NCKCC has for the past several years displayed many of our member cars on a shaded grassy knoll overlooking the rows of Art & Wine Festival vendors. However, late word from a WC C of C representative indicated a possible change of location for our car display. Due to an intermittent electrical problem with my Fiero ZR2, my dad and I were unable to attend the WC A&W, however, by the time you receive this newsletter, the 2015 WC A&W will be history and Vern will surely have a full write-up and pictures of the event in this newsletter.

The first half of this year has been very trying for my dad and I due to health problems for both of us and for the Fiero, limiting our participation in club activities. I'm hoping that we've both "turned the corner" on those health issues and will be available for upcoming club activities.

A club recommended event is on the calendar for mid-June: The Father's Day Car Show at the Blackhawk Museum is June 21st. Be sure to let Vern know if you plan to attend.

Take care, Hope to see y'all soon,

Jim W

DUES TIME - THE END

Looks like our club membership came up to 33 for 2015. I have used my usual procedure of listing the last names of those whose dues have been paid, so if you have paid and don't see your name let me know.

Barrilleaux	Bales
Bello	Boscacci
Clavelli	P. Cooley
DeCato	DeLany
Ellis	Elster
Fewell	Foote '15 '16
Hance	Hendsch
Herman	Jacobs
Jermanis	Ketchel
Kipp	King
Kluber	Maddux
Mah	O'Connor
Rhodes	Rubenstein
Sommerhalder	Smith
Tattersall	Thomson
Wagner, J	Wagner, R
Walters	

Looking back at the May 2014 newsletter we had 34 paid-up members. So, with some new members during the last 12 months, we are only down by 1 member.

FATHER'S DAY CAR SHOW AT BLACKHAWK MUSEUM

June 21st the Blackhawk Auto Museum is again hosting a Father's Day car show. The registration fee is \$20 (\$30 on show day) and the spots are filling up fast. Go to: <http://blackhawkmuseum.org/FathersDay2015.html> for more details. I still plan to attend, but it will be with my camera rather than a car.

NILES "SPRING FEVER" SHOW MAY 9th

This popular show looked a little skimpy on exhibitors this year. Maybe the somewhat cool weather was at fault, but the result was a lot of empty spaces along the main street.

The principal attendees from NCKCC were Dave & Joyce DeCato with their Mustang and Vern Hance with his M-B 500K replica, shown below. Jim Wagner planned to attend, but electrical problems in the ZR-2 started with a dead battery.



There were many interesting cars on display, including a 1-passenger electric 3-wheeler (below) that had a pedal powered system to get you home when the battery dies.

Other cars that caught the attention of my camera lens included a Fiskar (hybrid/electric), a smooth '41 Willys with a big blower, a big '51 Nash AirFlyte sedan, a small bevy of '59 & '60 Chev Convertibles



and a study of the ornamentation of '58 Chevrolets. (not room for these pics in the newsletter, so check www.nckcc.com under 'Photos/Videos').

WALNUT CREEK ART & WINE FEST - MAY 30 & 31

The annual Art and Wine Festival in Walnut Creek has grown from humble beginnings to one of the East Bay's greater outdoor festivals. Judging by the crowd on Saturday and Sunday, May 30 and 31, 2015 I think that claim is valid.

The weather was very cooperative with light hazy clouds and about 80 degree temperatures. Sunday was clear but the wind kept things a bit cooler.

NCKCC put on a good little car show with 9 cars on both days. Saturday exhibitors (below) included Jerry & Holly Case (Model A Shay), Dave & Joyce DeCato ('33 Ford Roadster), Vern Hance (M-B 500K), Chuck & Linda Hendsch ('34 Chev Phaeton), Paul King (BMW), Chuck Maddux (M-B 500K), Mark Rubenstein (M-B Baron), Gil Somerhalder (Javelin AMX) and Joe Tattersall (Furore F-1)



Sunday cars on display are shown below. Also there are more pics on our website: click on Photos/videos.



Sunday's cars included repeat showings of the Case Model A, the Hance 500K, and the Rubenstein Baron. New for Sunday were Jerry Barrilleaux (MG-TD), Al Bello (M-B Gazelle), Don Cooley (EMPI Sportster), Pat & Anita Cooley (Bugatti), Dave & Joyce Decato (Woody Surfer Wagon) and Gil Somerhalder ('52 Buick with blower V-8)

We were moved to a new location this year, right near the entrance. We got more spectators, even though some of the younger set were not as careful of our cars and had to be shoed out when they climbed on our cars.

Overall, I think our participants enjoyed our little show and the many spectators did also.

U.S. CONGRESS INTRODUCES BILL TO REFORM ETHANOL MANDATE

This is a SEMA update dated 6/3/15 that deserves action by those of you would prefer to buy gasoline without an ethanol additive.

Legislation (HR 704) has been introduced in the U.S. House of Representatives to prohibit the sale of E15 (gasoline that is 15% ethanol) and eliminate the federal Renewable Fuel Standard's (RFS) mandate that 15 billion gallons of corn-based ethanol be blended into the U.S. fuel supply each year. The EPA has turned to sales of E15 to achieve the law's artificial mandate. Ethanol, especially in higher concentrations such as E15, can cause damage to older vehicles.

Please Contact Your Member of Congress (contact information below) to Request Support for HR 704

*Ethanol can cause metal corrosion and dissolve certain plastics and rubbers, especially in older vehicles that were not constructed with ethanol-compatible materials.

*HR 704 would eliminate the unrealistic mandates imposed under the RFS such as requiring refiners to blend 36 billion gallons of biofuels by 2022.

*HR 704 would prohibit the sale of E15 gas in order to help meet the artificial RFS deadlines.

*HR 704 would protect older vehicles from the risks posed by E15.

DON'T DELAY! Please contact your Member of Congress in Washington, DC immediately to request their support for RFS reform.

Please email a copy of your letter to Eric Snyder at erics@sema.org. Also, please forward this Alert to your fellow automotive enthusiasts. Urge them to join the SAN and help defend the hobby! Thank you for your assistance.

USE THIS LINK TO DETERMINE THE U.S. HOUSE AND SENATE MEMBERS TO CONTACT.

<http://semasan.com/lookup.asp?g=semaga>

BENICIA JULY 3rd PARADE IS ON !

By Chuck Maddux

The annual Benicia Torchlight Parade is on tap for the evening of July 3rd.

Benicia has one of the most appreciative parade watchers who will hoot and holler at your every wave.

It starts at 6:30 pm, so you can start arriving at our house around 5 or so, where we have snacks and drinks while you decorate your cars that you can park in our driveway before and after the parade. At the conclusion of the parade we will all proceed to The Union Hotel, a very short walk away to enjoy a tasty dinner and chit chat the evening away.

Currently it looks like we will have about 3 or 4 cars in the parade and about eight people joining in the

dinner. Call Chuck if you're coming but haven't responded yet.

Our address is; 126 East D St., Benicia. If you plan to attend, phone us at (707) 745-4361 or email camnsam@att.net

To get here take either Hwy 680 or 80 to 780, follow the signs to Benicia and take the East 5th St. off ramp.

Turn South toward the river and proceed to East H St.(Stop sign), turn right and go to East 2nd St.(stop sign), turn left to East D St.(stop sign), turn right to 126 East D St. (two story brick house on the left on the hill), proceed carefully up the driveway to the backside of the house

MORE PAIN AT THE PUMP

By Jon Coupal,
President, Howard Jarvis Taxpayers Ass'n

Sacramento is about to launch a new attack in its ongoing war on drivers. California's 48.6 cent gas tax already ranks second out of 50 states — the feds take another 18.4 cents — and when the hidden carbon tax, part of the cap-and-trade program, is factored in, our state leads the pack by a wide margin. But this is not nearly enough, according to the political class.

Sen. Jim Beall is building a coalition of both Democrats and Republicans in the Legislature to hike gas taxes along with vehicle license fees and registration.

The San Jose lawmaker's Senate Bill 16 slams taxpayers in three ways. First, it would raise at least \$3 billion annually by increasing the gas tax by another 10 cents a gallon. Second, it would hike the vehicle license fee, which is based on value, by more than 50 percent over 5 years. Third, it would increase the cost to register a vehicle by over 80 percent.

Although the backers of the SB 16 tax increase say it is vital to make up the claimed \$59 billion backlog in roadway maintenance, some of the funds are slated to go to repaying transportation bonds that, when passed, were to be paid from the general fund. This means that not all of the new revenue will go to the stated intent of fixing roads and highways.

Whatever the actual dollar amount of the backlog in roadway maintenance, this shortfall is the result of previous diversions of gas tax and truck weight revenue to budget items that have no direct impact

on road improvement, and Beall's bill would allow this practice to continue.

It should not go unnoticed that the \$59 billion estimated backlog approaches the \$68 billion that the governor and Legislature want to spend on the bullet train. Quentin Kopp, former chairman of the California High-Speed Rail Authority, has become a strong critic, characterizing it as "low-speed rail" due to the changes that have been made to the original plan that voters were promised to convince them to provide seed money for the project in 2008. He adds that to be financially viable, high-speed trains need to run from 10 to 20 trains per hour, but due to the current plan, called a "blended system," slower trains and bullet trains must share the same track, reducing the number of fast trains to about four per hour. And even supporters of the project as currently envisioned concede that the Los Angeles to San Francisco trip that voters were told would take about two-hours and forty minutes for a \$50 fare, will likely take closer to 5 hours at nearly double the cost to the rider.

So, while Sacramento politicians and special interest insiders, including unions and construction companies, continue to push for billions of dollars of new spending on a high-speed rail system that is not expected to be completed before 2029, they expect drivers, fed up with bumping along on crumbling roads and highways, to pay more.

Gas prices in California are already tops in the nation. If taxes are increased again, every motorist should be given a railroad engineer's cap compliments of Sacramento lawmakers and the Governor because the extra they pay will free up money, which could have been used for roads, to be spent on their pet train.

Contact us with comments, suggestions, question, concerns, or just to talk anytime.

Rex Roden
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BEHIND-THE-WHEEL DISTRACTIONS = A RECIPE FOR DISASTER

Keeping both hands on the wheel and your eyes on the road sounds simple enough, right? But these driving fundamentals become nearly impossible when a driver is distracted.

According to the Virginia Tech Transportation Institute, engaging in visual-manual subtasks, such

as reaching for a phone, dialing or texting, increase the risk of getting into a crash by three times.

In recognition of National Distracted Driving Awareness Month, the California Office of Traffic Safety shares these tips to staying focused while driving and avoid all behind-the-wheel distractions.

* Never: talk, text, email or use apps on a cell phone while driving. Remember: It's Not Worth It.

* Better yet, turn off your phone and place it out of reach when you get in the car.

* Record a new outgoing voicemail message that says you can't come to the phone because you're busy OR because you may be driving. This gives you a great excuse and gets the point across to your caller.

* Never call or text anyone else when you think they may be driving, especially if you're a parent trying to call your kids.

* If a call or text absolutely can't wait, pull over into a parking spot and conduct your call safely.

* Never reach for anything dropped on the floorboard, back seat or other side of the car.

* Conduct grooming activities at home and eat before you leave the house, or stop along the way to grab a bite.

* Adjust all of your radio controls and set your song playlist before you hit the road.

* Listen to – don't watch – GPS devices and make sure to input your destination before leaving or stop to change your route if necessary.

* Never take notes, look at a map or dig around in a purse, glove box, or in the backseat while driving. If necessary, find a safe spot to pull over and stop the vehicle before looking for something.

Enforcement is conducted by the CHP and other law enforcement agencies.

A tickets for cell phone or other handheld device costs a minimum of \$162, and subsequent offenses can cost at least \$282.

To avoid the traffic fines, car crashes and life-altering consequences that are associated with driving while distracted, eliminate your distractions when behind the wheel. For more information regarding distracted driving facts, please visit www.ots.ca.gov.

THE WOODSTER STORY **HEADING TO AHA SHOW**

By Gary O'Connor

My trip south to the AHA show at the Nethercutt Collection started out simple enough. Pulling the Woodster out of the garage I noticed there was a little valve tick....odd because I had just adjusted them a couple weeks earlier. I hit the freeway to go pick up my Little Brother, 9 year old Keeyon and the car was running great.

I stopped at Keeyon's house, we loaded his bag, waved goodbye to Grandma and mom, I hit the starter and it sounded like a spoon in a garbage disposal! The noise eventually died down but there was a dead cylinder.... we decided to give it a shot. I have no idea what I was thinking. I was hoping I could change a plug in LA and fix the problem.

We got on 101 and headed south on five cylinders. In San Leandro it seemed like the car was getting louder. Sure enough, the bottom of the muffler had blown out! The car finally convinced me that it REALLY didn't want to go. Even though it was sick, the Woodster got us back home but it was the first time in 37 years my roadster didn't get me where I was going. We transferred our bags into our '51 Ford Woodie Wagon and made the trip.

Everyone was wonderful to Keeyon at the show. He got to ring the fire truck bell to gather all the folks taking the Nethercutt tour and then he was invited to

sit in a \$25,000,000 Duesenberg prototype. He says he can't wait until our next car show.

When I got home I pulled the Woodster's plugs. One plug had some very fine aluminum dust on it so it wasn't hard to figure out which was bad and that the problem was VERY bad. After pulling the head off I found that the valve seat had dropped. (Photo below) That engine was swapped in back in '81 and has 80K miles on it so it doesn't owe me anything.

It took a couple days but I found two 140 HP Corvair engines in Oregon, one runs, one is parts, so the car will be getting a serious boost from it's original 95 hp. I'll probably rebuild one so my little car will be relaxing in it's equally little garage for a while but it'll come out even better!



Part of the 100,000 Art & Wine Crowd