



# NCKCC News

## Handcrafted Automobiles

June 2018

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This was our early group at the USS Hornet. Rosie Rhodes got a nice picture of the Welcome sign, so I captured it to enhance my picture with the attendees. Bob Kluber caught up with us soon afterwards.

### UPCOMING EVENTS

- June 2 & 3, 2018 - Walnut Creek Art & Wine Festival. Try to get your car positioned by 10 - 10:30 a.m. each day.
- June 17, 2018 - Father's Day car show at Blackhawk Automotive Museum.
- June 23, 2018 - Canepa Motorsports Museum, Scotts Valley, CA
- July 21, 2018 - **(NOTE CHANGED DATE)** Private Garage Tour of Jarl de Boer's

## **FROM THE PREZ**

The Club activities for the month of May were a tour and a show. Unfortunately, the tour of the USS Hornet in Alameda and the Spring Fever Niles Car Show were both on the same date, Saturday, the 12<sup>th</sup>.

Chuck Maddux and Pat Cooley indicated they planned to attend the Niles "Spring Fling" Car Show, and although there was not as much club participation as in past years, Vern will have few words in this newsletter on the Niles Show.

The other Club activity was a tour of the USS Hornet moored in Alameda. I was actually able to attend this activity. We had six Club members in attendance: Bob Kluber, Tom Wallters, Steve and Rosie Rhodes, Vern, and me. The combination of "self-guided hanger deck", and docent led "below flight deck", and "above flight deck" tours last nearly five hours. We all certainly learned a lot about the Hornet. I'm sure Vern will have a write-up and pictures in this newsletter.

The Walnut Creek Art & Wine Festival will be held on Saturday & Sunday, June 2<sup>nd</sup> & 3<sup>rd</sup>. The NCKCC has for the past several years displayed many of our member cars at the WC Art & Wine Festival and 2017 was no exception. Last year, we had an excellent turnout for both Saturday and Sunday. For sure, Vern will have a full info on this upcoming event in this newsletter.

A second club recommended event is on the calendar for mid-June: The Father's Day Car Show at the Blackhawk Museum is Sunday, June 17<sup>th</sup>. Please let Vern know if you plan to attend.

Take care, Hope to see y'all soon,

Jim W

## **2018 DUES - DONE**

The following 28 families have paid their dues for this year. So, here is our club for 2018.

Bales	Barrilleaux
Bello	Cooley, Pat
de Boer	DeCato
Ellis	Elster
Foote	Foote
Hance	Howes
Jermanis	Ketchel
Kluber	Knebel
Kunedt	Maddux
O'Connor	Paulson (New Mbr.)
Rhodes	Rubenstein
Simons	Somerhalder
Tattersall	Thomson
Wagner	Walters

## **WALNUT CREEK ART & WINE FESTIVAL IS NEXT- JUNE 2 & 3, 2018**

I have advised the Walnut Creek Chamber of Commerce that we plan to display 8 Special Interest/Handcrafted cars on each of the two day festival, in a continuation of our practice for at least two decades.

Now it's up to us to produce some cars. The Festival hours are 11:00 am to 7:00 pm Saturday and 11 to 6 on Sunday. We urge car exhibitors to arrive about 10-10:30 am, to avoid the traffic when crowds start to arrive.

We plan to stage our cars on the grassy hillside behind the vendor booths. And I have included a couple of pictures from last years show to inspire you!! (below & next page)

**Please call or email Vern your preferred day or days & your car choice.**





also visited the Captain's Bridge where the ship is controlled (Captain Bob Kluber in charge - center right) and the Chart Room where the ship's course and location are plotted.

## **MAY 12th CLUB EVENT: USS HORNET**

We originally scheduled the visit to the USS Hornet in Alameda for this date but later found that the Niles "Spring Fever" car show was on the same day.

However, after an email survey we found that there was enough interest to let both events roll.

Several of us arrived early so we posed for our cover picture, with Tom Wallters, Jim Wagner, Steve & Rosie Rhodes and Vern behind the camera. We just missed Bob Kluber who arrived a bit later.

We were able to get two guided tours with very knowledgeable Docents. First we went down about 4 or 5 decks below the hanger deck to the Engine Room and the Boiler Room (below) where we learned the techniques to bring the high pressure steam turbines up to speed by changing the jet sizes of the fuel injection nozzles.



Next we explored the exhibits on the hanger deck such as the Appollo Command Module, (below)



We did a lunch break (above right) to give us a rest from all the ladder climbing.

The next tour took us about 4 or 5 levels up to the Pilot house where the helmsman steers the ship. We

and the Airstream trailer (below) fitted out as a station where the returning astronauts were quarantined for 21 days to assure that no health hazards had accompanied them back to earth.



We also did some fun things such as selfies of Steve "Astronaut" Rhodes (below)



and Rosie "The Riveter" Rhodes. (upper right)  
Thanks to Rosie Rhodes for the pictures.



Bob Kluber (below) introduced us to the Hornet's resident aircraft based on knowledge from his past duty on the USS Coral Sea CV43.



### THE NILES SPRING FEVER CAR SHOW

Our other event for May 12th was the Niles Merchant's sponsored "Spring Fever" car show.



NCKCC attendees included Pat & Anita Cooley (now retired) with their Bugatti Type 35 and Chuck Maddux with his 1934 Mercedes 500K.



A remarkable thing happen to Chuck (above) by way of his receiving the award for “Best Convertible”. For those of you that have attended this show frequently, you know how difficult it is to snag one of their awards

## **THE WAR ON INTERNAL COMBUSTION ENGINES**

*By John Coupal,  
from ACCC E-News May 12, 2018*

The latest battle in Sacramento’s war on California’s middle class is the push to ban the internal combustion engine. Luckily, the effort has stalled.

The legislation that would have imposed the ban, Assembly Bill 1745, died last month, but bad ideas in California have a way of recurring like nightmares. We will see this proposal again, either as legislation next year or perhaps even as a ballot initiative. A number of so-called progressive candidates on the ballot this year have publicly stated they embrace this foolish idea.

The bill that was stopped, AB1745, would have prohibited the Department of Motor Vehicles from registering a new vehicle unless it was a zero emissions vehicle, beginning on January 1, 2040. Under the proposed law, a new car with an internal combustion engine could not legally be driven in California after that date.

A ban on internal combustion engines would certainly limit mobility and transportation options for millions of California families and businesses. And it would arbitrarily limit the development and use of advanced and efficient vehicle technologies, the kind that have already achieved great success in squeezing extra miles out of a gallon of gas.

Today, despite the availability of ZEVs, a substantial publicly funded rebate program and access to HOV lanes, ZEVs accounted for only 1.9 percent of the over 2,000,000 new passenger vehicles sold in California in 2016. And many of these sales are repeat sales to the same households, according to the UC Davis Institute of Transportation, raising the question of whether plug-in vehicles are experiencing widespread consumer rejection, outside of a limited group of true believers. A ban on internal combustion engines is an attempt to force consumers into buying vehicles that they have decided are not best suited to their needs.

The better alternative is leveraging all available vehicle technologies, including efficient internal combustion engines, so that California can reach its environmental goals without banning or discouraging any technological innovations.

California’s current regulatory mandates have resulted in the state having the highest gas prices in the nation. That has burdened average Californians with a higher cost of living, yet it has not been enough to overcome the significant obstacles to driving a zero-emission vehicle — including the purchase price, the limited range, and the inadequate number of charging stations.

The better option for most California drivers is an increase in the efficiency of internal combustion engines. But a ban on those engines in California would suffocate the market for these new technologies and stop innovation dead in its tracks. Despite the increased use of renewable energy — mostly solar and wind power — fossil fuels will remain the dominant energy source in America well beyond the target date of California’s proposed ban. Even more than a quarter of a century from now, the Department of Energy forecasts that fossil fuels will still be the dominant energy source, providing 79 percent of our energy needs in 2050. Far from being “energy sources of the past,” fossil fuels will continue as the dominant energy source to power our vehicles, heat and light our homes, and fuel the growing economy.

The production of the batteries on which the majority of ZEVs rely is not free from severe

environmental consequences. It's a dirty secret of the high-tech world that lithium battery production involves heavy mining operations and that the cobalt required in those batteries is sometimes mined in Africa using child labor.

Closer to home, a ban on the registration of new cars with internal combustion engines would mean millions of Californians who can't afford ZEVs will be unable to buy a new car and drive it legally in the state.

While the wealthy may be able to get around the inconvenience of the ban, once again, average Californians will bear an unreasonable burden for the fashionable whims of Sacramento politicians.

***The ACCC...Representing the Car Hobby Since 1972***

## **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.

Included below is a view of our 2017 Show to illustrate the beauty of this venue for our Annual show.



## **FATHERS DAY SHOW AT BLACKHAWK MUSEUM**

Blackhawk Museum is again hosting a Father's Day show on June 17th.

Online early bird registration is \$20 per car and closes on June 16th. Dads may bring a collectible, rod, classic, or muscle car or just their favorite vehicle regardless of make. Drivers will receive free admission to the Museum, but car show registration will go up to \$30 after June 16th. Show hours are 8 a.m. to Noon and registration opens at 7 a.m. However, you can register conveniently online at [www.blackhawkmuseum.org](http://www.blackhawkmuseum.org)

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

We have rescheduled this event again after we didn't get much response last year. Jim Wagner has vouched for this as an interesting place to visit.

The Canepa Motorsport Museum is dedicated to the spirit of automobile and motorcycle competition, and the celebration of engineering excellence. On display are a broad spectrum of racecars and motorcycles from the golden age of motorsport to modern times. The museum showcases examples from multiple disciplines with everything from Can-Am to NASCAR, Indy to Le Mans.

An accomplished racer in his own right, Bruce Canepa has had the forethought to preserve and collect some of his own racecars from the past. These include the 1981 Pikes Peak hill climb car that carried him to 2nd overall; his 1977 Porsche 934.5 that took him to 3rd place at the 24 Hours of Daytona in 1979, and the last Porsche 935 produced by the Porsche factory, which he raced in the IMSA and Trans-Am championships.

Canepa Motorsports Museum is located in Scotts Valley, CA at 4900 Scotts Valley Drive, just a few blocks off Highway 17 south.

They are open Monday - Saturday 10 a.m. to 5 p.m. and the museum is free

**Please call/email Vern or one of the other club officers** if you plan to attend these events, so we can coordinate our visit plans. (See last page of newsletter for officer contact info)

## **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](mailto: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](mailto: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](mailto:khumbukat@gmail.com)

