



NCKCC News

Handcrafted Automobiles

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This Bugatti Type 55 was built by Don Shank of the Greater St. Louis Kit Car Club. It is a "scratch" built car based on measurements and photographs of pedigreed Bugatti cars. Story starts on page 5.

ACTIVITY NOTICE

March 12 -20 - Cabo San Lucas/Mazatlan Mexico cruise.

April 16, 2005 - Celebration of New Cars & New Members at Wallters' residence, Mountain View. (Start planning to attend, see page 2)

SPRING COME OUT PARTY

By Tom Wallters

Come out, come out wherever you are! Saturday, April 16, 2005 is the time to blow off the dust, charge those batteries and crank em up - it's party time!

You remember how to party, right? - BBQ, beer, pot luck goodies, fun company, great cars!

The "coming out party" will take place at the residence of Tom and Irene Wallters in Mountain View. Come by kit car, if you can, for all to admire. Otherwise come anyway you can.

The party especially honors you new members and of course, the new cars - you won't want to miss this one!

Bring a favorite pot luck to share - the club will supply drinks and something from the BBQ (e.g., burgers).....

Please call Tom or Irene (650) 961-8256 to let them know you are coming, to insure adequate food and drink. To get there follow the instructions below (or just plug the address, 1377 Cuernavaca Circulo, Mountain View, CA into www.mapquest.com, for a custom route).

The party starts at 11:00; lunch will be served at 12:00. Hope to see you all there!

From: San Leandro (or points north or east of Mountain View):

1. Take I-880 S toward SAN JOSE.
2. Merge onto CA-84 W toward Dumbarton Br. (8.63 miles)
3. Turn Left onto Willow Rd/CA-114. (0.98 miles)
4. Merge onto US-101 S toward San Jose. (6.29 miles)
5. Merge onto CA-85 S toward Cupertino/Santa Cruz. (2.27 miles)
6. Merge onto E. El Camino Real/CA-82 S. toward Sunnyvale. (0.71 miles)
7. Turn Right onto Crestview Dr. (0.17 miles)
8. Crestview Dr enters Cuernavaca after stop sign. (0.14 miles)
9. Turn right on to Cuernavaca Circulo
10. End at 1377 Cuernavaca Circulo

From: San Jose (or points south of Mountain View)

1. Take US-101 N toward San Francisco.
2. Merge onto CA-237 W. (2.82 miles)
3. Turn Left onto E. El Camino Real/CA 82 S. (0.86 miles)
4. Turn Right onto Crestview Dr.(0.17 miles)
5. Crestview Dr. enters Cuernavaca after stop sign. (0.14 miles)
6. Turn right on to Cuernavaca Circulo.
7. End at 1377 Cuernavaca Circulo.

CLUB MEMBERS **“WANTED” FOR PARTY**

By Vern Hance

Historically our Spring Coming Out Party (April 16, 2005 this year) has been aimed at honoring new members that have joined in the past year and new cars that have been completed (or purchased) in the past year. I have noticed for the past several years we haven't had many "honorees" in attendance. Why is this?

I thought I would try to help this year by preparing a list of new members and new cars that we would especially like to see present.

The new cars are hard to track down with certainty, but I know personally of three cars that should be there:

- * Ted & Constance Evora of Union City, with their new Cobra.
- * Doug & Sandra Wallace of Daily City, with their new T-Bird replica.
- * Doug & Lauralee Bentz of Durham, CA, with their new Factory Five Cobra.
- * There may be others so if you have knowledge of them, please encourage those people to attend.

Now for the new members:

- * Frank & Nancy Ketchel of Sacramento (MG-TD)

- * Paul & Diana Harford of Benicia (Porsche Speedster)
- * Dan & Claudia Rowland of Orangevale (Porsche 550 Spyder)
- * Scott & Barbara Danielson of Sacramento (Saxon/Sebring interest)
- * J. Mark & Chris DeWitt of Sacramento (MG-TD)
- * Dana & Beverly Dunn of Citrus Heights (Looking for Kit)
- * Walter Gauschieldt of Belmont (Cobra)
- * Alan Gilchrist of Danville (Ferrari F355 plans)
- * Bill Johnson of Sacramento (Lotus Super 7 type)
- * Martin & Pam Lochner of Concord (Looking)
- * Ralph Woods of San Leandro (Gatsby & Zimmer)
- * Chuck & Ronnie Latty of Monterey (Porsche 550 Spyder)
- * J.D. & Judy Cellars of Murphy, OR (M-B 500k interest)
- * Peter Shambora of Palo Alto (Cobra)

I hope this will encourage these "special" people to attend on Saturday April 16th. We really want to make you feel welcome and encourage your active involvement in our club. If there are things that you would like to see changed to make the club more responsive to your needs and desires, please speak up or write a note to the editor.

See you all on April 16th.

IT'S STILL DUES TIME

Club dues of \$24 for 2005 were due on January 1, 2005. Most of you have already paid your dues for 2005, but it looks like we will lose about 38 families that haven't responded to my gentle nagging. They will receive a postcard expressing our agony at losing them as members. (A dues payment will reinstate them, however.)

Each month, January through March, I have printed the names of those who have paid up. Here are the folks that have paid their dues during February. Bless you !

Brodie	DeWitt	Gryte
Hance	Heinke	Hill
Holloway	Honodel	Krueger
Landers	Lewis	McQueen
Navratil	Reed	P.Thomson
Williams	Cooley	Jacobs

ROSTER CORRECTIONS AND MEMBER NEWS

A number of you have responded to my request for CORRECTIONS to November 2004 roster. Here are those that have been reported. Please make "pen & ink" corrections to the November roster, so that you have the latest information.

- Wayne Wenger's address is now 2181 Rue De Lac, Placerville, CA 95667. Maybe a new phone too, but I don't know the number.
- Please bring other needed corrections to my attention, by a note or e-mail <nckcc@astound.net>

MEMBER NEWS

Chuck Honodel reported that Kay broke a leg in January requiring a cancellation of a Palm Springs trip and a Baja trip. Chuck sends his hope that othe club members are in good health.

Some of you may have heard at the annual brunch that Bill Landers sold his Cobra. Bill's report is included elsewhere in this issue.

Carol Hance got a call a few days ago from the person (Bob Lindberg) that bought Hal Underwood's Humbug that was in our show a few years ago. He has participated in a number of car shows, winning some trophies, and is considering joining our club. I have a sentimental connection to that car, since I built the engine for it and provided some other help to Hal during its assembly.

WELCOME NEW MEMBERS

We welcome one new member to our club this month. Our website steered him to our membership form.

Peter Shambora lives in Palo Alto, 650-619-1111, and is about to purchase a Cobra but registration challenges are producing some heartburn. We wish Peter good luck in obtaining his Cobra and hope to see him on some of our trips and at our shows.

A MODEL CAR PROJECT

By Don Shank (*President & Editor of the Greater Saint Louis Kit Car Club*)

A couple of months ago, several of my friends and I were standing around talking about what it would take to build a Kit Car that is delivered from the factory in several boxes. One of the guys then started questioning me about my Bugatti Type 55 Roadster and asked where I got all the so-called 'stuff, parts & things' to finish it and drive it on the street, legally.

Well? I've decided to tell you some of the story of why, when and where. Here is what went on before and during those 9-1/2-years of actual construction time.

I went back through some of my old newsletters of the "Miniature Bugattistes Association" (a scale model Bugatti enthusiast group) and a couple of articles that I had written many years ago about my overgrown model. I figured I might as well tell you Kit Car people about some of the experiences way back when. So, hang on, here goes.

I had been asked earlier by that editor about what my biggest scratch built model was. My biggest was then in the making and it started back in the 1960s when I was able to measure a real

Bugatti Type 55 (Serial #55215) that was in a private collection in Illinois. My photos of another Type 55 (Serial #55211) in a California museum was the starting point of drawing up a set of 1/16 scale plans for a highly detailed model to sit on my living room shelf when finished.



Then after a couple of false starts and after I botched a chassis out of brass stock that I was not satisfied with, something went wrong with the small model idea and a full sized replica began to take over in my mind. So in May of 1984 I acquired a driveable 1972 Ford Pinto with a newly rebuilt 2000cc engine for \$40, along with a wrecked 1977 Mustang to use for parts for \$30. Then I bought some 2x2 and 2x4 box steel for the chassis at a metal supply shop. About that same time, I also went to a lumber yard and bought a couple of

1/2" and 3/4" sheets of marine plywood, a couple of 8 foot 2x2, 2x4 and 2x6 lumber. After looking at a catalog from Wick's Aircraft supply store in Highland, Illinois, I went over there and bought some .030" and .050" sheet aluminum along with some other stuff. I would later go back there and buy all of my needed fiber-glass material to build the body. By then I figured that I should have enough stuff to build my personal full scale model, instead of a model to sit on the shelf.

I was lucky enough to have a personal friend that was a professional welder and to my surprise he had all of the right welding equipment in his garage to be able to weld up my chassis. When it was finished, we brought it to my house on the back of his flatbed truck to unload into my garage. This was the day that the shuttle "Challenger" exploded in midair, January 28, 1986.

Some of the other details: The Cherry wood steering wheel rim came from a



tree in a friends backyard. The honey-comb V cell core in the dummy radiator took almost 2 years to find. It had been used on a stationary power plant and was big, heavy and all brass. It had to be cut to the Bugatti shape and trimmed to reduce the thickness. The actual radiator, behind the dummy core, is out of a Chevy Chevette and the electric fan behind it came out of a Honda. The steering column is welded & bolted together using parts from a VW Rabbit, a Pinto & Mustang. The tranny cooler is from an Old's and the rear anti-sway bar is from a Mercury .

The two rear leaf springs were bought from a trailer manufacturer. They could only be 27", long and 1-3/4" wide. They were hard to find since I was limited on space.

Now here's a good one for you to figure out—the 14" Ford wheels that I found in a salvage yard actually fit the 13" Pinto hubs (this is a 4-1/4 bolt pattern and the wheel size is not listed in any Ford book or Goodyear tire book either. My wheels came off of wrecked '78 Fairmont Station Wagon, yet all other Fairmont wheels of that year have 4-1/2" hubs. I've never been able to figure that one out.

I had the 32 hood louvers cut at a machine shop in Highland, in the .050 aluminum, I then formed the curve needed over a length of landscape timber and a 2" steel pipe. The chrome

headlights, the 5 dash instruments, the 4 hood latches, the 2 different tail light brackets, the license holder, the 3 long piano hinges, the rear trunk hinges were all bought from outside sources including J.C. Whitney.

The aluminum tubing used for the windshield frame was TIG welded by my step-son. He also cut out the 1/4" aluminum plate steering wheel along with the aluminum Bugatti style wheel covers. He also made the spare tire mounts.

So that I can say that there are some French parts on my Bugatti, I installed a pair of horns from a wrecked Peugeot.

The fiberglass fenders were formed over 2 male molds that I made out of plywood and styro-foam. That was fun getting them to match before the fenders were laid up.



I had the car painted at a local Chevy dealer by the son of a very good friend. He took special care to get it just the way I wanted it.

Of course I showed him pictures of the real car before we started. He had me lay the taped curves on the sides, trunk and hood to be sure they were right and the shop owner never said one word about me being there laying the tape in his shop. He even came back and watched me a couple of times to see how I was doing.

So now my model doesn't sit on a shelf in the living room, it is parked out in the garage. I finished the project in November of 1994. In May of 1995 my wife and I packed our bags' and tied them onto the fold down luggage rack on the back and headed for Canon City, Colorado. What a vacation time that was. WOW !! That was definitely a trip that we will both never forget. Believe it or not, nothing really bad happened, which was a total surprise to me, I expected 'something' to go wrong but we lucked out. It was even fun buying gas at those roadside stations, needless to say, it gathered a mob whenever we pulled in. Thank goodness I kept a small photo-story of the building process to go along with my tale so that they could see what I was talking about. Some of the questions were really strange, since most of the people didn't believe me that my car was homemade --- until I showed them the construction photos.

I guess the hardest one thing that I had to accomplish was the making of the

steel mesh radiator shield that protects the front dummy radiator. It is made of a 1/8" rod, heavy stainless steel 1/2" mesh that I had to bend over a 5/16" steel rod shaped as the Bugatti trade-mark radiator. I don't know how many of those rods I had to bend. I lost count. But it took over 4 weeks to do one that I was satisfied with.



I know that all of you that have built or are building your own Kit Cars, have some sort of an interesting story to tell. So would you please sit down and write a small story of one or two pages, telling us about your adventures.

I also need help filling out these pages in the newsletter and that is one way I can get the need space filled up with good stuff.

This appeal is applicable to most all Kit Car Club newsletter editors, so please take it seriously and let us hear from you.

BUGATTI T55 OFFERED BY CHRISTIES AUCTIONS



A highlight of the auction is this 1932 Bugatti Type 55 Roadster (chassis 55208) from the estate of the noted American collector, Bill Serri Jr.

Between 1920 and 1935

Ettore Bugatti gained 431 1st, 2nd and 3rd places in motor racing, more victories than any other constructor. In the 1930s his son, Jean, retained the standards and reputation established by his father while introducing modern technology to transform a community of craftsmen into a successful industrial unit. Jean Bugatti produced the very successful Type 55 and Type 57 series.

Launched in 1931 at the Paris Motor Show, the Type 55 was one of the most beautiful sports cars ever designed. Only 38 were built, combining the 2.3 litre twin-overhead camshaft Grand Prix engine from the racing Type 51 with open two-seater roadster coachwork.

The present example, chassis 55208, was originally sold in Paris in April 1932 by the famous Bugatti agent, Lamberjack. After residing in Monaco for some years, 55208 was sold to an American connoisseur in the 1960s. Most recently, it has remained in remarkably original condition in the Serri collection for over 20 years. 55208's return to France marks the first time in many years that a great Type 55 has been offered at auction.

LEGENDARY COBRA **MAN WITOUT COBRA**

By Bill Landers

This may come as a big surprise to many of you, but I no longer own a Cobra. The car was in good mechanical condition and ran well, as it always did, but the paint was getting old and far from show condition. I intended to restore it to show condition, but it never seemed to happen. I enjoyed driving it (and so did Austin) so I never seriously thought of selling it.

In spite of not having a Kit Car, I am continuing my membership because of the many friends in the club and participating in activities that don't require a kit car.

The sale of the car was most unusual. The buyer had called Vern, requesting names and phone numbers of people that could advise him about buying one or building it from a kit. One of the people Vern recommended was me. (This seems to happen a lot) I asked him what he wanted in his Cobra and after listening, told him, "That sounds as if your're talking about my car." His response was, "Can I come over and look at it?", to which I replied, "Sure." During his visit I invited him to take a ride, which he quickly agreed to.

We went up over Bailey Road and I asked if he would like to drive it back. He declined, but asked if I ever considered selling it, to which I replied, no. He then asked what price I would have to get to seriously consider selling. I gave him a number which I thought would end the conversation. After returning to the house, asking more questions and studying the car for awhile, he got out his checkbook and said, "I think I'll take it", meeting my quoted price.

In shock, I said I would have to wait for the check to clear before turning over the car and signing off the title.

A couple weeks later he came back, late in the day, and we did the paperwork to complete the deal.

Still never having driven the car, he started it up in the garage. The engine was cold and idling fast, so when he tried to shift to reverse I wouldn't have been surprised to hear some gear grinding. On the second attempt, with more grinding, I asked if he was pressing the clutch, to which he replied, "yes". I told him the brake lights were coming on and he was probably on the wrong pedal. After resolving that problem, he backed out and drove off into the night.

I trust he is happy with it, since I haven't heard from him in a couple months. But I do miss my beloved old Cobra and the many happy hours we shared.

FOR SALE

COBRA-. Last of the Butler Racing Cobras, Serial #BR496099. Registered as a 2001 Shelby. Smogged for a 1971 351 Cleveland. Arntz styling, Butler engineering. 10" setback on motor and top loader tranny for 52% weight distribution on Jag rear-end. Will e-mail additional info & photos on request. \$39,000 mckkru@aol.com or contact Marty at 775-852-1453. Will consider trade. (3/05)

COBRA Ford power, Jag rear-end. Silver w/ black interior. \$21,500 Call Bob Elster 707-938-3254 (1/02)

COBRA - VW KIT - 427 Snake body fits on your 3" shortened VW chassis. \$6,200 Call Wayne McAllaster (510) 656-5844 or E-mail medusa427@aol.com (4/03)

FERRARI Testarossa (Dazzling Black Convertible) 34K original miles on Corvette platform. One of nine, custom built by SCM Motors for Mid-east royalty. at \$85K each. 626-458-9220 asking \$30,000. (5/03)

MERCEDES 500K 4-PASSENGER. This all metal replica was built by H.T. Price with leather interior, 400cid Ford power, auto tranny, A/C, stereo/cassette, wood steering wheel. Call Diana (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K PARTS - For Classic Factory 500K: (4) door latch plates, patterns for tall tail light bases and side window frames. Also windshield frame patterns for 4-pass 500K. Call Diana (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419 (3/02)

MERCEDES 500K Heritage kit, unassembled, body in crate. Burgandy exterior/interior. All options. Stub Chevy front end, 350 engine and auto tranny (not rebuilt) \$14,000 Call Louis Boscacci (415) 892-5245. (04/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Excellent condition. **FURTHER REDUCED** \$7,950 o.b.o. Norval Gryte 707-942-8215 or e-mail <gryte@calicom.net> (2/05)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Low miles but needs some TLC.. \$4,500 o.b.o. Mike Brauner 925-934-1441 (10/03)

MARLENE - 500K kit by CRL, complete but not assembled. White body & interior. Includes Ford 2.8L V-6 and auto tranny. Make offer to Andrew Moriarty 916-689-2325 (11/03)

PANTERA Factory built, only one known to exist. Red w/ beige interior, Chev engine \$35,000 Call Bob Elster 707-938-3254. (1/02)

PACKARD '31 4-pass Coupe. All metal replica built on '67 Buick Wildcat running gear. 2000 miles on rebuilt 430 CID V-8, 4-bbl, 360 hp engine with chrome side pipes. \$7,500 o.b.o. Bill Kaiser 415-648-6250 (10-03)

2004 AHA Knott's Berry Farm Show and 2004 NCKCC San Leandro Show. Available as DVD or VHS tape. Each show is \$16 postpaid in U.S. Send check to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598. Call 925/938-1442 (9/04)

"Cars for Sale" ads in the Kit Car Sun are for members only. Rate is \$10 for 12 issues.

CALENDAR OF EVENTS - 2005

- April 16, 2005 - Tom & Irene Wallters, of Mountain View, host a Party to Honor new cars and new members that have joined our club in the past 12-months.
- April 23-24, 2005 - AHA Knott's Berry Farm "Fun Under the Sun" kitcar show.
- May ??, 2005 - Picnic and Museum Tour in Sacramento. Steve Cameron, Champion.
- June 4 - 5, 2005 - Mini-Show of NCKCC cars at Art & Wine Festival, Walnut Creek
- July 3, 2005 - Benicia Torchlight Parade. Also Concord & Carmichael Parades July 4th
- July ??, 2005 - - Bethel Island 50s Bash Car Show, Bethel Island.
- August ??, 2005 - Hot August Niles car show., Fremont. Dave Jones, Champion
- September 10 & 11, 2005 - 23rd ANNUAL HANDCRAFTED AUTOMOBILE CON-COURSE, San Leandro Marina.
- September 17(??), 2005 - Cool September Days car show, Lake Tahoe
- October ?, 2005 - Snakes to the Lake/Coast Tour (More info needed on this) also a Wine Tour by Leanne Jones
- October 22-23, 2005 - Club Sandwich, Riverside Casino, Laughlin, NV
- November 13, 2005 Annual Brunch at Ryde Hotel
- December 2005 - No Events Scheduled.

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