

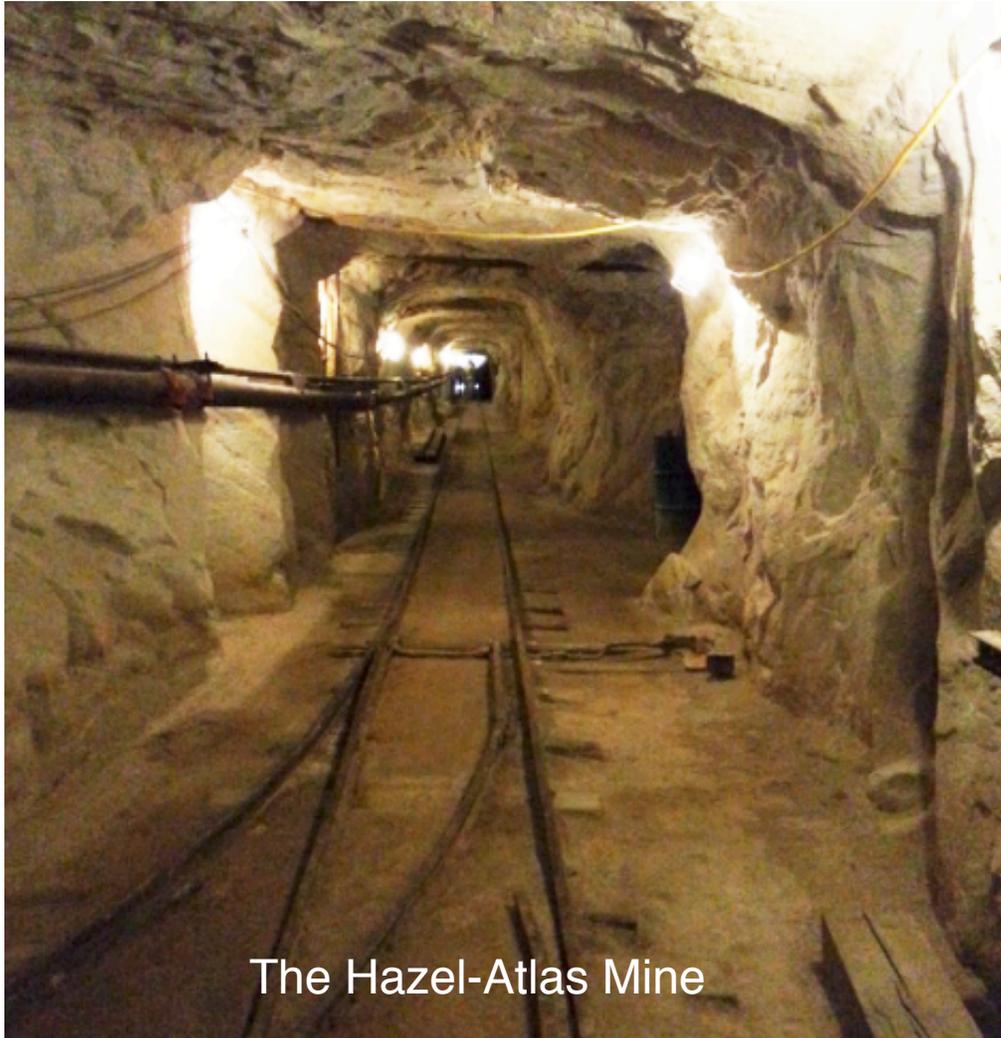


# **NCKCC** News

Handcrafted Automobiles

March 2016

Volume 34 No. 3



The Hazel-Atlas Mine

## **UPCOMING EVENTS**

- **March 12, 2016 - Black Diamond Tour at Hazel-Atlas Mine. Hosted by East Bay Regional Parks**
- **April 16, 2016 - 'Spring Fling' Patio Party at Wagner residence in Foster City**
- **May 14, 2016 - Niles 'Spring Fever' Car Show, Niles District of Fremont**

## **FROM THE PREZ**

The first actual "official" Club event of 2016 is coming up on Saturday, March 12<sup>th</sup>: a tour of the Black Diamond Mine hosted by the East Bay Regional Parks. Vern has all the info elsewhere in this newsletter. I have known about the Black Diamond Mine Area for years and, being the ultimate history buff, I've always wanted to check it out but never had the opportunity. Well, "opportunity" has finally knocked and I will definitely be there.

April has a Club activity that I will also be attending. I have to because the activity is a patio party at my home. It's been several years since I hosted a party. This one will give me a good reason to get that spring cleaning done and whip the yard into shape. More info on the patio party will be in the April newsletter.

Well, "That's All Folks". Hope to see y'all soon,

Jim Wagner, NCKCC President

## **IT'S DUES TIME YET**

We are still making progress on "Dues" collection, but I must remind you that your \$24 annual dues were due on January 1.

I will follow my usual practice of listing the last names of those who have paid in each month's newsletter. So if you don't see your name, it means I haven't received your dues payment.

Right now I have 21 members that have paid their 2016 dues:

Bales	Barrilleaux
Bello	Clavelli
D. Cooley	P. Cooley
DeLany	DeCato
Ellis	Fewell
Foote	Hance
Jermanis	Ketchel
Kluber	Maddux
Rubenstein	Thomson
J. Wagner	R. Wagner
Walters	

Please check this section each month to see that I have received your dues payment. That way we can cross check on you, me PayPal and the USPS.

If you want to pay by PayPal, we have an account to handle that option. If you already have a PayPal account you can select a 'personal' payment to [nckcc@astound.net](mailto:nckcc@astound.net) and there is no PayPal fee. However you can also use a Visa or MasterCharge credit card through PayPal, but in this case we ask you to add \$1 (\$25 total) to cover the PayPal fee.

To make a payment to NCKCC just send it to [nckcc@astound.net](mailto:nckcc@astound.net) That way I will receive an email advising me of your payment.

## **BLACK DIAMOND MINE TOUR - SATURDAY 3/12/16**

**LAST CALL:** Please call or e-mail Vern Hance at 925-938-1442 or [nckcc@astound.net](mailto:nckcc@astound.net) if you wish to attend. Looks like we won't get 10+ people signed up, but the alternative is to arrive before 11 a.m. and try to get included on the 12- noon tour, that is available on a first-come-first-serve basis, but you need to be there 1-hour early to pay and participate. The tour costs \$5 per person and parking is \$5/car.

This is a new event that we have never done before. To get there take Highway 4 to the Somersville Road exit in Antioch, then drive south (toward the hills) on Somersville Road to the Preserve entrance.

It seems a good hedge for unpredictable March weather and that we expect to be mostly in the Visitors Center or the mine.

Here's more background information.

The trip from the parking lot to the mine entrance is a 0.3 mile uphill hike, but from Google Earth it looks like it is a pretty gentle slope with only about a 75 foot rise in that distance. I was told that the the mine is level inside but has some track rails that were used to haul sand out of the mine.

The map on page 3 shows how to find Somersville Road. Strangely, there are two Visitor Centers; one near the Regional Park Office & residence and another called **Greathouse Visitor Center** at the mine entrance. Our destination is the Greathouse



## **REMINDER - OTHER APRIL EVENTS OF INTEREST**

### **• April 3, 2016 - April Fools Rally, Santa Rosa. Organized by Empire Sports Car Assn**

The Empire Sports Car Association (ESCA) is presenting its 52nd Annual April Fools Rallye on Sunday, April 3, 2016. The rallye is an AB variety type, and, as always is geared to the beginner. The route will be less than 45 miles long and runs on some scenic country roads. There will be a short rallye school at 11 am before the rallye, for all those new to rallying. This rallye will be another high quality ESCA event!

This year's rallye will, again, be a charity event, with the profits going to Canine Companions for Independence®.

Registration 10:30 - 12:30 at Snoopy's Home Ice, 1667 W. Steele Ln, Santa Rosa, CA. Cost \$18/car. More info at <http://www.sonic.net/~thebeard/>

### **• April 16, 2016 - AHA Annual Show at Nethercutt Museum, Sylmar, CA**

The AHA "Fun Under the Sun" car show is in its 37th Year and will be held again at the Nethercutt Museum, 15151 Bledsoe Avenue, Sylmar, CA 91342. We have recently been represented at this show by several NCKCC members including Gary O'Connor, Jim Smith, Steve Rhodes and others that I'm not aware of. More info and registration forms available at [www.replicarclub.com](http://www.replicarclub.com)

## **TAX FIGHT OVER ROADS COULD DOMINATE LEGISLATURE IN '16**

From February ACCC E-News: In his otherwise low-key State of the State address, Gov. Jerry Brown saved his most impassioned plea for transportation issues, telling lawmakers they're going to have to "bite the bullet and enact new fees and taxes" to pay for repairs to California's crumbling highways. The message was targeted mostly at Republicans in the state Legislature, as well as a few moderate Democrats who have resisted Brown's proposal to raise gas taxes and charge drivers new fees to start paying for a \$59 billion backlog of needed repairs. His speech set the stage for a months-long political debate.

There's no disagreement over the need to begin long-neglected infrastructure repairs. And lawmakers in both parties believe the state's transportation tax structure is out of date. They also agree the state can't keep relying on a gas tax that has not been structurally altered in years and lets thousands of electric car drivers off the hook for maintaining the roads they drive on. The question is how to pay for it.

"Last year he talked about transportation infrastructure and then did nothing except create an extraordinary session where he says you've got to raise taxes," said Sen. Bob Huff, a Republican from San Dimas. "Here we are again with another \$10-plus billion of revenue and once again, it's 'We need to bite the bullet and raise taxes to cover this.' " Brown was largely absent from the conversation last year but floated a plan late in the session to raise \$3.6 billion a year, which he has revived. It calls for a \$65 annual fee on vehicle registrations and diesel and gas tax increases tied to inflation. Another \$500 million would come from fees charged to polluters and \$100 million from so-called "efficiencies" at Caltrans. Although Democrats control both houses of the Legislature, Republican votes are needed to enact any tax measures, giving them leverage on the issue. The wrangling becomes more difficult this year, as elections loom and lawmakers fear being hit by opponents accusing them of raising taxes.

A proposal introduced this month by Assemblyman Jim Frazier, D-Oakley, chairman of the Assembly transportation committee, also tries to address GOP concerns by requiring the state to spend truck weight fees on road maintenance instead of to pay off bond debt. Frazier's AB1591 would raise \$7 billion a year through higher gas and diesel taxes, a \$38 annual registration fee increase and a new \$165 annual fee on zero-emission vehicles whose owners don't pay anything into the gas tax fund.

"People realize that it costs money to maintain highways. They have four wheels on the highways and they're doing the same thing — driving," he said of the proposed fee on electric vehicles. Frazier said roads are in such critical disrepair, lawmakers must reach a deal this year. I think it has to be this year," he said. "Every year we put it off costs us a lot more money going forward."

## **FUN WITH FLATHEADS**

By Chuck Latty for the Deuce News

My first recollections of cars occurred when I was three or four years old, around 1946 or 1947. At that time my family lived in a fourth floor apartment in St. Louis, MO. From our windows I could look down on the streets below and view the cars that came and went. Our family car was a black 1936 Plymouth 4-door sedan. The vehicle dad used for work was a red 1934 Ford V-8 pickup with a 2 by 8 wooden board for a front bumper. This vehicle was used to push start customers' cars that refused to start under their own power.

Among the cars I first noticed were the post-war Crosleys, they were shorter and much narrower than most of the cars that went by. I just called them Little Tiny Cars. Whenever I would spot one I'd shout, "little tiny car"! I think I drove my dad, who ran a filling station, nuts. Dad's place, Wedge Auto Service, was a full service automotive repair business with a body shop on site. I thought that my dad knew everything and could do anything that involved automobiles.

Several years went by and we moved from the Ellsworth Apartments to our brand new home on Riverview Blvd. on the North side of St. Louis, just inside the city limits. Our family car changed, too. The old Plymouth was replaced by a black 1941 Ford Super Deluxe Tudor powered by dad's favorite engine, a Ford Flathead V-8. Sometime during this period, unbeknownst to me, dad had acquired a 1946 Crosley Model CC Sedan that required some work. He had secretly been working on the car at his shop. He replaced the tin engine block with a cast iron one. He also sprayed the car with a two-toned paint job: a maroon top with cream front and sides.

Mom, my brother Jim, and I first saw the car in all of its freshly painted glory at the Wedge Auto Service after dad had driven us there in the Ford. On the trip to bring the Crosley home, mom drove the Ford with Jim on board. I got to ride with dad in the Crosley! Dad beat mom home by zipping thru the traffic - it was a fun ride! The Crosley was to be our family's second car for mom to drive. As I remember, the Crosley had an aroma about it. I always thought of it as a kind of perfume - a mixture of gasoline, exhaust fumes, and engine oil blow-by.

Sometimes the Crosley would not be driven enough to keep the battery charged. Dad's solution was to run wires from a battery charger in our basement through the window and onto the battery in the car. He would leave the car's battery cables connected while the battery was being charged. We kids soon

discovered that we could get a mild electrical shock by touching the charging Crosley with one hand while touching the neighbor's fence with the other. Every kid in the neighborhood who tried this thought it was great.

Sometime around 1954, dad replaced the 1941 Ford with a "cream puff" 1948 Chevy Styleline 2-door sedan that he got a good deal on from one of his customers at the filling station. I was devastated, no longer would our family be transported by the majestically smooth power of a Ford V-8 but by the crude urging of a six cylinder Chevy with noisy straight-cut transmission gears! The Chevy was totaled in 1956 and was replaced by another 1941 Ford V-8. This one, a Deluxe Tudor, had once been previously owned by my maiden Aunt Agnes. Sometime during its life it had been painted Chartreuse (Sportsman Green). This was the first car I was ever allowed to "drive". I could move it forward and back in the driveway.

Sometime during 1958 dad replaced the green '41 with a two-tone grey 1953 Ford Customline Tudor V-8. This was the car in which I learned how to drive. In 1960 I got my first job working as a curb boy at the Steak 'n Shake located at the Hall's Ferry Circle. I saved my money and soon had enough to buy my first car, a 1939 Chevy Master 85 Coach, purchased from my best friend, Tom, for \$50. I would take it to the Alton Dragway in Illinois and sometime race it.

One Wednesday night in May of 1961 we snuck dad's '53 Ford V-8 out to go racing at Alton. Alton was about twenty miles away from our home in St. Louis. Our trip to Illinois that spring night was not without incident. By the time we reached the dragstrip we were beginning to feel a little warm even though the heater was not on. Then we began to notice the smell of smoke in the car. After we pulled into the registration area and parked the Ford, smoke began billowing up inside the car from the floor area. **THE CARPET WAS ON FIRE!** We found out that there was a hole in the floorboard under the front seat which was over a hole in the top of the muffler. The twenty-mile trip had provided enough time for the exhaust heat to set the carpet ablaze. My brother Jim, his friend Bob, and I jumped out of the car and frantically ripped the carpet from the vehicle and threw it on the ground. We jumped up and down on it till the flames were extinguished. The guy who collected the fee from me said he had heard of hot cars before but never seen one quite as hot as mine. After the fire was out, we tossed the carpet into the trunk where it would pose no further fire risk.

They looked up our car in the NHRA Rulebook and decided that the Ford belonged in K Stock Class. As I recall that was about the slowest class they had for American Cars. After they assigned our number and painted it on the windows with white shoe polish, I was instructed to proceed to the starting line. I was driving and the launch of my first practice run of the night was feeling great as I accelerated hard in first gear. I had a real surprise when I went for second - nothing! Oh the engine still ran but it accelerated too fast and was obviously no longer connected to the rear wheels when the clutch was let out. As the car lost momentum from whatever speed had been attained in first gear, perhaps 30 MPH, it coasted slowly to a stop just beyond the finish line at the quarter mile point. I threw open the driver's door, got out and pushed the car onto the grass to the left of the outside lane of the drag strip.

Jim and Bob, who had been watching from the grandstands, walked down the return road to where the car was now resting. We did a quick postmortem and came to the conclusion that whatever had broken was internal and beyond our means to fix it that night. We were thus confronted with two problems: how to get the car to where it could be repaired, and our more immediate concern - how to get ourselves back home that night.

Our savior turned out to be a fellow named Bob, driver of a '56 Chevy Bel Air Four-Door Hardtop. Bob happened to be making some tuning runs at the strip that night. I knew him from the Steak 'n Shake where we both worked after school. It was a long ride home.

Dad was up early the next day and off to work before we awoke. Fortunately for me he didn't normally take the Ford to work but rode the bus downtown instead. He had asked mom where the Ford was after he had looked out the front living room window and noticed that it wasn't parked in its usual spot next to the curb. When he got home from work that evening, he asked about the car and where it was located. I told him that the clutch was broken and that the car was parked at the Alton Dragway. He indicated that I had caused a problem and told me what I needed to do to solve it. He told me to go down into the basement and bring up the towrope that was there. Dad had previously run his own filling station and used this forty foot long rope to tow disabled vehicles.

We had school and work to attend on Thursday and Friday so could not retrieve the car until Saturday morning. I was able to convince my best friend, Tom, to go with me in my '39 Chevy to bring the

Ford home. Once at the strip, we followed dad's instructions to the letter. We tied one end of the rope under the front of the Ford and the other end under the rear of the Chevy. We used square knots to secure each vehicle to the rope. The trip home proved uneventful for the most part until the rope broke just as we pulled up in front of my home. We hand-pushed the vehicle into the driveway.

Later I jacked up the Ford and removed the inspection cover from the bottom of the bell housing. I couldn't believe what I found. The cover was full of small pieces of asbestos and steel - the clutch disc had truly "blown". I then proceeded to replace the clutch by following the instructions in the Ford Shop Manual. I learned several lessons from this whole experience. The greatest were that my dad was a wonderful and wise father. This has only occurred to me many years later now that I am a grandfather.

Sometime later my father and I traded cars. He got my '39 Chevy in exchange for his '53 Ford. I liked the Ford better for several reasons: it had a Flathead V-8, hot rod parts were available for it, and I could easily lower the front end to make it look cool. Soon I had installed dual exhausts with glass packs and scavengers which hung down below the rear axle, Edelbrock Finned Aluminum Heads and an Offenhauser Dual Carburetor Intake Manifold. I thought the car was pretty cool but in a drag race it was no match for stone stock Chevy small block V-8s. It could run with and beat early six-cylinder Chevys to 60 MPH. Later Chevy sixes and a certain four-cylinder Volvo would beat me to 60, but from 60 to 85 my old Ford would show them its tail lights. With two carbs the Flathead would really come alive between 60 and 85 MPH. It would also consume a lot of gasoline doing that. As I remember, four runs from zero to 85 would move the fuel indicator about one-fourth of the way across the gauge.

Fast forward to modern times. Once I retired from 30+ years of working for Ford Motor Co. as an engineer in the Dearborn, MI area I decided that a Crosley CC Sedan powered by a Ford Flathead V8-60 Engine would be a pretty cool car. I located a late 1937 V8-60 (with full cast iron block) at the 2009 Hershey swap meet. On the drive home from there I bought a couple of items from Van Pelt in Cincinnati, OH: a rebuilt Chevy S-10 type Borg-Warner T-5 Manual 5-speed Transmission, and a proper V8-60 starter motor. In the following year I found a 1947 Crosley CC Sedan near Indianapolis, IN. I had to buy a 12 foot utility trailer to haul the Crosley home to California. I had the V8-60 engine rebuilt in Salinas at a shop that had it for eleven months. They had to do some additional machine work on the flat style flywheel to get it to mate up properly with the 9 inch clutch setup that will be used. While

the engine was with the machine shop it was dynamically balanced. I plan to keep the V8-60 engine stock except for using: stock cast iron heads (not correct for a 1937), dual exhausts with glass packs and scavengers, and a 12V alternator. In 2014 I had a 1978 Mustang II 8 inch rear axle cut down to a 40 inch tread width to fit under the Crosley. I am still seeking the rest of the parts and services required to make the "V8-60 Special" dream become a reality.

So I could have a Ford Flathead V-8 powered car to drive in the meantime, before the V8-60 Special is ready, I bought a 1953 Ford Courier in 2015. I first noticed the Courier for sale on the Early Ford V-8 Club website classified section in December of 2014. I didn't jump on it right away but waited until about mid-January to contact the seller. He said that the car was still available and stated an amount that he would accept for it in Boise, ID. I didn't want to buy a car sight unseen so I contacted Lou Riga to see if he would be willing to drive up to Boise with me to view the car and help me bring it back to Monterey. He said that he would but before we could arrange a compatible date it was the middle of March 2015.



By the time we drove to Boise and finished looking at and purchasing the vehicle on the second day of the trip it was afternoon. We drove for about 250 miles that day and about 500 miles on the third day of our journey. The old Ford performed very well on the trip home, except the overdrive stopped working after the first 500 miles of the trip but other than that we experienced no problems. Since getting the car home I have done routine maintenance, replaced the entire wiring harness from bumper to bumper, changed the motor mounts, made attempts to get

the overdrive to function reliably, and replaced the 15 year old Coker wide whitewall tires with modern Goodyear Assurance All-Season 205/75R15 radial blackwall tires. The engine is running well right now but as soon as I have to get inside it I plan to replace the Offenhauser aluminum heads with stock Ford cast iron heads.

The car was shown in a local show in Monterey where it got a merchants' award. It was driven to a couple of old car meets and continues to be a source of enjoyment.

Plans call for the Crosley V8-60 Special to be roadworthy before the end of 2016.

I hope everyone has a great 2016 and continues to keep the Flatheads on the road where they belong.

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## **FOR SALE**

1952 Red MG-TD Replica built by Daytona. VW 1600 engine. New everything. Always garaged. \$6200 Call Ron for info: 925-829-4046 or email [honestronn@yahoo.com](mailto:honestronn@yahoo.com)



Ron Sutherland's MG-TD