



NCKCC News

Handcrafted Automobiles

May 2007

Volume 25 Number 5



Two new-born cars showed up for the party and got drenched by rain. Dave Jones rebuilt "Ponarri" (former Testarossa) and Bill Landers new Superformance Cobra are shown with Delaney's tall truck in the background.

ACTIVITY NOTICES

May 5, 2007 - Private tour of Military Vehicle Tech Foundation collection. RSVP to Vern at 925/938-1442 or nckcc@astound.net if you are coming. (page 9)

May 12, 2007 - Spring Fever Niles Car Show, Niles District of Fremont. 9 a.m. to 3 p.m. (See www.nckcc.com/hotlink for registration & directions.) Dave Jones can save you a parking spot if you call (510) 471-6411 or vnimus1@yahoo.com

June 2-3, 2007 - Walnut Creek Art & Wine with NCKCC car display. Call Paul King to reserve your wine glass (925) 938-3035 or aprkh@sbcglobal.net

KNIGHTSEN CAR SHOW

The April 7th car show at Knightsen displayed about 30 cars ranging from Ford Model Ts from the 1920s to Fords & Chevys from the 50s. Al Bello was the kingmaker with 11 of his collection, which included 4 kit cars and the remainder some formidable collector cars. Dave DeCato was next with his Shay Ford Model A replica and a pedigreed 1949 Ford sedan, plus an indication that he may add an MG-TD to his collection within a week. Next, deserving recognition was Gil Somerhalder who displayed his Easy Rod 1950 Ford based on a late model T-bird. Chuck & Sue Maddux attended but their M-B 500K was still in the air-conditioning shop and Vern & Carol Hance got freaked out by the rain-drops in Walnut Creek and left their M-B in the garage.

The tea was a nice catered event which included service at your table and enough elegant food to satisfy all but a hungry lumberjack. (photo above right)

The Museum was also a treat, with an abundance of artifacts from early times in east Contra Costa County. I liked the John Marsh history sketches which indicated that Marsh purchased a 17,000 acre ranch in 1837 and prospered until 1856 when he was robbed and murdered by three Mexican horse-



men while he was enroute to Martinez. The cars were a treat too, one of which was this 160 inch wheelbase 1941 Packard, which started life as a funeral car but ended up as a long convertible.



On page 3 is a sample of some of the Bello fleet and Dave DeCato's Ford Model A replica along with Gil Somerhalder's Easy Rod and

an unidentified 1940 Ford sedan. That's Dave at the right.



1. Status of Venues: After many attempts to explore Great America and Six-Flags we were unsuccessful and gave up.

2. We will keep the San Leandro Marina location. (same setup as last year) We may have a jewelry display & a vendor that sells car oriented stuff.

COMING OUT PARTY

The party at the Valadas residence was well attended (we counted 21) considering the weather, which ranged from sunny to pouring rain.

The visit to the Delicato Winery in Lathrop was a pleasant starter with a variety of wines to taste. My favorite was "Joe Blow White" but there were more prestigious labels also available.

Returning at about 1 p.m. we found Anibal Valadas ready to serve the delicious BBQ Tri-Tip beef and chicken. The whole menu was outstanding with salads and desserts too numerous to even taste them all. Wine, coffee and soft drinks rounded out the dining phase.

We convened a business meeting to finalize plans for the September annual show. Key decisions were recorded by Sarah as follows.

3. Avenues of Advertising: Explore free websites for events in the Bay Area; The Marina newsletter; Radio station publicity (i.e. a sticker stop idea that will draw crowds); Community Cable TV channels; Community college radio/TV

4. Entrance Gate: No fee. Request Wheelchair Foundation contribution and have tax receipts to hand out.

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Shown above: The business meeting.

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(People may be willing to give more for charity and a tax writeoff)

5. Banquet Gift Donation: Major commercial source of the gifts is retiring and won't provide a large percentage of gifts donated. We need NCKCC member donations of all types. (handcrafted things, lap blankets, gift certificates) - May consider a white elephant type distribution this year.
6. Banquet Room: City has banquet room for \$120/hr. Marina Inn wants \$800 for the room. El Torito is our "Plan B" banquet.
7. Foundation Logo: Wheelchair Foundation logo was requested on show name badges.
8. Event Reminders: April 28th & 29th AHA Knotts Berry Farm; May 5th Tank Museum; May 4th - 6th Merced Springtime Reunion; May 12th Niles Spring Fever.
9. New Members & Cars: Dave & Leanne Jones (Ponarri); Dave & Joyce DeCato (52 MGTD); Harry & Irene Craycroft (550 Spyder); Bill Landers (Superformance Cobra)

Those who attended included Al & Pat Bello, Harry & Irene Craycroft (honored new members), Dave & Joyce DeCato (honored new members), Rick & Jeani Delaney, Vern Hance, Dave & Leanne

Jones (honored for their new Ponarri), Sarah Jones with fiancée Wil Smith, Bill Landers with Carmen (honored for the new Superformance Cobra), Tom & Irene Wallters and we wish to thank Anibal & Sandy Valadas and their family (our hosts) for their hospitality.

Shown below is the Jones Ponarri after its transformation from a Ferrari Testarossa.



Below is the new Landers Superformance Cobra with a bevy of onlookers.



JUNE ADVENTURE II

By Chuck Maddux

First, I wanted to clear up one thing regarding our initial meeting place. We will be gathering at the Johnson Winery in Alexander Valley on hwy. 128 between 11 AM & noon on Thursday the 21st of June. This will allow you to stop along the way up at your favorite wineries, get a box lunch and/or sight see, as you wish. There are three interesting sights near the winery that you could check out on the way. One is the Bale Grist Mill State Historic Park on Hwy 29 about 6 miles before Calistoga. The second is the Petrified Forest on Petrified Forest Rd., which is a left turn off Hwy. 128 about a mile west of Calistoga (there is a stop sign at the corner) or continue on 128 to Tubbs Lane (about a mile), you will turn right on Tubbs and visit the "Old Faithful Geyser of California" (there are signs directing you).

We will continue up hwy 128 thru the Anderson Valley (www.andersonvalley.org) which has wineries and the quaint town of Boonville with it's world famous Brew Pub and, of course it's own language of "Boondt". We will have to be in Fort Bragg by 3 PM to catch the BBQ Skunk Train for dinner (for those of you who intend too). After our nights stay we have 3 or 4 choices for breakfast (www.fortbragg.com).

On Friday the 22nd, we continue north to the the Victorian Village of Ferndale

(www.victorianferndale.org/chamber/history.htm). For the adventurous ones, you can continue up Hwy 1 joining 101 at Leggett, for the less adventurous there is Hwy 20 to Willits. Then you will have a choice of three scenic drives into Ferndale, the longest is from Garberville, which takes you to about 3000 feet and an ocean view, or going in at Rio Dell and taking Grizzly Bluff Rd. The most direct is to continue up 101 to Ferndale and a short trip to town. There is, of course, "The Avenue of The Giants", which parallels 101 from Garberville to Scotia. Since our only other joint activity is dinner at the Samoa cookhouse (www.redwoods.info/showrecord.asp), you can take your time getting to and visiting Ferndale, since it is only 30 minutes to Eureka.

Since this is our two nite stay city, on Saturday the 23rd we can enjoy a Samoa Cookhouse breakfast or find another restaurant in the city. Since there are three choices for the jet boat trips (www.jettboatours.com) on the Klamath River (we have chosen 1PM trip), there will be ample time to visit Old Town Eureka and the surrounding area. We can have dinner together at one of the many restaurants in old town or fend for ourselves.

Sunday the 24th, we start off with a hearty breakfast, then wend our way on Hwy 299 to Weaverville (www.weavervilleinfo.com) and the Josh House State Historic Place (www.parks.ca.gov/default.asp?pageid=457).

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I'm sure we will have no problem finding a lunch spot and may even visit the local museum before continuing on to Redding (www.visitredding.org) for a visit to the Sundial Bridge at Turtle Bay (www.visitredding.org/sundial.cfm). As, I indicated in the April article the bridge should be visited twice, first, during the day to see the sundial at work and at night when the bridge and surrounding paths are illuminated (the bridge has a glass deck), which adds to the uniqueness. Suzanne & I will be staying the night and return home Monday.

I will do a recap of the days and outings for the June News. I will also answer any questions that I receive by May 5th, since Suzanne & I will be on a trip from May 15th till June 6th. Let's get out and enjoy a fun trip on June 21st thru June 24th/25th. Happy trails to you.

FROM THE PREZ

By Dave Jones

For those of you who missed the coming out party all I can say is you missed out on some GREAT BBQ-ed tri tip and shrimp and all the other goodies that showed up at the party!

Yes I know that the day turned out to be rather soggy, but that did not dampen the spirits of those who came. We had two new cars in attendance. Bill Landers, a long time member of our

club, brought his new Cobra in the rain, with top and side curtains in place. I brought out my latest creation which is a cross between a Ferrari and a Pontiac, which I call a PONERRI. You will see it at the next show, which is the Niles Spring Fling on the 18th of May.

We enjoyed going to a local winery in Lathrop and choosing our wine to go with lunch which was ready when we returned to the Valadas home. All chowed down on the great food and of course talked cars. We then talked about our clubs next outing and our September show.

I must apologize in advance for not making it to the Tank Museum outing that is on our schedule for the 5th of May. I encourage all who can to go to this one. This collection is not opened to the public. It is a private collection and the owner has agreed to let our club come for a viewing of these machines from around the world.

My absence is because I will arrive in San Francisco at 9 a.m. that morning by ship via the Panama Canal from Puerto Rico and may not have cleared customs to get off the ship! Yes, Leanne and I are finally going on a two week cruise that we have been planning for many years. A celebration of having raised our children and now being able to enjoy the beginning of our "Later Years together". All I can say is, if the boat is rockin don't bother knocking!

Here is an up date of things discussed at the business meeting.

First of all we have decided to have the show at San Leandro Sept 8 & 9. The reasons are as follows. We have received no response what so ever from either of the major theme parks as to our requests to hold out 25th anniversary show at their venues. That being the case we also decided to bring the focus of our advertising closer to home by pursuing on line advertising thru public forums and possible public TV and radio stations that have advertising available to non-profit organizations.

My daughter and my future son-in-law have volunteered to look into these venues and use of any opportunities that become available.

We also decided to invite specific cars from various events that we attend throughout the year instead of a specific auto club.

The idea of going to an all donation gate instead of the \$4.00 donation as in the past, making it clear that the donation will be supporting the Wheel Chair Foundation. Even offering a tax receipt in acknowledgment of their donation if that is what they want.

The banquet was also discussed. We are going to try and negotiate a decent rate at the Marina Inn. If that is not possible we may fall back to a good old

standby of El Toritos. We had to do this about two or three years ago when our room was booked out at the Inn. We would be able to use the main dining area in the middle of the restaurant as long as we give advance warning that it will be used for the greater part of the evening by 75-80 people.

Any other ideas or comments are welcomed. Please respond to my e-mail at VNIMUS1@YAHOO.COM or to my phone at 510-471-6411.

Well, that's about all for now. Looking forward to seeing everyone when we get back. Keep the shiny side up and the bugs off your glass!

LOTUS SEVEN REPLICAS (From page 8)
Stalker, but are powered by GM's blown 3.8 liter V6 with about 250-300 horsepower. Stalkers are supposed to weigh 1500 pounds. They have a flat torque curve that makes them easier to drive than cars with more peaky engines.

2006 Run N Gun results show the Sevens performance. Of the 36 cars with 2006 Run N Gun times recorded in Kit Car, there were 8 Seven type cars. The Sevens were 1st, 2nd, 6th, 7th, 8th, 11th, 14th and 16th fastest on the road course. On the autocross course, Sevens were 1st, 2nd, 3rd, 4th, 6th, 7th, 12th and 21st. The drag times were not all posted, but Jerry Fink's Viking with a 10.498, was the second fastest time.

If you want to learn more about Seven cars, Dennis Ortenburger's "Lotus Seven & The Independents" has a couple pages on every Seven type car in the world.

LOTUS SEVEN REPLICAS

By Clifford Flath – Greater St. Louis Kit Car Club

It occurred to me that Seven-type cars might be more popular if people knew a bit more about our cars. So I decided to write this for the GSLKCC newsletter.

Sevens are those cars that usually have cycle fenders on the front wheels and the rear wheels and fenders stick out past the body. They look sort of like a smashed down, squeezed together and shortened Prowler.

Colin Chapman, in 1957, introduced the Lotus Seven kit car using a flat head Ford 4 cylinder engine of 1172ccs. When a Coventry Climax overhead valve 1098cc engine was used, the Seven was called a Super Seven. The Seven was designed to be a high performance car that got its performance through light weight and a good chassis rather than horsepower.

The Seven's space frame contributes to its light weight. A Wikipedia definition of a space frame: "A space frame is a truss-like, lightweight rigid structure constructed from interlocking struts in a geometric pattern."

Light weight is additionally achieved by making Sevens small. Big people can't get in these things. If one is my size or bigger it would be best to try one on before buying.

In 1973 Chapman sold the Seven to Caterham who is still marketing the Seven as a kit. Additionally, there are about fifty different manufacturers of Sevens in ten different countries according to Dennis Ortenburger's book, "Lotus Seven & The Independents." The British Caterham and

Wesfield and the South African Berkin and Superformance are established in America.

In addition to the fifty manufactures of Seven kit cars, Locost cars have further thickened the plot. In 1996, a Brit, Ron Champion wrote a book with detailed instructions for how to build a Seven type car and originally called his car Lowcost and later changed it to Locost, a more Lotus looking word. In his book, Ron provided plans and instructions for using a readily available British donor vehicle and used steel to build a \$500 Seven type car. An active Yahoo e-mail group, Locost North America, has over a thousand members with lots of helpful posts by people who have completed cars. Additionally, there are a couple U.S. companies who sell Locost frames and body parts.

Ultralite and Stalker are becoming popular U.S. made newcomers to the list of Seven kit cars. I know about Stalkers because I built one. I know a bit about Ultralites because several have entered at Run N Gun.

Ultralites, designed by Brian Anderson in Texas, use the Seven's traditional four cylinder engine configuration. However, the Ultralite's Honda S2000 engine of about 240 horsepower combined with a very good chassis puts Ultralites in a class where its performance can only be challenged by the very best cars in the world.

However, Super Stalkers, designed by Dennis Brunton in Florida, do indeed challenge Ultralites. The original Stalkers were powered by GM's 3.4 liter 60 degree V6 with about 180 horsepower. Super Stalkers have the same chassis as the

(continued on page 7)

MILITARY VEHICLE TECHNOLOGY FOUNDATION TOUR 5/5/07

Our private tour of The **Military Vehicle Technology Foundation** was arranged by Marty Rosenthal for May 5th, starting at 9:30 a.m. **So far, I have only 4 people that have indicated they will attend.**

This is a private collection of Military Vehicles that is NOT open to the public, so we are fortunate to have this tour.

We must have a list of attendees in advance, so get your name on the reservation list immediately. Call Vern Hance at (925) 938-1442 or e-mail <nckcc@astound.net> or call Marty Rosenthal at (650) 756-0354 or e-mail bernardc@aol.com

We will meet at 9:30 a.m. at the Shell Station, 201 LaCuesta Drive, Menlo Park. Here are the driving instructions.

From San Jose: Take I-280 north to the Alpine Road exit. Go west about 0.2 miles and turn right on LaCuesta.

From East Bay: Take Highway 92, cross the San Mateo bridge and follow the signs toward Half Moon Bay. Exit 92 at I-280 going south to Alpine Road. Then go west 0.2 miles and turn right on LaCuesta. (You could also take Highway 84 across the Dumbarton bridge and go south on I-280 to Alpine Rd.)

From San Francisco: Take U.S. 101 south to I-280 and continue to Alpine Road exit. Go west about 0.2 miles and turn right on LaCuesta.

If you get lost call Bette Rosenthal, who promised to bring her cell phone (650) 438-1761.

For more info on the Foundation go to <http://www.milvehtechfound.com/>

Hope to see you there - - Don't forget to call in your reservation.

ANNUAL BENICIA TORCHLIGHT PARADE

By Chuck Maddux

On Tuesday, July 3rd the NCKCC will be participating in the annual Benicia Torchlight Parade. The parade begins at 6:30 PM and, as usual, those in the club who participate are invited to join Suzanne & I for dinner at one of Benicia's award winning restaurants after the parade. As I have mentioned in the past the Benicia parade is a true gem of old time Americana style parade where all participants are greeted joyfully by both adults and children. Each year there seems to be more & more people enjoying the parade, so please put it on your to-do list. I will have specific details in the June "news". Hope to see you attend this fun outing.

FOR SALE

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. Two available; **reduced to \$2,200 from \$3,200** Call Wayne McAllaster (510) 656-5844 or E-mail 427medusa@sbcglobal.net (2/06)

FERRARI - TESTAROSSA Spyder. Based on 1989 Corvette with 350 V-8 engine and automatic tranny. **Reduced to \$12,000.** Contact Anthony Ramsinh (408) 268-6554 or e-mail aramsinh@aol.com (11-05)

JAGUAR SS-100 on a '69 VW Chassis, 1600 cc dual-port engine with 4-speed tranny. \$4,000 o.b.o. Call Tom at 707-874-2587 or e-mail tjranch@att.net (Picture in Oct. issue) (10/06)

MANX SR-2 - 1678 cc VW engine with 4-speed stick. New interior in 2002. Built in 1977 by present owner who has all receipts, etc. Includes a spare 1600 VW engine and extra parts. \$5,500. Call Don Wicks (707) 998-9383 or e-mail at dkwicks@mchsi.com (11-05)

MERCEDES 540K - Thoroughbred factory built. Datsun 240Z engine + 5-spd tranny. Mustang suspension. New paint, carpet, leather interior, tires & canvas cover. Only \$18,500. Vicki Cavaz (510) 769-1123 or Vicki1757@aol.com (9/05)

MERCEDES SSK (Gazelle) Parts: 4 fenders (brown), windshield, radiator shell, bumpers, interior leather and top (tan), tail lights, supercharger pipes, doors (yellow), latches, hinges, etc. Tim 510-278-3085 (04/05)

MG-TD '52 with red with black interior. Wire wheels, many extras. Powered by 2.3 liter Ford. \$3,500 Call Dick at 707/279-9546 or lakebenji@aol.com **NEW LISTING** (01-07)

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

PORSCHE SPEEDSTER - Professionally built in 1998 Vintage Speedster. Fun, Fast, Reliable. Custom paint, Carrera gauges, upgraded wiring throughout. Like new top & side curtains, two tonneaus, two sets of bumpers w/ driving lights. Many real P-car features. Massive Type 4 engine built by Jake Raby 230 HP (car weighs 1600+/- lbs) 48 weber IDAs, pre-oiler, aux cooler, DTM cooling shroud, serpentine pulley & idler arm, Tangerine Racing headers & Quiet Can. Over \$60K invested, \$37,500.00. **NEW LISTING** (4/07)

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

The kit car industry on the Internet:

kitcar.com
and
cobracountry.com

- kit cars For Sale by Owner...
in 22 kit categories plus Cobras!
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

C. Salt

661-251-2223

CALENDAR OF EVENTS - 2007

- May 5, 2007 - Private Tour of Military Vehicle Techology Foundation (See p. 9)
- May 5 & 6, 2007 - Merced Spring Time Show - Greg Hampton, Champion (209) 402-9748 or unofun@aol.com
- June 2 & 3, 2007 - Walnut Creek Art & Wine Festival - Paul King, Champion
- June 21 - 24, 2007 - June Adventure II - Chuck Maddux, Champion
- July 3, 2007 - Benicia Torchlight Parade - Chuck Maddux, Champion
- September 8 & 9, 2007 - NCKCC 25th Annual Show
- Saturday, Sept. 15, 2007 - King's Anniversary Potluck/ post show meeting -Paul King Champion
- October (no date), 2007 - Annual Wine Tour - Leanne Jones
- December 2, 2007 - Annual Sunday Banquet in Pleasanton

East Contra Costa Historical Society
& Museum
3890 Sellers Avenue
Knightsen, CA.

CARS at the MUSEUM DAYS

1st SATURDAY
each MONTH
2PM. to 4 PM.
come with your car
no fees - no prizes - "just fun"
MUSEUM HOURS:
APRIL - OCTOBER
Saturdays & 3rd Sunday each month
2 to 4 PM
info. 925-679-1025

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