



NCKCC News

Handcrafted Automobiles

May 2008

Volume 26 Number 5



Steve & Mary Ellen Bales took home 1st Place in Neo-Classical at the AHA Show at Knott's Berry Farm. Harry Craycroft took 1st In Porsche and the President's Award. Claude Calderon took 3rd in the Ferrari Class with his F-40, but I don't have pictures.

ACTIVITY NOTICES

May 10, 2008 - Spring Fever Car Show, Niles District, Fremont.

May 31 - June 1, 2008 - Walnut Creek Art & Wine Mini-CarShow. Heather Farms Park. Call Paul King at 825/9383035 or e-mail aprhk@sbcglobal.net to say you're coming.

AHA SHOW REPORT

By Vern Hance

With a little phone work and some e-mails I put together a skimpy report on the AHA Knott's Berry Farm Show.

Steve Bales provided the cover picture with he and Mary Ellen holding their 1st Place trophy for their Mercedes 500K in the Neo-Classic Class. (the Mercedes and Neo-Classic classes have been merged as that type of car becomes more scarce) Steve said he saw Shane & Carolina Williams at the show but didn't think Shane's Ferrari was entered.

Harry Craycroft confirmed that he took 1st Place in the Porsche Class with his beautiful blue 550 Spyder. He also won the AHA President's Award. Not a bad showing for Harry's first trip to the AHA show! Harry reported that the Porsche population was well represented and noted Thunder Ranch had a good display of that Marque.

Claude Calderon drove his Ferrari F-40 to Knott's and came home with a 3rd Place trophy in the Ferrari Class. He also won another trophy but didn't say what. (Such Modesty!) Claude says "It was a nice show. Vera didn't go this time, but Mike Acuna went, and entered his yellow Ferrari Testarossa". (His car was shown at our San Leandro Show a couple times in past years.)

Chuck & Ronnie Latty also attended the show but they were shopping for a new project since their Porsche 550 Spyder was sold last year. Chuck said he saw no Lotus or Westfield 7 type cars on display, so he is still looking. He did see a nice 550 Spyder replicar from Stuttgart but thought it was pricy a \$30,000 as a turnkey and \$9,000 as a basic kit.

All of my reporters agreed that it was a hot 2-day show with temperatures near the 100-degree mark. They also commented that the Cobra population was down to only a couple dozen. Reportedly the Factory Five Group scheduled an event on the same weekend, which took away a lot of the FFR Cobras.



Shown above is Harry Craycroft's Porsche 550 Spyder at our San Leandro 2007 show.

*And here is Claude Calderon's Ferrari F-40.
Pictured at our 2007 Show.*



So, the consensus was that the Kontt's 2008 Show was a great show living up to its slogan; "Fun Under The Sun".

FROM THE TOWE MUSEUM

by Executive Director Karen McClafin

For this issue, I've been pondering a good news/bad news situation. The good news: The hobby of collecting and restoring classic automobiles is growing rapidly these days. If you're skeptical, note these recent trends... There are more Concours d'Elegance than at any time in history, restorations are more precise, car club memberships and car show attendance are both steadily on the increase and the values of collectible automobiles are on the upswing overall.

The bad news: This is happening primarily only among the Baby Boomer generation. If you're skeptical, note *these* recent trends... There are now retirement communities being developed with race tracks for their resident race-car drivers, Barrett-Jackson unabashedly claims they market to the "cashed-up baby boomers who want to relive the automotive soundtrack of their lives" and AARP.org is now a great source for car-collecting pictures and articles.

What this means is that we, the car enthusiasts of today who are sprouting new gray hairs every morning, have an obligation to pass on this passion and fire to the car enthusiasts of tomorrow. Our Youth are the alumni of the future for the car collecting hobby as well as Auto Museums such as the Towe. Wouldn't it break your heart to think that 100 years from now when we're dead and gone, that the car craze has literally died out and everyone is now riding public transportation? (There's a place for public transportation, don't get me wrong, but there's definitely a place for the preservation, use and love of old cars as well!)

If we want to preserve this hobby long past our lifetimes, we need to be inclusive enough NOW to encourage the younger generation to be interested in the car hobby. I see you nodding your head in agreement, but what if

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rat rods, rice burners and low riders? If we've gotten anything out of the car hobby, then we need to support it so that it will remain for future generations. I believe children have an inherent interest in cars, but unless that interest is nurtured, it can fade over time. It is important to pass down knowledge of the hobby, share stories and continue to get youth involved in collector cars to fuel a passion in the next generation.

If you agree with these ideas, here's a simple challenge: invite a youngster to your next car show or event, offer a ride around the block to the neighborhood kids, sponsor a youth who can't afford to attend one of our education classes, or buy a youth membership to the Museum for someone you know. Early exposure to the hobby often ignites the passion for the next generation of enthusiasts. There is such importance in seasoned collectors & enthusiasts giving back to the hobby through educational opportunities that can literally transform a young person's life.

I was actually inspired to write this article by one of our CVF Board Members who has voluntarily loaned out his Honda Civic to four young racers wanting to train at the San Francisco Region SCCA Driver School. His reason? He's "got an obligation to give back to the sport by encouraging younger drivers." Com-

mendable.

One of our goals, in addition to the cultivation of our "Car-01(k)s," should be to preserve the hobby for future generations by cultivating interest and appreciation in children that will carry into adulthood to ensure a vibrant future for automotive heritage.

Working Together,
Karen McClafin, Executive Director

BENICIA JULY 3rd PARADE WHO WANTS TO GO?

The deadline to enter this evening twilight parade is June 3rd so we need to know who is interested before we spend our \$35 to register the club's entry. Chuck and Sue Maddux have hosted the club at their home in past years, but will not be available this year. However, they have graciously offered their yard and parking area for us to meet up and to park there after the parade, when we have typically had dinner at a nearby restaurant.

Please indicate your interest ASAP so we have time to submit our application. Call or e-mail Vern Hance at 825/938-1442 or nkccc@astound.net

REFLECTIONS ON BERND ROSENMEYER

By Frank J. Garmella, GSLKCC

Born to race - determined to break the Mercedes stranglehold on Grand Prix racing, the Auto Union Group (now Audi) hired none other than Dr. Ferdinand Porsche to design a revolutionary GP car. The sleek racer he developed featured a massive 16-cylinder engine in the rear, a streamlined body and all-independent suspension - in 1934.

But who would drive this beast into battle against Mercedes greats Rudolph Caracciola and Tazio Nuvolari ?

The brash young Bernd Rosenmeyer, with only motorcycle racing and hillclimbs to his credit, fought his way onto the Auto Union GP team in 1935. In 1936, he rocketed to the top, beating von Brauschitsch, Caracciola, and Nuvolari in the mist at Nurburgring, earning the name "der Nebelmeister", or Master of the Mists! Mercedes hold on GP racing had been broken at last, and Rosenmeyer went on to become European Champion, dominating the GP circuit for 3 glorious seasons.

Fate Intervenes - In January 1938,

Mercedes sought to recapture lost glory by setting a land-speed record of 268 mph at Frankfort Airport. After Caracciola's record run, Rosenmeyer climbed into the Auto Union cockpit, saying simply "My turn now". Caracciola tried to warn him of dangerous crosswinds, but Rosenmeyer assured him he was one of the "lucky ones". At 270 mph plus, a sudden gust lifted the Auto Union Special into a spectacular somersault that flung Rosenmeyer to a tragic death at age 28.

Lessons to be learned:

- 1.) der Nebelmeister means Master of the Mists, not Master of the Winds.
- 2.) If something scares an Italian race driver, you probably shouldn't do it.

*This good story was taken from the Greater St. Louis Kit Car Club newsletter, with the permission of Don Shank, President.
Thanks Don*

EDITOR'S APOLOGY

Sorry about the late and short newsletter. The input was rather scarce this month and I didn't get any input from the usual sources.

FOR SALE

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

COBRA-NAF. Ford 289power, 4-speed, Jag posi rear-end. Blue w/ black interior. 5,000 mi. \$23,900 Call Trifam (925) 820-1847 SB-100 smog-exempt (9/07)

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)

GATSBY - Ford 351W, auto overdrive tranny, SB100 CA smog exempt. Great driver, awesome condition, continuous show winner. \$29,000 Bill Navratil (408) 374-5277 E-mail bnavra@aol.com **New Listing** 4/08

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 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)

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 550 Spyder. A Beck turnkey built in 2003. 5,000 orig miles, never tracked, 2156 cc custom 182HP dynoed engine w/ 44mm Webers. Everthing polished or powder coated, ceramic mufflers, 4-wheel discs, custom roll bars, silver-blue, tan interior plus all Beck options. SPCNS smog exempt. Asking \$30,000. Dan Rowland 916-989-4330 or cell 916-367-8502 **NEW LISTING** 02/08

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


661-251-2223

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

CALENDAR OF EVENTS 2008

May 10, 2008 - Spring Fever Car Show, Niles District, Fremont. Regist form on nckcc.com; click on "Hotline"

May 31 - June 1, 2008 - Walnut Creek Art & Wine Mini-CarShow. Heather Farms Park.

July 3, 2008 - Benicia Fourth of July Parade, dinner following.

July 19, 2008 - Tour of Hays Antique Truck Museum, Woodland, CA (Vern Hance, Champion)

July (late) - Car show in San Jose (Will Smith Champion)

August 16, 2008 - Hot August Niles Car Show. Niles District of Fremont.

September 6-7, 2008 - NCKCC San Leandro Show 9/6 with Driving Event 9/7.

October 11. 2008 - Wine tour by Wagner & Maddux.

October 25-26 -, 2008 - Club Sandwich, Laughlin, NV

December 7, 2008 - Annual Brunch, Pleasanton Hotel.

LAST CALL - 2008 DUES

Look's like we will lose about 19 members because they have not renewed their membership dues. Below are 4 more people that have paid their 2008 dues.

Clark Faithfull
Foldenauer Craycroft

Questions about your dues? E-mail Vern at nckcc@astound.com to see if you are paid up - or call (925) 938-1442.

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Unfilled position, Activities Chairman	
Sarah Jones, Show Chair	510-090-1822

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