



# NCKCC News

## Handcrafted Automobiles

May 2012

Volume 30 Number 5



Our group says farewell to Charlie Brown, Snoopy and other Peanuts characters as we leave the Schulz Museum for our lunch at Mary's Pizza Shack.

### **COMING EVENTS**

- May 12, 2012 - Niles "Spring Fever" car show in the Niles District of Fremont. (May 1st is early registration deadline) RSVP to Jim Wagner 650-341-0211 or [jamesuu@comcast.net](mailto:jamesuu@comcast.net) Registration form at [www.nckcc.com](http://www.nckcc.com) (HOTLINE)
- June 2 & 3, 2012 - Walnut Art & Wine Festival where we plan our NCKCC mini-show. Call Paul King if you're coming 925-938-3035 or [aprhk@sbcglobal.net](mailto:aprhk@sbcglobal.net)
- June 17, 2012 - Father's Day Car Show at Blackhawk Museum. No advance registration. \$10 fee. Starts at 9 am but if you want to get a spot on the plaza get there early.

## **FROM THE PREZ**

Our club activity for April turned out to be a very enjoyable trip north to Santa Rosa and the Charles Schulz Museum and later, the Luther Burbank Gardens and Home. We were assigned excellent, knowledgeable tour guides at both sites and even managed to fit in a delicious lunch in between the sites at Mary's Pizza Shack in downtown Santa Rosa. See Carol and Vern's write-up elsewhere in this newsletter for more details and pictures. Many thanks to Carol for championing this outing.

We have just one activity on the agenda for the month of May. On Saturday, May 12<sup>th</sup>, the Niles Merchant's Association will hold their "Spring Fever" Car Show in the Niles district of Fremont. This one always has lots of great cars on display and plenty of restaurants and antique shops to visit. Also, for those of you who are anticipating attending the Niles "Spring Fever" Show, please let me know by phone or e-mail. I will be there early and will attempt to reserve a few consecutive parking spots. Check out the show on the Niles Merchant's web site: <http://nilesmerchants.com/home.html>. Registration forms are also available on the web site. Remember "early" registration forms (\$20) need to be received by May 1<sup>st</sup>.

Early June also has another great event: The "Walnut Creek Art & Wine" on June 2nd & 3rd. Hope to you at both events.  
Take care,  
Jim W

## **CHARLES M. SCHULZ** **"SNOOPY" MUSEUM + LUTHER** **BURBANK GARDENS TOUR -** **4/21/12**

By Carol Hance

Our 10 attendees showed up at the Charles M. Schulz Museum in Santa Rosa promptly at 10:30 a.m. and we were assigned a well informed docent, Kristy, to guide us through the museum and provide many details of the life of Schulz that we would not otherwise been aware of.

Two works by Japanese artist Yoshiteru Otani dominate the Great Hall, a 22 ft high ceramic mural made of 3,588 Peanuts strips which combine to form the image of Lucy van Pelt holding a football for Charlie Brown to kick.



*A close-up of the detail making up this mural is shown below.*



The second work is a 3.5 ton wood sculpture depicting the evolution of Snoopy shown on the next page.



We were also shown the desk, chair and drawing board where Schulz did his work. A Snoopy doghouse was displayed with the fabric draping characteristic of artist Christo's style. Evidently Schulz was acquainted with Christo when he did his 24-miles-long "Running Fence" in the Marin & Sonoma County hills in 1975.

foods including some excellent pizza and our private room.

After lunch we walked about 4 blocks to the Luther Burbank Home and Gardens. Again we were fortunate to have a knowledgeable docent, Ron Powers, who told us about many of Luther Burbank's horticultural contributions including the well known Shasta Daisy, Santa Rosa plum, Russet Burbank potato, plumcot and the spineless cactus. Many famous people visited Burbank including Thomas Edison, Henry Ford and Harvey Firestone.



We also toured the outdoor grounds that featured statues of some of some of the Schulz characters.

Regrouping for lunch at Mary's Pizza Shack in downtown Santa Rosa we enjoyed a variety of



This was another 'all-day' event and we want to thank those who came from distant places: Tom Walters & daughter Claire from Mt. View, Allen Koch from Citrus Heights, Jim & Robert Wagner from Foster City, Chuck & Sue Maddux from Benicia and Vern & Carol Hance with daughter Rebecca from Walnut Creek. And, of course we had to stage another photo op. (next page)





## **NCKCC MEMBER BILL ROLES PORSCHE SPEEDSTER FEATURED**

*Editor's note: I intended to include this in an earlier newsletter, but ran short of space after punching in the main articles.*

The January 22, 2012 issue of "Me and My Car" written by Bay Area News Group columnist David Krumboltz, featured an article on Bill Roles Porsche Speedster.

## **NILES "SPRING FEVER" CAR SHOW MAY 12, 2012**

This is your reminder that May 1st is the deadline to register at the special \$20 rate.

The show is one of our selected club events to attend and Jim Wagner is again the Champion. He promised to arrive early to reserve some adjacent spots so all our club cars can be together. However you must tell him if you are coming - - call Jim (650) 341-0211 [jamesuu@comcast.net](mailto:jamesuu@comcast.net)

After May 1<sup>st</sup>, the registration fee is \$28. A registration form is on our website Hotline, [www.nckcc.com/nckcc-hotline.html](http://www.nckcc.com/nckcc-hotline.html)

## **PARTY AT KING'S JULY 7**

By Paul King

Mark you calendars. The Kings are once again having one of their annual deck & lawn parties on Saturday July 7<sup>th</sup>. This year the excuse is our 30, 40, 50 year anniversaries plus it will be Paul's birthday on the 7<sup>th</sup>. Enjoy a great view and a Margarita or two, some food and some really good music. If you have a completed car, bring it. Let me know first so we can save a parking spot for you. We will need to know how many are coming so be sure to RSVP. For those that don't know what RSVP means, it means "répondez, s'il vous plaît". Phone: 925-938-3035, or [aprkh@sbcglobal.net](mailto:aprkh@sbcglobal.net)

Krumboltz saw the car in Danville, thinking it was a magnificent restoration, then chased down Bill Roles to learn that it was a replica built by Vintage Speedsters. Roles said that a restored Speedster would exceed the cost of a replica. Roles explained that it is powered by a modified VW engine with 1915 cc displacement and puts out about 100 hp, which gives it a pretty good power to weight ratio.

Roles admitted that his replica is 'just a toy' but it fit in with previous automotive affairs such as a 911 Porsche, 912 Porsche, MGA and a 1954 Corvette. Roles said he loves his Vintage Speedster and has no intention of selling it.

Kumboltz compared Ikea with Vintage Speedsters saying that Ikea implies that any moron can assemble their products, whereas Vintage says their kit takes some months to assemble, requires a complete VW doner car and that fabrication, welding, electrical, and air-cooled engine experience are required to finish the kit. Kumboltz concludes he is not a likely kit car builder.

*Have an interesting vehicle?*

Contact David Kumboltz at [MOBopoly@yahoo.com](mailto:MOBopoly@yahoo.com)

*Editors note: This is a reprint of an article in the AHA March 2012 newsletter along with some additional comments by Dave Martin in the April AHA newsletter. I thought it was an excellent article and one that touches our club as well. Read it thoughtfully.*

## **WHERE HAVE ALL THE CAR CLUBS GONE?**

By Dave Martin, AHA Treasurer & Editor

March 1, 2012

The first recorded car club event was in approximately 1487 B.C. when Pharaoh Thutmose II (Ramesses II to most of us) got together with some of the Boys and cruised out to the Red Sea to see some ex-relatives off on a trip into the wilderness. Most modern clubs began to appear around the turn of the 20th century with the availability of "horseless carriages" to the common working man and women. Probably the oldest and longest lasting is the American Automobile Association or AAA [www.aaa.com](http://www.aaa.com) which was created when several smaller clubs banded together in 1902 and started the promotion of local track events. It still exists today and has entities throughout the country with the Automobile Club of Southern California being our own local chapter. The AAA has changed with time and is now more of a promotional and support company providing a variety of services to automobile owners and even though it's somewhat removed from what most of us would think of as a "car club," its impact and influence on our industry and hobby can be felt where ever we go, from the maps we use to plan out vacations, insurance and various supporting of auto events and venues like our own Wally Parks NHRA Museum.

Most modern day car clubs began to appear on the scene after the end of World War II. The Historic Car Club of Pennsylvania began in 1947 with five friends sharing the love of automobiles and a car club was born. Most clubs typically start up with a group of friends wanting to put some structure around their love of cars and the desire to create some activity they could share as a group and possibly with other like-minded people. Our own Association of Handcrafted Automobiles [www.replicarclub.com](http://www.replicarclub.com) started in a very similar way in 1979 with Ed Russell and George Evans bringing together like interests in kit cars and their own love of replica Bugatti's and Sterling automobiles. Our Fun Under the Sun car show started out as the A.H.A. Club picnic, which happened to be at Mrs Knott's picnic area, and it grew as more people with kit cars found out about it and wanted to enjoy the fun.

Clubs start up around many different interests. Some are started around a group of friends with common interests such as our own Road Kings of Burbank [www.roadkingsburbank.com](http://www.roadkingsburbank.com) -1952, which began as a racing club and slowly grew with members hot rods. The L.A. Roadsters [www.laroadsters.com](http://www.laroadsters.com) -1957, started as a club focused on pre-1936 roadsters and puts on one of the better Roadster shows every year on Fathers Day. Then you can mix in clubs that celebrate the origin of their cars and you get Corvette clubs, GTO clubs, British Car Clubs, Porsche, Corvair, Meyers Manx, and name the car and it's out there. There are literally thousands of clubs in existence at any point in time and even more informal gatherings. Unfortunately a lot of car clubs cease to exist every year now and the ones that have been around forever are reporting a decline in membership and participation - themselves being threatened with extinction.

So since automobiles have made their way into our lives, and Car Clubs have been a staple of the automotive culture for so long, why are so many Car Clubs dying off? The most common answer from people tends to be either money (for dues) or time, but like everything else around us today it's much more complicated.

The first thing you have to do is ask yourself why you joined. For myself I joined the A.H.A in 1986 for two reasons... First, I was building my first kit - an NAF Cobra - and needed all kinds of questions answered like, how to register it when I was done? Secondly was to be involved with other people who had cars like mine, as back in 1986 there weren't as many Cobra's running around as there are today, and enjoy events that were Kit Car specific. Along the way I met a great bunch of people, both in the club and through the yearly Fun Under the Sun Car Show the club puts on, and I've had a lot of fun with my car! These are probably the most common reasons as to why we all joined car clubs, so let's go with this as a basic premise for right now and see what has changed.

Since Al Gore invented the Internet, information and communication has become much easier to come by. We used to wait with great anticipation for our monthly magazines, praying that the technical problem we wanted to solve was in that particular months edition - usually not - and we had two or three industry magazines to help us out. Today we log on and "Goggle" our question and get more info then we honestly know what to do with. With that wide-open information highway came social networking... email gave us quick, easy communication with friends and potential vendors. A

myriad of "forum" websites have sprung up catering to not only specific manufacturers, but also to specific Marques, which really opened up the flow of information and the ability to now ask, and receive answers to our questions. Yes there are downsides to forums as any time you open up an unlimited ability to express your opinion, you get one too many opinions - occasionally. - Manufacturers have also taken advantage of this medium to present their products with beautiful images and lots of technical details about their wares providing the ability for customers to purchase items online without leaving their easy chair.

So how about events? Things to do with your car... There are still car shows, although even those are suffering decline now, to go and show off your baby. We no longer have the Drive-In's - either the food or movie kind - but we have many other opportunities to hang out with our cars thru cruise-ins or semi formal gatherings by non-clubs. Whoa.. non-clubs? Non-clubs are gatherings of people and their cars that don't have the formality of a Club Charter, bylaws, dues and newsletters. They are just a group of like-minded people who decide to get together occasionally and enjoy their rides. The A.H.A. shares the Kit Cars on the Colorado event with the Arizona Cobra's, which is one of those "non clubs". No Dues, no Newsletter's, no rules, but they are still well organized and they meet as often as they feel like it. They attend shows, races, cruise for fun, and hang around together because they like each other's company, even down to a group Holiday party. Sounds like it's a club in function if not by the definition we've always held. I also hang out with a similar group in Ventura call the Tri-County-Cobra's [www.tricountycobras.net](http://www.tricountycobras.net) One guy sends out an email every other month and we all meet up at a Bar-B-Que shack in Ventura for lunch and a run somewhere afterwards. Sometimes as many as 30 Cobra's show up and go thundering down the coast for an afternoon run. Why not make it a real club? Because they don't want to deal with the rules! Donut Derelicks [www.donutderelicks.com](http://www.donutderelicks.com) in Huntington Beach are another great example.

Organized cruise ins also offer an opportunity for enjoying the car culture of the area and meeting up with friends. Some of the larger ones in the Los Angeles area are Super Car Sunday [www.supercarsunday.com](http://www.supercarsunday.com) in Woodland Hills that typically draw over 200 cars every single Sunday morning, and for the Holidays does a Toy Run that nets local charities over 6000 toys, or the Twilight Cruise sponsored by the Wally Parks NHRA Museum and Prolong Super Lubricants [www.museum.nhra.com](http://www.museum.nhra.com) . Make no mistake it's a lot of effort to organize and manage these events but

they tend to be a labor of love, not a requirement due to bylaws and votes by a Board of Directors.

So what about car clubs? To coin a phrase... "Why pay for the cow if you can get the milk free?" If you can get all the benefits of a car club without shelling out a single cent of hard earned money, or listen to a Board Member explain that "we do it that way because we've always done it that way!" why would you join? A sense of belonging maybe?

Traditional Hot Rod Clubs continue to weather the storm, mostly because of their family friendly nature, which is tougher to promote when you're dealing with two seat Cobra's, but they are not immune. As the Baby Boomers who make up the mainstay of these clubs age and they sell off their retirement investments (the cars). They will continue to have a difficult time in maintaining their membership numbers. We have an expensive hobby and younger people are more inclined to more modern daily driver cars with "tuning" capability thru a computer, as opposed to weekend cars where we listen to the engine and tweak the timing by ear. So as members leave, new ones are not replacing them and that is the problem killing organized clubs today. Our membership is less than 50% of what it was 10 years ago.

So what's the answer? Why does there have to be a one size fits all? Everything grows and evolves and I think the car clubs of 50 years ago are being replaced by the "non-clubs" of people who get together for the fun of it today and the wide use of the internet. Sure I think these loose associations, due to their very nature of not being organized, won't make it in the long term because they tend to hang on one dynamic individual but again, do they need to. I like the club structure, although I could do with less Board arguments, but then I'm not 25 looking for my first car... I'm closer to cashing in my retirement fund! What do you think?

#### **Further Comments from the AHA April newsletter**

By Dave Martin

Last months article on Car Clubs solicited a number of responses for different people and it was overwhelmingly in agreement with the logic I had set out. Car Clubs are slowly disappearing but there is another facet that I didn't touch on and that is in participation of Club members in the running of the club. Even if the membership list get's smaller, a solid core of members can still drive a club's success. When that core gets too small the club loses critical mass and starts to destabilize (sounds likethe China Syndrome don't it?)

**MORE SCHULZ MUSEUM PICTURES**

*Shown below is our Docent Kristy and an image of Charles M. Schulz and our attentive group of listeners.*

I can remember when the A.H.A.'s membership list was around 100 members but over the last 10 years it's been dwindling down to below 40 and oscillates year to year below that. What about the core? About 10 years ago the core was made up of about 8 members and their families. Today the core - and I'm talking of people that **actively participate** and work for the betterment of the club is around 4 Members and their families. Active participants are not people who just show up for meetings but also devote time and effort into the clubs activities. What's critical mass then?

Here's my definition gleaned from some of the feedback I received that past month.

Critical mass is the number of actively participating members that can continue to run the club at the same, or greater level, when one of their core decides to call it a day.

Seems simple enough... If the club depends on just one individual, or even two to stay alive, then it's only a matter of time before the core starts to destabilize. Remember what I said last month about these "events" that are carried by a single dynamic personality, same concept. Lose that person and it will likely fall apart.

It's happening to other clubs right now and could happen to us if we're not careful so when calls go out for Board of Directors nominations later in the summer, or even just help for the show, remember that you are the club. The choice is yours.



**CAR SHOW JUNE 1 IN CITRUS HEIGHTS**

I received a flyer about the Mariposa Classic Street Fair & Car Show on 6/1/12 from 4 p.m. to 9 p.m. at the Mariposa Elementary School, 7940 Mariposa Ave, Citrus Heights, CA 95610. Classes include Muscle Cars, Classic Cars, Hot Rods, Low Riders, and Exotics. Pre-registration is \$10 or \$15 at the door. Food, fun and games are promised. Arts & crafts will be displayed and a 50-50 raffle will be held. For more info contact Chris Martin at 916-240-2738 or [chris.martin6@comcast.net](mailto:chris.martin6@comcast.net)



*And here is "Crossword Linus"*

## **FOR SALE**

BUGATTI 1927 Bugatti, good cond. Never wrecked. Yellow paint, brown upholstery that needs rework. Less than 50 miles on 1600cc recond. engine. Consider delivery. \$3000.00. (See photo) Dave Fernandez 530-384-2778 email [daf360hd@att.net](mailto:daf360hd@att.net) (3-10)



From top:: Dave Fernandex '27 Bugatti

FINO – Built on 1987 Fiero with Cadillac Northstar V-8 & auto trans. Regular trophy winner. Custom suspension, brakes and interior. Special Purple BASF Extreme paint. **Reduced to \$19,900.** Call Al Bohr (503-632-8372) or e-mail: [albohr@bctonline.com](mailto:albohr@bctonline.com). (10/09)



Al Bohr's Fino with Cadillac Northstar power

FERRARI Testarossa (yellow). This beautiful and extremely well built smog exempt car won 7 awards including first place at Knott's and was featured in Kit Car Illustrated. The chassis is a lengthened Fiero, with a Chevrolet 327 engine, a Getrag 5-speed transmission, authentic Ferrari chrome-plated aluminum wheels, Eagle F-1 tires, plus many other amenities. This is my fourth replica and is by far the best. \$21,500. Al Clavelli 650 573-8125 or e-mail [alclavelli@aol.com](mailto:alclavelli@aol.com). (7/11)

*"Cars for Sale" ads in the NCKCC News are for members only. Rate is \$10 for 12 issues.*

Shown above right are the cars listed.

## **NEW PROJECT OPPORTUNITY**

'72 Camero frame-off restoration started but needs a finisher. [Click to see condition](#) before disassembly.

If interested contact Vern Hance (925) 938-1442 or [nckcc@astound.net](mailto:nckcc@astound.net)



Al Clavelli's Ferrari Testarossa