



NCKCC News

Handcrafted Automobiles

May 2015

Volume 33 No. 5



Here is the view of the Western Railway Museum that we visited on April 26th. They have made great progress in expanding and upgrading the Museum, which NCKCC last visited in May of 1999.

UPCOMING EVENTS

- May 9, 2015 - Niles "Spring Fever" Car Show
- May 30 - May 31, 2015 - Walnut Creek "Art & Wine Festival" Heather Farms Park. NCKCC will display member cars on the hill behind the craft booths.
- June 21, 2015 "Father's Day Car Show" at Blackhawk Museum.
- July 3, 2015 - Benicia 4th of July Torchlight Parade. Contact Chuck Maddux for info. (707) 745-4361 or camnsam@att.net

FROM THE PREZ

By Jim Wagner

The Club has several car activities you may enjoy for the month of May: the Niles Merchant's Association presents the **"Spring Fever Niles" Car Show** in the Niles district of Fremont on Saturday, May 9th (9:00 AM to 3:00 PM). This one always has lots of great cars on display and plenty of restaurants and antique shops to visit. The Club usually sets up in the lot with the white picket fence across the street from Bronco Billy's. Check out the show on the Niles Merchant's web site: <http://nilesmerchants.com/home.html>. Registration forms are also available on that web site or the Club site. Early registration ends on May 1st, but you can still register even on arrival. Early arrival is best since adjacent parking slots go fast.

A day or two earlier than in previous years, the **"Walnut Creek Art & Wine"** will be on Saturday/Sunday, May 30th & 31st. This event always has lots of interesting vendors; be it art, wine, or food and, of course, lots of "car talk".

Mid-June also has another great event, the **"Father's Day Car Show"** at the **Black Hawk Museum** on June 21th.

Info for each of these events is in this newsletter. Please let Vern know by phone or e-mail if you plan to attend the **"Spring Fever Niles"** show, either day of the **"Walnut Creek Art & Wine"** event or the **"Black Hawk Father's Day Car Show"**. Hope you have the opportunity to attend all three. I'm sure you will enjoy them all.

DUES TIME - THE END

LAST CALL - Looks like our club membership is at 32 for 2015. I have used my usual procedure of listing the last names of those whose dues have been paid, so if you have paid and don't see your name let me know.

Barrilleaux	Bales
Bello	Boscacci
Clavelli	P. Cooley
DeCato	DeLany
Ellis	Elster
Fewell	Foot '15 '16
Hance	Hendsch
Herman	Jacobs
Jermanis	Ketchel
Kipp	King
Kluber	Maddux
Mah	O'Connor
Rhodes	Rubenstein

Smith
Thomson
Wagner, R

Tattersall
Wagner, J
Wallters

Looking back at the May 2014 newsletter we had 34 paid-up members. So, with some new members during the last 12 months, we are only down by 2 members.

WESTERN RAILWAY MUSEUM VISIT APRIL 26th

April 26th was a beautiful day with a clear blue sky and perfect temperatures in the mid 70s.

Fourteen attendees arrived on time and we had a small car show in the parking lot, featuring the Chuck & Linda Hendsch '34 Chev Phaeton, Joe Tattersdall's "new blue" F-1 Furor showing off its new paint job and Chuck & Sue Maddux M-B 500K.



After checking the displays we boarded "The Interurban" for 50-minute narrated ride into the countryside, where we stopped and disembarked to



stretch our legs and do some photo options.

Upon returning we were ushered into "Rail House Three" for a very interesting historical tour of dozens of electric drive street cars and coaches that date back to the early 1900s. Also included were a variety of train cars from flatbeds, box cars, refrigerated (by ice) cars and a couple of cabooses. The display was housed in a nearly new \$2+ million building that is so well insulated that the temperature ranges from 55 to 79 degrees from the cold of winter to the heat of summer. The display included restored rail cars and some that are unrestored. The new building will help



to halt the deterioration of acquisitions that would otherwise be stored outdoors.

Following the tour some of us grabbed lunch at the



Depot Cafe snack bar, while others took a short tour in a street car operating within the museum grounds. During the longer train ride our group got split up because some had reserved a "First Class" spot in a fancy rail car that served cookies & lemonade, while the rest of us were in the coach section. But we still had a chance to visit and share some stories at the snack bar area.

Those attending included Dave & Joyce DeCato, Vern & Carol Hance, Chuck & Linda Hendsch, Frank & Linda Ketchel along with two grandchildren, Chuck & Sue Maddux, Joe Tattersall and Tom Wallters. We were sorry that Jim Wagner and his father, Robert, were unable to attend due to Robert's recent leg fracture.

More information about the Western Railway Museum can be found at at <http://westernrailwaymuseum.org>

AHA SHOW APRIL 18, 2015 **NETHERCUTT MUSEUM**

Gary O'Connor did attend and reported that the show was smaller this year. The plan to drive his "Woodster" got derailed after some ugly engine noises developed early on the trip. The Woodster got him home where a vintage '51 Ford Woody wagon provided a reliable round trip.

There has to be an interesting story there and Gary has promised to provide it after he finishes the autopsy.

NILES "SPRING FEVER" SHOW **MAY 9th**

This popular show is on our event calendar again this year and runs from 9 a.m. to 3 p.m. The registration is \$25 per car with a deadline of May 1st. Dave DeCato said he is willing to save some parking spaces together with the Boulevard Cruisers car club, so give him a call at (925) 679-1024 or email at decato@juno.com

Registration forms are available for download at our website www.nckcc.com under the "Hotline" tab. The registration form contains driving directions.

FATHER'S DAY CAR SHOW AT **BLACKHAWK MUSEUM**

June 21st the Blackhawk Auto Museum is again hosting a Father's Day car show. The registration fee is \$20 (\$30 on show day) and the spots are filling up fast. Go to: <http://blackhawkmuseum.org/FathersDay2015.html> for more details. I have registered my M-B 500K already, in hopes of getting a spot on the Plaza.

WALNUT CREEK ART & WINE FEST - MAY 30 & 31

The annual Art and Wine Festival in Walnut Creek has grown from humble beginnings to one of the East Bay's greatest outdoor festivals. Attracting over 100,000 visitors yearly, the two-day celebration will be held this year on Saturday and Sunday, May 30 and 31, 2015.

NCKCC is again planning to display our cars at the Art & Wine Festival in our usual spot on the north hillside behind the craft booths.

Please plan to arrive before 10 a.m. to avoid the congestion at the 11 a.m. official starting time. The festival runs until 7 p.m. on Saturday and 6 p.m. on Sunday.

Also please let Vern know which day or days you plan to attend. Call him at (925) 938-1442 or nckcc@astound.net

So far I have received commitments from Chuck Maddux (Saturday) and Dave Decato and Vern Hance (Saturday & Sunday) but would like a 8 or 10 more cars on each day to make a good show.

For more info about the festival go to: <http://www.artwinefestivalwc.com/>

To get to the Walnut Creek Art & Wine Festival: **From the south** take I-680 to the Ygnacio Valley Road exit. Continue east just after passing John Muir Hospital and make a U-turn from the left turn lane at San Carlos Drive (the next traffic light after the hospital). Go back a block, turning right on Marchbanks Drive, right again on Heather Drive and left at San Carlos.



From the north take I-680 to the Treat/Geary Rd exit. Continue east for about 1 mile turning right on Bancroft Avenue. Continue south turning right on Ygnacio Valley Rd. then right again on Marchbanks Drive, right again on Heather Drive and left at San Carlos.

A map of our planned car show area is included nearby.

I WANT TO BE ABLE TO CHOOSE WHEN TO USE ETHANOL-LACED GASOLINE

By Jay Leno

I've never seen one of my columns generate as much controversy as the one I did in the March 2 issue of Autoweek, ("[Can't We Just Get Rid of Ethanol?](#)"). I have an ethanol-fuel vehicle—my E85 Corvette—and it runs fine on ethanol. We built it that way. It's fast!

Today's cars with modern fuel systems run fine on ethanol-laced gasoline. My old cars don't; but I have no choice.

I guess that's my main complaint. It's like having to eat every meal for the rest of your life at the same place, even though you know the food they serve might make you sick.

In California, every fuel (even racing gas) has to have ethanol in it. That doesn't seem right, that we're not allowed to make a choice. As I made clear in my previous column, older motorcycles, antique cars, small gas engines—ethanol hurts them all. Judging from the comments we've seen, readers (more than 95 percent of the responses) agree with me.

I suppose any number of those folks could have some financial interest in their stance, but just the same ... if ethanol is so good, let people choose to buy it.

If non-ethanol gasoline is 10 cents or 20 cents per gallon more and people are willing to pay the difference, they should be allowed to do it.

Perhaps I was remiss in the March column in not mentioning enough that we can't choose. Ethanol

people are calling me a hypocrite, but the fact that using the stuff is made mandatory is unfair.

People have sent me photos of fuel regulators and fuel pumps that have been ruined by ethanol. One guy had an '89 Corvette, and the fuel system was all rusted out because of the switch to ethanol.

I have heard about these problems from enough people. It's not like I'm sitting here making all this up. The critics are mostly people involved in the ethanol industry. I have a lot of 25-year-old and even older cars that I use all the time that run terribly on ethanol.

One last time: All I am asking is, let us have a choice.

AUTOMAKERS TO GEARHEADS: STOP REPAIRING CARS

By Jake Lingeman (From Autoweek Blog)

The upside (depending on your perspective) of the modern automobile's use of computers is that it offers things like traction control, blind spot assist and radar cruise control, not to mention smoother transmissions and engines that don't knock. The downside, as many of you backyard mechanics know, is that it's now nearly impossible to work on your own car without an advanced degree in nerdism.

[Auto Alliance](#), an association of 12 of the largest car manufacturers and a congressional lobbying group, now wants to make it illegal for you to work on your own car. Auto Alliance is using a section of the [Digital Millennium Copyright Act](#), saying that tinkering with your car constitutes a copyright violation.

Luckily, the [Electronic Frontier Foundation](#) has taken control of the reins for enthusiasts, looking for exemptions that would allow access to the inner workings of components.

Automakers are saying that modifying Electronic Control Units could lead to security vulnerabilities or worse, equipment failure. It would also void any warranty protection. The EFF insists the automakers are only interested in profit, and that they want to sell software upgrades for themselves, blocking many tuners out of the business.

[Ford](#) has already filed a lawsuit against a New York-based diagnostic equipment manufacturer for trade secrets, and GM says that not limiting access to the

ECU and subsequent coding "would offer a serious, and potentially fatal, blow to the future of automotive telematics."

Check out the rest of the story over at [Autoblog](#), and head to the official comments page at [copyright.gov](#) for more information.

ACCC LEGISLATIVE REPORT - April 24, 2015

Editors note: AB 23, SB 1 & SB 5 all deal with the 2006 Cap & Trade law that on 1/1/2015 requires transportation fuel suppliers to buy carbon credits for gasoline & diesel fuel. This has been called "the hidden gas tax" and these bills are aimed at postponing the 1/1/15 effective date. I have 'bolded' the code word for transportation fuels and underlined the proposed postponement date. Hope this helps clarify the dense legal wording.

AB 23 (Patterson R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. (Introduced: 12/1/2014 pdf html) Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead **exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013**, from being subject to that market-based compliance mechanism through December 31, 2020. **ACCC - Support**

AB 550 (Waldron R) Smog check. Summary: Current law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Current law vests with the department the sole and exclusive authority within the state for developing and implementing the smog check program, as specified. This bill would make technical, nonsubstantive changes to this provision. **ACCC - Watch**

AB 932(Daly D) Specialized license plates: professional sports. Summary: Would require an unspecified state agency to apply to the DMV to sponsor a license plate program for the issuance of license plates bearing the officially licensed logo, emblem, or trademark of a professional sports franchise. The bill would require the DMV to issue those license plates if the unspecified state agency obtains 7,500 applications by January 1, 2018. **ACCC - Watch**

SB 1 (Gaines R) California Global Warming Solutions Act of 2006 Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include

the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would **exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013**, from being subject to that market-based compliance mechanism.
ACCC – Support

SB 5 (Vidak R) California Global Warming Solutions Act of 2006 Summary: Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would **exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013**, from being subject to that market-based compliance mechanism through December 31, 2020. **ACCC – Support**

SB 8 Taxation

(Hertzog D) Taxation

Summary: This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate and, would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, corporate tax, and would examine the impacts of a lower and simpler Personal Income Tax Law.

ACCC – Oppose

SB 16

(Beall D) Taxation

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015–16 through 2019–20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues from a \$0.10 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of the \$0.12 per gallon increase in the diesel fuel excise tax imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, commercial vehicle weight fees redirected over a 5-year period from debt service on general obligation transportation bonds, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund.

ACCC – Oppose

SB 523

(McGuire D) Vehicles: fees.

Summary: Under current law, fees required by the Vehicle Code are delinquent when a vehicle is operated on a highway without those fees first having been paid and when those fees have not been paid within 20 days of the vehicle's first operation, subject to specified exceptions. This bill would increase that amount of time to 30 days.

ACCC – Watch

SB 677

(Mendoza D) Smog check: penalties.

Summary: Current law establishes a motor vehicle inspection and maintenance program, referred to as a smog check program, developed, implemented, and administered by the Department of Consumer Affairs. The duty of enforcing and administering the program is vested in the Chief of the Bureau of Automotive Repair within the department. Current law authorizes the department to issue a citation to a licensee, contractor, or fleet owner for a violation of the requirements of the smog check program, and the citation may specify certain civil or administrative penalties. This bill would make a technical, nonsubstantive change to those provisions

ACCC - Watch.

SB 773

(Allen D) Vehicles: registration fraud: study.

Summary: Would request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including, quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.

ACCC - Watch

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