



NCKCC News

Handcrafted Automobiles

May 2018

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This is a rear quarter view of Bud Millard's "Marquis" full custom, based on a 1956 Ford Victoria hardtop which was sectioned and restyled with '59 Buick rear fenders and trunk beautifully grafted to emphasize the fins. The car was built by Bill Cushenberry.

UPCOMING EVENTS

- May 12, 2018 - USS Hornet Museum visit, Alameda, CA. Planed start 10 a.m. Cost \$20 adult; \$15 Senior/Military/Student; \$6 Youth; Under 6 Free. Plan 3 hours to explore. Docent tours available.
- May 12, 2018 - Niles "Spring Fever" car show in the Niles District of Fremont. See map inside. May 1st deadline for \$25 registration. \$30 after May 1.
- June 2 & 3, 2018 - Walnut Creek Art & Wine Festival. Heather Farms Park, Walnut Creek. Plan to arrive 10 am to stage cars. Enter at Marchbanks Dr, & Ygnacio Valley Rd.
- July 21, 2018 - **(NOTE CHANGED DATE)** Private Garage Tour of Jarl de Boer's collection.

FROM THE PREZ

We have two suggested activities on the agenda for the month of May, but unfortunately, both are scheduled on Saturday, May 12th: A tour of the USS Hornet in Alameda and the "Spring Fever Niles" Car Show in the Niles district of Fremont.

Our originally scheduled activity for May 12th is a tour of the USS Hornet. This WWII era aircraft carrier is moored in Alameda. It has been a number of years since the club has visited the Hornet, so I'm sure the volunteers and staff have added many new displays and aircraft since our last visit. More info on this event is in this newsletter. If you are interested, please contact Vern ASAP.

The second activity that turned out to be on May 12th is the "Spring Fever Niles" Car Show sponsored by the Niles Merchant's Association. This one always has lots of great cars on display and plenty of restaurants and antique shops to visit. Club members usually set up in the lot with the white picket fence across the street from Bronco Billy's. Plan on arriving early between 0800am – 0830am to secure a consecutive parking spots. Registration forms are available on our Club web site. Early registration (\$25) ends on May 1st, but you can still register later, even on the day of the event. (\$30) Please let Vern know ASAP that you plan to attend.

June also has a several great events: The "Walnut Creek Art & Wine" on Saturday & Sunday, June 2nd & 3rd and the "Father's Day Car Show" at the Black Hawk Automotive Museum on Sunday, June 17th (8:00 am - 12:00 pm) and a tour of the Canepa Motorsports Museum in Scott's Valley on Saturday, June 23rd. Info for each of these activities will be in the June newsletter. Hope you have the opportunity to attend. I'm sure you will enjoy then all.

I plan on seeing you at the Hornet tour.

Take care,

Jim W

2018 DUES - DONE

The following 28 families have paid their dues for this year, so this is the size of our club for 2018.

Bales	Barrilleaux
Bello	Cooley, Pat
de Boer	DeCato
Ellis	Elster
Foote	Foote
Hance	Howes
Jermanis	Ketchel
Kluber	Knebel
Kunedt	Maddux
O'Connor	Paulson (new mbr)
Rhodes	Rubenstein
Simons	Somerhalder
Tattersall	Thomson
Wagner	Walters

WELCOME NEW MEMBER

John Paulson lives in Davis, CA (559) 718-9743 and came to our California Auto Museum event in April, whereupon we signed him up!

John is helping Rayne 'Muggs' Simons in the construction of his Factory Five '33 Hot Rod powered by a 2008 Mustang GT engine & 5-speed tranny.

MAY 12th CLUB EVENTS: USS HORNET or NILES "SPRING FEVER" SHOW

We originally scheduled the visit to the USS Hornet in Alameda for this date but later found that the Niles "Spring Fever" car show was on the same day.

After an email survey we found that, Hance, Kluber , Tattersall and Wagner, planned to visit the Hornet.

Maddux, Fewell? and DeCato? planned to go to the Niles show. [The question mark means they are not very sure.

So we are going to let both events roll. I have advised the named parties to help them coordinate, but their emails only appear in the print version of the newsletter.

To get to the Hornet:

From Sacramento and I-80 Westbound

Take I-880 south and take the Broadway/Alameda exit. At the end of the ramp turn right onto 5th Street. Stay in the right lane. Continue on 5th Street, remaining on street level. At the Broadway intersection, veer to your left to enter the Webster Street Tube (the Alameda entrance to the tunnel is under the freeway).

Alameda from the Webster Street Tube: After emerging from the Tube, follow the sign for Webster Street. At the corner of Webster and Atlantic (directly after College of Alameda), turn right onto Appezzatto Memorial Pkwy and drive approximately one mile, you will pass an A-7 Fighter Jet on a stand, it will turn into W Atlantic Ave. At the end of W Atlantic turn left onto Ferry Point and stay to the right proceeding towards the cluster of large ships until you reach the USS Hornet.

From Walnut Creek and 24 Westbound

Take Highway 24 to I-980 to downtown Oakland. Take the 11th/12th Street exit onto Brush Street. Proceed to 5th Street and turn left. Make a slight left on Broadway which will take you into the Webster Tube (tunnel) to Alameda.

Alameda from the Webster Street Tube: After emerging from the Tube, follow the sign for Webster Street. At the corner of Webster and Atlantic (directly after College of Alameda), turn right onto Appezzatto

Memorial Pkwy and drive approximately one mile, you will pass an A-7 Fighter Jet on a stand, it will turn into W Atlantic Ave. At the end of W Atlantic turn left onto Ferry Point and stay to the right proceeding towards the cluster of large ships until you reach the USS Hornet.

From San Jose and I-880 Northbound

Proceed toward downtown Oakland and take the Broadway exit. At the end of the ramp, follow the signs to Alameda, turning right on Broadway and then immediately turning right on 7th Street. Go two blocks to Webster Street and turn right again, entering the Webster Tube (tunnel) to Alameda. (Alternate: Turn left on Broadway and left again to enter Tube under the freeway overpass.)

Alameda from the Webster Street Tube: After emerging from the Tube, follow the sign for Webster Street. At the corner of Webster and Atlantic (directly after College of Alameda), turn right onto Appezzatto Memorial Pkwy and drive approximately one mile, you will pass an A-7 Fighter Jet on a stand, it will turn into W Atlantic Ave. At the end of W Atlantic turn left onto Ferry Point and stay to the right proceeding towards the cluster of large ships until you reach the USS Hornet.

To get to Niles “Spring Fever” see map of Niles District of Fremont, below.



CALIFORNIA AUTO MUSEUM VISIT **- APRIL 7**

The weather threatened rain, so we didn't see anyone bring their 'special' car - but things improved and the sun finally came out.

The Museum had a great display of the early custom and hot rod scene in the 40's through 50's, best told with pictures.

Below: In 1945 Mel Falconer took his '39 Ford convertible to Harry Westergard. The fender and rear deck seams were filled, a '40 Packard grille was added and the hood side were smoothed. It is believed to be the first custom with door handles removed. A removable metal top was created later from a '41 Packard sedan



Below: "America's Most Beautiful Roadster" was the award for this '23 Model T Roadster. shown in the 1951 Oakland Roadster Show. Rico Squaglia of Walnut Grove built the car.



Below: This display presents some of the popular parts used for customizing, including '40 Lincoln Zepher bumper, dropped front axle, '39 LaSalle Grille, '32 Ford Grille, Louvered hood panels and '40 Oldsmobile bumper.



Below: Front view, Marquis full custom, (shown on cover) based on '56 Ford Victoria hardtop that was sectioned 6-inches. Built by Bill Cushenberry in 1960 and owned by Bud Millard of Milbrae, CA



Below: John Knebel checks out a 1950 Mercury custom, with Mel Falconer '39 Ford convertible in background.



Below: This part of our group got hungry and Dave DeCato led us to one of his favorite restaurants in Walnut Grove. Some of our group had already departed and I think we inadvertently left Bob Kluber at the Museum. Apologies to Bob!



Below: This was billed as a "Junkyard Mongrel", but on close inspection it looks like a rather proper fiberglass bodied home built car. Not much detail was provided.



The California Auto Museum has improved each time we visit and I think our group enjoyed this one as well.

Participants included: Dave & Joyce DeCato, along with some friends, Vern & Carol Hance, Bob Kluber, John Knebel & Grandson Tyler, John Paulson, Muggs & Callie Simons, and Gil Somerhalder.

ACCC SUPPORTS EFFORTS TO REPEAL GAS TAX

By the time you receive and are reading this newsletter you are still paying the 12 cent increase in gas taxes and possibly the massive increase in registration fees.

If you add in the hidden cap & trade gas tax as well as the 12 cent increase you are now paying over 71 cents per gallon in gas taxes. Isn't it peculiar that the

state of California makes more money off a gallon of gas than the oil companies?

Well, here's the good news! The repeal of gas & car tax will be on the November 2018 ballot to be voted on by the people. In addition, there will also be a Constitutional Amendment introduced stating that NO TAXES can be increased without a vote of the people of California.

The gas tax and vehicle reg fee increases signed into law by Gov. Jerry Brown will raise \$5.2 billion annually for road repairs and mass transit.

Jerry Brown's decision to push through the largest gas tax increase in California's history without the approval of voters demonstrated a complete disregard for ordinary Californians, this ballot initiative will correct Brown's failure and allow the people of California to decide for themselves if they want to raise their taxes." Others, including the Howard Jarvis Taxpayers Association have been discussing possible initiatives to repeal the gas tax.

The gas tax and registration fee increases will be hard on low income Californians and folks on fixed incomes. In addition, the increase in the fuel taxes on diesel will cause the prices on everything to increase, groceries, clothes, staple items, will all cost every Californian more.

It has been reported that there is more than enough money to fix the roads and infrastructure provided that the money isn't diverted as it has in the past decade. Every Californian that drives a vehicle will be affected and every Californian needs to sign the petition! As you may know Governor Brown signed this legislation April 28th and the bill became effective last November 1, 2017.

Brown stated that the new law will cost Californians \$10.00 per month which is preposterous. We have done the math and the new law will cost the average Californian \$300.00 per year or more depending on miles driven; fuel economy; and the dollar value of the vehicle.

In addition, Brown basically bribed legislators with almost \$1 billion in pork for their pet projects which we feel may be illegal.

All in all if you consider the increases in fuel taxes and registration fees this new law is not affordable to lower income folks who are currently living pay check to pay check just to just put food on the table and pay their bills.

The other down-side to this bill will be the increased costs in everything we buy at the store due to increase in diesel fuel tax and diesel sales taxes at the pump.

There's no doubt that this \$5.2 billion increase will be harmful to all who drive a car and it didn't have to happen. The problem in Sacramento is not the lack of funds... The problem is that our leadership in Sacramento have big-time problems managing the taxes we send them. They feel it is better to spend billions on a "Train To Nowhere" or \$25 billion on illegal aliens; or last but not least hundreds of thousands of dollars on attorney fees to defend illegals from deportation. We just learned that legislators have spent more than 25 million dollars to hush-up and cover-up sexual harassment claims perpetrated by legislators and staff on other staff and lobbyists. Unbelievable and these are the folks we are supposed to trust with our taxpayer dollars?

We will bring more information regarding the repeal of SB1 to you as it becomes available. In the meantime, let your Senator and Assembly member know how you feel regarding the new tax increase.

SELF-DRIVING CAR NEED LOTS OF POWER. SO DO EV MOTORS. THAT'S A PROBLEM

It's taken for granted that the autonomous systems being tested right now require a lot of computing power, but it's easy to overlook that all of that computing power comes at a cost of actual electric power.

With the coming autonomous future, it's also taken for granted that cars will all be electric or hybrid by then -- Tesla's semi-autonomous Autopilot system is already in a car that's electric -- but much more complex Level 3 through Level 5 systems will also require a lot more computing power to run, putting their requirements at odds with the car's own powertrain system.

How much power are we talking about? Bloomberg says that current prototypes for fully autonomous driving systems consume the equivalent energy of 50 to 100 laptops, citing supplier BorgWarner. This translates to 2 to 4 kilowatts of electricity, which in a modern car makes it 5 to 10 percent more difficult to meet fuel economy and carbon emission targets.

While this sort of problem can seem to be trivial, or too far in the future, the factor of an energy drain by all of the sensors and computing power is not staying still as governments adopt ever more stringent fuel economy standards. In essence, fuel economy requirements are pulling the engineers of electric and hybrid cars in one direction, while the race towards greater automation is pulling energy demands in another direction.

The solution for now, according to experts, appears to be gasoline electric hybrids before a big enough breakthrough in battery technology is achieved that will offer plenty of range and autonomous functions for pure electric vehicles. Industry observers expect the very first fully-autonomous cars to be robotaxis rather than commuter cars; the latter will have the luxury of juicing up while their owners are at work or at home, while autonomous taxis will be on the road pretty much the whole time. This means that their energy requirements will easily dwarf those of smaller privately-owned autonomous cars, and absent a huge gain in battery storage capacities it's likely that robotaxis will be gas-electric hybrids.

"They're going to favor plug-in hybrid EVs, and they're going to require that extra gasoline engine, both to extend the range to be able to do a taxi type of duty cycle, but also to help mitigate the proportion of the autonomous systems on the battery pack itself," Sam Jaffe, founder of Cairn Energy Research Advisors said.

For now, automakers like Ford view hybrids as the logical powertrain to be coupled with autonomous tech, also pointing out that pairing autonomous systems exclusively with electric cars is restrictive as a business model. In other words, when it comes to encouraging acceptance of autonomous tech in the marketplace -- a process that is just getting underway -- pairing autonomous tech with electric cars introduces an extra hurdle for automakers. This is why the first truly autonomous cars are likely to be hybrids even though Tesla's Autopilot can seem like an example of the opposite trend. The difference, of course, is that Tesla doesn't have the option of offering a hybrid -- it was an electric car company before it ventured into autonomous driving systems -- and other automakers are not likely to go all-electric for some time.

CARS FOR SALE

1957 PORSCHE SPEEDSTER Replica

Like new; 3,000 miles; 2332 cc VW T-1 engine. Professionally built by JPS Motorsports. Asking \$35,000.

Contact: brianc@chinnockcellars.com or (707) 259-1626 (510) 918-0155



1965 AC COBRA Replica

Like New. Less than 1000 miles. Always garaged, Professionally built. New 351 Cu. In. Windsor Engine and Tremec Tranny. Asking \$32,000.

Contact Mike at: 1 408 847-4139



1934 Mercedes-Benz 500K replica, 350 Chevy engine, Edelbrock computerized EFI, R700 4-speed auto tranny, running gear from '75 Camaro, Vintage Air heat/air, power steering brakes, new wide whitewall tires in 2015. All black areas repainted in 2015. All Maintenance performed by AAA Certified repair shop in Benicia. Asking \$27,000. Contact Chuck Maddux at (707) 745-4361: email camnsam@att.net



VSE JACKRABBIT

Built by Herb Adams VSE in Carmel, CA. Completely restored with new battery, brakes, and CIS fuel injection system. Based on 1.6 L front engine, front drive VW Rabbit and VSE tube steel frame. Asking \$5,000 o.b.o. Call Stephen Catalan (415) 342-6703 or khumbukat@gmail.com

