



NCKCC News

Handcrafted Automobiles

October 2015

Volume 33



Here is a view of our NCKCC Show at the Blackhawk Automotive Museum
Photos by Sherman Mah

UPCOMING EVENTS

- October 17, 2015 - Wine Tour/Car Show at Woodbridge Winery, Acampo, CA
(See page 3)
- No November event scheduled. HAPPY THANKSGIVING !!
- December 6, 2015 - Annual Sunday Brunch at Basil Leaf Cafe, 501 Hartz Avenue, Danville, CA 94526. It starts at 11:30 a.m. this year.

FROM THE PREZ

By Jim Wagner

The 2015 NCKCC Car Show with its new venue at the Blackhawk Automotive Museum in Danville turned out to be one of the nicest the Club has ever staged. The weather was high-overcast and warm (mid-80s), and would you believe, slightly humid but not too unpleasant in the shade. The new venue at Blackhawk was certainly different than our previous venues.

Everyone that I talked to said they really enjoyed the many classic cars in the Blackhawk Automotive Museum on the main floor and the amazing artifacts and displays in "The Spirit of the Old West Museum" on the upper floor.

Out on the Plaza in front of the Museums, our one day Sunday show had a great "mix" of models and types, something to peak nearly everyone's interest and covered the entire spectrum of the hobby, from a beautiful classic MB, a classic Porsche, and several hot rods to exciting Cobras and everything in-between. The car show was just for fun and friendship so there were no awards. Many of our members were taking photos of all the cars present and promised to supply Vern with plenty of great "shots" for this newsletter and probably November's newsletter as well. I would personally like to thank all those members and friends who participated in the show. Their camaraderie, fellowship, and, of course, "car talk" helped make this year's show one of the most interesting that I have ever attended.

As the holidays approach, planned Club activities are curtailed to give everyone a chance to get rested and psyched up for the holidays.

However, there is at least one more event scheduled for October. The NCKCC October Wine Tour is scheduled for Saturday, October 17th. We will be visiting the Woodbridge Winery in Acampo for a little Wine Tasting, a Chili Cook-off & Tasting and a Car Show. Should be great fun. See all the details in the September newsletter or a summary elsewhere in this newsletter and please RSVP Jim Wagner or Vern Hance if you plan to attend.

There is no club event in November, but be sure to mark your calendars for the Annual Club Brunch on December 6th at 11:30 a.m. We will be returning to the "Basil Leaf" Café in Danville, the same restaurant as last year. More details for the Brunch will be in the November newsletter.

Take care, Hope to see y'all soon.

NCKCC ANNUAL SHOW BLACKHAWK MUSEUM SEPTEMBER 27, 2015

By Vern Hance

Jim has pretty well summarized the show in his article above so I will try to cover the car photos that have been graciously provided by Sherman Mah and Dave DeCato. I plan to work many of these into a slide show that will be on our website.



Photo by Dave DeCato
Dave & Joyce DeCato '33 Ford Roadster



Photo by Dave DeCato
Chuck & Sue Maddux '34 Mercedes 500K



Photo by Dave DeCato

Sherman Mah Cobra FFR



Photo by Dave DeCato

John Nilsson '57 Porsche Speedster



Photo by Dave DeCato

Mike & Melinda Koken Ferrari GTO



Photo by Dave DeCato

Gary Bayless '34 Ford Woodie



Photo by Sherman Mah

James Wagner ZR-2 Fiero



Photo by Sherman Mah

John Ferguson Cobra FFR 4.6L



Photo by Sherman Mah

Bill Roles VW Beach Buggy



Photo by Sherman Mah

Jerry & Carol Barrilleaux '52 MG-TD



Photo by Sherman Mah

Chuck & Linda Hendsch Chevy Phaeton



Photo by Sherman Mah

Bob & Linda Kluber Austin Healey 3000



Photo by Sherman Mah

Gary O'Connor Woodster

Again: **Thanks to all of you that displayed your cars!** We couldn't have done it without you.

7th ANNUAL CALIFORNIA AUTO MUSEUM CAR SHOW & CRUISE - AUG. 1

By Chuck Maddux
Photo by Sean McCarthy

A little after 10 A.M. on August 1st I picked up my grandson, Sean McCarthy (who lives in Vacaville), in my '34 MB 500K and we headed over to Sacramento.

Our first stop was a visit to the California Automobile Museum for a walk thru before heading to the staging area at Sac State. We spent an hour or so checking out the great cars they have on display

and chatting with a few of the docents. Sean was impressed with the number and quality of the cars there.

After lunch we proceeded to the designated parking lot at Sac State for the staging of the cruise. There looked to be 100 or so cars lining up. I chatted with a past attendee who said there were a lot less cars than last year. It was very hot, so that may have been a factor in the attendance. I noticed that when the judges came around, that as soon as they saw the word "replica" on my car they quickly moved on.



The only other "kit" car I recognized was a sterling that had been modified & waterproofed for cruising on water. It had an electric outboard motor mounted on the back!

Street rods of all ages dominated with some 1910 vintage cars scattered throughout. There were some newer BMW's, Mercedes', Alfa's and other foreign cars among the line up.

Right at 4 P.M. the cruise to the Fulton St. began and we moved right along (it was an interesting feeling whizzing thru the stop lights). I did notice, however, that local drivers who wanted to get to their destination were not bashful about cutting into our cruise line and popping out at their leisure, causing some anxious moments. Once on Fulton it was kind of a free for all to find a parking place either on the street or in a parking lot. We chose the McDonalds parking lot near Marconi, so we could exit quickly when needed.

We wandered among the cars from time to time, but spent a lot of time in McDonalds enjoying the air

conditioning and a cold drink. Around 5 we found a local sit down restaurant and had a very nice dinner. While walking the street we noticed several Rock & Roll Bands entertaining the car people & spectators.

Because of the heat participants started departing around 6, we stayed until 7, I wanted to get Sean back home before dark. My car ran great for the trip and I arrived in Vacaville just before dark parking outside just as the worried parents started to call to check up on where we were. I arrived home about 8:30.

My overall impression was, it is an interesting once in a lifetime experience that I was happy to share with my Grandson. It was keyed toward street rods but fun to do with him.

NCKCC "WINE TOUR" FOR 2015: SATURDAY, OCTOBER 17TH

By Jim Wagner

This is a repeat of the September newsletter article with some changes that are denoted in italics.

After having visited the Livermore/Tri-Valley wineries for the past two years, the October 2015 "Wine Tour" will be a bit different. In fact, a lot different. First, we will visit only one winery: "Woodbridge" by Robert Mondavi in Acampo, CA. Second, in addition to visiting the winery, there is also a "chili cookoff". Not just any chili cookoff, but the **California State Championship Chili Cookoff**. Third, there is also a Car Show associated with the Chili Cookoff. The Chili Cookoff and Car Show hours are from 9:00AM to 3:00PM.

Chili Cookoff Info: see the Woodbridge web site: <http://woodbridgewines.com/>

Car Show Info: Car Show hours are 9:00AM to 3:00PM, however, the "gates" open for show registration at 6:00AM. Show registration is \$20. A mail-in show registration form is available on our Club web site (click on Hotline). Last year there were about 180 cars registered. A food truck specializing in "Tri-Tip" sandwiches will be on site and, of course, there will be wine tastings at the outdoor wine bars and a chili tasting kit is available for a small fee (5 tastes for \$3.00). Car Show participants are asked to remain in place until after the Chili Cookoff winners are announced (between 2:00PM to 3:00PM). Departure is a "first-in>last-out" / "last-in>first-out" situation, so it might not be wise to be the first in the door.

For those of you with GPS hardware, the address of the Woodbridge Winery is:

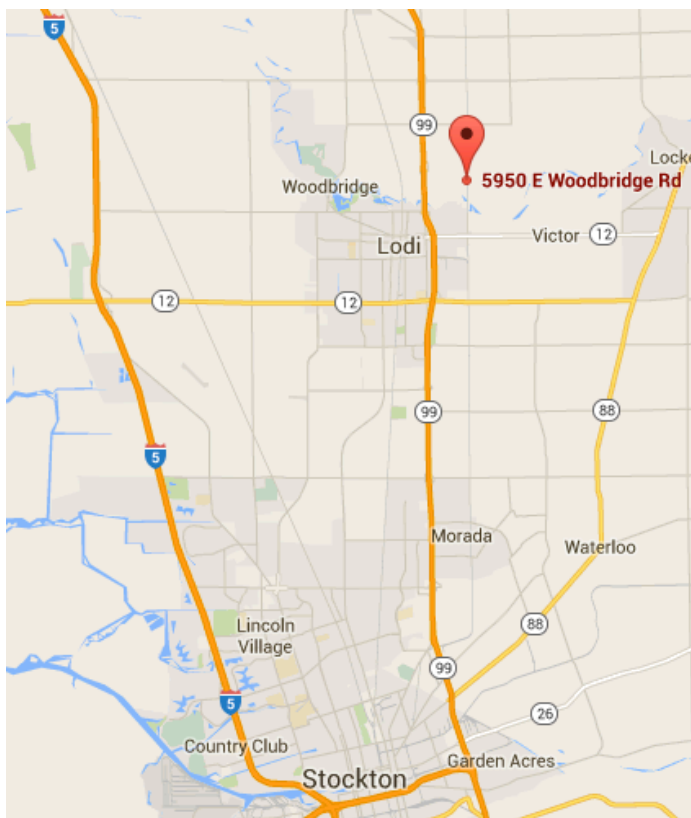
5950 E. Woodbridge Road, Acampo, CA 95220
Phone: 209-365-8139

Please let Vern or myself know if you plan to attend.

Dave DeCato advises: I think it would be better to meet at the winery, it's out in the wilds & not near any good meeting spots. We could set up our chairs & stuff in a location after we arrive, maybe near the check in location?

In consultation with Jim, Vern & Dave we are suggesting car exhibitors plan to arrive by 8:30 a.m.

Also we are attaching a map to show the way in case you don't have GPS. Basic driving instructions are: Take Highway 99 north for about 2.5 miles from the 99/12 junction. Take E. Clarksdale Rd in an easterly direction for 1 mile to the winery.



Of course, folks, it goes without saying: We should all drink responsibly. Hope to see you all there!

BIPARTISAN LEGISLATORS AGREE TO REFORM CARB

ACCC E-News - September 17, 2015

One of the most significant and underreported victories of Friday's close of the legislative session was that a last-minute reform of the California Air Resources Board (CARB) was approved. Although the bill the Legislature will now send to the Governor's desk is very limited in scope, this is the first time a need for CARB reform has been broadly acknowledged by the Legislature.

The proposal would add two members, appointed by legislative leaders, to a board that currently consists of 12 members appointed by the governor. The two additional members would be required to be people who work directly with low-income, minority or other groups most vulnerable to high levels of pollution. CARB is the only state-level clean air agency in the country and has a budget of \$650 million annually. Its members are not elected, but appointed by the Governor.

Up until Friday's proposed reform, the Governor has been the only one who can fire CARB board members, so if legislators or voters dislike their actions, there's been nothing anybody can do about it. Now, at least two members of CARB's board will answer to the Legislature.

CARB is one of California's most powerful agencies, with devastating consequences for small independent trucking companies and for motorists in general, who must pay CARB a 10 – 15 cent hidden gas tax as part of the agency's opaque carbon-trading system. This system is managed by a Delaware-based corporation that is wholly owned by CARB and specifically exempted from state open meeting laws by the Legislature.

The agency is so powerful that its Chair, Mary Nichols, has been ranked the third most powerful unelected figure in California state politics by the Sacramento-based Capitol Weekly, which releases a yearly 100 "most influential" list of the state's top lobbyists, members of the media, mega-donors and political insiders.

As CARB has grown in power over the years, many legislative Democrats have helped to shield the agency from accountability. This in itself is troubling because Democrats often present themselves as champions of the people against the powerful, and especially the working class and marginalized

communities. The official website of the national Democratic Party states:

There are several core beliefs that tie our party together: Democrats believe that we're greater together than we are on our own—that this country succeeds when everyone gets a fair shot, everyone does their fair share, and everyone plays by the same rules. Our party, led by President Obama, is focused on building an economy that lifts up all Americans, not just those at the top.

However, after a joint legislative committee indicated there should be an audit of how CARB spent \$57 million in cap and trade implementation funds, a proposal to carry out the audit was blocked by Democrats on a State Senate committee.

Hopefully the recently passed reform signals a newfound willingness by Democrats to hold CARB accountable. CARB has certainly given all Californians many reasons to believe the agency operates with impunity.

Among those not already mentioned: CARB based regulations currently devastating the state trucking industry on a diesel particulate matter study authored by a researcher who falsified his credentials. "Dr." Hien Tran was found to have received his phony degree from Thornhill University, which does not exist. The CARB board member that raised questions about this is no longer on the board but Hien Tran was never fired.

Diesel filters required by CARB have been installed on trucks and buses, including school buses, at a cost of about \$20,000 each.

Truckers and bus drivers say the filters make their trucks break down more frequently and pose a fire hazard. After two related fires from the filters, one of which burned 3600 acres in Oregon and caused \$5.2 million in damages, CARB's favored filter manufacturer, Cleaire Advanced Emission Controls, issued a recall and then filed for bankruptcy.

CARB once proposed punishing people with jail and a \$1,000 fine for declining a check and inflate service when they receive a tune up. CARB retracted the proposal after widespread public opposition.

CARB lost a lawsuit brought by civil rights advocates who alleged the agency had steamed forward with plans to implement a cap and trade program without bothering to seriously consider any other options. Later, when the state's respected Legislative Analysts

Office noted that the agency's planned cap and trade taxes were unnecessary to meet state carbon reduction goals, CARB simply ignored the LAO and imposed the taxes anyway.

An absence of accountability tends to cause just exactly the kind of issues described above. The Legislature's recent acknowledgement that CARB reform is necessary is a step in the right direction. However, much more needs to be done to rein in this unaccountable bureaucracy. Perhaps now is an appropriate time for us to have a conversation about making CARB an elected body, such as our state's Board of Equalization.

The ACCC...Representing the Collector Car Hobby Since 1972

CALIFORNIA REAPS BITTER HARVEST OF ENVIRONMENTAL EXTREMISM

ACCC E-News 9/21/15 By Darrell Issa

California has always prided itself on setting an example for the nation. From its early Gold Rush days, through the rise of its tech industry and the Silicon Valley, the Golden State has repeatedly positioned itself on the cutting edge of the next significant undertaking in American society.

Today, unfortunately, California's lack of preparedness for this multiyear drought is an example of what happens when the state's historic boldness and ingenuity take a backseat to a radical political ideology.

How could such an industrious and forward-thinking state – which is also the world's eighth-largest economy – ever allow itself to get in this position? In the 1970s, the environmentalist movement began to take shape in the United States. Many California lawmakers and the state's youthful first-term governor, Jerry Brown, embraced the tenets of this movement and set ambitious goals to create a futuristic Golden State in the vein of environmental idealism. While the notion of making California the greenest state in the country at all costs probably seemed as exciting and ambitious to politicians as building a high-speed bullet train to connect San Francisco to Los Angeles, the consequences of environmental extremism have proven to be, at best, problematic and, at worst, detrimental during times of crisis.

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Lawmakers could have never prevented a drought from occurring. However, they could have prevented a crisis from ensuing.

The current drought facing California has developed into a crisis because the political motivations of lawmakers over the past 40 years sided with environmental extremism over pragmatic foresight more often than not. Despite having the ability to preserve and expand infrastructure that would store water attained during the wet years so that it would be available during the dry years, lawmakers chose to put a deliberate halt on such reasonableness. Despite a century of Californians striving to ensure that all corners of the state were adequately supplied with water and despite the ever-growing population of the state, environmentalists decided to abandon all notions of foresight and preparedness and call for an end to the construction of new dams, reservoirs and other water storage facilities. Even the endurance of a drought in 1977 could not dissuade proponents of this new line of thinking from abandoning such ideals. Rather than seeking out water storage solutions, Gov. Brown called for a 25 percent reduction in personal water use statewide.

Thirty-eight years later, the same Gov. Brown is not just calling for a 25 percent statewide reduction in water usage, but mandating one – the first involuntary statewide water restriction in California's history. This is not a long-term solution. Now is the time to reverse policies that have put political interests above people. California Republicans at the federal level, have put forward legislation to address this crisis. In July, the House of Representatives passed the Western Water and American Food Security Act, which aims to make water more readily available to drought-stricken communities through the relaxation of many

extreme environmental restrictions that have hindered the maximized use of California's water.

The bill also aims to expedite the construction of new dams, by placing a time limit on feasibility studies that can currently last for decades and, to the delight of environmental extremists, prevent dams from ever being constructed.

Those that oppose this solution must do more than hope for rain. California can stop exacerbating the crisis through ill conceived policies and instead prepare for what is to come by making the people of the state the top priority.

It is time for common sense to prevail and California to reclaim its position on the cutting edge once again.

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2015 OFFICERS AND APPOINTEES:

| | |
|--|--------------|
| James Wagner, President | 650-341-0211 |
| jamesuu@comcast.net | |
| Chuck Maddux, Vice President | 707-745-4361 |
| camnsam@att.net | |
| Vern Hance, Treasurer, Editor | 925-938-1442 |
| 3317 Ellesmere Court, Walnut Creek, CA 94598 | |
| nckcc@astound.net | |
| Tom Wallters, Secretary | 650-961-8256 |
| twallters@gmail.com | |
| Pat Cooley, Membership Chair | 925-447-7239 |
| myoozik@comcast.net | |
| Don Cooley, Public Relations Chair | 530-383-3969 |
| adonjr60@aol.com | |