



NCKCC News

Handcrafted Automobiles

September 2004

Volume 22



Dale Fieber's elegant Porsche Speedster in a setting just a bit more beautiful than the San Leandro Marina, where it will be on display as part of our Handcrafted Automobile Concourse September 11 & 12.

ACTIVITIES

**September 11 & 12 HANDCRAFTED AUTOMOBILE CONCOURSE
San Leandro - Register now !!**

HOT AUGUST NILES

By Vern Hance

Our club's representation at this Fremont car show exceeded all previous records. We had nine NCKCC cars all lined up in a row. The show officially starts at 9 a.m. and runs to 3 p.m., but cars start pouring in by 7 a.m. Thanks to Dave Jones early arrival we grabbed several adjacent spots and had them filled by 8:30.

Our display included Dave Jones Cobra, Bill Navratil's Gatsby, three

Speedster. Dave Mireles didn't arrive until 9 a.m. so we had to park him across from the other cars.(Page 11)

I made a rough count of the total cars and concluded it was about 350-400. The three blocks of the main street are filled on both sides and an adjacent parking lot was filled as well. The vehicles included lots of 30s, 40s, 50s, 60s and later cars, including Chevys, Fords, (cars and pick-ups), Street Rods and Customs. A few Packards, Chryslers, Cadillacs and a bunch of PT Cruisers were also present. Nothing real startling, like the Tucker that drove in a few years ago, but still a nice variety of attractive cars.

Our display got quite a bit of attention and we had lots of opportunities to pass out post-cards promoting our San Leandro Show.



Mercedes 500Ks driven by Steve & Mary Bales, Chuck Maddux and Vern Hance, Pat & Anita Cooley's Bugatti, Dave Mireles' Frazer-Nash, Jim & Kathleen Standiford's '46 Ford Coupe and Dale Fieber's Porsche



SAN LEANDRO SHOW
SEPTEMBER 11 & 12, '04
REGISTER NOW !!!!

By Vern Hance

Well, as you read this we have less than 2-weeks before our annual show in San Leandro. We now have 30 cars registered as of Saturday 8/28. There is still time to pre-register, but hurry. So, the registration numbers are looking better which supports my faith that we will have another great show this year.

We have recently sent "Press Releases" to 80 Northern California newspapers, so please check your local newspaper to see if we are getting any free publicity. (Clip a copy for me or let me know if you find any coverage)

As an experiment, I invited editors to download some kitcar pictures from our website, where I added a "Download Photos" section. I received one response from the "EastBay Express" and they plan to do a little story with some pictures of our cars in their September 8th issue. They issue both "paper" and "electronic" versions of their publication. Check <www.eastbayexpress.com> We shall see if any others respond !

A big thank you is appropriate for Pat Cooley, who not only posted some of our show postcards at work, but also posted a notice on a "VW oriented" forum at <www.thesamba.com>

HOW CAN YOU HELP ?

We are well known for our fabulously fun banquets, so here is another way you can help. If you have won an unwanted prize at a banquet in the past, consider donating the prize for this year's raffle. When you ask the auto parts store to post our "Show Flyer" (available at www.nckcc.com) ask them if they would like to donate a drawing prize, tell them you will promise to give them credit as the donor when it is awarded. A thank you letter to the business would be appropriate and might set the stage for another prize for next year. If all else fails you could even buy and donate a nice raffle gift for Saturday Night's banquet or the show drawings.

Another way to help is to donate some time working one of the "post" at the show. Co-Chair, Carolina Williams, may have called you already, but if not call or e-mail her to tell her when and where you would like to help. Phone (510) 353-9914 or e-mail at: <cwilliams@lfsus.jnj.com>

NOTE: NCKCC MEMBERS get a \$10 discount (From \$25 to \$15) on pre-registration. Some of you overlooked this membership benefit and can request a refund if you have already registered. This discount is intended for members who paid their full yearly dues for 2004. Day of show registration is \$25 for everyone.

WELCOME NEW MEMBERS

We are welcoming five new members since last month's report. Here they are:

Richard Vecchio, (925) 362-1567, lives in Danville and is involved in marketing a Porsche GT1 replica (Lower right photo), which uses a Porsche 911 as a starting point. The kit is offered by Mid-Atlantic Euro Sports, Annapolis, MD. Richard will have a display at our San Leandro show.

Cliff & Judy LaCasse live in Healdsburg, (707) 433-1889, and are building a Precision Design Ferrari 250GT (Cal Spyder) with a Ford 5.0 L engine and a Borg-Warner T-5 tranny. They found us through Kit Car magazine.

Marcus Castro lives in Pleasanton, (650) 219-7071 cell, and recently purchased a CMC Gazelle based on a front engine Chevette design. (see picture at center right) We hope to see it at our show in San Leandro.

Tim & Peggy Sheridan live in San Lorenzo, (510) 278-3085, and are building a CMC Gazelle powered by a Ford Pinto engine and a 4-speed tranny. Club member Glenn Amsberry helped Tim with an assembly manual and led Tim to join our club.

Dale & Carol Fieber officially became

members this month, after participating in our show last year and in the Hot August Niles Show this year and last. Dale drives a Vintage Speedster, which graces our cover in this issue. It will be in our San Leandro show and Dale has agreed to give us some (newsletter article) tips on how to create some refinements that he has added to his car.

Welcome Aboard to these new members and we will look forward to becoming better acquainted at our upcoming events.



RUTH KING RECOVERING

Many of you have learned of Ruth King's recent medical adventures by e-mail, but to bring the rest of you current, here are some excerpts from her message.

"Here is what happened: On July 6th, shortly after 5pm, I passed out at the office (in Oakland), hit the back of my head on the metal filing cabinet, and then hit the floor. People in the office called 911 and the ambulance took me to the nearby Kaiser hospital. I was there for a couple of days but the doctors could not find anything wrong.

On August 10th, shortly after 9am, I felt this strange feeling come over me again and I thought I'd better stay in my chair, so I passed out on top of a stack of papers on my desk. This time they called Paul and he came to take me to the John Muir hospital in Walnut Creek. At John Muir they put me through all sorts of tests and, by keeping my heart on a monitor, found that my heart likes to skip a beat here and there. So they put in a pacemaker.

While they were checking my brain to see if I had a seizure, stroke or brain tumor, they discovered that I have a brain aneurysm on the left side of my brain. The neurosurgeon told me that it is quite large and that he thinks that I have had this for a while. I have made

an appointment for Paul and I to see the neurosurgeon soon to discuss my options."

Ruth was released from John Muir on August 14th and is planning to go back to work 9/7/04. We talked to Paul on September 30 and he said Ruth is feeling better, the pacemaker is functioning well and Ruth is getting used to it. He also said they will visit the neurosurgeon on August 31st. (The day we go to press)

Here is another quote from Ruth's earlier e-mail: "Paul and I are planning on being at the car show both days and we both will be able to help out." but she added jokingly not to work her too hard.

For any of you who wish to send a note, the address is 60 Rider Court, Walnut Creek, CA 94595 and the e-mail is <aprhk@sbcglobal.net>

EDITOR'S IN-BOX ADVENTURES

In addition to the many e-mail and phone questions that I get about car registration in California, the phone rang last Sunday just few moments before I intended to get up. I was sure it was a wrong number because the accent was heavy and the English was labored, but I finally understood that he wanted to contact Peter Portugal, of Datsun based wood Roadster fame.

(Continued on Page 9.)

CHRONICLES OF A HANDCRAFTED AUTOMOBILE

By Joel Heinke

It's been a while since I've given an update on the Ferrari GTO project. I've been making progress over the past few months but it's mostly been in areas where photographs don't show it well. For example, door jambs. I now know why more kit cars are roadsters than coupes. It's the door openings. It's not all that hard to make a door fit when all you have to worry about is two sides and a bottom. Add in the window frame sides and top and time to complete the door opening quadruples.



Picture 1, Caption: Work on the door jambs includes building flanges to mount seals around window frames. Fiberglass with a thickening agent (Cab-O-Sil) is used for lay up on this vertical surface.



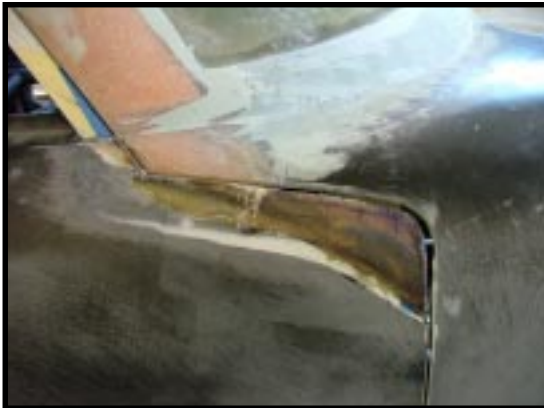
Picture 2, Caption: Door jamb with completed weather seal mounting flanges. The door was put on and taken off at least a half dozen times to check seal placement and overall fitment.



Picture 3, Caption: A protractor is used to measure surface slope on door jambs. The lower surface is sloped so water will drain out. In addition, the entire door jamb is angled to aid in mold release once the actual body is ready to pull from a mold.



Picture 4, Caption: With the door jamb now complete, door skin spacing needs to be fixed to achieve a uniform gap between door skin and fenders. This corner is the worst case as it has a gap of over an inch.



Picture 5, Caption: This extra large gap required fiberglass over foam to fill it. The fiberglass gets it close and body filler is needed to finish it out.

As in summers past, a flurry of activity takes place to get the GTO project to a "showable" state for the NCKCC Handcrafted Automobile Concourse. I'm trying to get all the major body panels completed on the body buck prior to the show. I thought about including pictures from this phase but decided some suspense was called for.

Some may call it a cheap ploy to encourage show attendance but I'm sure you're planning to attend anyway. After all, if you're interested enough to read the newsletter then the show date is already on your calendar in "ink". See you there and be sure to stop by the "under construction" GTO and check out the progress for yourself.

Picture 6, Caption: Body filler is used around the rest of the door skin to achieve a uniform 3/16 inch gap.



MEDFORD MINGLE III **- THE WEEK AFTER**

By Chuck Maddux

We left you with, "Suzanne and I headed north to Oregon City with the Bohrs and Duncans". Well, that was a bit misleading, they both had to get back for various reasons. So, Al gave us careful instructions on how to get to their new home and we headed north on our own. We had no problems as I-5 doesn't require a rocket scientist to follow, in fact we arrived before Al and Rhoda. They took us to their favorite Mexican restaurant nearby for dinner and we spent the rest of evening exploring their wonderful new home. It's on about an acre of nicely landscaped sloping land. Rhoda's in charge of the house redecorating and Al has a very nice three car garage on the back of the property that he is itching to set up for his auto work shop.

Monday Rhoda had a birthday and work to attend, so Al graciously hosted a visit to the Pittock Mansion and Park on one of Portland's many hills and general sight seeing in the Willamette Valley area. The views from the mansion were spectacular of Mt. St. Helens, Mt. Adams, Mt. Hood and the greater Portland area. That evening we enjoyed a tri-tip barbecue dinner with all the fixens and chatting about many of the things we had done since the show.

Tuesday A.M. we headed west on Hwy. 26 to the coast. We had a high fog overcast with temperatures in the mid-60's. We stopped in Seaside to top off in case service stations were scarce, then headed south to check out Tillamook Rock Lighthouse. The tide was very low so we parked in Cannon Beach, walked the beach north, and were able to get a decent photo of the lighthouse. Then it was lunch in a small wayside park in town, then on to Tillamook and their famous "it's the cheese" factory. We, of course, had to buy some of their yummy cheeses for future consumption.

Next we took Three Capes Scenic Loop to Cape Meares Lighthouse and got some nice photos. We concluded our day's trip with a stay at my son's friend's Best Western Motel in Lincoln City. We had delightful dinner overlooking Siletz Bay and a nice visit in the morning before continuing south.

Our first and second stops of the day were Yaquina Head and Yaquina Bay Lighthouses near Newport for photos. Our last lighthouse was the Umpqua River Lighthouse, south of Reedsport. It was getting close to dark when we arrived in Coos Bay, but we opted to continue on to Bandon where we found a funky motel on the ocean with a state park adjacent. We went into old town for dinner at a restaurant we remembered, then went back to the motel where we walked the beach and

watched the sun go down.

We were up early because we wanted to have breakfast with our friend Jerry DePew in Gold Beach. Alas, we were unable to make contact with Jerry, so we had breakfast overlooking the Rogue River and decided to head for home. We made one stop in the town of Weott to check out a friend's cabin. Street names are not too plentiful and road conditions iffy, it turned out to be a challenge finding the place. We managed and found the cabin in OK condition. We headed on home arriving in the late afternoon.

I would like to say we had no problems, but alas it was not to be. The car ran beautifully with it's new engine, radiator and transmission up to but not including the last day. As we were leaving Bandon there was a strange bang, so I stopped to check it out. I opened the hood and saw antifreeze droplets on the engine and a small amount on the rebuilt radiator's neck area. I was able to check the fill but found the coolant to be OK. I walked the road for evidence of any missing parts, but found nothing.

We decided to continue to Brookings to have the radiator checked, which we did and found there was a pin hole leak that shot out a fine mist when the pressure cap released. Since we were losing such negligible amount of coolant we stayed on the road. We had occasional

puffs of steam, but had no additional known mishaps until the next morning when I checked the car in the garage.

I noticed a large amount of transmission fluid on the floor (the seal between the tranny and torque converter gave out apparently just as we were arriving home). I also noted that the left rear wheel was missing the wire basket (the mysterious bang in Bandon).

All and all we had a great two weeks on the road and plan on more in the future. I have some interesting ideas for Medford Mingle IV which I will share with you as they mature. Happy trails to all.

EDITOR'S IN-BOX *(Continued from Page 5)*

You may recall his Dolphin Roadster in our 1995 show. I finally urged him to e-mail his request. It turns out Sergei Yakovlev was calling from Moscow and needed information about U. S. kitcars offered in the 1970s and 1980s. It seems he is writing a book about kit cars of that era.

Thanks to Diana Foldenauer, who donated a treasure chest of KitCar literature, about 4-lbs of historical info is bound for Russia. Hope he sends us a copy of the book . . . Can anyone read Russian??

FOR SALE

COBRA-. Registered 2001 Shelby <200 miles, smog exempt, Arntz styling, Butler quality. 351 Cleveland w/ 10" setback, Jag rear-end, 4-spd top-loader, Hurst shifter, H.D. half-shafts and strut assy. 52% wt on 12" Z-rated rear rubber, 10" rubber front. 6-piston 13" Wilwood brakes. Hood, trunk, doors molded inside & out. Finished eng. compt. Marty Krueger 775-852-1453 or E-mail mck427@msn.com (3/02)

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

COBRA - VW KIT - 427 Snake body fits on your 3" shortened VW chassis. \$6,200 Call Wayne McAllaster (510) 656-5844 or E-mail medusa427@aol.com (4/03)

FERRARI Testarossa (Dazzling Black Convertible) 34K original miles on Corvette platform. One of nine, custom built by SCM Motors for Mid-east royalty. at \$85K each. 626-458-9220 asking \$30,000. (5/03)

MERCEDES 500K 4-PASSENGER. This all metal replica was built by H.T. Price with leather interior, 400cid Ford power, auto tranny, A/C, stereo/cassette, wood steering wheel. Call Diana (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K PARTS - For Classic Factory 500K: (4) door latch plates, patterns for tail light bases and side window frames. Also windshield frame patterns for 4-pass 500K. Call Diana (574) 277-3798. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K Heritage kit, unassembled, body in crate. Burgandy exterior/interior. All options. Stub Chevy front end, 350 engine and auto tranny (not rebuilt) \$14,000 Call Louis Boscacci (415) 892-5245. (04/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Excellent condition. \$9,950 o.b.o. Norval Gryte 707-942-8215 or e-mail <gryte@calicom.net> (10/03)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Low miles but needs some TLC.. \$4,500 o.b.o. Mike Brauner 925-934-1441 (10/03)

MARLENE - 500K kit by CRL, complete but not assembled. White body & interior. Includes Ford 2.8L V-6 and auto tranny. Make offer to Andrew Moriarty 916-689-2325 (11/03)

PANTERA Factory built, only one known to exist. Red w/ beige interior, Chev power. \$35,000 Call Bob Elster 707-938-3254. (1/02)

PACKARD '31 4-pass Coupe. All metal replica built on '67 Buick Wildcat running gear. 2000 miles on rebuilt 430 CID V-8, 4-bbl, 360 hp engine with chrome side pipes. \$7,500 o.b.o. Bill Kaiser 415-648-6250 (10-03)

NEW - 2004 AHA Knott's Berry Farm Show. Available as DVD or VHS tape. Each show is \$16 postpaid in U.S. Send check to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598. Call 925/938-1442 for info on credit card payment via "PayPal" (6/03)

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

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

Carl Sutt
661-251-2223

CALENDAR OF EVENTS - 2004

- **September 11 & 12, 2004 - NCKCC San Leandro Show.** L. Jones+C.Williams, Co-Chairs.
- September 18, 2004 - Walnut Festival Evening Parade, **CANCELLED !**
- October ??, 2004 - Wine Tour by Leanne Jones, Champion.
- October 22-24, 2004 - Club Sandwich, Laughlin. NV
- November 14, 2004 - Annual Brunch C. Williams, Champion
- December 2004 - No NCKCC events.



Upper Right: Dave Mireles brought his Frazer-Nash to Hot August Niles. The first outing after an engine transplant.

Lower: Some of our Niles group, telling stories and exchanging views. L to R: Mary Ellen & Steve Bales, Chuck Maddux and Bill Navratil.



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