



# NCKCC News

## Handcrafted Automobiles

September 2015

Volume 33



The Hot August Niles Car Show provided lots of photo opportunities, but I was drawn to this lineup of three Lincoln Continental as one of my camera targets.

### UPCOMING EVENTS

- September 5, 2015 - Clayton Derby & Car Show, Clayton, CA (See page 7)
- September 27, 2015 - NCKCC Annual Show at Blackhawk Automotive Museum (See page 2)
- October 17, 2015 - Wine Tour/Car Show at Woodbridge Winery, Acampo, CA (See page 3)

## **FROM THE PREZ**

By Jim Wagner

Well, summer is coming to a close, schools are once again starting their fall sessions and last hurrah of summer, the Labor Day weekend, is fast approaching.

Continuing a trend started last couple of years, the club has once again scheduled an entirely new venue for our fall show. Our show will be held at the Blackhawk Automotive Museum, 3700 Blackhawk Plaza Circle, Danville, CA 94506 on Sunday, September 27th. (<http://www.blackhawkmuseum.org/>) Most, if not all, show cars will be displayed on the plaza in front of the Museum. Although there is no "show fee", all participants will still have to register, so if you haven't already, please send in your "no fee" car show registration to Vern. (The registration form is available on the Club Web Site.) Vern will have all the particulars for the show elsewhere in this newsletter. I think it's going to be a little different and a lot of fun. "Classic cars" and "Show cars"... What a combo!

Don't forget the NCKCC wine tour coming up on Saturday, October 17th. We are visiting the Woodbridge Winery in Acampo for a Chili Cookoff/ Car Show.

Hope to see y'all at the "NCKCC at Blackhawk" Show September 27th.

Jim W

## **NCKCC ANNUAL SHOW** **BLACKHAWK MUSEUM** **SEPTEMBER 27, 2015**

By Vern Hance

Well, after messing around all summer we finally got our Annual Show sorted out. If you have an email address on file you should have received an announcement and invitation to attend and/or show your car at this show that runs from 10 am to 4 pm on Sunday the 27th. Just for the record here's the invitation again:

"To Kit Car & Handcrafted Car Enthusiasts:

The NCKCC 2015 Kit Car & Handcrafted Car Show will be held on Sunday September 27, 2015 from 10

a.m. to 4 p.m. at the Blackhawk Automotive Museum, Danville, California.

This is your invitation to display your Kit Car or Handcrafted car or to enjoy the show as a spectator.

It will be a "1-Day" show as part of the Museum's regular schedule. Cars displayed at the show should be there by 10:00 a.m. to allow time for staging. Exhibitors are requested to display their cars until the show close at 4 p.m. Food will be available at several restaurants in the immediate area.

Car Exhibitors are offered a special admission rate of \$9/person if you wish to visit the Museum's outstanding car collection. [www.blackhawkmuseum.org](http://www.blackhawkmuseum.org) will give you more info on the Museum exhibits.

Spectator's admission to the Museum Displays will be subject to the Museum's standard fee schedule.

The show is free to car exhibitors, but Kit Cars and Handcrafted Cars must be registered in advance to allow planning for admission and staging. Several "People's Choice" Awards will be presented to the most admired cars.

Car registration forms are available for download from our website, <http://www.nckcc.com> (click on 'Annual Show')

{Actually you have 2 choices to register; download the regular registration form, complete it and mail it to NCKCC at 3317 Ellesmere Ct., Walnut Creek, CA 94598 OR download the MS Word form, fill in the info requested on your computer, then email it back to [nckcc@astound.net](mailto:nckcc@astound.net) using your last name as a file name.}

We hope that you will be able to enter a car or attend the show as a spectator.

Thank you for your consideration and support of our show."

We already have 3 cars registered with a lot more on the way, but since time is short don't delay to register before the September 21st registration deadline.

Regrettably, for the first time since 1983 I will not be able to attend the show due to my son's Wedding in Albuquerque that weekend, however my former M-B 500K kit car may attend. This requires another explanation; I sold the car during the Art & Wine Festival to Mohamed & Shayda Hammami who have

become our newest club members. (See Welcome New Members page 11)

One other thing; I will be posting on our website (Annual Show page) the car description and owner's last name so you can see the show grow and get a feel for the variety of cars.

If you have questions about the show please email or call me. (See page 11)

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

By Jim Wagner

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

We will probably "meet up" at a convenient time and place near the winery so we can all arrive and check-in at the same time. Location and time for the "meet-up" will be

announced in the October newsletter. Please let Vern or myself know if you plan to attend.

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

## **HOT AUGUST NILES SHOW AUGUST 15th**

We had two NCKCC cars entered in this year's show but we had at least four NCKCC families that checked in and took a measure of the show.

The car owners were Dave & Joyce Decato with their newest ride, a bright yellow '34 Ford Panel Delivery



and Jim Wagner and his Dad Robert displayed his Fiero based ZR-2.







The Hot August Niles Show was quite a bit smaller this year, with lots of empty spaces off the Main Street and a few empty spaces on the street.

Maybe the increase to \$30 for day-of-show registration made a difference. Anyway it was a nice show with lots of interesting cars and the weather lived up to the 'Hot August' namesake.



The other NCKCC folks included Tom & Irene Walters, who were on their way to a luncheon date with their daughter who lives nearby. And Vern was there behind the camera looking for interesting cars like the '34 Ford Coupe and engine shown below.



Oh yes; I was impressed by the perfectly detailed '66 Corvair Rampside pickup shown above. Even the engine compartment was immaculate.



**CALIFORNIA AUTO MUSEUM  
CAR SHOW & CRUISE - AUGUST 1**

We had at least one NCKCC member attending this event and that was Chuck Maddux with his M-B 500K, however due to his travel schedule I haven't been able to get any feedback or photos.

I did check the photos posted on the California Auto Museum website and found that our very supportive former member, Allen Koch, was present among photos of the Sacramento Valley Model T Club.



Looks like he's having fun with his new club closer to his home.

**CLAYTON DERBY CAR SHOW  
SEPTEMBER 5th**

This is a nice show on Saturday September 5 in the town of Clayton. It is limited to 270 cars and since it is free the lineup starts early. Here are the details:

<b>SHOW SCHEDULE</b>	
<b>CAR REGISTRATION</b>	7:00am to 9:00am
<b>JUDGING &amp; BALLOTING</b>	9:00am to
11:00am.....approximately	
<b>SHOW CARS DISPLAYED</b>	9:00am to
1:00pm.....approximately	
<b>DERBY CAR RACES</b>	9:00am to
1:00pm.....approximately	
<b>TROPHY PARADE</b>	Following Derby Car
<b>Races (Ending approx. 1:00pm)</b>	

Free Pre-Registration ONLINE at <http://www.claytonderbycarshow.org/>

PLEASE Use the PreRegistration Website only if you are certain you will attend.

**ANTI-CARBON CRUSADE  
CLOUDED WITH UNCERTAINTIES**

*By Dan Walters August 2015 Edition ACCC News*

Declaring it a moral imperative, California's leading figures have embarked on a crusade to "decarbonize" the state; sharply reducing emissions of gases they say threaten to wreak havoc, even extinction, on the globe's human population.

"We don't even know how far we've gone, or if we've gone over the edge," Gov. Jerry Brown said last week at a Vatican conference on climate change, tied to an encyclical by Pope Francis. "We are talking about extinction. We are talking about climate regimes that have not been seen for tens of millions of years. We're not there yet, but we're on our way."

A first-stage de-carbonization program is underway. But Brown and other political figures, such as Kevin de León, the president pro tem of the state Senate, want California to set a global example over the next 15 years by reducing petroleum consumption in cars and trucks by 50 percent, making buildings more energy-efficient and increasing electrical production from renewable sources – solar, wind and geothermal – from 33 percent, the current goal, to 50 percent. De León is carrying Senate Bill 350 that would implement those goals.

Their crusade, however, raises multiple questions:

- How will those ambitious goals be met, and at what cost?
- Will de-carbonization be the economic boon that Brown and others envision, or will it make California less attractive for job-creating investment?
- Will it have a trend-setting effect on global carbon policy, or be ignored by the rest of the world?
- Does it even go far enough?

The last question is, in some ways, the most intriguing. Brown told the Vatican conference that to truly control climate change, humankind must limit carbon dioxide emissions annually to 2 metric tons

per person, pegging current U.S. emissions at 20 tons and California's at 12 tons. Federal agencies put California at about 9 tons per capita, equal to Germany and Japan. With 12 percent of the nation's population but just 6 percent of its carbon emissions, California already has one of the nation's smallest carbon footprints, and its 350 million metric tons each year are just 1 percent of global emissions.

Thus, whatever happens here – even slashing California's emissions by three-fourths to 2 tons per capita – won't have a major, or perhaps even measurable, physical impact. Its effect, if any, would be metaphysical, as the governor clearly hopes.

That gets us back to the first questions about methodologies and costs. Californians have more than 30 million cars and light trucks and drive them more than 300 billion miles a year, consuming about 15 billion gallons of fuel costing roughly \$50 billion.

The Air Resources Board, California's chief implementer of carbon reductions, says policies already in place would reduce automotive petroleum use by more than 20 percent by 2030 and that we could achieve the 50 percent goal by improving fuel economy of new cars, increasing the number of zero-emission (electric) vehicles, shifting to low-carbon fuels, building the state's bullet train and "supporting community planning to reduce vehicle-miles traveled."

The bullet train, often touted as an alternative to carbon-burning cars and airplanes, would, by the High-Speed Rail Authority's own data, reduce automotive travel by scarcely 1 percent. Meanwhile, according to the Legislature's budget analyst, construction will actually increase carbon emissions.

The state's petroleum industry says reducing use of fuel by 50 percent could have a massive negative impact on tens of thousands of jobs in refineries and other industries, but de-carbonization advocates reject its assertions. "We are demonstrating it's possible to reduce our greenhouse gas emissions and grow our economy at the same time," de León insists. However, the first stage of de-carbonization under Assembly Bill 32, signed in 2006, has only recently begun. Thus, de-carbonization has had minimal impact, positive or negative, so far. The more ambitious second stage would have major impacts, propelling Californians to drive less, use transit more, and live in denser, high-rise housing complexes rather than single-family homes.

Brown's Department of Transportation has drafted a new state transportation plan that emphasizes non-automotive transit, seeks to cut vehicle-miles of travel and specifically rejects projects to ease congestion, implying it will encourage motorists to reduce driving.

The "Sustainable Communities and Climate Protection Act of 2008," Senate Bill 375, not only orders the ARB to set regional automotive carbon emission targets but directs each regional planning agency to adopt a "sustainable community strategy" to achieve those targets by limiting urban sprawl and encouraging, or mandating, "transit-friendly" residential development. It codified, in effect, a policy that Brown had adopted as attorney general, threatening to sue counties he deemed to be insufficiently committed to denser development.

For the past half-decade, regional planning agencies have been writing SB 375's mandated plans, and they are generating local squabbling, with some of the most heated conflict in the liberal, economically booming San Francisco Bay Area. Its housing costs have soared, driving many middle- and working-class families out. Advocates for the poor say encouraging more high-rise development in the name of carbon reduction will displace even more non-affluent families and force them into long commutes.

The Bay Area's soaring housing costs hint that the decarbonized state Brown and others advocate also could be a more stratified society, with only the affluent able to live in spacious homes and enjoy other amenities that once were the aspirations of all Californians.

Finally, what would be the effect of shifting California's electrical power to 50 percent renewable sources? California's electric power rates are already among the nation's highest. But as Brown and other de-carbonization advocates quickly point out, Californians' actual home power bills are among the nation's lowest. They credit the state's tough energy conservation standards for buildings, appliances and other power users and contend that shifting to non-carbon generation will not be an economic burden. But it's not that simple.

The U.S. Energy Information Administration reports that in 2013, the average residential power customer in California consumed 557 kilowatt-hours (KWHs) of power per month, scarcely half the national average, and paid an average of 16.19 cents per KWH for an average bill of \$90.19. Overall,



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Californians are now paying about \$15 billion a year for residential power.

California's residential consumption is the third lowest of any state, but its 16.19-cent rate is third highest of any state outside of Hawaii or Alaska, and the average bill is seventh lowest.

Conservation no doubt plays a role, although recent research indicates that insulation and other conservation tactics don't pay for themselves. The ARB claims that energy efficiency decrees have saved consumers \$74 billion over the last 40 years, but that's perhaps 10 percent of what they shelled out for power during that period and doesn't count costs of conservation measures.

Mostly, analysts say, our low consumption reflects high power rates, a relatively mild climate and scant use of electricity for heating. A bigger shift to renewable sources will push rates even higher, all authorities agree, but how high is uncertain. Last year, the state's Little Hoover Commission criticized politicians for enacting carbon emission policies that "lack ... an overall cost estimate."

It's a reminder that Brown and others are prodding the state into a somewhat mysterious realm, with policies whose impact on 39 million Californians is uncertain, while leaving nitty-gritty details to an unelected and unaccountable agency, and hoping to influence hundreds of other governments to follow suit.

They see a moral imperative to set an example, but could it be merely hubris and symbolism taken to an nth – and very costly – degree?

Contact us with comments, suggestions, question, concerns, or just to talk anytime.

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## ***The ACCC...Representing the Car Hobby Since 1972***

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