



NCKCC News

Handcrafted Automobiles

April 2002

Volume 20 Number 4



Here are the valiant Museum Enthusiasts that learned a lot about the impressive history of aircraft development in California from our Museum Docent and NCKCC member, James Wagner

ACTIVITY NOTICE

April 7, 2002 - April Fool's Rallye presented by the Empire Sports Car Ass'n. Starts in Santa Rosa between 10 & 12 Noon. Call 707-546-6867 or thebeard@sonic.net for details. The dash plaque for this event will feature a Cobra replica built by an ESCA member. (See page 5)

April 20, 2002 - Annual Coming Out Party for new members and new cars during the past year. Pot-luck lunch at the Williams' residence, 5208 Curtis St. Fremont, Ca 94538, starting at Noon. (See page 4)

April 27 & 28, 2002 - AHA show at Knott's Berry Farm, Buena Park, CA

HILLER AVIATION MUSEUM TOUR

By Vern Hance

So what if the weather was unsettled with sunshine punctuated with showers; the real point of interest was inside the modern Hiller Aircraft Museum, in San Carlos, with no exposure to the weather. Excuse me - I'm trying to speculate on why we had such a small group for such a great Museum. The attendees included James Wagner, Tom Wallters, Vern & Carol Hance, Marty & Bette Rosenthal and Jim Standiford.

Our Docent, James Wagner, did an outstanding job of presenting a historical sketch of the surprising amount of aviation history that was being made right here in the Bay Area, much of it before the Wright Brothers made their first flight in 1911. For example, we saw the Aviator which was an unmanned, heavier-than-air aeroplane, powered by a 1-hp steam engine, that flew one mile on its first flight near the current site of the S. F. airport. Wow!, you say; well, this happened in 1869 !!

In 1911 the Curtis Pusher aircraft landed and then took off from a specially prepared ship in San Francisco Bay, marking the start of Naval Aviation.

Other displays include information and pictures of the "China Clipper" planes that started passenger service across the Pacific back in the 1930s. One of the photos shows the China Clipper over the Golden Gate with the still unfinished bridge below.

A new display added since our 1999 visit is the nose section of a full-size Boeing 747. You enter the lower level and climb the circular stairway to the first class section above; then you can enter the cockpit and get questions answered by a Docent. As you can see below, Tom Wallters & I had some fun flying this vintage version 747. The Docent explained that the current versions have six TV-type monitors to tell them the information that this multitude of analog gauges provided in the early models.



Above: Tom Wallters at the controls of the vintage 747.

2002 OFFICERS AND APPOINTEES:

Shane Williams, President	510-353-9914
shane_1997@yahoo.com	
Steve Cameron, Vice President	916-399-9393
nckcc@usa.com	
Vern Hance, Treasurer, Editor	925-938-1442
3317 Ellesmere Court, Walnut Creek, CA 94598	
nckcc@compuserve.com	
Tom Wallters, Secretary	650-961-8256
wallters@san-jose.tt.slb.com	
Steve Cameron, Chair, Sacramento Chapter, Membership	
2 Woodrider Court, Sacramento, CA 95831	916-399-9393
Carolina Williams, Show & Events Chair	510-353-9914

The Kit Car Sun is published monthly by the Northern California Kit Car Club. Opinions expressed by authors should not be considered the position of the club. We are a non-profit educational organization and as a club do not intend to influence legislation.

Another part of our tour took us to the restoration shop (shown below) where we saw several projects being restored.



I can't tell you everything you missed so you will have to talk to those who attended. Particularly, I recommend Jim Standiford, who used to maintain the Allison engines that powered the P-38s and other WW-II fighters. I learned a lot about how to change those inboard spark plugs.

We wish to thank James Wagner for his efforts in setting-up and conducting this very fine tour.

ASHLAND/MEDFORD **CLUB SANDWICH NORTH**

By Chuck Maddux

Where did all the interest go? I recall at our January meeting at the Lander's, there were eight hands went up signifying participation in the June 21st thru 23rd Club Sandwich

outing to Medford/Ashland and a visit with our friends from the Oregon club.

I have heard from only one couple, confirming their participation and reporting they have their motel reservations. If there is something we can do to rekindle that January interest, please contact me so that Al and I can deal with it. Suzanne and I are planning to meet with Al and Rhoda the end of April in the Medford area to scope out some interesting places to visit. Crater Lake is still on the agenda for a Saturday outing as is a Friday Night visit to your favorite Mexican restaurant in Jacksonville. We plan to caravan Friday the 21st, first meeting place is in Vacaville where 505 splits off of 80, then a stop at the rest stop near Dunnigan on 5 to pick up the valley people. Times will be announced later as the big day arrives. Contact me via e-mail at camnsam@att.com or land line 1-707-745-4361. Thanks for your time and hope you will commit to the sandwich June 21 to 23.

NOTE: Details on how to get your motel reservations and select a theatre performance (your option) are contained in the March NCKCC News on page 5. If you don't have your March issue, it can be found on the internet at <http://ourworld.compuserve.com/homepages/nckcc>

**“COME OUT” & APPRECIATE
OUR NEW MEMBERS**

Our Annual Coming Out Party was originally established to recognize builders of new cars that had been completed during the past 12-months. Some years we didn't have a new car to celebrate, so it seemed appropriate to celebrate and honor the new members that have joined us during the same period. The difficulty of determining when a car is finished. (It has been said that a kit car is never finished, just continuously improved)

So help us out and tell us if your car has been completed, or substantially so, since last April. You should report this to our hosts for this year's party, Shane & Carolina Williams at (510) 353-9914.

Shane & Carolina are really excited to have the Coming Out Party at their house this year and look forward to seeing fellow members of the NCKCC. They report that the parking lot to the elementary school across the street from their home has been asking for some of the finest handcrafted cars to be parked on her.

The party will be a pot luck lunch starting at noon on Saturday April 20th, so bring your food creations. Please RSVP to Carolina (510) 353-9914 for food ideas or suggestions.

Address for the mapquest people:

5208 Curtis St.
Fremont, Ca 94538

Driving Directions:

From South Bay:

880N exit Stevenson Blvd
Right on Stevenson Blvd
Right on Omar (First light)
Right on Curtis (Second Stop)
House on left, park in parking lot to the right

From North Bay:

880S exit Stevenson Blvd
Left on Stevenson Blvd
Right on Omar (Second light)
Right on Curtis (Second stop)
House on left, park in parking lot to the right

From Pleasanton/680:

680 S to Durham Rd. (Frys exit)
Right on Durham Rd. (go all the way to 880)
Right on 880N
880N exit Stevenson Blvd
Right on Stevenson Blvd
Right on Omar (First light)
Right on Curtis (Second Stop)
House on left, park in parking lot to the right

The list of new members is shown on the next page.

NEW MEMBERS SINCE APRIL '01 COMING OUT

We extend a special invitation to these new members that have joined us in 2001 & 2002 to attend our April 20th "Coming Out Party". We hope you can attend along with your car if it is completed.

Alan & Vicki Atherton	Ford Model T
Dale & Michael Bates	Porsche Speedster
Doug & Lauralee Bentz	Looking ?
George Chavez	Looking ?
Rich & Stacey Downing	Porsche Speedster
Kevin & Carla Filarski	Kellison J4
Ron & Cindy Fletcher	Lambo Diablo
Terry & Janet Geiser	Cobra
Larry Hill	MG-TD
Rod & Jonnie Jacobs	V.S.E. Coupe
Paul & Caroline Klopp	MG-TD
Jim & Teena Locodo	Kellison J6
David McQueen	280Z Special
Ed Mowbray	Looking ?
Bill & Beverly Nalbandian	Bradley Electric
Gary & Terry O'Connor	Woodster roadster
Franz Rehfeld	Ferrari GTO
Mark Rubenstein	Mercedes (Baron)

APRIL FOOL'S RALLYE APRIL 7th

This is an A-B rallye open to all types of cars. The A-B designation arises from questions that you are presented with as you motor through about 45 miles of "spring beautiful" countryside. There are many experience levels at which you can enter, from "First-Timer Class" to "Novice", "Senior" and "Master Expert", so don't be intimidated.

A short Rallye School will be presented at 10:40 a.m. for those new to rallying.

To get to the starting point, take US-101 to Steele Lane exit about 1-mile north of Santa Rosa. Go west on Steele Lane (which becomes Guerneville Rd.) turning left on Range Rd. Continue to the parking lot across from Beverly's Crafts. The finish is at Round Table Pizza in Rohnert Park.

Registration: From 10 a.m. to 12:30 p.m.

Starting time: First car out at 11:15

Cost: \$10/car plus \$0.50 if you want a poker hand included.

More info: Bob "the beard" Jenkins at 707-546-6867 (evenings) or thebeard@sonic.net

The rallye is NOT a speed event. It is a test of a team's ability to follow instructions along the route, while looking for signs and situations that fit the definitions of the rallye.

Past NCKCC participants have given good marks to past rallyes set up by Bob Jenkins. (This is his 38th April Fools Rallye)

For those that like driving events, this is one to participate in. We are fortunate to be able to take advantage of this Empire Sports Car Association event. I hope some Cobras show up because the participation plaque will feature a Cobra built by an ESCA member. Also for those of you who saw the Corvair powered "Woodster" at our September 2001 show, it was built by Gary O'Connor an ESCA member with dual citizenship in the NCKCC. Hopefully we will see the Woodster in action.

CHRONICLES OF A HANDCRAFTED AUTO- MOBILE

By Joel Heinke

The GTO has now experienced it's first road trip. Since it made the trip from Livermore to San Diego and didn't record any miles on the odometer, I guess this trip doesn't really count as a maiden voyage. You see it did it aboard a trailer.



Shown above: The GTO chassis is loaded on a trailer in preparation for the 8 hour trip to San Diego.

The purpose of the trip was to start building out a body buck that fairly accurately replicates a 1962 Ferrari 250GTO. Building a body buck is the first step in building a mold. The body buck is a full scale positive image of the desired final body shape. A mold is made from the body

buck. If made correctly, the mold is a perfect negative image of the body. Production quality fiberglass bodies can then be made from the mold.

My plan for making a body buck is to start with fiberglass GTO body pieces that are made to fit a Datsun 240Z. Since the 240Z wheel base and track are both smaller than my chassis the starter body pieces will need to be stretched in both length and width. Since the fiberglass itself doesn't stretch this involves cutting, mounting the pieces and then filling in the resulting gaps.

I decided to work with Tom McBurnie from Thunder Ranch in building out the body buck and mold. Tom has the molds for the Z based GTO and the experience in building up body bucks and molds. He most recently completed a buck and mold for a Porsche RSK. The RSK is a '50s era limited production race vehicle that's similar to a 550 Spyder. Thunder Ranch is located in El Cajon (a suburb of San Diego) and that's what prompted the trip.

Tom and I have been in communication since the inception of the GTO project. He advised me to build the chassis within the confines of the targeted body dimensions. He cautioned me to be very careful such that there wouldn't be any chassis members that couldn't be covered without distorting the body shape. I chose a long weekend

and added a vacation day for travel so we'd have 3 full days to get rolling with the buck. I had called ahead and Tom's crew made a GTO body from his molds the prior week.

Tom arrived at his shop first thing Saturday morning to find me and the rig out front. He walked up to trailer, took a couple of minutes to look the chassis over, and then just started shaking his head. His first impression was that I'd miscalculated and made the chassis too big. You see, cars always look much bigger when they are at eye level.

Our first task was to convince ourselves that we'd be successful with our chosen approach prior to breaking out the sabre saw and slicing up a perfectly good body. We rolled the chassis into the work area and did a trial fitting of the front and rear clips. To our amazement, they slipped right over the chassis members and while the fit was tight, there weren't any significant clearance problems. All my calculations when drawing up the plans turned out to be right on.

Tom's suggested plan of attack was simple. Cut the front and rear clips such that we could properly position all four corners on the chassis and then fill in the gaps from there. We poured over the measurements I'd taken from a real Ferrari GTO and looked at pictures taken from many different angles to determine where to position the corners. My

chassis is 6" wider than an original GTO due to the Corvette drivetrain so we could just directly copy the dimensions from an original. In addition, the Z based body had some portions that were accurate to an original GTO and others that had seen fairly significant massaging.



Shown above: Tom McBurnie is devising a plan of attack now that we've convinced ourselves that a GTO body will actually work on this chassis.

Once Tom broke out the sabre saw and sliced the front clip apart, we were committed to our approach. It's much like the first sledge hammer blow when you remodel a room. You can always change your mind and back out until there's a gapping hole in the wall. Now that I've got your attention, you'll have to come back next month to see how the weekend turned out. Road trip to be continued

TIME TO CONTACT YOUR STATE SENATOR

This came to us from the Association of California Car Clubs (ACCC) of which NCKCC is a member.

Senate Bill 1578 is being considered by the Senate Transportation Committee on April 2, 2002.

To quickly summarize this bill, it retains the language of SB-100 that allows the owner of a "first-time" registered SPCNS to choose (1) the year of the engine or (2) the year of the car it most resembles, as the "Model Year" and comply with the applicable emission controls for that "Model Year". The 500 car limit originally specified in SB-100 now (under SB-1578) only applies to initial registrations. Thus, the rest of us SPCNS owners can change the "Model Year" of our vehicles to the "year of the engine" or the "year of our replicar". If you have a Sterling or Bradley or something that can't be associated with an "original" you can choose 1960 as your "Model Year" and comply with the applicable emission control requirements.

Here is the full text of the bill:

SECTION 1. Section 44017.4 of the Health and Safety Code is amended to read:

44017.4. (a) Upon initial registration with the Department of Motor Vehicles, a passenger vehicle or pickup truck that is a specially constructed vehicle, as defined in Section 580 of the Vehicle Code, shall be inspected by stations authorized to perform referee functions. This inspection shall be for the purposes of determining the engine model-year used in the vehicle or the vehicle model-year, and the emission control

system application. The owner shall have the option to choose whether the inspection is based on the engine model-year used in the vehicle or the vehicle model-year.

(1) In determining the engine model-year, the referee shall compare the engine to engines of the era that the engine most closely resembles. The referee shall assign the 1960 model-year to the engine in any specially constructed vehicle that does not sufficiently resemble a previously manufactured engine. The referee shall require only those emission control systems that are applicable to the established engine model-year and that the engine reasonably accommodates in its present form.

(2) In determining the vehicle model-year, the referee shall compare the vehicle to vehicles of the era that the vehicle most closely resembles. The referee shall assign the 1960 model-year to any specially constructed vehicle that does not sufficiently resemble a previously manufactured vehicle. The referee shall require only those emission control systems that are applicable to the established model-year and that the vehicle reasonably accommodates in its present form.

(b) Upon the completion of the inspection, the referee shall affix a tamper-resistant label to the vehicle and issue a certificate that establishes the engine model-year or the vehicle model-year, and the emission control system application.

(c) The Department of Motor Vehicles shall annually provide an initial registration to no more than the first 500 vehicles that meet the criteria described in subdivision (a) that are presented to that department for registration.

If you like this bill you should let your Senator know ASAP. For info on how to contact your Senator call 916-445-4311 or go to SEMA at www.enjoythedrive.com/legislative/contact_legislator.asp

SHOW AWARDS/CLASSES DISCUSSION

By Vern Hance

Continuing this discussion from the March issue, here are the past 3-years statistics showing pre-registration data. The first number is "pre-show-registered"; the number after the slash is "at-show-registered".

<u>Class</u>	<u>2001</u>	<u>2000</u>	<u>1999</u>
A=Sports>\$20k	7/2	11/3	6/0
B=Sports\$10-20k	7/2	7/1	10/3
C=Sports<\$10k	3/2	1/4	2/1
D=Classic>\$20k	6/0	5/2	5/3
E=Classic\$10-20k	3/1	4/0	1/0
F=Classic<\$10k	9/0	3/0	7/1
G-1=Cobra<\$25k	0/2	---	---
G-2=Cobra>\$25k	5/7	19/15	18/7
U=Unfinished		2/1	2/0

What does it mean? Here are some of my ideas:

1. Cobra attendance is the largest category but not predictable from preregistration.
2. Class G-1 & G-2 should be combined and trophy depth increased to 4 trophies, maybe more.
3. Class C & E are too narrow and they are unpredictable from preregistration.
4. For classes C & E: eliminate and combine \$10-20k classes with <\$10k classes or if we keep them have only 1 trophy for each.

Maybe we can continue this discussion at the April 20th "Coming Out" party at the Williams residence. Bring your thoughts and arguments to see if we can get a consensus before the trophies have to be ordered.

JULY 20th CLUB EVENT

Bob Bohaboy reports that the river boat cruises in Sacramento are quite expensive. The "Captains Brunch" cost is \$35 for a 2-hour cruise starting at 10:30 am. and a buffett brunch with champagne. For \$17.50 you can go on just the cruise. (no food). I will arrange for this but only with advance payments to me. Based on past experience, we have to buy tickets well in advance. We need member feedback, so speak up !!

EDITOR'S MAIL BOX

Here are some things that are coming up and products of possible interest to you.

April 10-12 is the ACCC Annual Legislative Conference at the Towe Auto Museum in Sacramento. Wednesday will feature a "Collector Vehicle Display" on the north side of the Capitol building. Thursday will include speakers from CHP, DMV, BAR and ARB. This is a good opportunity to see how they answer audience questions. Friday speakers include Senator Johannssen (the author of SB-100 and SB-1578 and a real car-guy), Senatore McClintock, Chuck Cole (Lobbies for ACCC issues) and Jim Anderson from the Auto Technicians Assn. More info at www.accdefender.org

I received some samples of a product called "California Funky" (from Eureka Chemical Co., San Francisco) which is a rust preventive and has rust removal properties. I have about a half dozen samples, so if anyone is interested let me know and I will bring you a sample at the next club event.

FOR SALE

BACK ISSUES of Kit Car and Kit Car Illustrated, 1985 to the present. For complete listing send self addressed envelope to Alan Atherton, 1964 Villarita Drive, Campbell, CA 95008-1524

COBRA Lonestar, titled CA, 1967 roadster, tube steel, 4 link adjustable powder coated frame, 351W, 420hp, new T-5 and traction lock rear, 3.55 gears, Drt alum. heads, MSD, Griffin radiator, electric fan, overdrive pulleys, wing/visors and heater/defroster, zinc coated pipes, chrome bumpers and roll bar, PPG Black w/ Silver stripes and clear coat, Halibrand/Eagles. \$45,000, Call Dan 408 926-0337 or danandpam@yahoo.com (7-00)

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)

FERRARI 308 replica on '86 Fiero fitted with Quad 4 engine by Joe Huffaker at Sears Point. **Reduced to \$10,500** o.b.o. Ken Krohncke 707-374-5119 (7/01)

FORD Pinto engines, complete. Two 2.0L and one 2.3L with 4-speed tranny. Priced \$75 - \$250. Call for details. John Caviz 510/769-1123 or Larry Lee 925/689-9226. (4/01)

'37 **JAGUAR** SS-100 '67 VW 1600 engine and chassis. British racing green. Two tops; 1 black, 1 white, including side curtains. **Reduced to \$3,500** o.b.o. Call Harlie Koontz, 916-487-8002. (5/00)

KELLISON J-6 built on 1960 Corvette chassis with 350 Chev engine and turbo-hydrumatic tranny. California licensed since 1963. E-mail Jim at showdown@earthlink.com or call 925-930-0215. <http://kellisonpage3.homestead.com/locodo-main.html> has several photos. (8/01)

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 (219) 277-3798 or (219) 291-0274. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K (Heritage) Built by Renaissance Motors. Chev 350 engine and auto-tranny. Black with black leather seats and black top. **Reduced to \$24,000** o.b.o. Call Fred Schiele (707) 765-2250. (9/01)

MERCEDES 500K PARTS - For Heritage: 2 steel grille shells (unchromed). For Classic Factory 500K: (1) brass hood star emblem + (2) bases, (4) door latch plates, patterns for tall tail light bases and side window frames. Also windshield frame patterns for 4-pass 500K. Call Diana (219) 277-3798 or (219) 291-0274. Write 51500 Orange Rd., South Bend, IN 46628-9419. (3/02)

MERCEDES 500K (Marlene) replica. Soft and hard tops, 17,000 miles, pwr brakes and steering, 351 V-8, Blaupunkt radio/CD player, anti-theft alarm. Excellent condition. **Reduced to \$15,000.** Maury Schwarz 415-931-7501 or 925-938-8331. (6/00)

MG-TD by Fiberfab.. Red w/ Black top and seats. VW 1600 with Auto-Stick tranny. 342 miles on speedo. Death of owner forces sale. Asking \$5,000 o.b.o. Contact agent (for John Morrissey), Vern Hance 925/938-1442 or e-mail nckcc@compuserve.com (4/02)

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

SEBRING 5000 parts. Two complete new bumpers w/ mounting hardware, set of fiberglass seat pans, chrome grille surround, chrome fender beading. \$75 for all. Also new GM HEI distributor for \$100. Don Owens (530) 677-2690 or e-mail owensdon@pacbell.net (1/02)

STERLING powered by '63 Buick 3.8 liter V-8. Fast, reliable, smog legal. White w/ brown interior. Removable sunroof, stereo, CB. Gorgeous, one-of-a-kind looker. Ya gotta hear the engine snarl. Excellent condition. **REDUCED TO \$4,000.** Roy Yates 650-365-1909. (2/01)

LUXURY HOME with SHOP. 4-Br, 3-bath, 3,600 sq. ft. designed for casual or formal life style. Landscaped backyard and patio overlooks a 4,000 foot paved & lighted runway in this Air-Park development. Attached heated hanger and shop perfect for auto & plane enthusiasts to live in a friendly community. Located 30 miles east of Sacramento near mountains, skiing and water sports. Offered at \$595,000 by Don Owens (530) 677-2690 - e-mail owensdon@pacbell.net

NEW VIDEO of 2001 AHA Knott's Berry Farm Show \$12 postpaid in U.S. Send check to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598 (6/01)

WANTED

DONOR CAR for Gazelle kit. Prefer '74-'80 Pinto or Bobcat or '74-'78 Mustang II with auto tranny. Call H. 'Buck' Rodgers 925-937-5181. (12/00)

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

2002 CALENDAR OF EVENTS

April 7, 2002 - Empire Sports Car Ass'n "April Fools Rallye", Santa Rosa. Info:(707) 546-6867

April 20, 2002 - Annual Coming Out Party. Hosted by Shane & Carolina Williams.

April 27 - 28, 2002 - AHA Knott's Berry Farm kit car show in Buena Park, CA

June 1 & 2, 2002 - Art & Wine Festival including NCKCC kit car show. Paul King organizer.

June 8-9, 2002 - (**Revised date**) Cars to the Coast. For Cobras and other cars. Info: Mike Rosenthal (organizer) 415-892-6901 or E-mail mrosenthal@marincounty.net

June 21-23, 2002 - Club Sandwich North with OHAA in Medford, Oregon. See March *NCKCC News*, page 5 for more details

July 3, 2002 - Benicia Torchlight Parade. Chuck Maddux to organize.

July 13, 2002 - Show planning meeting, at King residence in Walnut Creek.

July 20, 2002 - Towe or Railroad Museums, or River Boat Dinner. Bob Bohaboy to organize.

August 10, 2002 - El Dorado County Wine Tour. Steve Cameron to organize.

August 17, 2002 - Car Show in Weaverville, CA. Marty Rosenthal will have details soon.

September 7 & 8, 2002 - 20th Annual "Handcrafted Automobile Concourse" in San Leandro. Show Chairperson Carolina Williams.

September 14-15, 2002 - Cool September Nights at South Lake Tahoe. Horizon Casino.

October 5 & 6, 2002 - Snakes to the Lake. Coordinator Jonah Tollefson, E-mail STTL2002@hotmail.com
More info on www.norcal-cobras.com or through Mary Borden, E-mail: mary.s.borden@intel.com

October 19, 2002 - Driving tour of Monterey area. Tom & Irene Wallters to organize.

October 12 & 13, 2002 - Club Sandwich kit car show in Laughlin, NV

November 23, 2002 - NCKCC 20th Anniversary, Ryde Hotel in The Delta. Ruth King to organize.

December 8, 2002 - Annual brunch. Location TBA. **We need someone to organize.**