



NCKCC News

Handcrafted Automobiles

April 2004

Volume 22 Number 4



This months feature is a profile of Dave & Leanne Jones and their Cobra

ACTIVITIES

April 17, 2004 - Coming out Party. - Jones Residence (See Page 3 and RSVP to Leanne Jones 510-471-6411)

April 24-25, 2004 - AHA Knott's Berry Farm Show.(See page 9)

PRESIDENT'S MESSAGE

By Steve Cameron

In previous messages I asked members to let me know if they had any suggestions for improving the club, the newsletter, the events ... anything. I brought this up because we typically schedule about eight official club excursions each year and, not counting our annual show, we rarely get more than a handful of participants at these events.

Those that organize our monthly excursions go to a lot of trouble to provide opportunities for us to take our cars out for a spin, do something fun and interesting and, not to be underestimated, get the word out that other handcrafted car lovers can join us.

Given that some of these excursions are both fascinating and fun, why is the turn-out so low? I suppose it boils down to four reasons, and they are all related to time.

First, most of us have jobs, family and household duties that consume nearly all of our time. I know I work at least 40 hours a week and I have a large family that gets together at least once a month for either a birthday or some special event. Add to that household maintenance and a rental property, and free time is precious because it is near the bottom of the priority list.

Second, we typically have more than one hobby in the household. When we can set aside a day for fun, our cars are

only one of several options available. We must add car events to the boating, cycling, sports and other activities that provide balance to our lives.

Third, for many of us our cars are a work in progress. Attending a weekend excursion is great if your car is in excellent condition and you have no plans for taking it apart or repairing its imperfections. My Tomahawk was out of commission for 10 weeks this summer while I upgraded its engine and transmission. It was out another 4 weeks to reinforce the frame. A consequence of the frame work was that I lost a big part of my interior, not to mention that my paint and body work is looking a bit beat up. I have a lot more work to do. I suppose other members have similar projects in the works.

Finally, there is the issue of distance. We have a wonderful club, with members spread out over Northern and Central California, and some located in Nevada and Oregon. The distances dictate that monthly excursions are not practical for some to attend. We understand that, but how about those that live nearby?

So what does this come down to? Should we scrap the monthly excursions due to low attendance? I hope not.

One of the great benefits of a club like ours is that we should have lots of opportunities to have fun with our cars. More variety makes for a better club in my book.

Up to now, there have been enough devoted members to plan and organize these events. But, that may change if, as a club, we don't attract at least a few more members or guests to these events. It is very disappointing to plan an excursion or event, set up a route, perhaps get a docent from a museum, and then discover that only three or four couples show up. Fewer people are interested in sponsoring an excursion when the turn-out is so low.

So, what is important to you? Do you think these events are good for the club? Let me know how you feel. I hope you will place one or two of these excursions on your priority list. The club is only as good as you make it.

CAN YOU "COME OUT" TO PLAY??

By Leanne Jones

This is what little Stevie asked little Davey. Davey had to go ask his 'mommy', Leanne first. 'Mommy' Leanne said, "Ok, but you must clean your room." Well Davey looked around at all of his toys laying all around and thought, "I will never get this done in time." He then remembered that it had been such a long time since Stevie came over to play, that he asked if Stevie could come over to his house instead. This would give Davey more time to clean up his toys. Stevie asked

his 'mommy' Pam and she thought it would be a great idea. So Stevie and his 'mommy' set out to Davey's house for a 'play day'!

Now Davey thought, "if Stevie is coming over maybe all of our other play friends want to come over too!?" So Davey sheepishly went to his mommy to ask if 'everybody' can come over to play. Well 'mommy' Leanne saw the excitement in little Davey's face when he asked so she said it would be alright if 'EVERYBODY' comes over to play!

The 'Play Day' at Davey's house will be on Saturday, April 17th at 12 noon. In case you didn't know, Davey Jones and his 'mommy' Leanne Jones live at 32365 Payne St., Hayward, CA 94544. 'Mommy' Leanne will have sandwich makings available. If any of the other 'mommies' want to bring a side dish, that would be great!

Now all of you other 'play friends' gather up your "TOYS" and come on over to join in the fun too! Don't forget to call Mommy Leanne to let her know if you can come over, 510 471-6411 or e-mail to leannejones@southernwine.com.

Davey is SO excited; he has already started cleaning up all of his toys in the Cobra pit to make room!

The map on the cover should help you find our house.

MEMBER PROFILE - DAVE & LEANNE JONES



By Dave Jones

When Vern asked me to do this article he said to go back a few years so here it goes. In the beginning, God created the heavens and the

earth...Well maybe that's too far back.

Actually, my connection to Kit Cars goes back to my high school days. I've always been interested in cars. I helped my brother rebuild his 55 Chevy wagon when I was 14 years old. I had plans to build my own Myers Minx when they first came out, but being unemployed didn't help.

In high school I saw my first Kit Car for sale. It was a first series Aztec. I tried to buy it with a couple of hundred dollars and all my electronic gear; a guitar, amp, a stereo, an AM/FM radio and such. But he wouldn't accept it. So goes my first attempt to be a Kit Car owner. My second try was a Valkry, a GT-40 clone based on a VW pan and a V-8 adaptor. But again, being in high school and not fully employed meant the \$2,500 price tag in 1969 was too much for the young pocket book.

Let's jump a few years into the future from here. In 1974 I met a beautiful young lady. We had many interests in common. In our life together we discovered we both liked, shall we say, different transportation.

Leanne and I were married in 1974, December 14th to be exact. We struggled as many young couples do. We had our own trucking business for about 9 years, but decided that was just too much trouble for what it was worth. I took a job at Gillig Bus Co. to make ends meet. About this time I found a Sterling Kit Car in the Auto Trader Magazine. With lovely Leanne's backing, we bought our first Kit Car! The year was 1988.

I had that car about 2 years. It needed a lot of work, but with the help of Leanne and my daughter, we worked on that car until it was ready for paint and interior work. Then a young man from Chicago came to town looking for VW powered Kit Cars. He offered twice what I paid for the car. Of course I took the offer. It lead us to our next project.

The next project came from a former NCKCC member. In 1991 I bought an Avenger GT-40 that I saw at the San Leandro Marina Show. We became members of NCKCC at that time. Leanne and I have enjoyed our association with the club these many years. We had the Avenger and a modified 280-Z Datsun entered in many shows. Then we decided to build a car from the beginning, from scratch!

My dream car has always been the 427 Cobra. I was, shall we say, "snake bit". My high school coach had an original 1967 427 Cobra. I had wanted one real bad, but 12K was a little out of my league in 1968 as a junior in high school. That was a half of a house in 1968!

Jump forward to 1993. I had the unfortunate experience of being one of those

people that started their project all wrong. I paid my money and got almost nothing. Basically, Leanne and I started with a pile of parts and with the help of many car club members and with lots of hard work, ended up with our beautiful Cobra. The happy ending of my cobra story starts on page 8.

Leanne has been our club president, show chairperson and a driving force in our club. She helped get our ladies more involved in the show itself and has backed me in all my decisions concerning our cars.



We wish to express our thanks to the club as a whole for their support of our family's various projects in the kit car world. We are hoping to continue our association with this club for many years to come, helping those who are new to our hobby and those who have been at it for a while.

MEDFORD MINGLE III **"UPDATE"**

By Chuck Maddux

Hello from the mingle man. Here is some info to titillate you into joining the Bohrs and Madduxs on June 17th for Medford Mingle III. I have some web sites

for you to peruse at your leisure to entice you to come along for the ride to Oregon. They are:

www.fortbragg.com, www.mendo.com,
www.rewoodvisitor.com,
www.delnortecounty.com,
www.mendecino.com,
www.nps.gov/orga/ (Oregon Caves info)
www.brittfest.org or 1-800-882-7488
(Jewel is the featured performer on June 19th and Huey Lewis and The News on June 20)
www.osfashland.org (Shakespeare)
"The Royal Family" at the Angus Bowmer Theatre June 19th.

I'm sure you more imaginative searchers can find other sites of interest (I'd be glad to hear from you).

Accommodation prices have gone up slightly since I last checked. Super 8 Motel in Fort Bragg is now \$72 for the 17th (www.infortbragg.com/super8 or 1-800-206-9833), BW Northwoods Inn at Crescent City is \$86 on the 18th (www.bestwestern.com or 1-800-557-3396) & BW Horizon Inn in Medford is still \$75 on 3/30 (www.bestwestern.com or 1-800-452-2255). I would appreciate hearing from those of you who are interested in going so I can have some idea of how many information packets I will need to make up. Call me at (707) 745-4361 or camnsam@att.net.

There are some great places to visit on our way up our wonderful California coast, so I really hope to see you on June 17th here in Benicia or in north Novato. Final details will be in the June News. Happy Trails to us.

CHRONICLES OF A HANDCRAFTED AUTOMOBILE

By Joel Heinke

I've worked up to the point on the GTO project of building body work around the windshield. To refresh your memory, I started the project by figuring out that a windshield from a 1960 Chevrolet Impala could be cut down to work in my GTO body. I purchase a piece of glass only to knock it around one too many times and crack it. I then received a good tip which is to make a fiberglass copy of the windshield so I could save myself some grief by not putting another piece of glass into harms way unnecessarily.

My first step was to get both side window frames in place so I could then center the windshield between them. I then propped the fiberglass windshield in place using a

Shown below: Both side window frames are put in place so the windshield can be centered between them.



stack of wooden blocks and shims to achieve to proper height. To hold the top in place, I drilled holes in the fiberglass windshield and used wood screws to secure it to a plywood form behind it. Drilling holes and securing with screws is certainly not an option if you're dealing with real glass. The section of the roof that mates to the windshield was then formed so it matched up to the shape of the windshield.

Shown below: A stack of wooden blocks and some shims are used to position the fiberglass windshield at the proper height. Fiberglass and body filler are then used to build out windshield supports under the bottom corners.



To support the weight of the windshield glass, I built a metal support under the cowl area from 3/4" square tubing. It took a few hours of bending, checking fit, and then more bending to get the proper fit. When it was good enough it was welded in place and vertical supports added for strength. This cowl support then became the platform for more foam and fiberglass to go along the windshield bottom.

Shown below: A piece of 3/4" square tubing is bent to roughly the shape of the windshield bottom and to the body contours. It is welded in place with vertical supports. Foam was glued to it, shaped, and then covered with fiberglass.



Shown above The windshield looks right at home with some body work in place around it. The GTO body is starting to look a lot more streamlined as the big gapping holes are getting filled in. The good news is that there's only one more gapping hole remaining unfilled.

Shown below: Foam and fiberglass are used to build out the pillars between the windshield and side window. Body work along the windshield bottom has been roughed in with body filler.



The remaining body work around the windshield edges is in the pillars along the sides. First I had to do the final trimming on the fiberglass windshield so the pillars would be uniform width from top to bottom. Again, the fiberglass windshield is a big advantage as a jig saw is all that's necessary to trim it up here and there. Now that the body work is in place, I can take the fiberglass windshield to a glass cutter as the template for where the glass windshield needs to be cut.

Progress on the GTO project is slow but steady. It's amazing how something as small as building out the bodywork around the windshield can make the body look a lot more complete. There's one more gapping hole in the bodywork that will soon be the focus of attention.

JONES COBRA STORY

By Dave Jones

I am the proud owner of one of the many fine 427 Cobra replicas in our club. What I feel that makes mine different is the approach that I took in building it.

I wanted a car that looked and acted the part of a legendary car, but with the creature comforts of a newer car. I wanted a car that I could work on without having a computer degree, but yet be reliable enough to drive anywhere.

When I started out on this venture ten years ago, companies like Factory Five and other manufacturers of good quality, easy to build, less expensive were not on the scene or not proven products yet. I chose what I thought was an honest, one man operation to build my dream car. And as happens too many times in this hobby that dream quickly turned to a nightmare

To make a long story short, when I finally gained control of the parts and the situation all I had to work with was a partially completed frame, a fiber glass body, and a pile of parts. Not to mention the deep hole in my wallet. We stepped back, and took a deep breath and the following occurred.

First thing was to complete the frame. This ended up being a good thing. We were able to incorporate crumple zones and better side impact protection. The frame is constructed of two inch square tube geometric design, with the driver

section, firewall and foot boxes overlaid with 1/8 inch steel stress plates. In each door there is a 1/4-inch-thick, full length of the door, flanged, steel girder.

The suspension is as follows: Tubular, strut less, lower control arms from RCC specialties in Texas. Also tubular upper arms, TRW rack and pinion. Custom four bar link for the rear. All supported by Alden American gas coil over shocks with custom front and rear sway bars.

Power is provided by a completely reworked 1969, 351 Windsor. Port and polished heads, nine and a half to one flat top pistons, 272 Crane cam and lifters, Edelbrock high rise manifold, 600 cfm Holley. And an Accel ignition. Everything is kept cool by a 1966 Mustang four row radiator and a 2800 cfm electric fan with adjustable thermostat, and manual override switch. Exhaust exits through ceramic coated headers and side pipes. All this adds up to about 300- 350 HP.



Power is then feed to the 1967 C-4 automatic transmission. That's right, an automatic. I drive an 18 wheeler at work. I'm not shifting anything when I get out of work. It is equipped with an 1800 stall converter, matched to the crane cam. Power goes through the driveline to the 8.8 1990 Mustang GT, limited slip rear-end, with 3:27 ratio.

All of this is topped with a 94 inch wheelbase body provided by Emerson Motor sports of Redding, Calif. The paint color is 1995 Honda Camellia Red metallic pearl, with Infinity Cotton White stripe. Seats are Recaro high back orthopedic, with tan wool fabric. Seatbelts are four point lap and shoulder harness arrangement. Very comfortable on hot summer days.

Add the tilt steering column with mahogany wheel and the custom three inch full roll bar; it all becomes what we affectionately call our Stop-light intimidator.

NCKCC DUES STATUS

Thanks to you 74 members who are paid-up for 2004. For the other 53, we will miss you! Listed below are the names of 4, whose dues arrived in March. If you're not sure you've paid, look for your name in the January, February or March *NCKCC News*.

C. Jones King McQueen
Reed

WELCOME NEW MEMBERS

This month we welcome new members, Paul Harford and Diana Correia. They live in Benicia, 707-745-8453, and drive a Vintage Speedsters Porsche replica. It's based on a 1969 pan and will soon have a 2.6 liter Type 4 VW engine. Paul found us at our San Leandro show, where Paul showed his black & red Speedster. Interests include shows and road trips.

Welcome Aboard and we hope to see you at our future events.

AHA KNOTT'S BERRY SHOW

By Vern Hance

The AHA's 25th Anniversary Knott's Berry Show will be held on April 24 & 25, 2004. I have already registered, so if you have not registered yet, do so by downloading and printing the forms from the AHA website: <www.replicarclub.com>

If you don't have internet access, call Ron Biggerstaff at (909) 796-9946 between 9 am and 8 pm for entry information.

The registration fee is \$30 per car before 4/15/04 and the Saturday night Fried Chicken Dinner tickets are \$18 per person.

FOR SALE

COBRA- Registered 2001 Shelby <200 miles, smog exempt, Amtz 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 (Ladre kit) On stock 1988 Fiero - under 20K original miles. V-6, 5-spd stick, A/C, AM-FM cassette, Hayashi Racing wheels with VR rated Goodyears. **Reduced to \$6,000** o.b.o. Call Warren Okamura 925-458-4030 evenings. (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. 626-458-922 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 tall 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 <ngryte@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)

MERCEDES SSK (Gazelle) replica. 2.3 liter 4-cyl, 4-spd tranny. Partially completed.. \$2,500 o.b.o. + shipping. 510-895-8522 or e-mail <dbensonco@aol.com> (10/03)

MERCEDES SSK (Gazelle) 2.3 Pinto powered, gray w/ red fenders, Auto tranny.. License & Smog thru 3/04. Priced for quick sale. only \$3,000 obo. B. Pincus 925-939-7581 05/03)

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)

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)

2003 NCKCC San Leandro Show and 2003 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 322 kit categories plus Cobras!
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

Curt Scott

661-251-2223

Note: Curt Scott has a great web report on the Monterey Historic Races at www.cobracountry.com - Help him identify one last person in a group shot.

CALENDAR OF EVENTS - 2004

- April 4, 2004 - "April Fools" Rallye sponsored by Empire Sports Car Ass'n, Santa Rosa
- April 17, 2004 - Coming Out for new cars and members. Leanne Jones, Champion
- April 24-25, 2004 - AHA Knott's Berry Farm Show.
- May 15, 2004 - Towe Auto/Railroad Museum, Sacramento. Cameron & Stager, Champion
- June 5 & 6, 2004 - Walnut Creek Art & Wine Fest. Paul King, Champion
- June 17-20, 2004 - Oregon Run, Oregon Caves, OHAA meet. Maddux, Champion
- July 3, 2004 - Torchlight Parade, Benicia + Dine Out. Maddux, Champion
- July 17?, 2004 - Bethel Island 50s Bash. Hance, Champion
- July ??, 2004 - This suggested outing is an overnight visit to Columbia State Historical Park near Sonora, CA. No champion has committed yet.
- August 14?, 2004 - Hot August Niles Car Show. Shane Williams, Champion.
- September 11 & 12, 2004 - NCKCC San Leandro Show. L. Jones+C.Williams, Co-Chairs.
- September ??, 2004 - Walnut Festival Evening Parade, Paul King, Champion.
- October ??, 2004 - Wine Tour by Leanne Jones, Champion.
- October 22-24, 2004 - Club Sandwich, Laughlin. NV
- November 14, 2004 - Annual Brunch (Ryde Hotel or Hs'Lordships) Carolina Williams, Champion.
- December 2004 - No NCKCC events.

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