



NCKCC News

Handcrafted Automobiles

August 2007

Volume 25 Number

WHEELS
for
WHEELCHAIRS

September 8 & 9, 2007

A Car Show
Benefitting the:

Wheelchair Foundation

Featuring Handcrafted Cars, Kit Cars,
Exotic, Sports and Special Interest Cars

This S. F. Bay Area show will be held at the
Marina in San Leandro, CA

Take I-880 to San Leandro
Then west on Marina Blvd to the Bay

Download registration form at www.nckcc.com

More info? E-mail nckcc@astound.net
Or call (925) 938-1442

Sponsored by:  **NCKCC**
Handcrafted Automobiles

This is the poster that can be printed from our website and posted in auto-related businesses and company bulletin boards. Please help promote our 25th Anniversary Show.

ACTIVITY NOTICES

August 18, 2007 - Hot August Niles car show in Fremont, CA (Regist. form on club website HOTLINE) or call Niles Merchants at 510-792-8023.

September 8 & 9, 2007 - 25th Annual NCKCC show at San Leandro, CA benefiting the Wheelchair Foundation. (REGISTRATION FORM SENT LAST MONTH)

FROM THE PREZ

The WORD FROM THE PREZ this month is HELP!!!!!!!

Emails have been sent out to those of you who usually are involved in the car show preparation and only a few have responded.

This plea goes out to any member that can do so. PLEASE, contact Leanne Jones by e-mail at leanne_jones2001@yahoo.com or by Phone at 510-471-6411 (Home) or 510-329-6411 (Cell) or at her office at 510-477-5666.

It is important to know how many people we can depend on for help in setting up the show on Sat.AM , tearing things down on Sunday PM , and helping with the gate during the show. We also need a couple of extra hands to help return the orange pylons on Sunday after the show. It only takes about 1/2 hour if we have a total of 4 people.

We have our sound system taken care of but we have yet to confirm a motor home or tent set up for our command center. Those of you who could assist with these, please contact Leanne or myself. My contact numbers are as follows; E-mail is vnimus1@yahoo.com . My home phone is 510-471-6411. Cell phone is 510-329-3265.

We also need help with providing donut and/or pastry for the morning hours. We need volunteers to pick up other supplies as needed or work the information counter.

As you can see there is much that goes on into putting on this show. These are but a few of the areas that still need to be handled. More hands make for a lighter load. So if you can, again I ask you to please contact us at the above numbers or even contact Vern Hance at 925-938-1442 or e-mail him at nckcc@astound.net . All help will be greatly appreciated.

Regarding other show updates I can tell you that the trophies are in the process of final selection. We need to submit our final choice no later than three weeks before the show. The vendors that we have contacted throughout the year still have not finalized their spots, but they are being contacted and asked to do so as soon as possible.

The Wheelchair Foundation has said that they intend to be there both days with their information booth and will give a short presentation at the banquet. We also hope that they are willing to supply some of the wine for our feast. But if they can not we will find a way.

A reminder concerning the raffle prizes: We are still terribly short on corporate sponsorship. If you have any contacts with your local auto stores or for that fact any store that would be willing to donate a raffle prize to the show please ask them to do so. Remind them that it is for a good cause, The Wheelchair Foundation.

I hope that as time grows shorter that more of you will be able to step forward to help make this 25th anniversary show, successful. Looking forward to working with you.

BENICIA TORCHLIGHT PARADE

By Chuck Maddux

The July 3rd, 2007 Benicia Torchlight Parade was a resounding success again this year. The NCKCC was proudly represented by four cars. Chuck & friend, Ken Buske led with his much



decorated '34 500 K Mercedes, close behind was Bill Landers and Carmen in Bill's new 427 Cobra (revving the engine & burning a little rubber, to the delight of the thousands of spectators), next were Dave & Joyce DeCato in their newly acquired red MG-TD and, of course, Vern Hance and his passenger, Jay Holland, brought up the rear in his '35 500 K Mercedes.

Unfortunately Paul & Ruth King's '29 SSK sprang a water leak before they left home. so they came over in their "other" car and energetically supported the cars

as they passed. It was a wonderful small town parade with many many young people on home-made floats or marching up 1st Street. A large portion of the spectators were youngsters waving and cheering to all the participants who passed by. Our 25th anniversary show was given a plug at the Judges stand by the parade announcer.

After the parade, we all retired (including Suzanne Maddux, Carol Hance & Anne Holland) to the Shoreline Restaurant for a tasty dinner. Mike & Gail were generous enough to let us have the entire dining room for our group, so we were able to chat about the parade and other things without disturbing any other patrons in the restaurant.



It was another great outing for those who attended and we hope more of you can attend next year.

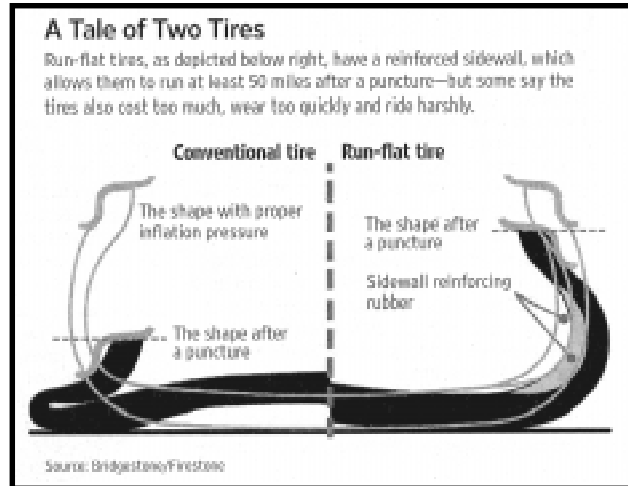
RUN-FLAT TIRES

Tires that keep rolling for miles after being punctured might seem like something every consumer would want.

But many drivers who have purchased vehicles with these newfangled tires—known as “run-flats” in the industry—say that while they do run after losing air pressure, they come with a list of problems. Replacements are expensive and can be hard to find. Durability can be poor.

The tires have become available on a wide range of vehicles in the past two years but haven't caught on quite as quickly as manufacturers expected. While they used to appear mostly on expensive sports cars like the Chevrolet Corvette, they are now available on more basic passenger cars. BMW made them standard equipment on the latest version of its entry-level 3-Series cars, which went on sale two years ago. Toyota Motor Corp. and Honda Motor Co. mount them on some of their minivans.

The spread of run-flats has led to frustration and sticker shock at replacement time. The minivan driver who has become accustomed to spending \$70 to \$80 per tire can be surprised to find that each replacement run-flat on his new van costs \$200. In addition, he may have to replace two tires at once to maintain proper tread-wear balance—a lesser problem with many conventional tires.



Run-flats—whose makers include Bridgestone, Goodyear and Pirelli—are constructed differently from conventional tires and have a thicker, reinforced sidewall that is stiff enough to support a vehicle's weight after losing air pressure. (See diagram above) They allow you to continue driving for roughly 50 to 100 miles after damage that would leave typical tires flat and unusable.

Run-flats are a safety feature because they let drivers avoid stopping on busy highways and other dangerous locations. Even though run-flats are heavier, the lack of a spare tire can save vehicle weight overall, helping fuel-efficiency.

On the downside, the tires force people to find specific replacement models, often from a dealership selling their make and model of car. That may not

matter if a motorist gets a flat on a late-night trip home from work. But the prospect is more daunting in the middle of a lengthy road trip, especially when tire shops and car dealers may be closed.

Run-flats have roughly the same speed and distance limitations as the compact "doughnut" spares found in most vehicles. In a pinch, one can also replace a run-flat tire with a conventional one long enough to complete a trip.

Run-flats can't be repaired like conventional tires—or at least many shops refuse to patch them because they lack the necessary certification required by the tire makers.

Developed in part for the unique hazards of off-road rally competition and military use run-flat tires began turning up on a handful of exclusive passenger cars. Most run-flats are really high-performance tires and as such have higher prices and shorter tread life than typical mass-market tires.

A recent study by J.D. Power & Associates placed run-flat tires on a list with stability control, night-vision systems, blindspot detection and side-impact air bags as features that consumers find most attractive before knowing the estimated market price. The tires were the second most highly rated feature among consumers before they knew the cost. After the cost was revealed, run-flats fell to seventh on the list, behind stability control, backup assist and premium sound systems.

Run-flat tires have yet to gain the broad acceptance that tire makers had expected.

Indeed, more than a decade after they began to appear on a handful of sports cars, run-flats account for only about 1% of the tire market.

The newest models increasingly have been designed for family-oriented vehicles like large and midsize sedans and crossovers. Such tires will have longer tread life and lower prices than earlier run-flat designs, but are not expected to alter the slow adoption rate.

(This article was excerpted from a Jonathan Welsh article that appeared in the Wall Street Journal)

LOW-PROFILE TIRES HAVE THEIR DOWNSIDE TOO

Auto columnist Jonathan Welsh reports that large-diameter, low-profile tires are noisy and harsh-riding when compared with less aggressive tires with a higher sidewall. Low-profile tires are often sold as part of performance-enhancing "sport packages" that include stiffer suspensions and other modifications. While their low sidewalls tend to sharpen a car's handling, they react harshly to irregularities in the road surface and transmit more road noise, as well.

Performance tires tend to be made of softer compounds that increase their grip on the road but wear out more quickly than consumers expect. They are easily damaged by sharp bumps and can be stunningly expensive to replace. Regarding fuel economy, it's generally true that wider tires made of soft, relatively sticky material have more rolling resistance and lower fuel economy.

CARLISLE SHOW REPORT

By Chuck Latty

Here is the story of our road trip from Pacific Grove to the 2007 Carlisle Import-Kit/Replicar Nationals in our '06 Ford Freestyle. Ronnie and I began our adventure by driving over Highway 80 from here to St. Charles, MO via Kansas City, MO to pick up her sister. We spent some time visiting with family in the St. Louis Area. During this leg of the trip, doing the speed limits which were up to 75 mph on most of Highway 80, the Freestyle averaged 26.9 mpg. Our overall fuel economy for the entire trip averaged 26.3 mpg. It's amazing what modern technology can accomplish with a continuously variable transmission (CVT) in a 4000 pound front-wheel-drive vehicle.

We arrived at the Carlisle, PA Fairgrounds on the morning of Friday, May 18. Since we didn't drive the Spyder we had to pay to park in the public parking area and buy two admission tickets for the day. Many scenes unique to Carlisle greeted us. Carlisle is not only a kit car show but a giant foreign car show, swap meet, and vendor selling bazaar as well. Foreign car clubs present represented: Citroen, Volvo, Saab, Fiat, Opel, MG, Austin-Healey, Audi and others. The Mid-Atlantic Fiero Owners Association held their annual meeting on Friday. The Citroen Club annual meeting took place on Saturday. Vehicles to be viewed on the Fun Field included all of

the previously mentioned makes plus BMW, Isetta, Datsun, Messerschmidt, Land Rover and many more. There were seminars held on: converting used veggie oil to Diesel fuel, performance tuning, buying or selling used kit cars, the use of clay bars to clean painted surfaces, machine polishing, and buying or selling a Citroen.

Unlike previous years the weather was excellent for all three days of the event. There were many kit car manufacturers or their representatives present with cars on display. Manik Technologies was there on Saturday with the same Westfield XI that they displayed at Knott's last month. I got to ride in it this time. Ronnie got to sit in the passenger seat. Tom Rodgers was there with his Kokopelli 11 which I got to drive. The Kokopelli is Tom's version of a Lotus 11 replica. It uses MGB or Miata mechanicals, is five inches wider and four inches longer than the Lotus and weighs about 2400+ pounds. The original Lotus weighed about 900 pounds.

Speedster Motorcars showed their new GW Coupe which is a fairly faithful replica of a Mercedes-Benz 300SL Gullwing. It uses GM V8 powertrains and a live rear axle. It is currently only available as a turnkey car and costs about \$95K. 1g Racing was there with a Noble. The Noble M400 and M12 are brought into the U.S. as component vehicle rolling

chassis without engine or transaxle. They require a highly modified and turbocharged Ford 3.0L Duratec V6 Engine to get their world beating performance. The finished car incorporates a 6-speed manual transaxle.

One interesting car that I had not seen before was the M1 Stang. This is a two passenger replica of a 1964 1/2 to 1966 Mustang. It uses a first generation Miata as a donor vehicle. The steel Mustang replacement panels are attached to the outside of the Miata body. Additional information is available at www.m1stangsmc.com.

Another interesting opportunity was a business for sale. The 1936 Truck Company is for sale. The vehicle replicates a 1936 Ford Pickup Truck. All of the body panels are made of fiberglass. Additional information can be obtained by calling 760-382-4945 or e-mail: sixtysyclehum@mchi.com.

I got to speak with Chuck Beck who was at the show with a Beck Spyder and the prototype for the Beck 904. The 904 is a replica of the Porsche 904 Coupe which uses a 911 engine and transaxle. Chuck told me that he sold his businesses that made the Beck Spyder and the Beck Lister Corvette to two separate concerns.

Beck Speedsters and Beck Spydres are now available from Special Edition, Inc. located in Bremen, IN. The Spyder is

available with either an air-cooled horizontally opposed VW engine and swing-axle rear suspension or a liquid-cooled longitudinally mounted inline four-cylinder VW/Audi engine and deDion rear suspension. Details can be obtained by calling 866-396-BECK or from www.beckspeedster.com.

There were many other kit cars at the show, most of which had been seen before.

We left the show on Sunday after the giveaway car had been presented to it's new owner. The car given away this year was a 1983 Datsun 280ZX. The winner was someone who lived near Carlisle.

After we left the show, we headed East on Highway 76 toward Hershey to visit the Antique Automobile Club of America, AACA, Museum. There was a special exhibit on Highwheelers. One floor of the museum is dedicated to the history of buses. This was a favorite of mine as they had several Flexible Clipper models from the thirties, forties and early fifties.

The Spyder is still for sale. Once I return from our trip to Alaska, I will get serious about cleaning it up and aggressively marketing it.

Hope to see you at the San Leandro Show.

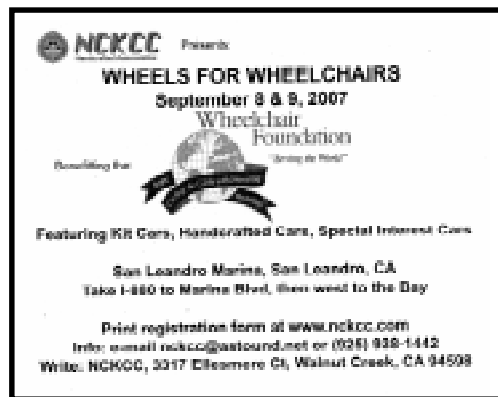
SAN LEANDRO SHOW COUNTDOWN

By Vern Hance

I am hoping our 25th Anniversary Show will be an especially successful one, but as Dave points out on page 2, we do need lots of help from members.

Probably the most important task you can do to help promote the show is to print the show poster that is on our website. <www.nckcc.com> (Preferably in color, but B & W is legible too) Once you are in the website, go to ANNUAL SHOW, then click on **"2007 Wheels for Wheelchairs show poster"**. With my printer the image printed directly from the web at a size of 5.5" x 8", but most printers have a scaling feature that will allow printing at larger sizes. A better way is to download the image and open a blank MS Word document, then choose: *Insert/Picture/From File*. You can then adjust the size within your Word document. If you need help, call me or e-mail nckcc@astound.net Now, lets get some of those posters on bulletin boards and auto related front windows. But please be courteous and ask for permission - and to be a really neat guy return after the show to remove the poster and say thank you again.

I will be mailing about 600 postcard reminders to past members and spectators that have requested a reminder about our yearly show. So if you have some friends that you would like to remind about our show, just mail or e-mail their name and address to me and I will add them to the database. A small sample card is shown below.



One of my selfish requests is for you to get your car registered soon. It makes it easier for me to do some of the "nice" things like prepare personal name tags for you exhibitors. This does take some time and it's nice not to have to do it all in the last few days.

To help you generate some added door prizes, I will have a sample "Prize Request" letter that describes our clubs non-profit designation and may be helpful in requesting merchandize gifts from auto parts and other merchants in support of our show.

Lets make this show the best ever !!!



Anniversary Party

Mark your calendar for an anniversary party Saturday, September 15th starting at 3:00PM. The Norther California Kit Car Club is 25 years old, Ruth and Paul have been married 35 years and Ruth has been in the USA 45 years. If you are having a special anniversary this year, let us know what it is. Come join us for a fun party with food, drink and, of course, music.

Please RSVP no later than September 5th by email to aprhk@sbcglobal.net or by phone to 925-938-3035.

Party Location: 60 Rider Court, Walnut Creek, Ca. 94595

Hosted by: NCKCC and Ruth and Paul King

FOR SALE

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. Two available; **reduced to \$2,200 from \$3,200** Call Wayne McAllaster (510) 656-5844 or E-mail 427medusa@sbcglobal.net (2/06)

FERRARI - TESTAROSSA Spyder. Based on 1989 Corvette with 350 V-8 engine and automatic tranny. **Reduced to \$12,000.** Contact Anthony Ramsinh (408) 268-6554 or e-mail aramsinh@aol.com (11-05)

JAGUAR SS-100 on a '69 VW Chassis, 1600 cc dual-port engine with 4-speed tranny. \$4,000 o.b.o. Call Tom at 707-874-2587 or e-mail tjranch@att.net (Picture in Oct. issue) (10/06)

MANX SR-2 - 1678 cc VW engine with 4-speed stick. New interior in 2002. Built in 1977 by present owner who has all receipts, etc. Includes a spare 1600 VW engine and extra parts. \$5,500. Call Don Wicks (707) 998-9383 or e-mail at dkwicks@mchsi.com (11-05)

MERCEDES 540K - Thoroughbred factory built. Datsun 240Z engine + 5-spd tranny. Mustang suspension. New paint, carpet, leather interior, tires & canvas cover. Only \$18,500. Vicki Cavaz (510) 769-1123 or Vicki1757@aol.com (9/05)

MERCEDES SSK (Gazelle) Parts: 4 fenders (brown), windshield, radiator shell, bumpers, interior leather and top (tan), tail lights, supercharger pipes, doors (yellow), latches, hinges, etc. Tim 510-278-3085 (04/05)

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

PORSCHE SPEEDSTER - Professionally built in 1998 Vintage Speedster. Fun, Fast, Reliable. Custom paint, Carrera gauges, upgraded wiring throughout. Like new top & side curtains, two tonneaus, two sets of bumpers w/ driving lights. Many real P-car features. Massive Type 4 engine built by Jake Raby 230 HP (car weighs 1600+/- lbs) 48 weber IDAs, pre-oiler, aux cooler, DTM cooling shroud, serpentine pulley & idler arm, Tangerine Racing headers & Quiet Can. Over \$60K invested, asking \$37,500.00. Call Paul Harford at 707-246-0924 or e-mail to paulsmoney@lendscape.com

NEW LISTING

(4/07)

"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 Cobraeal
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

Cat Salt

661-251-2223

CALENDAR OF EVENTS - 2007

- August 18, 2007 - Hot August Niles Car Show - Fremont. 510/792-8023. See nckcc.com/hotline for registration form.
- September 8 & 9, 2007 - NCKCC 25th Annual Show, San Leandro Marina (More registration forms at www.nckcc.com)
- Saturday, Sept. 15, 2007 - King's Anniversary Potluck/ post show meeting.
Paul King Champion
- October 6, 2007 - Knightsen Annual Car Show.
- October (no date), 2007 - Annual Wine Tour - Leanne Jones
- December 2, 2007 - Annual Sunday Banquet in Pleasanton

THE GUACAMOLE GHOST LECTURE - BLACKHAWK MUSEUM

The 2006 Great Race started in Philadelphia and finished in San Rafael - just 5 miles from John & Angela Harris' home. Since the 'Guacamole Ghost' was a well-known car around San Rafael, John was persuaded to enter along with navigator Cyril Kenzie. The wonderful stories of this adventure will be shared with those that attend the Saturday morning lecture on October 20, 2007 at the Museum. More info? Call Jon Hart at 925-736-2277 ext 248 or jhart@blackhawkmuseum.org

East Contra Costa Historical Society
& Museum
3890 Sellers Avenue
Knightsen, CA.

CARS at the MUSEUM DAYS

1st SATURDAY
each MONTH
2PM. to 4 PM.
come with your car
no fees - no prizes - "just fun"
MUSEUM HOURS:
APRIL - OCTOBER
Saturdays & 3rd Sunday each month
2 to 4 PM
info. 925-679-1025

2007 OFFICERS AND APPOINTEES:

Dave Jones, President	510-471-6411
vnimus1@yahoo.com	
James Wagner, Vice President	650-341-0211
jamesuu@comcast.net	
Vern Hance, Treasurer, Editor	925-938-1442
3317 Ellesmere Court, Walnut Creek, CA 94598	
nckcc@astound.net	
Sarah Jones, Secretary	510-909-1822
one_wild_princess@yahoo.com	
Pat Cooley, Membership Chair	925-447-7239
myoozik@comcast.net	
Unfilled position, Activities Chairman	
Leanne Jones, Show Co-Chair	510-471-6411
Sarah Jones, Show Co-Chair	510-090-1822

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