



# **NCKCC** News

## Handcrafted Automobiles

September 2003

Volume 21 Number 9



**21st Annual  
Handcrafted Automobile Concourse**

**September 6 & 7, 2003**

**San Leandro Marina**

**Take I-880 to Marina Boulevard,  
then go west to the Bay**

**BE THERE !!**

## **BEAN FESTIVAL SHOW**

By Vern Hance

It was a sunny day in Tracy for the Car Show that was a part of the Dry Bean Festival. The car show was held on the High School grounds and overflowed into a car dealers lot next door. I got there 10 minutes before the official starting time and was lucky to get a spot to park. Chuck Honodel arrived about the same time and ended being placed on the sidewalk next to the main thoroughfare. I would estimate there were over 200 cars and motorcycles.

There were two NCKCC cars including Chuck Honodel (Porsche Speedster) and Vern Hance (M-B 500K). We passed out a lot of flyers and post cards advertising our San Leandro show. Made special invitations to a couple Cobras and several beautiful Street rods that I felt would be an asset to our show.

The range of cars was interesting with a lots of street rods, a bevy of PT Cruisers and many 40s, 50s and 60s Fords and Chevys, including a lot of nice pickups. There were some pretty extreme examples of automotive art including a Cadillac convertible with a clear plastic top, low-rider hydraulics and a ornate paint job. Several low-riders displayed all the mechanical parts required to run the hydraulics. I was surprized to see how many heavy-duty batteries it requires to operate all the hydraulic lift gear. Looked like enough to operate an electric car for many miles.

The entertainment included mostly a DJ playing some nice 50s and 60s tunes and a lot of prizes, providing you bought enough raffle tickets.

Chuck and my car were not close together so we spent our time talking to those that showed interest in our cars, which were a significant departure from the general venue. But a few people were appreciative of the variety our cars added.

*Shown below: Chuck Honodel and his sidewalk display. At least he brought some shade.*



*Shown below: Vern Hance's M-B 500k with his exquisite Street Rod neighbor.*



## **HOT AUGUST NILES**

By Vern Hance

The "Hot August Niles" show was August 16th from 9 a.m. to 3:00 p.m. It was a relaxed, low key show with a variety of new and old cars and included four cars entered by NCKCC members.

Pat & Anita Cooley brought both their Bugatti and a pristine 1979 VW Bug Convertible. Jim & Kathleen Standiford brought their Jackrabbit and Carol & I brought the M-B 500K.

The weather was cooperative with temperatures in the mid 80s. Unfortunately we happened to be close to a couple of street drag cars, both with big Roots blowers and open exhausts. Any conversation was abruptly terminated when these guys started their noise competition. I like the sound of a purring and revving V-8, but this was pure noise.

We spent the day talking to people showing interest in our cars and passed out a fair number of flyers and cards to remind people to attend our San Leandro Show.

The ladies found enough shopping and browsing opportunities at the local shops that they voted to declare the day a success.

*At right:  
A Corbin  
Electric*



*Shown  
below: The  
NCKCC cars  
L to R:  
Standiford's  
Jackrabbit, Hance's M-B 500K, Cooley's  
'79 Beetle Cabriolet and Cooley's Bugatti.*



*We couldn't find the owner of this silver  
Cobra, but we left him an invitation to  
enter our San Leandro show.*



## **PRE-REGISTER FOR SAN LEANDRO SHOW**

I couldn't get this newsletter to you in time to register before September 1, 2003, but you can still use the registration form included in July newsletter or download a registration form from <www.nckcc.com> It only costs \$25 to register after 9/1/03 and if you do you will get a custom name tag in your entry packet and save some time and confusion getting registered on Saturday morning.

The show this year will have the same trophy lineup as last year. There will be 3 classes in the "Sports" category and 3 classes in the "Classic" category. There will be Cobra trophies for 1st thru 4th place as well as awards in "Special Interest", "Unfinished" and "Best Manufacturer". The "Best of Show" award will be on the ballot, so you should reserve that for the most deserving car. Special awards by club Officers will also be presented.

The registrations are coming in fast this last week in August and we have 32 entries officially registered. I have received calls from several manufacturers, JPS Motorsports (Porsche replicas) and Monster Miata 427 (Cobra look-alikes with 5 liter V-8) indicating interest in attending. We also have some other commercial entries that feature auto detailing supplies and another one with some partially completed kits and donor cars for sale.

We will need some help to man the various jobs at the show, so if you were

missed in the search Carolina Williams has done seeking volunteers, please sign up to help at the show. The more help, the shorter the duty assignments. Important jobs include checking in those exhibitors that have pre-registered, assisting in registration of exhibitor cars not pre-registered, collecting admissions at the entrance, assistance with sales of Club stuff (Emblems, Grille Badges, License Frames, T-shirts, etc). We also can use some help at 7 a.m. Saturday to set up pylons, assemble tents, and all the other set-up chores.

To help you answer questions from exhibitors, here is a summary of the "Instructions" that will be in each registration packet. Many people get too busy to read the instructions, so here is your chance to be a helpful host.

### **Checkin for Pre-Registered Cars**

Those that have preregistered can pick up their envelopes at the registration table. Encourage them to read the instructions.

### **Registration Form for New Exhibitors**

For new car exhibitors the registration form must be completely filled out and turned in at the registration table with the \$25 registration fee.

### **Judging and Exhibitor Dash Plaques**

Judging is by the exhibitors. Two ballots are in the registration envelope, the regular one for "Class Favorites" and one for ladies to vote for their favorite car, regardless of class. Turn in your ballots at the Judging Stand before NOON on Sunday and you will receive an Exhibitor Dash Plaque. (Continued on page 5)

### **Vehicle Identification Card**

Be sure the "Car Number" and "Class" are correct and legible and posted on your windshield. Any questions involving "Class" should be raised at registration and will be resolved by NCKCC officials.

### **For Sale Signs**

All "For Sale" signs must be placed inside the car on the seat, not on the windshield. This rule does not apply to those in "M" (manufacturer) class.

### **Name Tags**

They are found in the registration envelope. Badge holders are available at the registration table. Wear your name tag at all times. This allows you to leave and re-enter whenever, without any questions.

### **Release and Waiver of Liability & Indemnity Agreement**

Each person should sign and return this form to the registration table. You will then receive one or more raffle tickets for a prize drawing exclusively for exhibitors.

### **Saturday Night Banquet at Marina Inn**

If you prepaid for your dinner tickets they are in your registration envelope. Be sure to bring them with you to the 6:00 p.m. dinner. If you wish to purchase tickets come to the Judging Stand before noon on Saturday.

### **Saturday After Show Refreshments**

Exhibitors and club members are invited to join us Saturday, about 5 p.m., after the show for refreshments at the Judging Stand.

## **ANOTHER SHOW IDEA**

By Carol Hance

After attending numerous car shows, you (like we) may have accumulated key rings which you don't use. I quickly found 10 extras. I would like to offer them to participants and show visitors who want them free of charge. We will start with our 10 and hope that many of you will look for your unwanted key rings and donate them as an added good will token for those attending the NCKCC show!

## **WELCOME NEW MEMBERS**

Joe & Berin Blaha live in Vallejo, (707) 643-9241, and are contemplating building a Cobra. They are looking for tips from club members that have had the Cobra building experience. They found us on the internet.

Jack & Marlene Westerlund live in Dublin, (925) 828-4990, and are constructing an Aztec 7 based on a VW chassis. Paul King get credit for finding them.

Bruce Brodie and his son Giordano live in San Anselmo, (415) 785-4587, and drive a NAF Cobra with a 408 cid Ford engine and C-6 tranny. They also drive a Caterham (Lotus Super 7) with a Ford twin-cam engine. They found us at Kit Car magazine.

**Welcome Aboard** to these new members and we hope to see them at many our activities, starting at the San Leandro show on September 6 & 7, 2003.

## **GARAGES ON STERIODS**

*Adapted from an article written by:  
June Fletcher of the Wall Street Journal*

The garage at Shaquille O'Neal's mansion in Orlando, Fla., is bigger than most houses. At 5,000 square feet, it not only fits 10 cars, but has a movie theater, a lounge, two bathrooms— and wall-to-wall carpeting.

"The garage is always a conversation piece," says Mr. O'Neal, whose 25,000-square-foot, \$9 million home is now up for sale. "Except for Jerry Seinfeld and Jay Leno, none of my friends has any thing like that size."

Almost nobody's friends do, of course. But a lot of people are coming close, as grandiose garages become increasingly common in suburbia. About 180,000, or 16%, of new homes built last year had a three-car garage or bigger, compared with 12% in 1993. Baird Homes Inc., a Tucson, Ariz., developer, says one out of 10 buyers now selects a six-car garage. Toll Brothers Inc., another big developer, says three-car garages are standard in its upscale homes, except in automobile-obsessed Southern California, where four-car garages are standard.

"In Orange County, the attitude is that three car garages are for poor people," says Kira McCarron, a spokeswoman for Toll Brothers. Giant garages were once thought of as an extravagance mostly for celebrities and car collectors. But many young people simply have more stuff than

their parents did at a similar age. Also, a garage is one of the few places where homeowners can do something visibly unique. Small garages are also being driven into extinction by minivans and overgrown sport-utility vehicles. The brand new Ford Excursion, for instance, measures 19 feet long and can't really fit into many garages built just a couple of decades ago, when the standard garage length was 20 to 22 feet.

Of course, even if you could wedge that new schooner-size Suburban into the bay where you used to park your tiny Karmann Ghia, that wouldn't leave much room for the lawn mower or the kids' bicycles. Just ask Bill Harman of Sterling, Va., who would love to park his big white GMC in the 10-foot-wide, one-car garage of the Dutch Colonial he has lived in for 27 years. "You could squeeze it in, but you wouldn't be able to open the doors," he says.

Builders and real-estate agents are discovering that a big garage is a big draw to some buyers. In a survey of 1,500 recent home buyers by John Schleimer, a housing-market analyst based in Roseville, Calif., many people cited a cramped garage as one of their previous home's biggest flaws saying they moved partly for more parking bays.

"Garages are becoming war zones" for builders trying to out-do one another, says Don Evans, an Orlando architect, who is currently designing a 40,000-square-foot custom home in Louisville, Ky., that will have a multilevel garage with

22 parking spaces, an office for valet parking, a built-in car wash and a giant motorized turntable to help move limousines. The garage, being built for John Schnatter, chief executive of pizza company Papa John's International Inc., will have 14 parking spaces for the family on one level and eight spaces for guests on another, with an elevator between the two floors. "In wealthy communities," Mr. Evans says, "homeowners don't want to see a lot of cars parked along the street."

All of this is a major switch from the days when garages were considered eyesores best tucked away on the side or rear of a house. Indeed, few people even bothered covering their cars until America began its love affair with automobiles after World War II. (But there were some exceptions: In 1960, Elvis Presley converted Graceland's four-car garage into an apartment because he preferred to keep his famous fleet of Cadillacs "all out front, ready to go" a Graceland spokesman says.)

Thanks in part to the boom in car collecting and publicity about celebrity homes with gargantuan garages, many affluent home owners regard them as showpieces to be flaunted. If you collect cars, "you absolutely have to have" a big garage, says Joe Martuscello, president of Serres, Visone & Rice Inc., a New York insurance firm, who owns two garages in Brooklyn Heights, New York, where he stores antique roadsters and Model Ts. Comedian Jay Leno, a well known collector of classic cars and motorcycles, has an even bigger parking space: a 4,000 square-foot garage near his home in Beverly Hills, California which itself can house as many

as nine cars. "I don't go on vacations, go out to eat or have a beach house in Malibu," says Mr. Leno, who describes his garage as the place he goes "to relax."

Of course, one reason people want bigger garages is that they are running out of places to put their ever-expanding collections of stuff. It isn't just cars—though with the rise of blended and extended families those are proliferating, too—it's also personal watercraft sports equipment, garden tools and all the other souvenirs of prolonged prosperity. The American Moving and Storage Association says that in 1995, the average family carted 7,262 pounds belongings when they moved compared with 5,645 pounds in 1977. Since it isn't possible to stick the riding mower in the attic or basement that leaves the garage.

That's certainly why Dan Halton, a drywall contractor, added a 1,000 square-foot, five-car garage to his 3,800 square-foot Sedalia, Colorado home, which he designed two years ago. Finished in stone and stucco to match the main house, the garage has a stereo sound system, a workshop with white laminate cabinets, and a floor treated to resist grease and chemicals. In it he keeps a motor home, a 23-foot powerboat, two dirt bikes, a motorcycle, a lawn tractor, garden furniture and a new red Corvette.

However, his other, most used car, a giant Ford Expedition, sits covered in snow in the driveway, because there's simply not enough room left in the garage to park it. "For a guy," Mr. Halton laments, "a garage is never big enough."



## **MORE BEAN FESTIVAL SHOW PICTURES**

Right:: 1936 Ford convertible with  
Corvette LT-1 engine.

Below: 1937 Ford Street Rod. (Specially  
invited to our San Leandro show)



Lower Right:  
Chopped '34 Ford street Rod.





## **MORE HOT AUGUST NILES SHOW PICTURES**



*Above: Street at Hot August Niles. Below: Marilyn Monroe, Car-Hop, serves the '51 Rocket Olds.*



*Lower left: This silver Cobra got an invitaiton to the San Leandro show. Lower right: This MG-A has electric power. Center: This is a Corbin personal electric car.*



*Above: This is not a Ferrari 308 replica- it's the pedigreed original.*

*Below: '32 Chev Street Rod with late-model Chev V-8 under the hood.*



## 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 (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. \$8,000 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 (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)

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

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

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 \$625,000 by Don Owens (530) 677-2690 - www.airparkhome.net

2003 AHA Knott's Berry Farm Show 53 minute video covering cars.. Available as DVD disc \$19 or VHS tape \$16 postpaid in U.S. Send check to VMH Services, 3317 Ellesmere Ct. Walnut Creek, CA 94598. Or use a credit card and e-mail funds via "PayPal" to vmh@mac.com (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 Cobracol
- Consumer Alerts, show coverage
- over 1200 web pages
- Pro tips on motorcar photography

*G. S. P.*

**661-251-2223**

KIT 2001-2223

## CALENDAR OF EVENTS - 2003

- September 6 & 7 - NCKCC 21st Handcrafted Automobile Concourse. Regist form on [www.nckcc.com](http://www.nckcc.com)
- September 10 thru 14 - Cool Sept Days show (Contact Bob Bohaboy)
- October 19 - Winetasting - Livermore (Contact Leanne Jones)
- October 24-26, 2003 - Club Sandwich, Riverside Hotel, Laughlin. NV
- November 2 or 9 - Buffet (Leanne to investigate; Steve has a backup plan)

Some of other vehicles displayed at the Bean Festival Show in Tracy included a nice '57 Thunderbird, a beautiful 1938 Buick and a wild wheelchair with a top speed of 120 mph.



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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 do not intend to influence legislation.

### **SB-100/1578 SMOG STATUS**

As of June 12, 2003, ALL of the 500 Certificates of Sequence have been assigned and none will be available until January 2, 2004. More info? <http://www.dmv.ca.gov/vr/spcns.htm>