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# — Inside — Roseville

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SUMMER 2005

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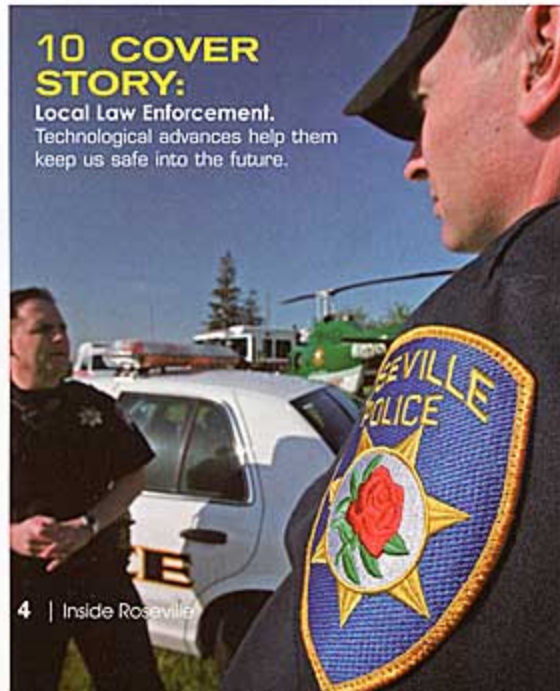
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MAGAZINE

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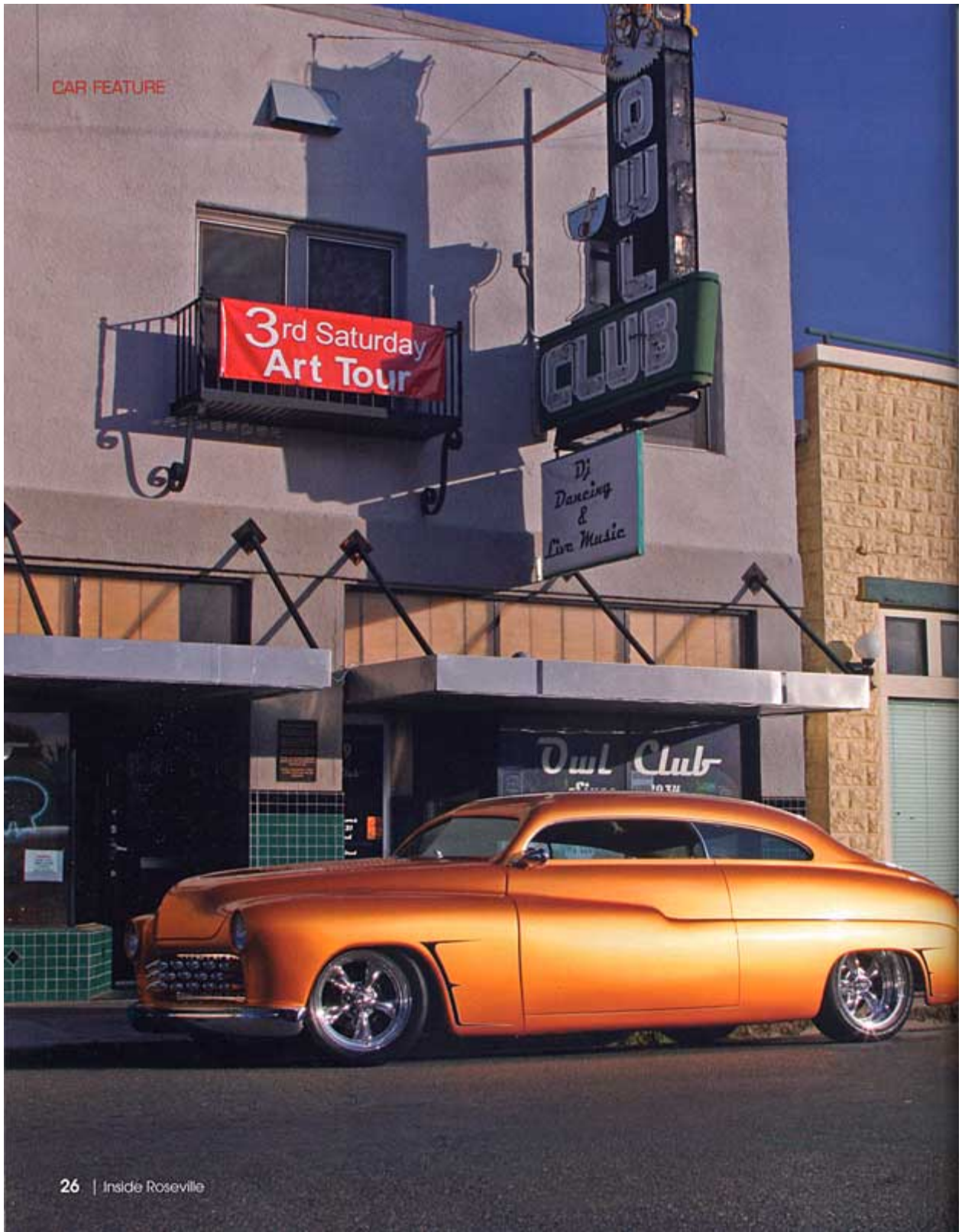
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CAR FEATURE



By Michael Shartsis | Photography by Heather Cline

# RODDIN' AROUND ROSEVILLE



**GOLD RUSH** // Dave and Lisa Baker  
Meadow Vista, California // 1950 Mercury  
Custom

Lifelong car hobbyist Dave Baker has built an array of hot rods over the years, but it's this 1950 Mercury custom that has become his crowning achievement. Oddly enough, this Merc almost didn't happen. Dave actually set out to build a 1932 Ford. Ever heard of the saying, "Happy wife, happy life"? Well, Dave has. It seems that his wife, Lisa, just wasn't feeling the little deuce coupe thing, so the decision was made to switch to a lead sled instead. Funny how things happen.

The car itself was found in South Dakota and was bought sight unseen after he had spoken with the seller, who had fielded some 25 calls in just the first day. Dave sent a cashier's check the next morning, and the car showed up weeks later, looking pretty rough but all there. Believe it or not, the Bakers were originally toying with the notion

of building a nice driver but soon found themselves the owners of one of the finest examples that the lead-sled scene has to offer. Let's take a closer look...

Having been exposed to the car stylings of both Ed Roth and George Barris, Dave wanted his Merc to have '60s design sensibility but up-to-date performance. Today, its exterior has been chopped, lengthened, pancaked and hard-topped by Ben York of Roseville Rod & Custom...and that's just the big stuff! Furthermore, the Merc features a trick bullet grill crafted from copper and polished stainless steel. And that beautiful color-it's called Goldmine Pearl-was sprayed by Jason Haskin's Hot Rod Shop and pinstriped by Jim Moser.

Its incredible body sits atop an equally impressive custom-built, square-tubing chassis, which redefines the term "slammed." Featuring a Heidt's IFS setup in the front and a TCI four-bar out back, the Merc has an air-ride system that allows height adjustments to be made at the touch of a button. Also strapped to the chassis at each corner are four-piston Wilwood calipers, which come in handy when you consider that this Merc sports a GM Performance 502 big block mated with a 700 R-4 overdrive automatic. They bolted on a set of Sanderson ceramic-coated headers, Stainless Specialties bullet mufflers and five-spoke American Racing wheels wrapped in BFGoodrich rubber, and their custom-built chassis was complete.

Inside, things have changed as well, thanks to Barry Ward Auto Interiors. Take the dash for instance; it has been moved

## The Go at the Show

Roseville has always had a huge car culture. This very fact is evidenced by all of the car shows that take place locally. Take a break from the Jerry Springer reruns and check out some of these local gatherings of the finest rides around.

**Downtown Tuesday Nights:** June 7-August 30. Location: Vernon Street, Roseville. Hot rods and local vendors pepper Central Roseville's historic drag every Tuesday night.

**Auburn Cruise Nights:** Downtown Auburn gets overrun by hot rods from all over Northern California. Standing room only, this is a modern-day Graffiti Nights, featuring about 350 cars. Takes place on the second Friday of every month, May to September. For more information, call John Knierim at (530) 885-2220 or Dick Kiger (530) 885-4364.

**5th Annual Roseville Rod, Custom & Classic Car Show:** May 14. Location: Church on the Move, 8330 Brady Lane, Roseville, 8 a.m.-2 p.m. Show features pre-1973 American cars. For more information, call (530) 878-2814.

**Route 65 Rods & Relics Car Show:** Location: Downtown Lincoln, May 21, 9 a.m.-4 p.m. Lincoln's local Kiwanis Club hosts the 4th Annual Route 65 Rods & Relics Car Show. Be sure to check out the 200+ cars and the Pinewood derby hosted by the Boy Scouts. For info, log on to [www.lincolнкиwanis.org](http://www.lincolнкиwanis.org) or call Debra Moreno at (916) 408-8925.

**Rocklin Poker Run:** June 18. There's nothing better than cruising with fellow hot-rodders, and the Townsman Car Club knows this all too well. Kicking off at Vanita Rhea's in Rocklin, participants will collect a playing card at five predetermined locations throughout the foothills. The final stop is a private ranch in Newcastle, where the best hands will divide a \$500 pot of entry fees. A barbecue lunch, raffle and car show will commence. For more info, call Randy at (916) 773-3256. [www.townsmen.org](http://www.townsmen.org).

**Rocklin Rods & Classics:** July 23 at Rocky Ridge Town Center, pre-1974 models ONLY. For more information, call: (916) 988-6376.

**Hot Chili, Cool Cars:** September 24, 10 a.m.-3 p.m. Bring your appetite and a camera, and watch as Downtown Rocklin's Pacific Street is transformed into a feast for the senses. Free admission and fun for the whole family. For more information, call the Rocklin Chamber of Commerce at (916) 624-2548.

## Roddin' Around Roseville

back six inches to accommodate the 502 engine and Vintage Air A/C and now features a Laura Parker flying-eyeball sculpture frenched into the center. Dakota Digital gauges are used in the factory gauge panel, while an Ididit tilt steering column is topped by a chromed, 17-inch sprint-car steering wheel covered in leather to match the Glide Engineering seat, stitched in black Benz ultra-leather upholstery.

There's way more to this lead sled than words or pictures can describe. Be sure to check it out for yourself next time the Bakers are out cruising Roseville in their mighty Merc, aptly named Gold Rush.

**DO THE RIGHT THING** // Tim D'Ambrosio // Roseville, California // 1929 Ford Tudor Sedan

**T**im D'Ambrosio has been a pillar of the Roseville community for the past 25 years. As the founder of several successful Roseville businesses, Tim accredits his accomplishments to his unwavering belief in doing things right, no matter what the cost...and his 1929 Ford is no exception.

Having been bitten by the automobile bug at an early age, Tim admits wholeheartedly that he is what many consider a "car nut." So it should not come as too much of a surprise that, throughout the years, D'Ambrosio has owned his fair share of Ferraris, Lamborghinis, Maseratis, Porches, Shelys, Panteras and several other special-interest automobiles, including some 12



Rolls-Royces! But it wasn't until 1996 that his latest automotive addiction came to life.

The most modified addition to Tim's car collection is this amazing Ford Tudor Sedan. The exterior of the car features over 40 major body modifications, some of which include a chopped and filled top, flush doors and the most notable modification: a 1932 grill shell and hood with molded BMW scoops. But it doesn't stop there. Just take a look at the rear of Tim's radical ride, which has a custom rear pan housing a set of 2000 Corvette taillights! And if you're wondering, the color used on the body is Jaguar Flamenco Red Mica.

Continuing inside, the custom steel work doesn't end. Take a look at the dash,



designed by the owner himself. It's built from steel and features custom digital gauges to keep track of all the major vitals. For seating comfort, surfaces have been stitched using supple, beige leather finished in burgundy piping—nice touch! Making the Ford just a little more modern is a set of power windows, a tilt steering wheel, air-

### Where to Get It Done

Wondering how the radical rods featured here were gussied up locally? With thousands of hours of elbow grease and the assistance of the following companies, these cars were transformed into world-class specimens:

PowderCraft, powder-coating experts based in Rocklin, utilize 5,000 colors and texture variations to treat metal that needs to be durable, such as the undercarriage of hot rods, boat trailers and even lawn furniture.

**PowderCraft**

4311 Anthony Court, Suite 200  
Rocklin, CA 95677  
(916) 652-5808

Jason Haskin's Hot Rod Shop is an award-winning custom paint and body shop that has been featured in many national automotive magazines. It shares home base with the legendary metal fabricators Roseville Rod & Custom. Based right here in Roseville, this dynamic duo often claims top awards at most local car shows.

**Jason Haskin's Hot Rod Shop**

9556 Antelope Oaks Court  
Roseville, CA 95747  
(916) 771-5630  
www.haskinpaint.com  
Roseville Rod & Custom  
9556 Antelope Oaks Court

Roseville, CA 95747

916-784-3931

www.rosevilleroadandcustom.com

Bob's Auto Upholstery: This longtime automotive stitch master has set up shop in a building that may not be much to look at from the outside, but with a car- and boat-interior shop, it truly is about what's inside anyway.

**Bob's Auto Upholstery**

808 Atlantic St.  
Roseville, CA 95678  
(916) 784-1442

**LIFE BEHIND THE WHEEL** // Jim and Peggy Day // Loomis, California // 1957 Buick Caballero Estate Wagon

Jim and Peggy Day are no strangers to the wonderful world of classic cars. "Being car crazy occurs at birth," says Day. He adds, "You either have it or not." Jim goes on to tell childhood stories of his father quizzing him on the cars that passed by.

Presently, the Day family owns three collector cars: a 1967 Buick Riviera owned for the past 35 years; a 1972 Buick Riviera GS owned for 13 years; and, owned just eight years, a 1957 Buick Caballero Estate Wagon, which you see here today.

Jim enjoys life behind the wheel. As a testament to his car-crazy mentality, Day is planning a leisurely cruise of Route 66 sometime in 2006. To make this journey a reality, Jim has been busy preparing his latest Buick for cross-country duty.

Found under the hood is a 1966 Buick

GS motor. Not just any motor—this is a 425-cubic-inch, 360-horsepower power plant featuring 10:1 compression, ported and polished heads, a street-competition camshaft, Edelbrock carburetor, HEI ignition and two-and-a-half-inch exhaust complete with 30-inch glass pack mufflers for that nostalgic sound. A Buick TH400 automatic transmission with a B&M shift kit and 2,500 stall-speed converter transfers the power from the engine to the rear end.

While the engine and transmission were being built, suspension modifications were made to the chassis. Improvements include modern components and brakes, which have four-wheel discs. For improved handling, oversized front and rear sway bars have been added as well. For a touch of class, and in an attempt to keep the car looking stock, a set of 15-inch Kelsey Hays wire wheels were installed along with whitewall tires.

A look at the outside of this Buick

reveals most of the classic lines that made the late '50s so cool. Aside from its color, the Days have kept their classic...well, classic! Painted using available Buick colors, this Carlsbad Black and Seminol Red exterior screams 1957. Only minor changes can be found on the bumpers, which are now missing their bumperettes, making the car appear lower, wider and cleaner. The grill bar was also omitted for the same visual improvement. Last to see restoration work was the interior. Coming from the factory in black and white, the interior was switched to a red-and-black theme to match the Days' new exterior hues.

Now that it's completed, Jim and Peggy are itching to hit the highway in their yesterday sport wagon. A very special thanks to Dr. W.H. Burwell, the original owner; Mike and Ron from San Joaquin Chrome; Tony from Premier Auto Upholstery; Tom the Painter of Roseville; and the Days' Buick buddy, BLF.



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conditioning and a retractable JVC AM/FM/CD headunit that hides in the dash when not called upon for use.

Not impressed yet? Take a look under the hood, which now houses a Weiand blown, small-block Chevy. Other notable additions to the engine include an Edelbrock 750 c.f.m. carburetor, Comp Cams camshaft and MSD ignition. Attached to the engine is a Chevy Turbo 350 automatic transmission featuring a B&M shift kit. Toss in an independent front suspension, power-disc brakes and a set of TQ wheels, and this hot rod is complete.

Tim would like to thank Ben York from Roseville Rod & Custom for most of the custom metalwork and Bill Mercier of Bill's Street Rods for almost everything else—and for letting Tim work alongside him to do a lot of it! Thanks also to Barry Ward at Ward's Auto Interiors for the gorgeous interior work, Kidwells Glass for the fine job on all of the auto glass, and Mike Hamp of Lincoln for the unbelievable paint job. Great work, Tim!

**ALL GROWN UP** // Steve and Gig Arney  
// Roseville, California // 1931 Ford Model A

**A**fter marriage, children and a career, Steve Arney, with support from his wife, Gig, decided it was high time to revisit his hot rod high school days. Soon after retirement, Steve embarked on a six-year transformation project that, once complete, would place him behind the wheel of one of Roseville's most masterful Model A pickups.

Let's take a closer look at Steve's hot rod. First of all, Arney ditched the original flathead engine for a more modern power plant. In its place lies a 350-horsepower, 355-cubic-inch small-block Chevy featuring Trick Flow G-2 aluminum heads equipped with roller rockers, Weiand intake manifold, Edelbrock 600 c.f.m. Performer carburetor and Sanderson headers. Transferring the newfound ponies to the pavement is a performance-built GM Turbo 400 automatic transmission attached to a



nine-inch Ford rear end.

Steve decided to go with something old and something new when it came to the suspension components used. Utilizing both old-school and new-school components, Steve's Model A sits closer to the ground in the front, thanks to a Pete & Jake's four-inch drop-front axle along with a Posie "Super Slide" front-spring setup complete with panhard bar. The rear rides smoothly and hooks up nicely, thanks to a triangulated



four-bar setup suspended by a set of adjustable Alden coil-over shocks. Stopping duties are performed by a set of Magnum front-disc brakes coupled with Ford rear drums. Finishing off the chassis is a set of Billet Specialties Vintech rims shod in BFGoodrich rubber.

With the chassis rolling and the engine ready to rumble, Steve's attention shifted to the body. Gone are the dated body-panel rivets of the 1930s. Also gone is the fuel-tank cap that once called the cowl home. Other areas of improvement include filled and smoothed body-belt lines, hood apron and bed caps. For a more modern look, a roll pan was installed with a third brake light and a trick, retractable license plate.

Inside the cabin of this nostalgia ride, you'll find the basics: steering wheel, seat and shifter. No creature comforts here. Just good old hot rod looks featuring a Glide seat combined with a set of vintage gauges. No tunes either; the sound of the small-block Chevy singing and the tires spinning is all that Steve needs to keep him happy!

Completed thanks in part to the folks at Roseville Rod & Custom and Haskin's Hot

Rod Custom Paint, Steve's classic cruiser harks back to a simpler time...a time when teen angst was displayed from stoplight to stoplight. The same holds true today, even if Steve is all grown up!

**RETRO RACER** // David and Nancy Hood  
Granite Bay, California // 1966 Ford Mustang  
Fastback

From an early age, David Hood showed an amazing interest in automobiles. Some say it was the time spent with his father building plastic model cars as a child that sparked his interest in wrenching on hot rods. One thing is for certain: His father always supported his automotive interests and, to this day, is still involved in his son's fantastic four-wheeled endeavors, including this amazing 1966 Mustang Fastback.

Bought back in 1966, the then-20-year-old Mustang had certainly seen better days. It was apparent early on that this pony car had been driven hard...even raced for a stint! But that didn't bother Dave. He knew deep down inside what he wanted to build,



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and with assistance from his father, this retro racer took on a new life.

The car seen before you has been completely refurbished. That means that every nut, bolt and screw was removed, reconditioned and/or replaced. Nothing has been left untouched, including the body, which was stripped down to bare metal prior to being reconstructed into what you see today. Added to the finely massaged exterior is a Shelby hood and deck lid with a set of American Racing CP 200 wheels shod in Goodyear rubber for that retro performance look.

Lift the hood, and you'll find gone its original 289-cubic-inch power plant. In its place now lies a 5.0-liter Ford V8 borrowed from a State Trooper Mustang. Originally a four-speed car, this classic Mustang now features a fully modified C4 automatic and a Ford nine-inch rear end with 3.55-to-1 gears fit for the street or the track. To bring the Fastback to a stop quickly, Dave has also added power-disc brakes in the front, while the rear retains its factory drums.

On the inside, Dave went to town as well, with an updated version of Ford's tried-and-true Pony interior. Added are late-model Mustang power seats. When asked about the car audio equipment installed, Dave responded, "Nothing fancy. As long as the oldies station comes in clear, I'm happy!"

We asked Dave what was next. His answer, which is common among hot rod hobbyists, was simple: "Hot rods are addictive. As soon as you finish one, you're ready to start another." So having teamed up with his father on this 1966 Mustang Fastback build, Dave is now looking forward to spinning wrenches on his next project, a 1937 Ford five-window coupe, with his own son Steven, who is nine!

**SO I WANTED A MOPAR** // Dominic Mario Greco  
// Rocklin, California // 1964 Pontiac GTO

**W**hat do you get when you cross a teenage Dukes of Hazzard junkie with a pocket full of cash? Not much if you grew up in Tahoe and the only



General Lee look-alike available was held together with bondo and rust. Such was the case for Dominic Mario Greco, who now calls Rocklin his hometown.

That's the best thing about custom cars: The owners always have some sort of strange story surrounding their vehicle's conception. You see, Dominic wanted a Mopar, but he ended up owning a Pontiac due to market circumstance and availability. Sounds like a lesson in economics, right? Let's see: Mopar plus rust equals Pontiac GTO. Mathematically it adds up, right? Sure it does when you consider that rust is the automobile's worst enemy. Aside from that, the GTO reminded young Dominic of the Batmobile, which is nice.

But that was then and this is now. At present, Dominic could afford a Mopar if he really wanted one, but the story goes like this: Greco ended up falling in love with his first Pontiac and since then has never looked back! Today, his fondness for "goats" has filled his garage, as he now owns a 1964, 1968 and 1973, not to mention a 1966 Ford Mustang driven by his wife.

The car featured here is his beloved 1964 Pontiac GTO. You'll find a Dryer 671 blown, 455-cubic-inch big block living beneath its hood. Helping the big block breathe better is a custom exhaust featuring electric turnouts installed by American Muffler & Brake. Now, we're talking serious horsepower here, so to transfer those ponies to the pavement, a Turbo 400 transmission was sourced and teamed with a built Pontiac



rear end.

A look inside reveals custom stitchwork on the seats with matching carpet laid by Bob's Custom Auto & Boat Upholstery. Adding to the interior is a DVD-based audio/video system crafted by Chris LaCoss. Chris is also responsible for the majority of the maintenance work performed on this Pontiac. In fact, Dominic credits Chris with being "the best Pontiac mechanic in all of Northern California." Can't fault a guy for sucking up to his mechanic!

Owning a custom classic like this Pontiac GTO has its benefits, too. It ain't the General Lee, but let's face it, who really wants to climb through the window of a Mopar anyway? Well, maybe Dominic does, but that's a story best saved for another time. All in all, Greco enjoys the teen-angst memories that his GTO provides every time he turns on the ignition switch. Besides, Bo and Luke Duke were a couple of mama's boys!