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EVENTS INTO MAY 2021 Read Us Online at: www.oldcarandmotorsports.com ISSUE 2.2021

BIG NEWS AT BUTTONWILLOW FOR 2021

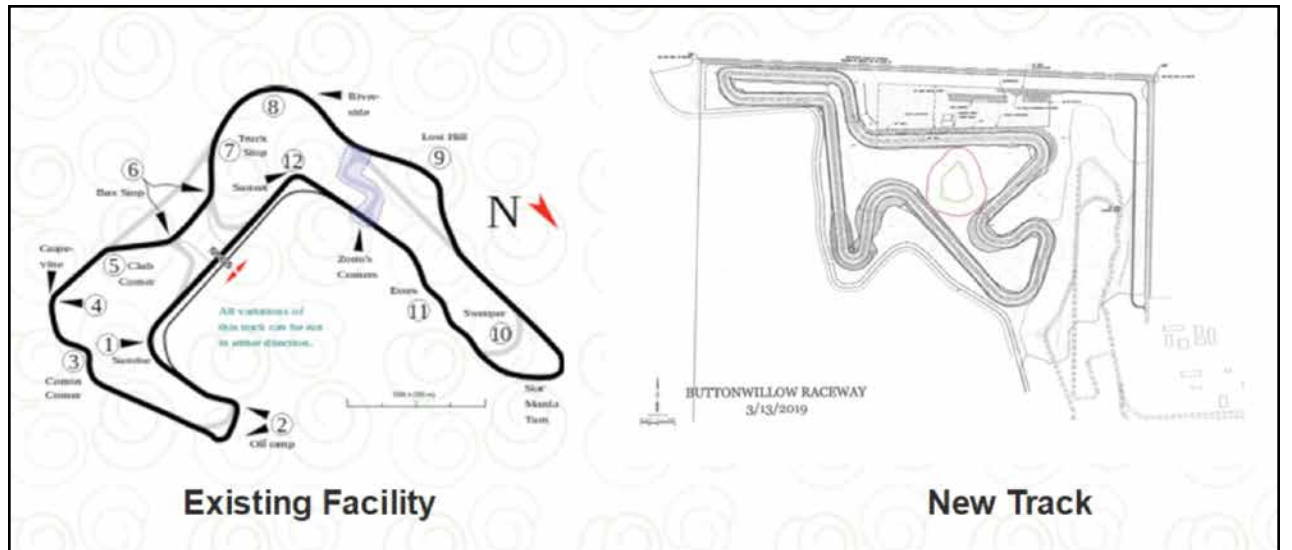
By Dave Wolin

After six years in the making, an additional 2.5 mile track on 185 acres of previously unused property, part of the Buttonwillow Raceway Park complex, will be opening in 2021. The new track, built to FIA grade 4 standards, will have a 50 foot wide front straight with the rest of the track being 40 feet wide. This is a standalone track, not connected to the current facility

Much of the facility, including a 9000 sq ft tower building and restaurant, which will include a race car display, is funded by a \$500,000 donation by Cal Club Region SCCA members Dick and Kay Young.

Other features will include restrooms with showers, garages, and 29,000 square feet of shaded cover for race car parking.

➡ Story continues on Page 8



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- 20 SELMA SWAP MEET
- 27 KARR CLUB @ DER WEINERSCHNITZEL
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APRIL 2021

- 2 RODS ON THE BLUFF FRESNO
- 10 CLOVIS SMOGS CRUISE NIGHT
559-297-0052
- 17 KINGSBURG CAR SHOW
KINGSBURG 559-897-1111
- 18 CHERRY AVE AUCTION AUTO
SWAP MEET FRESNO

APRIL 2021

- 24 MOTORS AT THE MISSION
CAR SHOW 559-786-5836
- 24 KARR CLUB @ DER WEINERSCHNITZEL
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MAY 2021

- 1 TULARE SWAP MEET 559-688-1030
- 1 CENTRAL VALLEY CLASSIC CAR
SHOW POCC CLOVIS 559-259-2079
- 2 TURLOCK SPRING SWAP MEET
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MAY 2021

- 8 WARBIRO / WINGS / WHEELS 9
CAR SHOW PASO ROBLES 805-238-9317
- 8 CLOVIS SMOGS CRUISE NIGHT 559-297-0052
- 15 VISALIA LION'S CLUB DOWNTOWN
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- 15 OAKDALE CLASSIC CAR SHOW AND
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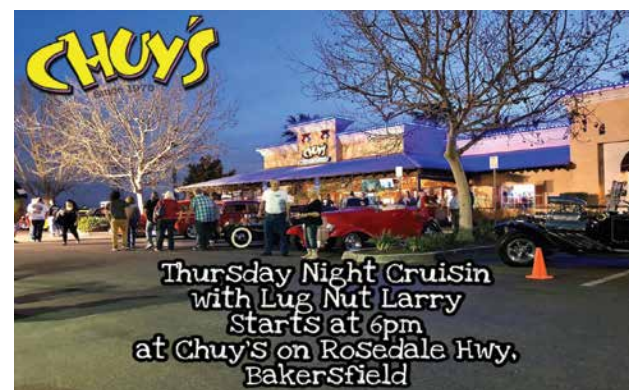
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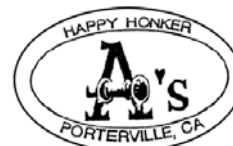
Due to the ever-evolving COVID-19 pandemic some dates subject to change, please check independent event websites or call to confirm event information.

Date changes do happen for many reasons. To confirm the event you are heading for we recommend checking with the event sponsor via email, website, or telephone. I WANT TO THANK EVERYONE WHO CALLED/EMAILED WITH CAR SHOW OR SWAP MEET EVENT DATES.
MATT CASE: MATCASE@YAHOO.COM



Car Club Newsletters

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CONTACT US See Page 5 • **Email us at:** matcase@yahoo.com • **Publisher – Matt Case/Dave Turney**

News From the "Model A Ford Clubs"

By *Phil Kneeland*

The Charter Oak Model A Club of Visalia, CA, and the Happy Honkers Model A Club of Porterville, CA are still alive and well.



We have been slowed down in our activities but are working feverishly in our garages getting our Model A's up to "Tip Top" condition. We have been driving our cars around the area just to keep them in top notch shape. You may have seen some of us around.

We've added two new members to our ranks and have been helping them with the updates they need on their new (to them) Model A's. One new member has chosen to install a Pinto Engine in his Model A and he has been given a lot of help and

guidance on that project.

Charter Oak Model A Club, in cooperation with Vic Grah and myself, have started a email series called "Car Stories"! We have developed this weekly email series for us "sequestered" car buffs. You might notice I say "Car Buffs" as we have included all types of vintage cars in this series.

This series of stories comes from "Car Buffs" who might have a memory of their first ride in a vintage car, like a Model A Ford, or the one their Grandpa might have owned for years; or the one that they had in their garage that they've restored and then lost enthusiasm.



If you want to be added to our email list to receive our "Car Story" series please let me know: lindannphil@sbcglobal.net

Our Clubs are not meeting on a regular schedule as of yet but we are definitely looking forward to the time we can get back to our schedule of Tours and trips to local and far-away destinations in the Model A Fords that we love to drive.

If you've been thinking of getting into the "Model A World", let me know and we would love to share with you the excitement and satisfaction of owning and driving your own Model A! The big bonus to being a part of the Model A World is the camaraderie and life-long friendships that are developed.

See you on our emails..... Phil Kneeland

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SelmaSwap.com

Selma Swap Celebrates 15 Years



SELMA – The 15th annual Selma Swap will be held on Saturday, March 21, at the Selma Flea Market, offering antique car parts, motorcycle parts and boats, cars, go-carts, and more, along with food booths and a variety of collectibles.

The event is open to the public from 6 a.m. to 3 p.m. and will be open rain or shine. Parking is free; admission is \$5 per person. Children 12 and under are admitted free of charge when accompanied by an adult.

Selma Swap is sponsored by the Reedley Blossom Trail A's. The Selma Flea Market is located at Highway 99 and Mountain View Avenue. An ATM is available and the site offers wheelchair accessible restrooms.

"This swap meet focuses on big boy toys like cars, motorcycles, watersport gear and parts for the do-it-yourself person," noted co-founder Alan Borba. "Come see what fun stuff we have, along

with antiques and collectibles. And the food is good!"

For directions and details, visit selmaswap.com or call 896-3243.

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**Next Issue...
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CLOVIS SMOGS - CRUISE NIGHT CAR SHOW

By Blanca Porras

As the days look gloomier and darker, and our hopes are stripped away. "A New Life" song plays, A New Start, A

New Hope, A New Dream, A New Love, A New World, and just like that, and why not, a Cruise Night, A Car Show with laughter, with hot rods and classics.

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New School vs: Old School - EFI or Carbs

By Dave Wolin

It's 2021, maybe time to retire that carburetor and your 6 mpg performance. No carburetors have been on production cars since about 1990 and now fuel injection is an affordable easy to install option that brings your hot rod into this century.



I've heard enough "if it's not steel, it's not real" and "old school cars never had injection" to realize that there may always be reactionary hot rodders, avoiding the future and the present. This is not to say that your flathead with 3-2's is not cool, but today, with so many cars using over the counter crate motors, a carb is an anachronism; a throwback to the pre internet, leaded 25 cent a gallon fuel, cross ply tire era.

We discussed this with Terry Henry at Raceprep (www.terryhenryraceprep.com) in Bakersfield, who had just finished an Edelbrock Pro Flo 4 XT install on a crate motor 350 in a '32 coupe. Terry said "the install was pretty straight-

forward". The Edelbrock XT looks a lot like the Corvette LT-1 of the 90's; all the sensors, fuel rails, etc, come installed on the manifold. Wiring is simple, really just three wires. Only a couple of minor issues, which caused this easy install to drag on for a couple of days; the 90 mm throttle body needs a specific 4 1/2" air filter, only available from K&N and for some, the top radiator hose might need some modifying as will the throttle cable. We used the Edelbrock Fuel Sump, a neat self contained high pressure pump, fed by the original mechanical fuel pump. You could also use an inline or in tank high pressure pump. A return line to the tank is also necessary. Edelbrock offers push on fittings which Terry didn't like. Turns out the fuel sump use a -6 AN (9/16-24) thread, took a day to find. But all in all, for about \$2200, it was ready to roll; the car started tight up, driving it some smoothed everything out as the computer learned whatever it needed to know. You could also use either Edelbrock's tablet or smart phone app to tweak the system as you want.



There are a number of similar systems available from Holley and Fitech, all of which seem to have good reviews. Some are just throttle bodies that replace the carburetor, others are like the XT, direct port injection

And other options include a number of self tuning throttle body stack injection setups, from Borla Hilborn, Fasr and Inglesse to name a few. Not in our budget, they all are in the \$5000 + range but cool looking.



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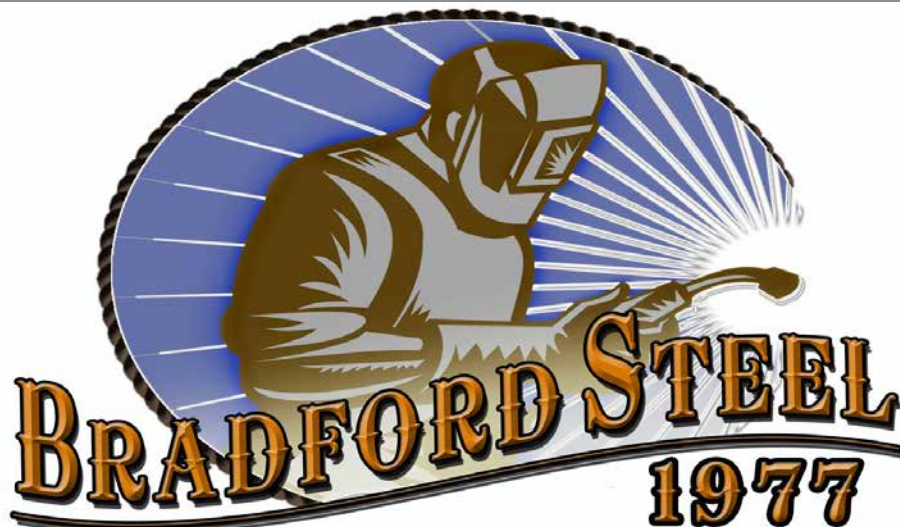
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Story continued from Front Page

Big News at Buttonwillow For 2021

For those who haven't been there, the track is located at the intersection of Interstate 5 and Lerdo Highway, a central location for racers from both the Bay Area and Southern California and a short drive for those of us in the Central Valley.

Buttonwillow Raceway Park already contains three separate tracks with over 40 different configurations, the longest being 3.1 miles, as well as a .7 mile kart track and skid pad. More information is available on their website, www.buttonwillowraceway.com

"With the closing of Auto Club Speedway, this looks to be a more than suitable replacement; challenging and fun to drive. Can't wait to try it out", says long time racer, Buttonwillow hanger - on (and author of this piece), Dave Wolin.



“A Revolution In The Model A Ford Engine”

By Terry Burtz and Phil Kneeland

RE-ENGINEERING THE MODEL A ENGINE

Terry Burtz, Campbell, CA (Copyright 2007 T. M. Burtz)

Automotive engine design and analyses has changed dramatically and is vastly improved since the Ford Model A engine was designed and analyzed in 1927. Have you ever wondered why even the best rebuilt or highly modified Model A engine has a useful life that is just a small fraction of the useful life of a modern engine? This article will attempt to answer that question and present an engineering design study that demonstrates what can be accomplished by substituting four redesigned parts into a Model A engine. By substituting these four redesigned parts, a stock appearing Model A engine can have the reliability and longer life of a modern engine, and a hot-rodged engine will have a much higher probability of staying together. Readers of this article will also learn about modern engineering methodology, understand the reasoning behind engineering design decisions, and learn how a collection of sand cores can come together to form the cavities of a complex casting. For additional information, readers are encouraged to do Internet searches on

the words, phrases, and terminology used in this article. This article presents a summary of what has been accomplished. And lastly, this article has been written to determine if there is enough interest for this engineering study to continue and become real hardware. I apologize for the length of this article, but there is a vast amount of information to present.

DIFFERENCES BETWEEN MODEL A AND MODERN DESIGN PRACTICES

If compared to a modern four-cylinder engine design, the Model A engine differs and is deficient from modern design practices in several areas as itemized below:

A Model A engine has three main bearings compared to the five main bearings found in a modern engine.

A Model A engine has small diameter longer bearings compared to the large diameter shorter bearings found in a modern engine.

A Model A engine has poured babbitt bearings compared to the replaceable insert bearings in a modern engine.

A Model A engine has a gravity feed (mains) and dip (connecting rods) oil system compared to the full pressure oil

system in a modern engine.

A Model A engine has a slinger type rear main seal compared to a radial lip rear main seal in a modern engine.

A Model A engine has no counterweights on the crankshaft compared to a fully counter-weighted crankshaft in a modern engine.

A Model A engine has a restricted intake port design compared to the better flowing de-sign found in a modern engine.

A Model A engine has no valve seats compared to the steel ring seats in a modern engine.

- Terry Burtz



▶▶▶▶ Story continues on Page 13



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GRANDPA'S LAST MODEL 'A' RIDE



By Dick Wyckoff

My wife, Jan, and I were discussing where to go for a ride one nice Sun-day afternoon. I had just cleaned our 1930 Model 'A' Cabriolet and it was looking pretty nice. We decided to take it for a spin down to the harbor entrance to Marina Del Rey, CA. Not a long drive, maybe six or seven miles, but a scenic one.

The parking area at the marina runs parallel to the entrance and is a perfect place to watch the boats coming and going and to chat with people. We found a spot at the east

end of the lot about fifty feet downwind from a nice observation point. The temperature was in the upper 70's with a small breeze. Families passed and chatted with us. A nice day.

A nicely dressed family of about seven people arrived and congregated about the observation point for a while. There was an elderly woman, a couple middle aged adults, and some youngsters. They were quiet but kinda antsy. Soon one of the men climbed over the handrail and down the rocks to the water's edge as if to inspect the area. He mentioned something about being a good spot, whatever that meant. The rest of the crowd huddled around him as he returned to the handrail. A couple more people joined him on the other side of the handrail. The elderly woman handed a container of some sort to the group as they returned to the water's edge.

While Jan and I watched this unusual activity, the container was opened and a cloud of what appeared to be ashes was emptied into the channel. Just as the ashes were discharged, a gust of wind came up and blew an ash cloud up over the handrail and all over the cars parked nearby. Of course, the nice clean Lombard Blue Cabriolet was in the line of fire.

The family was upset and tried to clean the ashes from the rocks and the surrounding area by splashing water about. The rest of us watching this ceremony and tried not to show our emotions at this serious, somewhat humorous event.

When the family reassembled on the pathway, we found out that the ashes were of the elderly woman's husband and his wish was to be "buried at sea", so to speak. Needless to say some of him made it to the sea and some of him took flight and landed on the Cabriolet to take one last ride in (on) a Model 'A' Ford.

Jan and I had a good laugh as we drove away. Most of Grandpa's ashes blew off before we got home, but Grandpa did get both his last ride in a Model 'A' and a swim in the surf. This turned out to be a memorable after-noon after all. RIP Grandpa. All your final wishes were met.

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Motorsports 2021 Calendar



SACRAMENTO RACEWAY PARK

MARCH 2021

Wednesday March 3
Street Legal Drag Racing
5pm-9pm Season Opener

Saturday March 6
T & A Race Club
1/8 mile Drag Racing

Sunday March 7
T & A Race Club
1/8 mile Drag Racing

Wednesday March 10
Street Legal Drag Racing
5pm-9pm

Sunday March 14
CMI Sport Compact March
Mayhem Car Show and
Drag Racing
10AM-4PM

Wednesday March 17
Street Legal Drag Racing
5pm-9pm

Sunday March 21
TBR ET Bracket Series Race
#6

Wednesday March 24
Street Legal Drag Racing
5pm-9pm

Wednesday March 31
Street Legal Drag Racing
5pm-9pm

APRIL 2021

Wednesday April 7
Street Legal Drag Racing
5pm-9pm

APRIL 2021

Friday April 9
KB Motocross Season
Opener

Saturday April 17
TBR ET Bracket Series Race
#8 & WCPG - 10am-8pm

Sunday April 18
TBR ET Bracket Series Race
#9
& WCPG 10am-8pm

Friday April 23
KB Motocross

Saturday April 24
Golden State Diesel Fest
presented by Diesel World
Magazine 10am-5pm (no
camping)

Sunday April 25
CMI Sport Compact Spring
Jam
Drag Racing, Cars & Coffee
Car Show 10AM-4PM

Wednesday April 28
Street Legal Drag Racing
5pm-9pm

Thursday April 29
FUNNY CAR FEVER Hot
Rod
Heritage Series - Parking

Friday April 30
FUNNY CAR FEVER Hot
Rod Heritage Series - Test-
ing and Qualifying
1PM-9PM

MAY 2021

Saturday May 1
FUNNY CAR FEVER Hot
Rod Heritage Series -
Qualifying and Eliminations
10AM-9PM

Wednesday May 5
Street Legal Drag Racing
5pm-9pm

Friday May 7 - WCPG
"The Main Event" Parking
& Qualifying

Saturday May 8
WCPG "The Main Event"

Friday May 14 - KB Moto-
cross

Sunday May 16
All Fast Fords & Muscle
Mustangs

Wednesday May 19
Street Legal Drag Racing
5pm-9pm

Friday May 21
KB Motocross

Saturday May 22 & 23
Drag Bikes

Wednesday May 26
Street Legal Drag Racing
5pm-9pm

Saturday May 29
Bugorama Parking

Sunday May 30
Bugorama Drag Racing,
Swap Meet, Car Show 5



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FRIDAY APRIL 30

SATURDAY MAY 1ST

Parking Thursday 4-7pm : Test N Tune Friday 1-5pm

FRIDAY SATURDAY
Hot Rod Heritage Series Qualifying/Eliminations
Qualifying 6-9PM 10AM-9PM

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Story continued from Page 9

“A Revolution In The Model A Ford Engine”

THIS REVOLUTIONARY ENGINE IS IN PRODUCTION NOW
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The above article is just the tip of the iceberg.

Terry Burtz and his team have worked tirelessly on re-vitalizing
the Model A Ford Engine.

Please go to the website below to find the whole story on this

“amazing quest” <http://www.modelaengine.com/>

Re-Engineering the Model A Engine - New engines available early 2021

“LATEST UPDATE ON THE TERRY BURTZ MODEL A ENGINE” FEBRUARY 1, 2021

If anyone has a question, concern, comment, suggestion, or wants to get on the email list for updates, please reply to model.a.engine@hotmail.com. We will add your email address to our mailing list for updates and do our best to address any questions that you may have.

There have been several inquiries regarding the status and schedule for the new Model A engine kit (Cylinder Block, Crankshaft, and Connecting Rods).

We expected to have parts near the end of January 2021, but are running about 4 weeks late.

We placed a production order near the end of October 2020 with a promised delivery date near the end of January 2021.

The delivery date and quantity of new Model A engine kits from China (Cylinder block, Crankshaft, and Connecting rods) are both being impacted by problems that we have no control over.



The engine factory in China is huge and it has multiple machining lines. They recently received an order for 10,000 Mitsubishi engines. These engines will be manufactured on a line that has multiple special machines in series that is a modern version of the machining line seen in movies from the Ford archives.

Since our order is small, it has lower priority and is being manufactured on a line using CNC machines. The good news is that the factory will maintain the same Quality Assurance standards whether the order is big or small. The bad news is that our requested quantity will not be met.

After the production order was placed in October 2020, there has been an energy shortage in China, the factory where the flywheels are being manufactured is completely shut down because of a new Covid outbreak, and there is a shortage of shipping containers.

I spoke with John Lampl today and the New Engine Kits being shipped to Australia/New Zealand, and Europe will be delivered to the container yard this week, and the New Engine Kits being shipped to the USA will be delivered to the container yard on February 9th.

-Terry Burtz

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THE WINNING EDGE #39

By Mike Lewis

Hi everybody, I don't know about you, but as far as I'm concerned it's been another long cold winter. Luckily the wait is almost over and the new racing season is just around the corner. Hopefully we can all get vaccinated and get back to normalcy.

In this article I would like to talk about something I have ran across much more than normal in the last couple of months. That is cylinder heads actually being hurt rather than helped, even though it was done with the best of intentions. I'm sure there are very few of you that actually port your own heads, or have a buddy do it. If you or your buddy know exactly what you are doing, great but if you are not 100% sure please try to find access to a flow bench.

Keep in mind that bigger isn't always better. You can generally pick up cfm with a bigger port but, air velocity is equally important. You don't want to go in and open the port if you don't see an increase in cfm. In certain instances it may be beneficial to change the contour of the port in a certain area. This can be influenced by cam profile, combustion chamber shape, engine rpm, etc.

Generally one of the things you can do to make the port more efficient without sacrificing velocity is to narrow the valve guide bosses. Under certain circumstances you may be able to actually shorten the guide.

Another reasonably safe modification is pocket porting. Do nothing other than smooth out the form in the bowl. This entails putting a smooth radius on the short turn side and blending out the bowl on the long side into a consistently smooth form. While doing this, blend the port carefully into the seat area. If doing anymore in this area you should check your work with a flow bench.

In general concerning the rest of the port, just get the excess lumps out from casting irregularities, blend in the sharp edges and smooth out the rough spots. If you want to enlarge the port make sure you incorporate the use of a flow bench. Also keep in mind that anything you do in one area of the port will affect air flow in other areas of the port.

Till next time be safe,

Mike Lewis

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Providing Resources To Car Hobbyist

By Paul Raheb
 Classic Automobile Inspections of Central California

“Good decisions come from experience, and experience comes from bad decisions.” – Anonymous

We were all newbies once; newcomers to the classic car hobby. Many of us have received our diplomas and degrees from the ‘School of Hard Knocks’ and have the scars to prove it. We got schooled by our impulsive decisions, ill-advised purchases, and mechanical errors we made. We scraped our knuckles with DIY repairs, learned new vocabulary words with every broken rusted bolt, and every lost 10 mm socket. Looking back at it now, we loved every (almost) moment of it.

Our hobby has changed with the internet. We now have access to local and long-distance purchasing resources that have expanded with Hemmings online, eBay, Facebook Marketplace, Craigslist, national auctions, and many more places to search, shop, and purchase your next classic, or sell your current one. But there can be pitfalls when purchasing a used vehicle of a certain age from out of the area. For every honest seller, there are more bad actors out there waiting to take your money.

Compared to many urban areas, specialty resources for the classic car owner can sometimes be slim here in the Central Valley. When I was thinking of purchasing a 1965 Galaxie, I found one on eBay offered for sale in Colorado Springs, Colorado. I really liked the look of the convertible and the 1965 Galaxie 500XL isn’t offered for sale too often. Knowing that photos can be misleading, and some sellers are not always 100% honest, I was a little uncomfortable laying out a significant amount of money on a car I couldn’t see in person without first having an impartial third party verify the vehicle was being truthfully and accurately represented. I was feeling the pressure of an online auction and didn’t want to miss out on this purchase, but I kept thinking to myself, “Caveat Emptor – Buyer Beware!”. This is the principle that the buyer alone is responsible for checking the quality and suitability of goods before a purchase is made.

For less than the price of a roundtrip ticket to Colorado, I was able to contract for an in-person inspection of the vehicle I was interested in. Time is money and I didn’t have the time to invest in a quick trip to check out the car. I was able to get a detailed written report with extensive photo documentation verifying the real condition of the vehicle. I completed the eBay “buy it now” and I was the proud new owner!

When my new Galaxie arrived, I was faced with the task of finding the best “classic car coverage”. The insurance company asked me to provide a market valuation and appraisal so we could come to an agreed value. After a frustrating search, I found that there was no one locally that could provide that service. I was forced to go outside the area to get the proper documentation I needed.

This whole process got me thinking that the central valley could use someone local to provide the services I was seeking. What if there was someone local to help others who are buying and selling classics. What if there was someone who could serve as a resource to provide the services lacking locally for our hobbyists. It was then that I decided to combine my love and knowledge of classic cars with my passion for helping others to provide the much needed services that are not currently being offered and started Classic Automobile Inspections of Central California.

At Classic Automobile Inspections of Central California, we provide a wide-variety of detailed services including: pre-purchase inspection, documentation, verification, appraisal and valuation services. I can also provide a custom-tailored concierge service to assist buyers in the acquisition of their next classic. I can assist current car owners who are looking for assistance in marketing their classic car in national marketplace. I also partner with outstanding local, independent, trusted certified mechanics who are willing to provide buyers and sellers an in-depth pre-purchase mechanical inspection.

Classic Automobile Inspections of Central California also has a partnership with local insurance brokers who are committed to finding you the classic car insurance coverage that best fits your needs while providing the best value and protection for your investment. We are also licensed and bonded in the state of California by Department of Motor Vehicles to serve as a vehicle verification service for those who are looking for those services locally.

Whether you need an appraisal report to bring your classic insurance coverage in line with current market values, or you wish to provide independent documentation to attract more buyers to your classic, custom, exotic, or luxury automobile. If you are seeking specialized assistance with presenting your classic to a nationwide sales audience to increase your sale revenue, or simply need help locating that your next hot rod, classic, custom, or vintage car or truck, Classic Automobile Inspections is your local Central California resource – from the mountains to the coast. If buying or selling a classic vehicle were always easy, you wouldn’t need our help. At Classic Automobile Inspections of Central California, we have an “Honest Passion for Classic Cars”.

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REMEMBERING THE HISTORY OF AMERICAN IRON

Saluting Mr. Hudson: Jack Carl America's Hudson Dealer



Mr. Hudson: Jack Carl America's Hudson Dealer
(Photo courtesy of Hemmings Motor News.)

Many new car dealers love the brands they sell. But few, if any, continue to sell the brand once it's failed.

That wasn't true of Jack Carl Miller of Ypsilanti, Michigan. Miller was 82, and known for running the business his father started, Miller Motor Sales, long after the brand it sold, Hudson. "We talked about how Hudsons, Studebakers, Willys, and many other orphans were always overshadowed at car shows and parked in the back rows behind Mustangs, Corvettes, classic tri-5 Chevys, and others," Mason says on the show's website. "We finally did something about it in 1997 and held the first orphan show which featured Hudson"

The show continues 24 years later, soldiering on without its co-founder even as more names join the ranks of orphan brands, including Scion, Hummer, Saab, Pontiac, Oldsmobile, Mercury, Plymouth, AMC, Eagle, Sterling, Geo, Merkur, and many others.

Now, with the coming merger of Fiat Chrysler Automobiles and Groupe PSA to form Stellantis, it remains to be seen how many of the group's current brands – which will include Peugeot, Citroën, DS, Opel, Vauxhall, Alfa Romeo, Chrysler, Dodge, Fiat, Jeep, Lancia, Maserati and Ram – will become orphans. Given there have been more than 2,000 manufacturers of automobiles in the United States, the show will always have an ample supply of show cars.

Miller came about his love of cars having been born into

it. His father, Carl Miller, opened a Hudson dealership in 1927 in Ypsilanti in a building that first housed an automobile fender stamping company, before becoming an early Dodge dealer.

Hudson was founded in 1909 by two Olds Motor Works veterans, Roy Chapin and Howard Coffin, and was financed by Joseph Hudson, the man behind Detroit's most successful department store and for whom the company was named.

The Hudson Motor Car Co. proved successful, as did Miller, selling scores of Terraplanes, Super Sixes, Commodores, Big Boys and Pacemakers. The company's best year was 1929 with sales of 300,000 units, although the company remained profitable after World War II, particularly after fielding the Hudson Hornet and its famous step-down design. The car dominated the early days of NASCAR and was immortalized by Paul Newman as Doc Hudson in the 2006 Pixar film "Cars."

The typical Hudson owner was upper middle class; Morgan Freeman chauffeurs Jessica Tandy in a Hudson Commadore in the movie, "Driving Miss Daisy." But the company stumbled with the compact Hudson Jet. Dwindling funds, a sales war between Ford and Chevrolet, and the high cost of reworking the Hornet forced Hudson into a merger with Nash-Kelvinator in 1954 to form American Motors. Miller added a Rambler franchise as Hudsons became little more than an over-trimmed Nashes. The public wasn't fooled, derisively referring to them as "Hashes."



Jack Miller took over Miller Motors from his father, Carl, in 1973.
(Photo courtesy of the Ypsilanti Automotive Heritage Museum.)

▶▶▶▶ Story continues on Page 22

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FORD BRONCO 4400 RACE TRUCKS WILL TACKLE ULTRA4 OFF-ROAD SERIES

By Stephen Edelstein, www.motorauthority.com

The original Ford Bronco was a successful off-road racer, and Ford wants the new model to follow in its tire tracks. On Monday, the Blue Oval unveiled three Bronco-badged race trucks that will compete in the Ultra4 series, starting with the legendary King of the Hammers rock-crawling competition, to be held Feb. 2-6 in Johnson Valley, California.

The Bronco 4400 trucks have nothing in common with the 2021 Ford Bronco beyond a name and some styling cues. They're purpose-built tube-frame trucks with long-travel suspension and custom-built four-wheel-drive systems. Ford didn't provide any powertrain details, but expect the 4400 race trucks to make more power than a stock Bronco.

Ford will field three vehicles, including one driven by drifting star Vaughn Gittin, Jr. The two others will be driven by King of the Hammers veterans, Loren Healy, who has won the event twice, and Jason Scherer, a three-time winner.

Held every February on public land in Johnson Valley, the King of the Hammers combines rock crawling with desert racing. So vehicles built to compete must be able to achieve high speeds for desert running, but still be able to drive up a rock face.



Ford Bronco 4400

Ford previously built the Bronco R race truck for the 2019 Baja 1000 using the basic platform and 2.7-liter twin-turbo V-6 from the upcoming stock Bronco, but the truck failed to finish due to mechanical issues. A Bronco Sport also scored a class win in the 2020 Rebelle Rally, a 10-day women's navigational rally held in California.

Ford also plans to unveil a new Bronco model at the King of the Hammers event on Feb. 3. Stay tuned.



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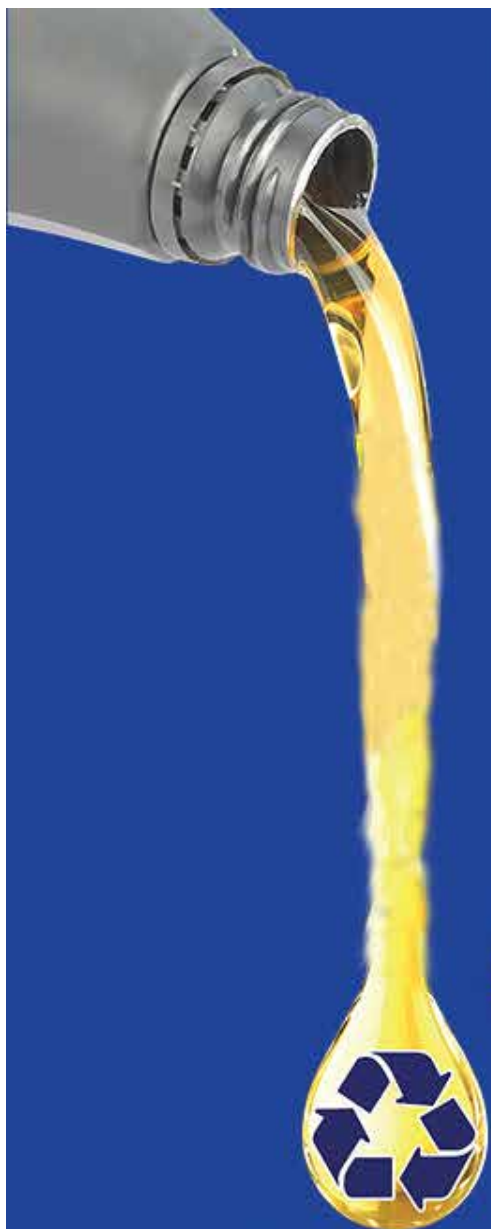


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Do you have the “Right Stuff” to participate in our September 26th 2021 Annual presentation of the Automotive Classic charity event?

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You see we are not a run-of-the-mill Car Show Event!

Each year we gather 200 individually “committee-selected” vehicles to participate in The Automotive Classic at Trilogy Monarch Dunes. Presented on the beautiful Central Coast of California in Nipomo, this, our fourth-

year presentation, will take place on September 26th, 2021. Once again, this 100% charity-based, invitation only, community event, will draw thousands of spectators each enjoying what we believe is a special vehicle presentation at the Monarch Dunes Resort complex.

The event organizing committee is once again preparing and planning for yet another production. The 2021 event has been upgraded to include additional food choices, entertainment venues and spectator activities.

So, if you own a distinctive and in-

teresting classic or vintage vehicle and want to be a part of a distinctive and interesting event, get your application by contacting us today and you too could join the fun and be a winner of one or more of our one-of-a-kind, custom-built awards That's right, each and every award is individually designed and fabricated for each lucky winner.

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THIS HOT WHEELS IS WORTH AN ESTIMATED \$150,000

By Rachel Colbert, was originally published on ClassicCars.com



Volkswagen Beach Bomb

Bruce Pascal, an avid Hot Wheels collector, was only 7 years old when these car toys hit the market in 1968.

"It's hard to explain the craze today, but Hot Wheels was huge. All of my friends were saving up to buy all the Hot Wheels they could," Pascal told Volkswagen in a recent interview.

After a childhood full of racing his hot wheels, Pascal stored them away in a cigar box at his mother's house. But his love for classic cars continued into adulthood and 30 years later, in 1999, he came across this dust-covered cigar box.

"That excited feeling I had as a boy was rekindled instantly," said Pascal. "My friend offered to pay me \$200 for the cigar box. I declined and held onto them, but it was his offer that made me start researching the value of Hot Wheels and pursuing collections as an adult."

Eager to grow his rediscovered collection, Pascal reached out to other Hot Wheels collectors and took out ads in a newspaper. He even got his hands on a 1969 Mattel employee telephone book and called former workers to see if they wanted to sell any of their rare cars.

"He collected everything he could, including Hot Wheels memorabilia like blueprints, original drawings, sales

brochures and wood models," Volkswagen said in its announcement.

His collection started to grow by the thousands, but he had his heart set on obtaining a very special and rare Hot Wheels – a pink Volkswagen Beach Bomb prototype.

"When Volkswagen and Hot Wheels first collaborated to make the model, it had a narrow body and surfboards hanging out of the back window. It was unable to stay upright when it rolled, so Hot Wheels redesigned the model, making the sides more weighted and moving the surfboards to the sides of the vehicle."

"These redesigned models made it to production and were sold with a sticker sheet of flowers to decorate the vehicle, epitomizing the 1970s 'flower power' era," said Volkswagen.

The original Beach Bomb prototypes were extremely rare to find since only employees had access to them.

"I already had heard about (the Beach Bomb) in purple, green, red, light blue and gold. I even heard about an unpainted model," said Pascal. "But pink was extremely hard to find. Most Hot Wheels models were marketed to young boys, who the brand assumed didn't want to play with pink."

Only two of these pink Beach Bomb prototypes are known to exist, which only made Pascal's desire to have one even stronger. He tracked down the owners, made his offers, and acquired both pink Beach Bombs.

Pascal sold one of the models to another collector but kept the one in the best condition for himself.

"I won't say how much I purchased it for," said Pascal, "but it is worth an estimated \$150,000 today."

You'll find Pascal's pink Volkswagen Beach Bomb, his most prized possession, displayed in a dark, Plexiglass case in his Hot Wheels museum in Maryland.

"I want other people to experience the Beach Bomb. I've found so much joy in learning about classic cars and Hot Wheels, and I hope I can spark some of that in other people. It's a treasure to find these rare models," Pascal said.



Bruce Pascal's Hot Wheels Museum



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Story continued from Page 18

REMEMBERING THE HISTORY OF AMERICAN IRON...

AMC dropped Hudson in 1957, although the Hornet name would be resurrected by AMC in 1970 as a replacement for the Rambler. Altogether, about 3.75 million Hudsons were sold during the company's 49-year run. The Millers' total was somewhat less, selling 1,969 cars from 1927 through 1958. After that, Miller sold more than 100 Hudsons, not bad for a car no longer produced. Even though AMC lacked faith in Hudson, Miller's faith endured. AMC wanted the Millers to build a new Rambler showroom, but they refused, and the dealership survived selling Hudsons and other used cars, and Hudson parts. Jack Carl Miller graduated Cleary College in Howell, Michigan in 1965 with a Bachelor of Business Administration before returning to the small family dealership.

He took over the business in 1973, after the death of his father. Two years later, he began restoring Hudsons, and became the source of Hudson parts or expertise for those restoring their rides. In 1995, Miller Motors was sold to local investors who formed the Ypsilanti Automotive Heritage Museum. Miller was hired as curator, a position he held until retiring in 2013.

Miller used his time to write a book, "Total Domination: The Story of the Fabulous Hudson Hornet's Amazing Success on

America's Stock Car Tracks" in 2009 as well as establish what he – and Ypsilanti – is perhaps best known for today: the Orphan Car Show, an event that's been ongoing for 24 years, honoring orphan makes such as Hudson, Kaiser-Frazer and many others. Contributions may be made to the Ypsilanti Automotive Heritage Museum in memory of Jack C. Miller "Mr. Hudson



At one time, the Hudson Motor Co. was the third-largest automaker in the U.S.

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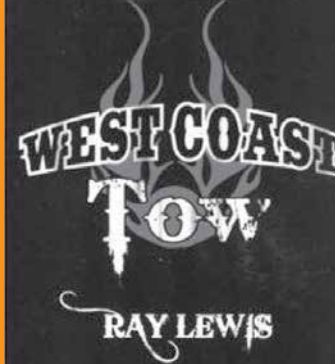
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