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Saturday, March 21, 2020, 6 a.m. to 3 p.m.

Early vendor setup and check-in: March 20, 6 a.m. to 9 p.m.

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ISSUE 1.2020

EVENTS INTO MAY 2020

MARCH

APRIL

MAY

TIMES ARE CHANGING

By Vic Groah

I am sitting here on a cold winter day thinking about the last season, remembering all the fun times and great folks in the car hobby. As I reminisce some things occur to me, not great revelations, just casual observations. We all know all things change and evolve, including our fun hobby. If you build a high end cutting edge street rod it will be out of date in ten years or so. That is just the way of things. Tastes change and new innovations come along; new today, out of style tomorrow.

I have been in the car hobby over 65 years; longer than I had expected to live. In that time what we expect a car to be has changed drastically. In the 50s pickup trucks were bare bones utility vehicles, now they are luxurious family limos with all the bells and whistles one could want, and cost a small fortune. My 32 two door I paid \$5 for at age 14 served as my first street rod is still in some demand but not like the old days.

While working our way through college my new bride and I had his and hers Corvettes. Both had all the high performance stuff; two four barrel carbs and all. They were fast and quick, for that time. Then one of the guys I worked with bought a new Mock One Mustang with a 429. This was so much quicker and faster than the little small block Corvettes it was just silly. The big Mustang was faster, smoother and with factory air, power steering and all much more comfortable. There was no real comparison.



We were totally out classed.

At the last cruise night last fall there was a group of younger folks with a totally different kind of collector car. These cars were all less than five years old and crazy fast. Yes, the newest thing now is to go the dealer and order a factory hot rod. If you are an old duffer you may say "well that may be all well and good but these do not compare with a Shelby big block". The truth is these new factory hot rods do not compare with the old classics, they are significantly better in every way and with a factory warranty included.

In a recent test a restored 1968 Shelby GT 500 was put up against a new 2019 Shelby Mustang. The 68 ran in the 13s, not bad but the 2019 ran in the high 10s in a quarter mile. The new car handles better, is quieter, easier to drive and all straight from the factory with a full warranty. This is what the next generation of car guys is into; why not they are better than the old cars by far.



Story continues on Page 13



26th ANNUAL KINGSBURG
CAR SHOW
KINGSBURG DISTRICT CHAMBER OF COMMERCE







Friday, April 17, 2020
Cruise Night

Saturday, April 18, 2020
Car Show

Featuring





SEE PAGE 10 FOR MORE INFO

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EVENTS CALENDAR

MARCH 2020

- 6 ROLLIN RELICS CRUISE NIGHT PORTERVILLE
- 14 BCCC & SOCIETY FOR DISABLED CHILDREN BAKERSFIELD
- 14 SUNDALE SCHOOL CAR SHOW TULARE
- 14 WOODIES IN THE VALLEY VISALIA 559-967-1357
- 14 SMALL TOWN CRUIZERS NIGHT TULARE
- 21 SELMA SWAP 559-896-3243
- 21 A & W CRUISE NIGHT VISALIA
- 28 WESTGATE CAR SHOW
- 28 KARR CLUB @ DER WEINERSCHNITZEL HANFORD

APRIL 2020

- 3 ROLLIN' RELICS CRUISE NIGHT PORTERVILLE
- 4 CARS AT THE PARK TULARE AMVETS 559-827-3494
- 4 RODS ON THE BLUFF FRESNO
- 11 CASA GRANDE CAR SHOW VISALIA 559-733-0233
- 11 SMALL TOWN CRUIZERS CRUISE NIGHT TULARE
- 18 DOWNTOWN CAR SHOW KINGSBURG 559-897-1111
- 18 STEVE ENGSTROM MEMORIAL A&W VISALIA MOONEY 559-786-1109
- 24 MADERA CLASSIC CARS AT THE HOME DEPOT 559-706-1699
- 24-25 WESTERN STREET ROD NATIONALS BAKERSFIELD NSRA-USA.COM
- 25 TULARE 1ST. ASSEMBLY OF GOD CAR SHOW TULARE 559-736-8986
- 25 KARR CLUB @ DER WEINERSCHNITZEL HANFORD

MAY 2020

- 1 ROLLIN' RELICS CRUISE NIGHT PORTERVILLE
- 2 CENTRAL VALLEY CLASSIC CAR SHOW POCC CLOVIS 559-298-4527
- 2 MOTORS AT THE MISSION CAR SHOW, MISSION OAK HS TULARE CA 559-786-5836
- 2 MORRO BAY CAR SHOW
- 2 RODS ON THE BLUFF FRESNO
- 3 TURLOCK SPRING SWAP MEET TURLOCK SPRINGFALLTURLOCK.COM 209-201-8491
- 9 JEFFERSON ELEMENTARY CAR SHOW CLOVIS 559-824-8256
- 9 WARBIRD / WINGS / WHEELS 9 CAR SHOW PASO ROBLES 805-238-9317
- 9 ROLLIN' RELICS CAR SHOW PORTERVILLE 559-359-6099
- 9 THE GATHERING OF WARBIRDS AND CLASSIC CAR SHOW MADERA AIRPORT 559-816-8461
- 9 CASTLE AIR MUSEUM CAR SHOW ATWATER CASTLEAIRMUSEUM.ORG
- 9 SMALL TOWN CRUIZERS CRUISE NIGHT TULARE
- 16 VISALIA LION'S CLUB DOWNTOWN SHOW VISALIA CA VISALIABREAKFASTLIONS.ORG
- 16 OAKDALE CLASSIC CAR SHOW AND CHOCOLATE FESTIVAL OAKDALE CA OAKDALECHAMBER.COM
- 16 A & W CRUISE NIGHT VISALIA CA
- 22 MADERA CLASSIC CARS AT THE HOME DEPOT 559-706-1699
- 22 GOLDEN STATE CLASSIC CRUISE PASO ROBLES
- 23 GOLDEN STATE CLASSIC CAR SHOW PASO ROBLES WWW.GOLDENSTATECLASSICS.ORG
- 30 PISMO BEACH CLASSIC CAR SHOW PISMO BEACH



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

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Dave: 901-4154
Karen: 901-7434

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Central Valley Region

Meets Second Tuesday of the Month at 7:00 p.m.

Apple Annie's Restaurant

1165 North Blackstone in Tulare
Roger: (559) 901-2385

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Bakersfield Car Club Council's 24th Annual Super Cruise

Sat., March 14, 2020, at the Kern County Fairgrounds, Bakersfield

By: Bette Addington, BCCC Communications, baddington@addington.net

You're invited to drive your favorite ride and come participate in an event that has something for everyone and is geared to create a fun atmosphere for car enthusiasts and out-



door sportsmen. The Bakersfield Car Club Council (BCCC) has been teaming up with the Central Valley Sportsman, Boat & RV Show over ten years now and the combination of a car/truck/motorcycle event surrounded by the Sportsman event leads to a jam-packed day of activities for the participant and their family. Event is a rain or shine event.

The Super Cruise Car/Truck/Motorcycle event takes place from 10am-3pm (day-of registration, set-up and placement is from 7am-10am) and is held around the Budweiser Pavilion area which is situated right in the center of the Sportsman Show. Participants enter their vehicle and your entry fee also entitles you and your passengers (no limit) to a FREE full-day of checking out the Sportsman Show all day on Saturday. The Super Cruise event works hard to make it a fun, relaxing day for entrants giving away Merchant Awards. NEW for 2020, these Merchant Awards will be called the "Top 100 Picks." They are still being selected by many of the event Sponsors and Merchants. Event will also give trophies for Best of Show, the Jarrel Black Memorial Super Cruiser, and the Rudy Gallups Perpetual award. In addition to that you are surrounded by car-related vendors and a variety of



board members from the Society for Disabled Children of Kern County.

The entry fee is just \$40 per vehicle for those pre-registering by March 7th. You can download an entry form or enter online by going to www.bakersfieldccc.org. Entry fee after March 7th will be \$45. All proceeds from this event go straight to The Society for Disabled Children of Kern County. These proceeds fund the Society's annual Camp Blue Jay which enables children with disabilities to attend a week-long Summer Camp every July for a camping experience they will never forget! The BCCC has donated the proceeds from the Super Cruise event to the Society all 24 years since its existence.

If you are a member of a car club from around the state that would like to come attend this event as a club, we welcome you as well and if you contact BCCC, they will arrange a designated spot for your group beforehand so when you arrive, your area will be there for you.

Bakersfield Car Club Council, Inc. & Society for Disabled Children

24th Annual SUPER CRUISE CAR SHOW

www.Bakersfieldccc.org
"visit our website"

Like us on Facebook
"BCCC Car Club Council"

Sat., March 14, 2020

SUPER CRUISE CAR SHOW

Kern County Fairgrounds

All proceeds benefit Society for Disabled Children of Kern County

✓ Car Show	✓ Merchant Awards	✓ Food available
✓ Super Raffle	✓ Best of Show Award	✓ DJ
✓ 50/50	✓ Super Cruiser Award	✓ Live Music
✓ Vendors	✓ Rudy Gallups Award	✓ Sports Show Entry

Register on line: www.bakersfieldccc.org

Open to all Vehicles & Motorcycles

Info Call:
Chris (661)345-1627 - Larry (661) 431-7688
Bette (661)345-1629



The Central Valley Sports Show has been around for 42 years and is the largest show of its kind in California's Central Valley. This excellent show features Fishing, Hunting, Boats and acres of RV's. This show is considered by most industry "insiders" to be one of the best RV Shows in the Western United States. And with the Super Cruise Car Show on Saturday it just adds to the venue with almost unlimited outdoor space with space for 1,000 vehicles at the Super Cruise event. NEW for 2020, they plan to add a Digger Helm Invitational Memorial Bike Race on Saturday evening in the Grandstand area as well as a Corn Hole Tournament presented by the Bakersfield Fire Department.

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SelmaSwap.com

Selma Swap Celebrates 14 Years



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.



SELMA – The 14th annual Selma Swap will be held on Saturday, March 21, at the Selma Flea Market, offering antique car parts, motorcycle

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Next Issue...

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Cruizers Shifting Gears

The classic car scene in the central valley just wouldn't be the same without our monthly cruise nights. Car enthusiasts love breaking out their lawn chairs during the cruise night season and grabbing a spot in the shade to kick back, while listening to their favorite oldies, and taking in the sights of their beloved classic cars.

Most cruise nights are held in locations, which feature some great places nearby to grab some food and a cold drink. At least that's the scene you're most likely to see at these special cruise events. Car buffs from all over the valley gather together for a few hours on a Friday or Saturday evening, just to show their rides and socialize with other fellow car enthusiasts.

The Small Town Cruizers of Tulare are just one of many groups in the area that host a monthly cruise event. However, in March of 2020 the Cruizers will be quickly shifting gears and moving to a new location in the new year.

President of the Small Town Cruizers Car Club -Bob Riggi tells us "the club is excited to be able to host our monthly cruise nights, as well as our annual car show in the same location. Right now, the plan is to move the cruise event to Home Depot's parking area located at 1600 E. Prosperity in Tulare. Home Depot is very excited about the move too, and wholeheartedly supports the club's annual car show, which benefits our local K-9 Police Departments. It's absolutely awesome when you have a local business that is willing to get involved and help support our own community. It's all for the dogs, and we love doing it!"

The Small Town Cruizers host their monthly cruise night on the 2nd Saturday of each month (Mar - Oct) from 5 p.m. til dark at the Tulare Home Depot, located at 1600 E. Prosperity. For more information, contact Bob Riggi at (559) 563-0997.

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*AutoZone	5384 N. Blackstone Ave	225-1937
*AutoZone	4674 E. Kings Canyon Rd	252-6332
*AutoZone	927 S. Clovis Ave	455-1805
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*AutoZone	3089 E. Tulare Street	500-7982
*AutoZone	6340 Figarden Drive	276-1612
*AutoZone	2615 S. Chestnut Ave	266-1391
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Sundale School Dads' Club

CAR SHOW

March 14, 2020 (10am-2pm)

Taco truck, music and family fun. Free admission.
at Sundale School (13990 Ave. 240)

\$25 pre-registration, \$30 day of show

Contact: Shane @ 331-1596 or Eric @ 901-0942

Facebook Registration @ Sundale Elementary

Sundale School Dads' Club CAR SHOW

Dads' Club Supports Sundale students and the Sundale community by supporting events, projects and field trips.

March 14, 2020 (10am-2pm)

Sundale School, 13990 Ave. 240, Tulare, CA 93274

Car Show, Taco Truck, Music, Vendor Booths, R/C Race Track and Family Fun. Free Admission

Awards for Best in Show, Best Interior, Best Paint, Best Engine, Best Ford, Best GM, Best Mopar, Peoples Choice, Kids Choice and more.

\$25 pre-registration, \$30 Day of show

Contact: Shane @ 331-1596 or Eric @ 901-0942

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VEHICLE DONATIONS

By Brett Nelson

The Automotive Technology program at Reedley College receives vehicle donation offers from time to time, and we appreciate the public support for our automotive technician training program. Vehicles donated by individuals and/or businesses reduces the overall cost to taxpayers, as well as enhancing our ability to train students. Our objective is to do what is best for the students; so we hope no one takes it personally if we decline a donation that might require too much of our time or limited financial resources. Below is a list of guidelines we use as a starting point when considering which vehicles to accept. Please contact us even if the vehicle you wish to donate doesn't fit the guidelines. These are just guidelines, not regulations, and we consider each self-sacrificing offer on a case by case basis.

- We prefer OBD II vehicles (*1996 and newer), older is okay (*Students should train on current "computer controlled" vehicles)
- The vehicle should Start, Run, and Move under its own power (We need operational vehicles for student training)
- "Failed" Smog Check is okay (Vehicle won't leave campus until it's disposed of)
- The vehicle must have a "Certificate of Title" (pink slip)
- The "Certificate of Title" (pink slip) is provided with vehicle
- Donors deliver vehicle to the Reedley College Automotive Dept. (Sorry, we don't have a trailer to transport vehicles)

Vehicles donated to the Reedley College Automotive Department are used for student training and don't have to be smog legal, because they are never driven off campus. The cars in our training fleet average approximately 10 to 15 years of use, and/or abuse, before they are sent to the scrap yard. In an effort to provide an additional cost-effective benefit to the community, some of

the cars retired from our training fleet are used for vehicle rescue training by the fire department. The "Certificate of Title" must be signed over with the car, because it's illegal for Recyclers to take a car without the Title. If we can't dispose of the older cars as newer cars are added to the training fleet, we'll end up with a campus full of scrap.



After the automotive staff agrees to accept a vehicle, and the vehicle is brought to the Reedley College Automotive Technology Department, I will complete the Gift-in-Kind acceptance form, which goes to the Dean, Vice President, and President for signatures. The SCCCD Foundation is the last stop for the paper work. The Foundation is responsible for the official acceptance and acknowledgment of donations given to SCCCD college campuses. You should receive at least one thank you letter

during the process, as well as documentation from the Foundation once all of the paper work has been completed.

Restoration projects and building Hot Rods would be fun, but our job is to prepare students for a career in the automotive service industry. Part of that instruction includes what we call "soft skills." The Industry that routinely hires our students encourages us to emphasize these "soft skills," or employability skills, in an effort to raise each student's level of competence as future industry professionals. It would be nice to spend some time on hobby shop type projects, but we need to avoid any perception of being a "Hobby Shop" funded by taxpayers. On the other hand, I'm sure some of our students will end up entering the Old Cars and Motorsports community on their own. Bottom line: your vehicle donations help develop repair technicians who are self-supporting members of society, as a few of them drift into the hobby shop arena. Thank you for supporting Automotive Technology at Reedley College.

Brett Nelson,
Automotive Instructional Technician,
brett.nelson@reedleycollege.edu
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TESLA VEHICLES MAY ACCELERATE UNINTENTIONALLY AND CRASH

According to a petition filed to NHTSA on behalf of consumers, Reuters reported Friday 1-17-2020. The petition says an estimated 500,000 Tesla vehicles may have a defect known as sudden unintended acceleration.

"As is the agency's standard practice in such matters, NHTSA will carefully review the petition and relevant data," the agency said in a statement. It will conduct a technical analysis, and the Office of Defects Investigation will deny the petition or open a defect investigation, which could eventually lead to a recall.

To file a petition to NHTSA it must be in English and require supporting facts of the claim. The petition cites 127 consumer complaints to the NHTSA covering 123 unique vehicles. Those vehicles include the 2012-2019 Tesla Model S, 2016-2019 Tesla Model X, and 2018-2019 Tesla Model 3. The petitioner alleges 110 crashes and 52 injuries.

On the NHTSA site, there are several complaints for "vehicle speed control" for certain model years. There are 15 vehicle speed control complaints for the 2018 Tesla Model 3, though most of them center on cruise control. In a few cases, however, the owners complained of the vehicle accelerating even with the brake depressed.

Under "2015 Tesla Model S 60 kwh," the agency has posted 21 vehicle speed control complaints filed by consumers. One complainant said the Tesla Model S was parked and locked in the driveway, then accelerated out of the driveway and hit a parked car, with the "front wheels...receiving power

while the rear wheels where [sic] locked and dragging, rather than spinning." Other complaints cited worn-out Velcro causing the floor mats to slip, a complaint which sounds like the one that triggered the Toyota sudden unintended acceleration recall in 2009.

Several petitions were filed in the years preceding the investigation and subsequent recall of about 10 million Toyota and Lexus vehicles, which was followed in 2014 by a \$1.2 billion criminal penalty for covering up the issue, and another \$1.2 billion settlement to Toyota owners. Toyota originally claimed driver error or that loose floor mats getting stuck on the gas pedal were the reason for the defect. Toyota later admitted to "sticky" pedals that might have become lodged under thick floor mats.

The NHTSA is reviewing the Tesla petition.



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6 p.m. - 8 p.m. at Draper Street: Shopping, Dining, 50/50 Raffle, "Show & Shine"
Performance by Jeremy "ELVIS" Pearce at 6:30 p.m.

Saturday, April 18, 2020
Car Show

Draper Street & Downtown Streets of Swedish Village
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THE WINNING EDGE Article #35

By Mike Lewis

Hi everybody, it's hard to believe we started a new year already. I hope your holidays were both enjoyable and safe.

In this first article of the new year I would like to touch on something that was brought up a long time ago and seems very basic and unnecessary to discuss. I just came across this situation again and thought it would be worth mentioning again. When a head porting job comes in I always ask for the intake and exhaust systems. Upon inspection you would be amazed how often either the gasket or header is hanging into the exhaust port. Checking this is easy to over look especially when you pay big money for that beautiful set of headers. Generally when checking the exhaust header layout you can make your calculations off the gasket. Make sure to take into consideration the movement from oversized mounting holes. Occasionally I find it advantageous to make a paper template of either the head or the header flange that can be laid up against the corresponding surface. Hopefully everything is clear, but if you find it necessary to cut or change gaskets, grind inside the exhaust flange, elongate holes or change headers completely, it will get the exhaust percentage back where the head designer originally intended it to be. That will make the engine run a lot happier.

Till next time.

Mike Lewis

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Charter Oak Model A Club of Visalia, CA, and The Happy Honkers Model A Club of Porterville, CA “NEWS”

By *Phil Kneeland*

Well, we are into a new year and a “New Decade”. Which means that we have a new lease on life.

The Charter Oak Model A Club of Visalia, CA has had a “New Lease On Life” these past two years. We are growing “by leaps and bounds”. We are enjoying 12 new families in our Club and some are a little younger which gives this Club some new enthusiasm. At my last count we have about 45 Model A’s involved in The Charter Oak Club and with great prospects of more new Members this coming year we will add to that score even more.

We aren’t all about numbers though. We are all about having some great fun and enjoying the company of other Model A owners. Our meetings are friendly, informative but mostly full of enthusiasm for the prospects of making this Club greater with new ideas of fun upcoming events.




Speaking of events. We stretched our Model A wheels and took a three day round trip to Mojave, CA to Tour the Edward’s Air Force Base. What a fantastic time we had. The trip there took about three hours (one way) as we made a couple of stops to join up with our hosts for the trip, the Happy Honkers Model A Club of Porterville, CA, and then a stop just east of Bakersfield to incorporate the Bakersfield Model A Club for a total of about 23 Model A’s of all shapes and forms. There were Sedans, Pickups, Roadsters, Coupes and almost every model of “A” that Henry Ford produced. One thing we dread on these “Tours”, as we term them, is the “Breakdowns”. These cars are 80-85 years old and we are driving them on trips like this one for 100 miles, or more, and expecting them to get there like our modern cars do. WELL!




This trip to Mojave, CA is a pretty rigorous drive up over the Tehachapi Mountains. We made it and had such a great time. Our host, Lt. Colonel Fred Dohnke of the Flight Test Center, treated us to a look at what the normal tax-payer does not get to see. We saw a lot of the secret places on the base and then had a great lunch at the “O” Club (Officer’s Club) and golf course. In the afternoon we traveled on Air Force buses to even more “secret places”. What a great trip! And to think that all you have to do is join one of our fun Model A Clubs to be invited along on these wonderful excursions.

■■■■➔ *Story continues on Page 19*

STEVE ENGSTROM *Memorial Cruise Night*



**April 18th
2020**



**5pm-9pm @ A&W
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Awards at 7:30pm**

For Info Contact: (559) 786-1109 or (559) 786-5949

Story continued from Front Page

TIMES ARE CHANGING



I have a friend that is somewhat younger than me but could be considered a mature collector that has several high end muscle cars including a real Shelby big block Mustang. This last season we seldom saw the vintage stuff, he and his sweet girl drove their his and hers new supercharged Mustangs. Does this mean the immediate end to the car hobby as we know it? No there are many of us that love the classic stuff but

we are a dying breed to be sure.

The way young folks approach things is different than when I was young. At age 14 I had rebuilt the engine in my 32 with a motors manual in one hand and wrench in the other and was driving it. Now young folks have a cell phone in one hand and a game boy controller in the other and are many times are 18 or older before driving.

My observation is that many of the young today see a car as just an appliance like a dish washer or refrigerator; just something for convenience. Many of those that are into cars want comfort and performance not available in a classic of any kind.

What does this mean for the car hobby? It means things are a changing, time moves on. The days of the model T Ford are gone forever and maybe soon the days of the tri five Chevrolets as well. What about the electric cars? A new Tesla S will out run any of the old classic muscle cars. Hmmm now what? Time will tell.



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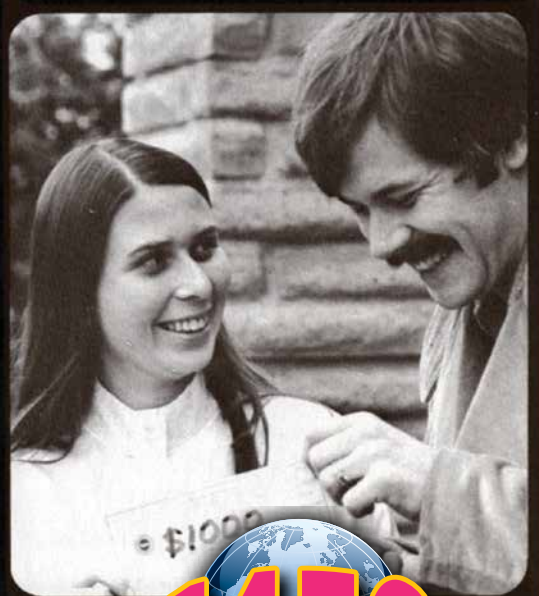


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2020 44th ANNUAL NSRA WESTERN STREET ROD NATIONALS

What: NSRA Western Street Rod Nationals, the areas largest, most spectacular automotive event.

When: Friday, Saturday & Sunday, April 24, 25, & 26 2020

Where: Kern County Fairgrounds, Bakersfield, California

Features: We are looking for over 1700 pre-1990 specialty vehicles from all over the Western United States and farther. These vehicles will show how popular the specialty vehicle hobby is. There will be street rods, cool customs, pickups, restored muscle cars, pro-touring and just about any type of vehicle you would want to see.

Attractions: The vehicles will be on display for public viewing throughout the event. There will also be a variety of activities such as kids and adult games, Women's World/Arts & Crafts Show, Friday & Saturday evening entertainment—featuring Captain Morgan & the Fish, night time cruising, a vintage automobile swap meet, Nick Donovan's Rockin' Road Show and a non-denominational Church Service on Sunday. There will also be NSRA'S own Super Prize Program, where over \$56,000.00 worth of merchandise will be given away and last but certainly not least there will be four drawings for \$2,000.00 each. All you have to do to be eligible to win any of the prizes is to be a registered participant of the 2020 Western Street Rod

Nationals. All prizes are courtesy of the National Street Rod Association.

Special Displays: On Sunday, April 26th, the award winning vehicles of the Western Street Rod Nationals will be on display at the "Circle of Winners" awards area. The awards ceremony will take place at 1:00 p.m. Sunday.

Trade Show: More than 45 manufacturers and dealers of specialty automotive equipment will be displaying and selling their products, accessories and supplies in the spacious exhibit building. A special Women's World area will feature assorted arts & crafts & antiques from collectors around the area.

Tickets: ALL ACTIVITIES ARE OPEN TO THE PUBLIC. Spectator ticket hours are: 8:00 a.m. to 8:00 p.m. on Friday, Saturday 8:00 a.m. to 8:00 p.m. and 8:00 a.m. to 12 noon on Sunday. Admission is \$19.00 for adults, \$6.00 for children, ages 6 to 12, children under 6 are free when accompanied by an adult. Tickets are available only at the event. A \$2.00 discount will apply to seniors over 60, military personal, and NSRA members, all with proper ID. Also, discount tickets are available at O'Reilly Auto Parts Stores.

Producer: The producer of the Western Street Rod Nationals is the National Street Rod Association. (www.nsra-usa.com)

FOR FURTHER INFORMATION CONTACT:

Western Street Rod Nationals	Visit Bakersfield
Mike Adams	515 Truxtun Ave.
Special Events Director	OR Bakersfield, CA
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231-838-2077	866-425-7353

Commercial Exhibit Information	Swap Meet
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Women's World	Media
Sandy Phillips	Jim Rowlett
661-333-4957	817-608-6772

Registration Information	Camping Information
Host Hotel: Double Tree Hotel	Gary Knight
3100 Camino Del Rio Ct.	661-599-1615
Bakersfield, CA 93308	
661-323-7111	

Registration Hours: Thursday: noon-6pm
Friday: 9am – 6pm
Saturday: 9am – 2pm

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Motorsports 2020 Calendar



FEBRUARY

Sat. Feb. 1 – Test and Tune 12PM-4PM
 Wed. Feb. 5 – Street Legal Drags 5PM-9:30PM
 Sat. Feb. 8 – Test and Tune 12PM-4PM
 Sun. Feb. 9 – NHRA TBR ET Bracket Racing Series 10AM-4PM
 Wed. Feb. 12 – Street Legal Drags 5PM-9:30PM
 Sat. Feb. 15 – Test and Tune 12PM-4PM
 Sat. Feb. 15 – Chassis Certification Day *by appointment only
 Wed. Feb. 19 – Street Legal Drags 5PM-9:30PM
 Sat. Feb. 22 – Test and Tune 12PM-4PM
 Sun. Feb. 23 – NHRA TBR ET Bracket Racing Series 10AM-4PM
 Wed. Feb. 26 – Street Legal Drags 5PM-9:30PM
 Sat. Feb. 29 – Test and Tune 12PM-4PM

MARCH

Sun. March 1 – CMI MARCH MAYHEM Car Show and Drag Race for all Sport Compacts foreign & Domestic 10AM-4PM
 Wed. March 4 – Street Legal Drags 5PM-9:30PM
 Sat. March 7 – Test and Tune 12PM-4PM
 Wed. March 11 – Street Legal Drags 5PM-9:30PM
 Sat. March 14 – Test and Tune 12PM-4PM
 Sun. March 15 – NHRA TBR ET Bracket Racing & JR Dragsters 10AM-4PM
 Wed. March 18 – Street Legal Drags 5PM-9:30PM
 Sat. March 21 – Test and Tune 12PM-4PM
 Wed. March 25 – Street Legal Drags 5PM-9:30PM

APRIL

Wed. April 1 – Street Legal Drags 5PM-9:30PM
 Thursday April 2 – Funny Car Fever Parking 4PM-7PM
 Fri. April 3 – Funny Car Fever Testing 1PM-5PM
 Sat. April 4 – FUNNY CAR FEVER NHRA Hot Rod Heritage Nostalgia Series 10AM-5PM
 Sun. April 5 – FUNNY CAR FEVER NHRA HRHS All Eliminations 10AM-5PM
 Wed. April 8 – Street Legal Drags 5PM-9:30PM

APRIL

Sat. April 11 – NHRA TBR ET Bracket Racing & JR Dragsters 10AM-5PM
 Sun. April 12 – track closed for Easter Holiday
 Wed. April 15 – Street Legal Drags 5PM-9:30PM
 Fri. April 17 – KB Motocross Season opener 5PM-10PM
 Sat. April 18 – Track takeover LS Sideshow
 Wed. April 22 – Street Legal Drags 5PM-9:30PM
 Fri. April 24 – KB Motocross 5PM-10PM
 Sat. April 25 – Test and Tune 12PM-4PM
 Sun. April 26 – CMI Car Show & Drag Race for all Sport Compacts foreign & Domestic 10AM-4PM
 Wed. April 29 – Street Legal Drags 5PM-9:30PM
 Thursday April 30 – NHRA Pacific National Open parking 4PM-7PM

MAY

Fri. May 1 – NHRA Pacific National Open Series Testing 1PM-5PM, JR bash for cash 6PM
 Sat. May 2 – NHRA Pacific National Open Series Qualifying, ET & JR Eliminations 10AM-8PM
 Sun. May 3 – NHRA Pacific National Open Series PNO, ET & JR Eliminations 10AM-5PM
 Wed. May 6 – Street Legal Drags 5PM-9:30PM
 Fri. May 8 – KB Motocross 5PM-10PM
 Fri. May 8 – Test and Tune 12PM-4PM
 Sun. May 10 – track closed for Mother's Day holiday
 Wed. May 13 – Street Legal Drags 5PM-9:30PM
 Fri. May 15 – track closed for maintenance
 Sat. May 16 – Fast Fords Testing 12PM-4PM
 Sun. May 17 – All Fast Fords & Muscle Mustangs 10AM-4PM
 Wed. May 20 – Street Legal Drags 5PM-9:30PM
 Fri. May 22 – KB Motocross 5PM-10PM
 Fri. May 22 – Test and Tune 12PM-4PM
 Sat. May 23 – Bugorama Testing 12PM-4PM
 Sun. May 24 – Bugorama 10AM-5PM
 Wed. May 27 – Street Legal Drags 5PM-9:30PM
 Fri. May 29 – Test and Tune 12PM-4PM
 Sat. May 30 – Clash of the titans

FEBRUARY

15 – FULL FORCE 4
 16 – IMPORT FACE-OFF
 22, 23 – TEAM FAMOSO SUMMIT BRACKET RACE 1 & OPEN TEST N TUNE
 28, 29 – EARLY BIRD PARKING & MARCH MEET TEST N TUNE

MARCH

01 – EARLY BIRD PARKING & MARCH MEET TEST N TUNE
 05, 06, 07, 08 – THE GOOD VIBRATIONS MOTORSPORTS MARCH MEET PRESENTED BY LUCAS OIL

MARCH

21 & 22 – WCHRA
 28 – THE EXPERIENCE PRESENTED BY HONDATA

APRIL

19 – THE RED LIST GROUP
 25, 26 – ANRA NOSTALGIA DRAGS

MAY

01, 02 – TRI-FIVE NATIONALS 2020
 09 – SATURDAY NIGHT STREET TUNER PRESENTED BY THE AUTO CLUB OF SOUTHERN CALIFORNIA
 30 – SATURDAY NIGHT STREET TUNER PRESENTED BY THE AUTO CLUB OF SOUTHERN CALIFORNIA

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Friday May 15th, "SLAM-FEST"
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Saturday May 16th, Fresno Dragways Reunion
 1973 & Earlier Flag Start Grudge Racing

Sunday May 17th, Dos Palos LIONS Drag Race
 All Years Allowed, Christmas Tree Start, Featuring the Tee Dee Us "QUICK 8 Categories" & Grudge Racing

Saturday October 3rd, HOT ROD Gathering
 1973 & Earlier Flag Start Grudge Racing

Sunday October 4th, KBK Fall Finish
 All Years Allowed, Christmas Tree Start, Featuring the Tee Dee Us "QUICK 8 Categories" & Grudge Racing

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URBAN LEGEND “LITTLE RED” SHELBY GT500 EXP RISES FROM THE DEAD

By Jeff Peek, www.hagerty.com



Photo credit: Craig Jackson

Automotive history was made in Arizona on Thursday. Or, more accurately, corrected. A pair of Shelby Mustang experimental prototypes, long thought to have been crushed, were reunited in front of a standing-room-only crowd outside Barrett-Jackson's Scottsdale venue.

Five months after B-J chairman and CEO Craig Jackson unveiled his fully restored 1968 Shelby EXP-500 “Green Hornet” prototype, he pulled the cover off the Hornet's more significant older sibling, a freshly restored 1967 Shelby Mustang GT500 EXP prototype known as “Little Red.”

“Both cars were thought to be urban legends, but they're real,” said Jackson, a longtime collector and Shelby aficionado. “We've never been able to find a photograph of the two of them together, but they're together today.”

Little Red, the father of the Mustang California Special,

was discovered on March 3, 2018, in a rural Texas field by a team led by Jackson and classic car restoration specialist Jason Billups. How it got there and how they ultimately tracked it down is as complex and incredible as Carroll Shelby himself.

In late 1966, the notchback coupe was sent to Shelby American, where a new 1967 Shelby nose, spoiler, and side scoops were added, as well as full '67 Shelby GT500 inde-

pendent rear suspension. Later, Shelby updated Little Red to match 1968 models by adding S-H-E-L-B-Y letters across the rear decklid. In addition, the factory 390 V-8 was replaced by a 428 with a Paxton supercharger, mated to a Top-loader four-speed. Later iterations included a twin-Paxton setup paired with a C6 three-speed automatic.

➡ Story continues on Page 21

DATES	CONTACT
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May 22nd	Catfish: 559-706-1699
June 26th	Catfish: 559-706-1699
Sept 25th	Catfish: 559-706-1699

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“The Best BOP Show in California!” We are proud that past attendees say this about our annual Central Valley Classic Pontiac, Oldsmobile, Buick, Cadillac and GMC car show. This year will mark the 22nd annual show hosted by the Pontiacs of Central California (POCC). What began as an annual show for Pontiacs only, has evolved into a show that features most brands offered by General Motors except for Chevrolet. Club members have debated, over the years, whether or not to open the show to all GM makes and models only to return to the original goal of offering a show where cars that are rarely seen at major shows, come together for one glorious weekend. If you own one of these sensational cars, bring it out, we have classes for every type of car from stock to modified to survivor.

For 2020, the show will be held on May 2, 2020 at Bicentennial Park on Sunnyside Avenue, just South of Herndon in Clovis, California. On Friday night, May 1, all preregistered families will have the opportunity to attend the traditional Friday Night Car Show and Barbeque held just a few miles north of our host hotels, the Hampton Inn and Hampton Suites in Clovis. We value our show partners who have been great supporters of the show and who look forward to our return every year.

For the third year in a row, POCC is pleased and honored to partner with the Pacific Southwest Oldsmobile Zone clubs. They will participate in the show as well as host a ‘show within a show’ just for Oldsmobiles on May 2. This is their premier spring event! That group will host their own awards ceremony at a local restaurant Saturday evening. Having the Oldsmobile clubs at our show raises the level of excitement for everyone while making the 2020 show that much better!

For the past 21 years, POCC has hosted the Toys for Tots car show in November to benefit children and families in the Fresno region. In December of 2019, we donated over \$5000 to their cause. We hope to do even better this year, supporting the efforts of the Marine Corps League in their efforts to provide a Christmas gift to every deserving child in Fresno County. As in previous years, the show will feature an awesome raffle, terrific vendor supplied lunch, a vendor’s fair and exciting displays of classic vehicles for all to enjoy.

If you are an owner of a Pontiac, Oldsmobile, Buick, Cadillac car or GMC truck, please look for our show advertisement in this issue or contact Ron Berglund at (559) 259-2079 or via email at pontiac335@gmail.com. Better yet, go to the POCC website at pontiacsofcentralcalifornia.org for complete show information and registration form. Pontiac owners are invited to contact us for information about our club and activities. If you love classic cars, please come to the show on Saturday, May 2, 2020 and be a part of the celebration of some of GM’s best.

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Story continued from Page 12

Charter Oak Model A Club of Visalia, CA...

Charter Oak Model A Club sponsored another "Tour" to the Reedley area to Hillcrest Farms and their fabulous train collection/pumpkin patch/Christmas Tree Farm and had a wonderful day despite the rain.

The Charter Oak Club has something to really shout about!! This year of 2020 we will become "50 Years Old." Yes, we are celebrating our "mid-centennial" (if there is such a term) anniversary this year. With our new President Jason Deisman and his great line of officers we will enjoy what our past presidents and membership have accomplished in making this Club one of the best Clubs in California.

The Charter Oak Model A Club was formed almost 50 years ago and we are "shouting" this from the roof tops. We will be celebrating this milestone all year long.

Join us and share-in the fun and enthusiasm of a Model A Club that has another 50 years (or more) to look forward to. We invite you that own a Model A Ford, or those of you that only love Model A Fords, to come celebrate with us.

For more information on where and when we meet and have fun, contact:

Phil Kneeland; Cell (559) 679-1980.
 Email: lindannphil@sbcglobal.net
 Or Jason Deisman; Cell (559) 361-2599
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Vapor Trailers Support Central Valley Honor Flight



By Jim Martzen

Vapor Trailers of Visalia is a car club with deep roots in the San Joaquin Valley. In fact, it is the longest running club in the Valley, if not in the state of California. Depending on who you ask, the club was formed in 1948 or 49. But for sure, the Vapor Trailers were Incorporated in 1951. The 15 charter members were local Visalia area boys with a shared interest in automotive mechanics and acceleration performance. Of the charter members Herman Steinbach, Don Reimer, Pete Junwirth, Chuck Wagner, Lloyd Ellis and Gene Clarey are still associated with the club. The Vapor Trailers were interested in building cars and competing safely in the young sport of

drag racing. They started out holding meetings in the city's recreation hall. Al Thomas, local policeman, crop duster and machine shop operator, took an interest in the club along with several civic leaders.

The club name was adopted and eventually the National Hot Rod Association rules were drafted into our by-laws. The Vapor Trailers became a charter club of NHRA. Sporting black jackets with Vapor Trailers emblazoned across the back in green members began to dominate the San Joaquin Valley drag strips. About that time the club contemplated holding their own drag races. The city fathers were approached about the use of the airport. The city council impressed by the club and recommendations of the Visalia Police and California Highway Patrol granted permission and the rest is history. 100-150 cars would show up and hundreds more would come out to watch the day long events. Proceeds from these events were donated to local charities.

It is a testament to America's love affair with the automobile that the Vapor Trailers Car Club is alive and well today. From 15 charter members to over 100 members today the club is striving. Although we no longer hold drag races many of our members are still competing today. Most of our members now have street rods which they enjoy cruising and participating in local car shows. We hold several events and our Memorial Car show to fund our continuing charitable ways.

We continue to give to local high schools for youth programs. In 2019 we reached out to the Central Valley Honor Flight and let them know of our interest to help in their

endeavor. Bill Goodreau, Vietnam Vet., Bus Captain and Alternate Leader for the Central Valley Honor Flight came to one of our meetings and gave a presentation. Several members of the Vapor Trailers had gone on trips with the Honor Flight and given emotional reports of their experiences. What was not known to all is the fact that the government does not assist in the cost to fly, house or feed our Veterans on this noble journey. We also learned that the Honor Flight has recently opened up the flights to include Vietnam Era Vets. I am confident that many have seen the welcome these vets get on their return to Fresno Airport. A welcome that is long overdue. Summed up tearfully by one of our members "I didn't think anybody gave a damn..."

The Vapor Trailers are proud to report that we were able to present a check to the Central Valley Honor Flight to enable two veterans to visit Washington DC. In the picture is club President Tom Runyon and Secretary Treasurer Jim Martzen presenting Bill Goodreau with the check.

The Vapor Trailers will be putting on our Memorial Car Show on September 19, 2020 at A&W on Mooney Blvd starting at 5pm and going till 9pm. \$10.00 is the entry fee for vehicles registered before August 31st and \$15.00 the night of. Trophies will be given to winners of the various classes and we will have a "Kid's Choice Award" this year, so bring out the entire family. We will also have our raffle with more great prizes this year and our 50/50 drawing. Any questions concerning the car show contact Tony Avila at 559-623-3876, Kent Franzen at 559-631-0129 or Jim Martzen at 559-750-1980. See you there!!!

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M A G A Z I N E

Story continued from Page 17

URBAN LEGEND “LITTLE RED” SHELBY GT500



This Shelby prototype has been one of the most sought-after and elusive vehicles in postwar history, much like the Bullitt Mustang—yet also very different.

“Some people knew that the Bullitt Mustang existed and where it was, but nobody knew Little Red was out there. Even its owner was unaware of its historical significance,” said Colin Comer, author of *The Complete Book of Shelby Automobiles: Cobras, Mustangs, and Super Snakes*. “For it to be reunited with the Green Hornet, there couldn’t be a better place for it to be. Craig Jackson is so passionate about it; he’s the perfect caretaker.”

Little Red was a legend almost out of the chute. Car and Driver’s Charles Fox drove it fast enough in October 1967 that he was chased back to his hotel by police, a story

that was recounted in the magazine’s April 1978 issue. Although Little Red was supposed to be crushed, it somehow escaped certain doom—and discovery. According to Jackson, the car’s previous owner contacted the Shelby American Automobile Club sometime after taking possession, but he was told his car couldn’t be the genuine article since the original was destroyed. Little Red was then driven for several months before an overheating issue prompted removal of the radiator and other parts. After those parts were stolen from the owner’s garage, he parked the Shelby in a field, where it sat for decades.

Jackson and Billups, already knee-deep in restoring the Green Hornet, decided to search for Little Red in the hopes of bringing them back together. Armed with the VIN number and following a few breadcrumbs, they somehow managed to track it down. “Locating Little Red was tantamount to finding the proverbial needle in a haystack,” Billups said at the time. Barrett-Jackson president Steve Davis summed it this way: “It’s like catching lightning in a bottle, not just once but twice.”

Among the attendees at Thursday’s unveiling was Aaron Shelby, Carroll Shelby’s grandson, and 79-year-old Walter Nelson, who worked for Shelby American and was responsible for Little Red’s engine components. Nelson also worked on the car’s interior.

“A man asked me to build something, and I said, ‘Get the hell out of the way then,’” Nelson said. “I didn’t know it was going to be historic, and I didn’t care. I just built things and fixed things. I did my job.”

After Jackson announced that he’d found Little Red, doubters came out of the woodwork. One of them was Nelson’s own son Bill, who’d been told the car was long gone and, considering who his father was, he had no reason to believe otherwise. Bill left a comment on Facebook disputing the car’s authenticity and mentioned where he got his information from. Within 15 minutes the phone rang, and soon he and his dad were on their way to meet Jackson and check out the car.

“I hated that car actually,” Bill said. “I was a kid then, and that car was the reason that my father was transferred

from California to Michigan and my family moved away from my grandparents. I wasn’t happy about that.” The Nelsons now live in the Phoenix area, so they didn’t have far to travel to be reunited with Little Red.

“As soon as we walked in, my dad immediately said, ‘That’s Little Red,’ but I wasn’t sure yet,” Bill said. “Then I sat inside and looked at the dash, and I knew. It all came back to me.”

After starting up the four cars on stage—the two prototypes and their modern iterations—Jackson posed for photographs with all those involved and encouraged anyone with additional information about the cars to reach out at www.shelbyprototypecoupes.com.

Jackson said documentary films about each car are in the works, and they’ll be broadcast on a major network upon completion. Thursday, however, was Little Red’s day in the sun, even with overcast skies.

“The DNA of all modern Shelybs begins right here,” Jackson said. “History has come back to life.”



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MORGAN PLUS 4 CELEBRATES 70 YEARS, LEAVES PRODUCTION WITH GOLD SPECIAL EDITION



By Joel Feder, www.motorauthority.com

Morgan is 111 years old, and for more than half of its existence it's made a vehicle on a version of the same chassis.

The steel chassis have underpinned the Morgan Plus 4 since 1950 and now it's finally headed out to pasture. To mark the occasion, the automaker unveiled the Plus 4 70th Anniversary Edition on Wednesday.

Seventy years marks a platinum anniversary and the special-edition Plus 4 is painted Platinum Metallic, but mother

always said it's not what's on the outside that counts. Each chassis will be painted gold.

Inside, each Plus 4 70th Anniversary Edition will be upholstered in leather and the headrests will be embroidered with special-edition logos. The performance seats will be heated and footwell lighting will be included. The dashboard will be covered in a Ravenwood veneer, the cowl and door handles will be leather-trimmed, dark gray box-weave carpets will line the floor, and a satin black Mota-Lita steering wheel will finish off the look. No photos of what is certainly a likely gorgeous interior were released. Every Plus 4 70th Anniversary Edition will come with a photographic build record, which will be important at future auctions. Because they're Morgans, they'll also each have a mohair hood cover and storage bags for the sidescreens.

Under the hood, the special-edition Plus 4 will get an upgraded version of the Ford 2.0-liter inline-4 found in other models. A new engine map from Aero Racing ups power by 26 horses to 182 horsepower, which will flow to the rear wheels via a Mazda 5-speed gearbox. Morgan said the Plus 4 70th Anniversary Edition will sprint from 0 to 60 mph in less than 7 seconds, and while it's not exactly quick, it should sound good thanks to an Aero Racing sports exhaust.

Morgan will only build 20 examples of the Plus 4 70th Anniversary Edition, each priced at \$67,927 at current exchange rates. It doesn't matter if that sounds like a lot because each one has already been sold.

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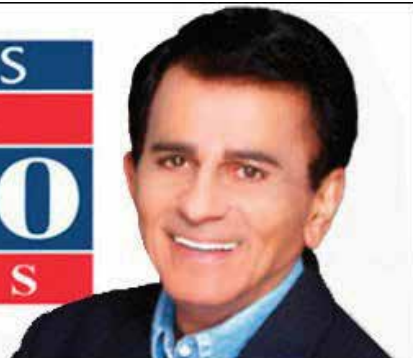
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RPM NATIONALS FLATHEAD DRAGS

By Phil Kneeland



As the sun rose above the foothills, the wind blew through the tall grass on the more than 200 year old Santa Margarita Ranch. The blackbirds morning ritual of song was instantly interrupted by the rumble of vintage iron coming to life. A gathering of like-minded people and amazing machines was

about to occur.

The 3rd annual RPM Nationals Flathead Drags were held on the historic Santa Margarita Ranch grounds on August 26, 2019. What are the RPM Nationals you ask? Well, it is a gathering of vintage hotrods with Ford power plants, souped up and modified for speed, in the spirit of the founding fathers of the 30's, 40's, and 50's. No small block Chevrolets here! The cars are each selected to fit the criteria of 6 classes based on engine and styling. This is not your typical car show.

Utilizing the ranches PRIVATE aircraft landing strip, grudges are addressed and challenges are accepted. Yes, there is an area of traditionally styled cars on display, but the cars competing are real race cars and modified street cars. These are not.... RAT RODS! (gasp) I hate that term as people see rust and want to say it. These are 90 year old cars, some built recently, using period correct parts, as much as possible, and not haphazardly put together. Another amazing thing about this event is the presence of some historically significant cars brought out of museums or private collections to be seen in their element and run for exhibition.

Our family started its journey to the RPM Nationals by



building a 1929 Model A Roadster pickup of sorts. As a member of the Charter Oaks Model A club in Visalia we encourage the restoration of the Model A Ford in its original state. While my 18 year old son Jay and I fully support that, this truck was never intended to be original. As we modified a once hacked up 1 ton Model AA Ford farm truck to a sleek zippy roadster pickup. As the build progressed I jokingly painted a large #5 on the door, little did I know it would stick. The once standard Model A - 4 cylinder engine now was a modified Model A - 40's style hotrod. It now had a "B" camshaft, high compression head and single downdraft carburetor.

▶▶▶▶ Story continues on Page 27

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The New Fred's Circle Track Trade Show & Swap Meet



By Dave Wolin

You're probably familiar with Fred's Circle Track Trade and Swap Meet, a fixture every January since 1992 at the San Joaquin County Fairgrounds in Stockton.

Known for many years as the go-to spot for stock car parts of all kinds, owner Fred Kuntz wanting to retire, has found his replacement in another Fred, Fred Lind of Salinas, who vows to expand and improve the already pretty good event

Fred Lind (the new Fred) is a longtime racer, starting on dirt and paved ovals and currently competing with a Victory Circle truck at a variety of California road courses.

And the new Fred has some great ideas to make the event bigger and better, give you exhibitors more bang for your buck and you buyers, even more to shop for.

Fred says: "I felt it was important to continue this when Fred announced his retirement as this is an important event for our racing community. It's more than a place to buy or sell, it's a gathering of family"

Fred continued. "My plan is to expand this to a greater assortment of racers, sprint cars, midgets, legends, sports cars, drag racers - pretty much anything that races. If it's raced, we want you find parts for it here. I expect to get some parts suppliers, chassis builders and manufacturers here too. And we'll be doing some real advertising and promotion. Pre registration, at a substantial discount, will be available soon as will commercial space and sponsorship information"

Next year will be a big deal; mark your calendar now -January 9, 2021. They are also considering a south valley event, maybe in the Bakersfield area, to save you guys from having to deal with that trek to Pomona or Turlock. Stay

tuned for an announcement and more news on their facebook page, "Fred's Circle Track Trade Show and Swap Meet" and on their website; www.fredscircletrackswapmeet.com.

Contact Fred at 408-712-8620 or via email at fred@fredscircletrackswapmeet.com

Dave Wolin is a veteran hot rodder and racer and operates a marketing consultancy specializing in the racing and high performance industry.



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WHITE HOUSE WINS SUPPORT OF MFG'S IN BID TO STRIP CALIFORNIA'S EMISSIONS CONTROLS

Excerpts archive from Detroit Bureau

Updates to CAFE could trigger yet another legal battle.

Several companies have stepped into the legal battle triggered by White House announcement that it would strip California of the right to set limits on automotive greenhouse gas emissions – a move that would effectively end that state's ability to also set fuel economy standards stricter than those in place at the national level.

California and 22 other states, as well as environmental groups such as the Sierra Club and National Resources Defense Council, have sued the administration hoping to block the move – which analysts believe would also negatively impact plans to boost sales of battery-cars and other zero-emission vehicles.

The original Clean Air Act did give California the unique ability to set its own limits on traditional automotive pollutants, such as oxides of nitrogen and particulates. Under President Obama, that authority was expanded to include CO2 emissions, which meant it could also set unique fuel economy guidelines since the amount of carbon dioxide a vehicle produces is directly related to the amount of gasoline – or other carbon-based fuels – are burned.

The three automakers, as well as the National Automobile Dealers Association, echoed the position laid out by the Trump Administration, arguing "that states cannot interfere with federal fuel economy standards."

The impact of that move, if approved by the courts, would be substantial, considering California is the largest single automotive market in the U.S. Other states have the ability to opt for the stricter California standards, something 16 have so far done, a collective group representing more than a third of all U.S. new vehicle buyers.

3 major Mfg. are by no means the only automakers to oppose California's ability to set its own fuel economy standards. Kia, Mazda, Nissan and Subaru also support the decision to strip California's rule-making authority. But, until now, the industry has been sitting on the sidelines hoping to avoid getting caught in the spotlight where they could come under fire from environmental activists, as well as California regulators. The decision to step into the legal battle puts the three automakers on the same side as Alabama, Ohio, Texas, Utah and West Virginia, which have all told the U.S. Court of Appeals for the District of Columbia that they support the administration's action.

The issue has created a whirlwind of legal activity. The White House has also launched an anti-trust investigation of four automakers – which negotiated a deal with the California Air Resources Board last July. That agreement would require them to meet mileage targets stricter than those currently set under the federal Corporate Average Fuel Economy, or CAFE, standards but lower than what California had originally mandated. When the White House announced its decision to strip California's authority to regulate automotive CO2 levels, officials also said they would revise the CAFÉ targets set under the



EPA Admin Andrew Wheeler, a former coal-industry lobbyist, announced plans to eliminate the California CO2 waiver.

Obama Administration in 2012. That move has been delayed, with no specific timing yet announced.

The final revision is expected to call for an annual increase in mileage of 1.5% through 2026, fallen well short of the 54.5 mpg target originally set under the former president for 2025.

The anticipated rollback of CAFE also is expected to wind up triggering a court battle. The industry also is waiting to see what might happen a year from now. The 2020 election could see power in Washington change hands and, were Democrats to take charge of the White House and Senate, they could again reverse course on fuel economy standards.



Despite promising to push development of all-electric vehicles, such as this Chevy Bolt EV, GM wants to eliminate the CA CO2 waiver and roll back CAFE.

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RPM NATIONALS FLATHEAD DRAGS



Nothing too drastic but definitely an upgrade. In October, under the encouragement of Jason Pall of BearMetalKustoms in Morro Bay we attended and participated in the F.A.S.T. time trials, also held at the Santa Margarita Ranch. It was open to all pre-1935 Ford 4 cylinder cars and trucks. Only racing the clock, we were able to dial in the modifications and test our truck. This was my son and I's first time participating in this type of event. Jason Pall and his wife Rochelle both took us under their wings. They explained and answered any questions we had, and totally made us feel welcome. It was a really fun experience and something we both wanted to do again. So, when the entry submissions for RPM National came open, we applied. To our excitement we, and another member of our Charter Oaks club, Tim McMaster, were two of only 100 cars accepted.

This was an honor to be taken seriously, so we started the whirlwind of improvements to our existing car design to make us competitive. After the time trials, we had discovered some areas we felt could be modified further to increase our performance. It went down to the wire, but with the help of a fellow club members and others, we went from no engine 3 days before the race, to a complete car. Having changed the engine to one with a counterbalanced crank, insert bearings and a "B" cam, we upped the compression with a Thomas

Head and went from a single 97 to dual 81 carburetors, also changing the standard non-syncro Model A transmission, to the much more efficient, 1939 Ford gearbox.

A lot of changes and a lot of adjustments still needed to be worked out prior to race day. Somehow we managed to complete most of them but ran out of time. Struggling to get our vintage Stromberg 81's to function properly we loaded ol' #5 in the trailer and headed to Santa Margarita hoping to get it worked out when we arrived.

What we discovered was just downright overwhelming, and one of the best overall experiences I have ever had as a vintage car enthusiast. We arrived at about 8 pm to the ranch the night before, and as racers, we were allowed to camp overnight in the pit area. As soon as we arrived we unloaded the car and got back to work. Amazingly, like moths to a flame, fellow racers and enthusiasts began to gather around our truck to fix the issues. We worked hard troubleshooting, joking and enjoying the comradery of each others passion. At midnight, it was unanimously decided, that if we wanted to race, then we had to go back to the single carburetor. The decision was made, and within 30 minutes we were up and rolling.

Which brings us to that sunrise I described in the beginning. As the sun rose and the cars began to fire up I felt as though my son and I were doing it! Experiencing what it must have been like. Experiencing everything that morning as if we were in time warp. The pit began to bustle with activity, cars warming up, spectators arriving. Drivers and crews putting the final touches on their cars. This event was open and unfiltered. Spectators were not denied access to cars or drivers. The event was very well organized and people were expected to police themselves, which they did. In today's world, that's very surprising, and honestly, a little refreshing. As it got closer to race time, my son started up number 5 and proceeded to the safety inspection area.

Story continues on Page 29



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Ford vs Ferrari - A Racer's Review



By Dave Wolin

By the time you read this, "Ford vs Ferrari" will be gone from theaters; soon to be streamed or available on blu ray or DVD.

If you didn't see it on the big screen, you've missed out. In Bakersfield and elsewhere around the country, premieres featured cars similar to the ones in the film and a number of people associated with the Shelby team appeared to relate a few stories. Anyway, I'd recommend you see it in any way possible. In my unofficial ranking of racing films, it's a strong fourth, in a field led by "Grand Prix", with all it's hokey ro-

mance, "LeMans", with its real time race scenes and "Rush", great even with a clunky script that some say should have gotten Ron Howard an Oscar.

You might note that the film has received four Oscar nominations. !!

This is a 2 1/2 hour film; I sat through it and usually a 90 minute film gets me anxious to leave. For purists, critical of many aspects of "Ford vs Ferrari", I can just say this; "It's not a documentary; it's a movie that is based somewhat on fact".

For those who know about the history of Ford's win at Le Mans; It was nice to see Phil Remington given some prominence.

And a spoiler alert - Not to give away the ending but Ford wins at LeMans in 1966. the losses of '64 and '65 are not mentioned. The Daytona shots were filmed at Fontana, a road in Georgia doubled for the Mulsanne Straight and Willow Springs plays a big part in the film. Sorry, Riverside closed in 1988 and is now a shopping mall.

More facts that don't impact on how good the film is - If you knew Carroll Shelby, you know he was not as nice a guy as Matt Damon plays him. The same with Ken Miles, not as hard to get along with as Christian Bale plays him and the Ford bad guys, well, not as bad as represented.

Bottom line; see the movie. Better yet; have a racing movie binge weekend; watch Grand Prix, Le Mans and Rush too. Want to see some of the short films that set the standards in racing films, have a look at the Racing History Project's You Tube Channel

Incidentally, one of the replica GT40's used in the film just brought \$400,000 at auction. There are still a few cars left if you're interested.

Dave Wolin is a veteran hot rodder and racer and operates a marketing consultancy specializing in the racing and high performance industry

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▶ Story continued from Page 27

RPM NATIONALS FLATHEAD DRAGS

Safety inspection was a rigorous process where each car was gone over by knowledgeable mechanics to insure that all safety requirements had been completed prior to the race. As soon as we passed "TECH" as they call it, we were lined up in the staging area. As I walked through the center between the Flathead 32's, Modified T's, and souped up A's, I soaked it all in. I watched the drivers cleaning their goggles, adjusting their helmets, shaking their buddies hand, kissing their girl and in some cases guy (as several female drivers were among the racers) ... all preparing to do battle. This is not an intense, HIGHLY competitive event, but seemed to be as much about the experience, as it was about going fast. It was about enjoying the car and having fun. Winning was a bonus and more about bragging rights. This is drag racing in its rawest form, two cars to the line and when the flag girl drops... you're on! Spectators lining the starting line, behind barriers, but right up in the action. Cars, two by two, began warm ups, until it was time for eliminations. As they paired off and raced... winner would proceed and loser would head to the pits. I found it amusing that each driver was being introduced by their Instagram Handle which was a mix of modern with the old. I quickly began to realize that many of

these fellow racers had also been inspiring us through their photos on instagram. Soaking in every moment, they continued to race until there was one winner for each of the six classes. Each winning driver was awarded an amazing bronze RPM Nationals winner trophy created by Joe Buffardi, as well as, speed parts donated by Tony Baron, Max Herman of H&H Flatheads, and Offenhauser, who all sponsored the event.

The overall greatest thing I got out of this event was the connection with fellow enthusiasts that loved sharing their passion and creating the experience of a lifetime. What a pleasure and honor to have my son and our car selected, to be one of the ambassadors in this recreational pastime of a begotten era. Thank you Justin Bass, Russ Hare and Jason and Rochelle Pall of BearMetalKustoms. Also thank you to all the other countless volunteers and sponsors that make this event possible.

If you have an interest, or a car that might fit this event, I encourage you to attend and participate if possible. The next date for RPM Nationals has been set for September 26, 2020 so, start prepping now and we'll see you at the races!



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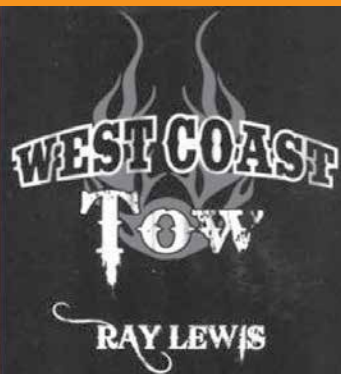
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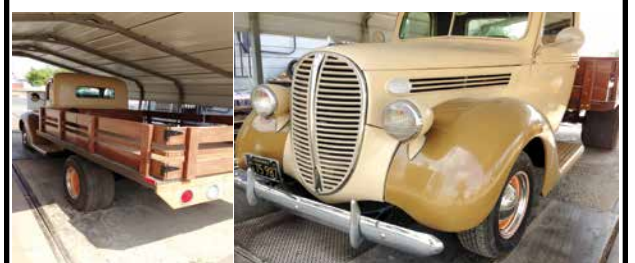
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