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EVENTS INTO SEPT. 2022 Read Us Online at: www.oldercarsandmotorsports.com ISSUE 6.2022

WE ARE SO LUCKY!

By Vic Groab

Just a short time ago many of us were hunkered down waiting out the pandemic. Yes some including some of my own family are still getting the bug but with the shots etc they are getting less sick.

The wonderful thing is all the events that are being offered to us car nuts. All spring there has been at least two events each weekend. There are events for just about any type of collector car; almost too many. Is it bad that we need to choose between good and great?? Not in my mind; I think it is just fantastic. There are events both big and small. The Saturday morning donut gathering is an intimate local thing that is cozy and small. The Tulare swap meet brought in a lot of like minded folks from far and wide. We registered our 1914 Ford as a golf cart and drove the whole event at a stunning

one or two miles per hour all three days. The tractor and engine folks had wonderful early stuff; the big truck display was magnificent, there were wonderful items in the sales booths. While hanging out in the Horseless Carriage Club tent I visited with old friends from Australia, Canada, from several states east, Florida, New Hampshire, Virginia, North Carolina and more plus many folks from every western state. We had 40 or so come to our home after the event just to hang out and visit. We drove old cars around the area and had a bunch of fun. The vintage Chevrolet club had a big meet just a week later based in Porterville with about 50 early Chevrolets touring Tulare County. Then there is the National street rod show in Bakersfield, the big Morro Bay car show the first week in May, yes it just keeps going; how wonderful is that??

Things lighten up a bit when the hot summer days come upon us but even then there is something almost every week



or so somewhere in close driving distance. Yes, gas is crazy expensive but enjoy life now when you can. My wife tells me we worked hard for many years to have this, now just pay up and enjoy it. If we do not our kids will certainly find a place for our money when we are gone; not to seem harsh but we made it without any help or inheritance, we should enjoy spending it. Linda and I choose to spend it hanging out with some of the nicest folks in the world, fellow old car nuts. Maybe you might want to do something like that too.

The Old Cars news letter helps us in both print and on line versions to help us find these fun things to go to. No we cannot do it all, just choose the things that work for you and enjoy them to the max!! Life is too short to just sit around and watch the grass grow.

CLASSIC CAR & PARTS SWAP MEET
25th Annual
Summer Turlock Swap
PARTS WANTED
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2022 Swap Dates
SEE PAGE 18 FOR INFO

15th Annual
Parkin' in the Park
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10AM - 3PM
LINCOLN PARK
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Golden West High School Choirs
Back in School
Car Show
Saturday, October 22
SEE PAGE 30 FOR INFO

EVENTS CALENDAR

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JUNE 2022

- 4 Carnegie Museum Classic Car Show Hanford 559-585-7526
- 10 Dinuba Cruise night 559-591-2707
- 11 Dinuba Car Show 559-591-2707
- 11 Quail park Car Show Visalia 559-624-3500
- 11 The American Graffiti Car Show Modesto 209-447-5962
- 11 Dos Palos Hot Summer Nights Car Show 209-761-5422
- 11 Small Town Cruiser Cruise Night Tulare
- 17-18 Monterey Rock & Rod Festival montereyrockrod.com
- 18 Cruisin at Parkside Visalia
- 25 Sam's Burger Cruise Night Fresno 559-375-0268
- 25 Karr Club Cruise Night @Der Weinerschnitzel Hanford

JULY 2022

- 1 Rollin Relics Cruise Night Porterville
- 9 Small Town Cruiser Cruise Night Tulare
- 15-17 Bent Axles Car Show and BBQ Santa Maria CA 805-714-6111
- 23 China Peaks 2nd Annual High Sierra Summer Fest 559-233-2500 skichinapeak.com/summer
- 30 Karr Club Cruise Night @Der Weinerschnitzel Hanford

AUGUST 2022

- 5 Rollin Relics Cruise Night Porterville
- 13 Small Town Cruiser Cruise Tulare
- 21 Summer Turlock Swap 209-579-4797

SEPTEMBER 2022

- 10 All Ford Car Show and Swap Orcutt 805-598-8133
- 10 Summer Send Off Car Show Tulare www.smalltowncruizers.org
- 17 Parkin In The Park Car Show Selma Car show Selma CA 559-891-2235
- 17 S.P.D.E.S Club Car Show Tipton 559-978-0688
- 17 Chowchilla Classic Car Show 559-665-5603
- 24 Cruisin to the Classics Luso Car Show Tulare 559-260-5921
- 25 The Automotive Classic at Trilogy Monarch Dune Nipomo 805-305-4937
- 25 Turlock Fall Swap Meet Turlock SpringFallTurlock.com 209-201-8491

OCTOBER 2022

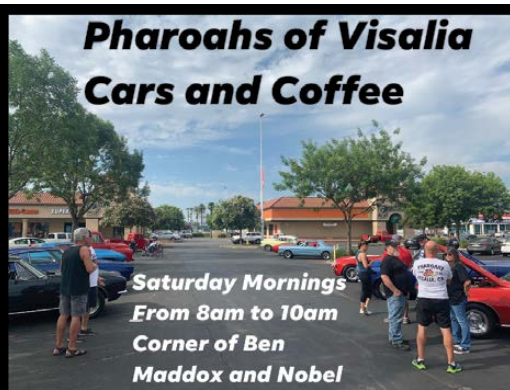
- 1 Pipeline Church Car Show Visalia 559-804-4045
- 8 End O' Summer Fly-In and Car Show at Sierra Sky Park 559-352-6145
- 15 Trunk or treat at West Gate Visalia
- 15 Mariposa Chamber Car Show
- 22 Golden West HS Choirs Back to School Car Show Visalia 559-622-3138
- 29 Trunk or Treat Prestige Assisted Living Visalia CA 559-735-0828

NOVEMBER 2022

- 6 Autumn Turlock Swap Visalia 559-804-4045

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.
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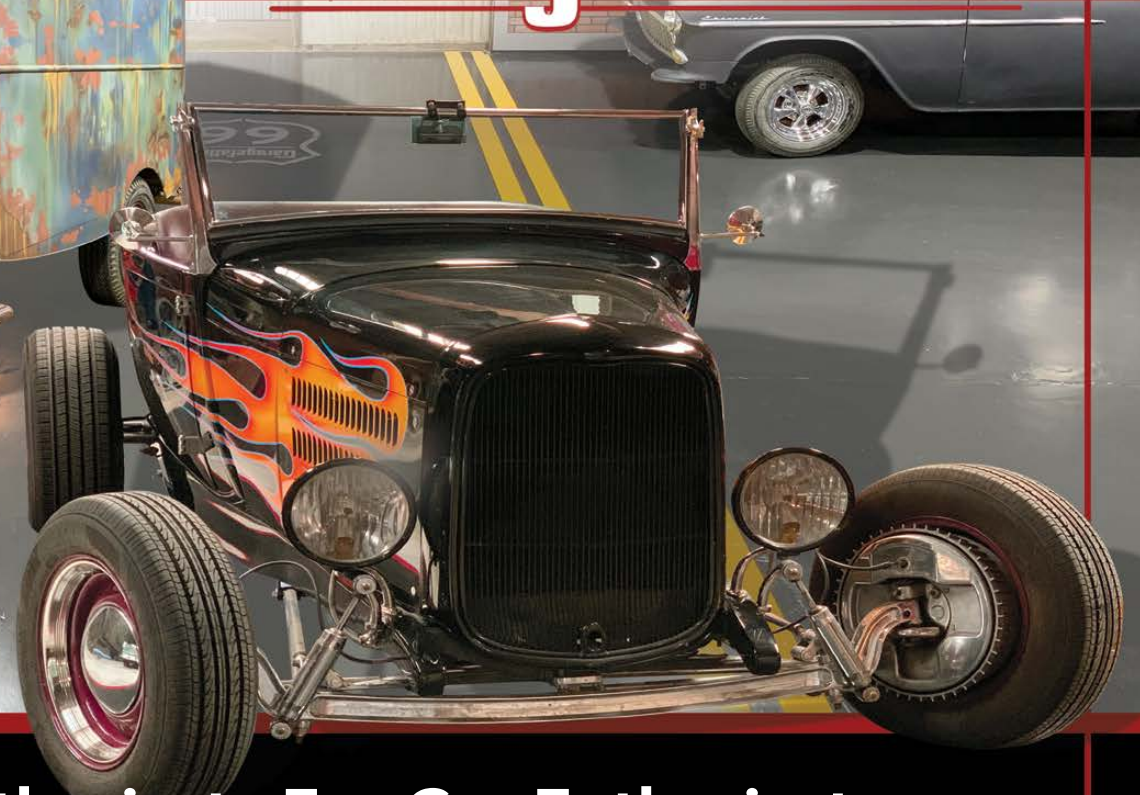
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Kenny 559-936-7277

THE WINNING EDGE - ARTICLE #44

By Mike Lewis

Hi everyone, looks like summer time is here.

After discussing valves in the last couple articles I thought it appropriate to briefly touch on valve guides while in that area.

The importance of valve guides and their contribution to power is frequently overlooked. Worn guides cost power, that's guides which have worked the clearance up to 0.003-0.004 in. on the axis in line with rocker motion.

Although rockers are designed to reduce side loads, a significant amount of wear takes place and as spring loads increase the situation gets worse. The side loading on a valve as well as the up and down motion contribute to the wear. Contaminants from combustion is

deposited on the exhaust valve stem and are carried up into the guide, wearing it to a bellmouth shape.

As rpm increases the valves tend to vibrate and if not controlled by a close fitting guide they will strike the seat off center then slide down it as they center themselves. This causes high seat wear, usually making the seat out of round at the same time.

At higher rpm the valves don't have time to seat themselves properly striking the seat off center. This causes a leak and subsequent power loss.

Another problem is that worn valve guides that allow a valve to strike the seat off center put bending loads into the valve stem immediately below the head. Also the valves inevitably rotate and hit the seat at various points around its circumference. This has the effect

of repeatedly bending the valve head back and forth. Eventually the valve head could separate from the stem.

Worn valve guides cause valve head tempera-

tures to escalate, forcing a higher proportion of the heat to go through the valve seat itself. By using a snugger fitting guide more heat is conducted through the stem of the valve bringing down temperatures which allow a higher compression ratio and helps cut seat erosion.

If you decide to redo your guides don't be tempted to use the budget reconditioning process of knurling. A better solution is to use a quality bronze guide or bronze liner.

As far as guide clearance and finish I recommend honing as opposed to reaming. It allows a guide to be sized to whatever is required and the finish is conducive to holding oil for better stem lubrication.

Till next time,

Mike Lewis

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Old Cars
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2022**



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WARBIRDS, WINGS AND WHEELS

By Dave Wolin

The 13th annual Warbirds, Wings and Wheels Car Show and Swap Meet at the Estrella Warbirds Museum / Woodland Auto Display in Paso Robles roared back to life this May after the pandemic closed it for a couple of years. A large number of spectators and somewhere around 300 cars filled the air museum display area, parked under and next to an exciting array of military aircraft and machinery. The Woodland Auto Display was open to all, showcasing their hundred plus exotics, hot rods and race cars. The swap meet, held in an adjacent field, had all the usual hard to find automotive stuff; including a guy with a couple of early Chevy Fuel Injections and a six carbbed t bucket project.

Some of the highlights; Dennis Gage, host of the "My Classic Car" TV Show was filming the event for one of his future shows. The Hogue Knives L29 Jet, holder of the Reno air races record at 540 mph, was on display, then made a few thunderous low altitude passes over the show. Good food too – "Dave's Dogs", a taco truck and a few more. And Monte Mills and the Lucky Horseshoe Band, a central coast icon, performed off and on all day entertaining the crowds.

As for cars, the Warbirds, Wings and Wheels Car Show

has always been known for its variety; all models and years were welcomed and we spotted Ferraris, T Buckets, new and old Corvettes and more customs and hot rods than you can name.

Missed the show ? Look for it next Mother's Day weekend in 2023. For more information about the Estrella Warbirds Museum, visit <https://www.ewarbirds.org>. For information on the Woodland Auto Display, visit www.woodlandautodisplay.com.

Dave Wolin, racer, historian, author and sometime journalist spent the day at Warbirds, Wings and Wheels and didn't buy anything at the swap meet.



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The Rearview Mirror: A Brand Born of the Roaring '20s

By Larry Printz, www.thedetroitbureau.com



It is a brand born this week in 1926, one that lives on fervently in hearts of car enthusiasts: Pontiac.

It's the marque that gave us Grand Prixes and GTOs, Firebirds and Trans Ams before peddling such atrocities as the T1000, Astre and Aztek, vehicles that irreparably tarnished a brand whose image should have been the easiest of GM's to manage.

A brand born for its price

It had taken General Motors until 1924 to put its house in order following the ouster of GM founder William Durant. Under GM President and Chief Executive Officer Alfred P. Sloan, who had been appointed the year before, the product line-up was whittled to a price ladder consisting of Chevrolet at \$510; Olds, \$750; Oakland, \$945; Buick "4", \$965; Buick "6", \$1,295; and Cadillac, \$2,985.

But Sloan saw gaps in the portfolio that needed plugged. "The most obvious gaps in this line were between the Cadillac and Buick "6" at the top and between the Chevrolet and Olds at the bottom," recalled Sloan in his book, "My Years With General Motors."



Alfred P. Sloan was appointed President and CEO of GM in 1923.

This led to the 1927 LaSalle, priced from \$2,000, a junior Cadillac that would last through 1940. But the bigger danger was the hole between Chevrolet and Oldsmobile. "If General Motors didn't go in there someone else sooner or later would," Sloan said, not caring if the new car stole business from Chevrolet or Oldsmobile. "It will be better that we take business from our own Divisions than have competitors do so."

So Sloan directed that the space be filled with a new car using a Chevrolet body and chassis powered by a new 6-cylinder engine. (At the time, Chevrolet only offered 4-cylinder power.) Chevrolet's president, William "Big Bill" Knudsen, was told to develop and test it; Oakland would be bringing it to market. The new car was dubbed Pontiac, Oakland's name when it was known as the Pontiac Buggy Company.

(Two other sister brands debuted later, Oldsmobile's 1929 Viking, which lasted one year, and Buick's 1929 Marquette, which lingered for two.)

A new — if ordinary — new car

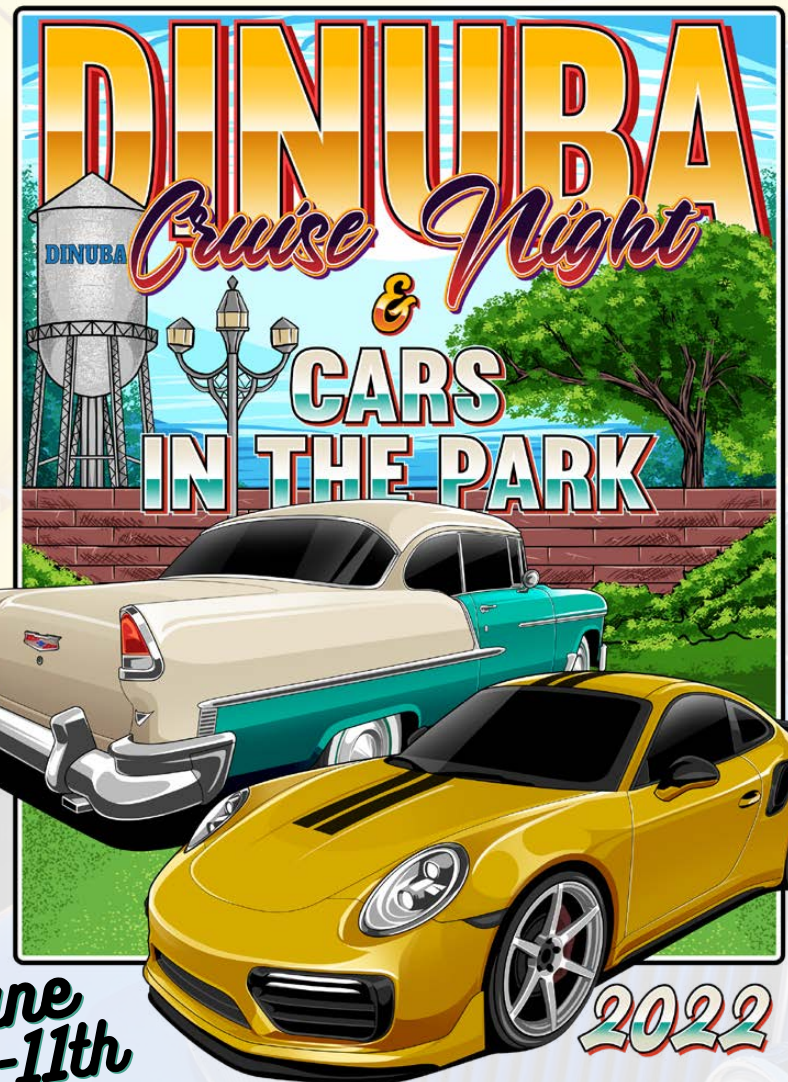
And so, the first Pontiac went on sale this week in 1926, priced from \$825, halfway between the \$645 Chevrolet and the \$950 Oldsmobile. While the new Pontiac plugged a hole, it was unexceptional, with its 3.0-liter L-head 6-cylinder engine producing 40 horsepower at a lazy 2,400 rpm.

The new car did little to boost the pricier Oakland's sales. When the Great Depression hit in 1929, GM considered killing both Oakland and Pontiac. But by 1930, Pontiac was outselling Oakland seven-to-one, so the decision was made to kill Oakland. Pontiac would outlive all of its sister brands and be the only one to outlive its parent company.

Pontiacs became senior Chevrolets, offering features you couldn't get from the bowtie brand, such as an automatic transmission or an 8-cylinder engine. They were safe, solid conservative offerings that yielded decent sales, but were otherwise unexciting — not unlike an Oakland. But that would change in 1956, with the arrival of Semon "Bunkie" Knudsen, the son of Chevrolet's 1930s president "Big Bill" Knudsen.

▶ Story continues on Page 13

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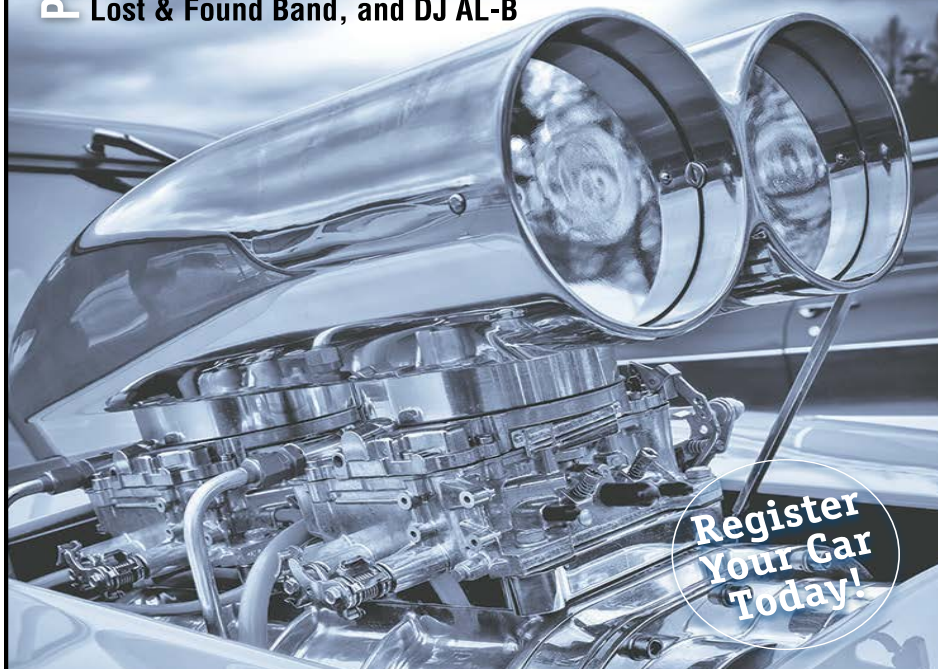
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To be held June 17 and 18, 2022

CLASSIC CARS AND CLASSIC STARS AT THE ROCK & ROD FESTIVAL!

MONTEREY, CA (March 2, 2022)—The Fifteenth Annual Monterey Rock & Rod Festival, June 17 and 18, 2022, is a celebration of rock and roll and custom and classic cars and trucks benefitting Gateway Center of Monterey County, Inc., a 501(c)3 organization which provides services and support to adults with intellectual disabilities in Monterey County.

The festival kicks off Friday evening, June 17, at 5pm with a good old-fashioned SOCK HOP held at the General Stilwell Community Center in Seaside, CA. Back "in the house" this year is Jeremy "Elvis" Pearce & The Memphis Sons, as well as our incomparable house band, the Yard Dogs. Also performing will be The Lost & Found Band. A Show-N-Shine, no-host BBQ and full bar, silent and live auctions, along with best-dressed and best-dance contests. Sock Hop tickets are \$25 and will be available at the door.

The Rock and Rod show will be held Saturday, June 18, at the Custom House Plaza in beautiful downtown Monterey near Fisherman's Wharf. Starting at 10am and ending at 6:00pm, this year's Show-N-Shine will feature 1975 and older vintage, customs, classics, hot rods, street rods, muscle cars, and trucks. Vehicles will be judged and are eligible to win merchant awards, one of 15 Awards of Excellence or the Best of the West honor. Public admission to car show and live music downtown is FREE!



The all-day festival will feature music headliner Big Brother & The Holding Company. Also look forward to live entertainment by Jeremy "Elvis" Pearce & The Memphis Sons, the Yard Dogs, Los High Tops, Red Beans and Rice DJ AL B, and more.

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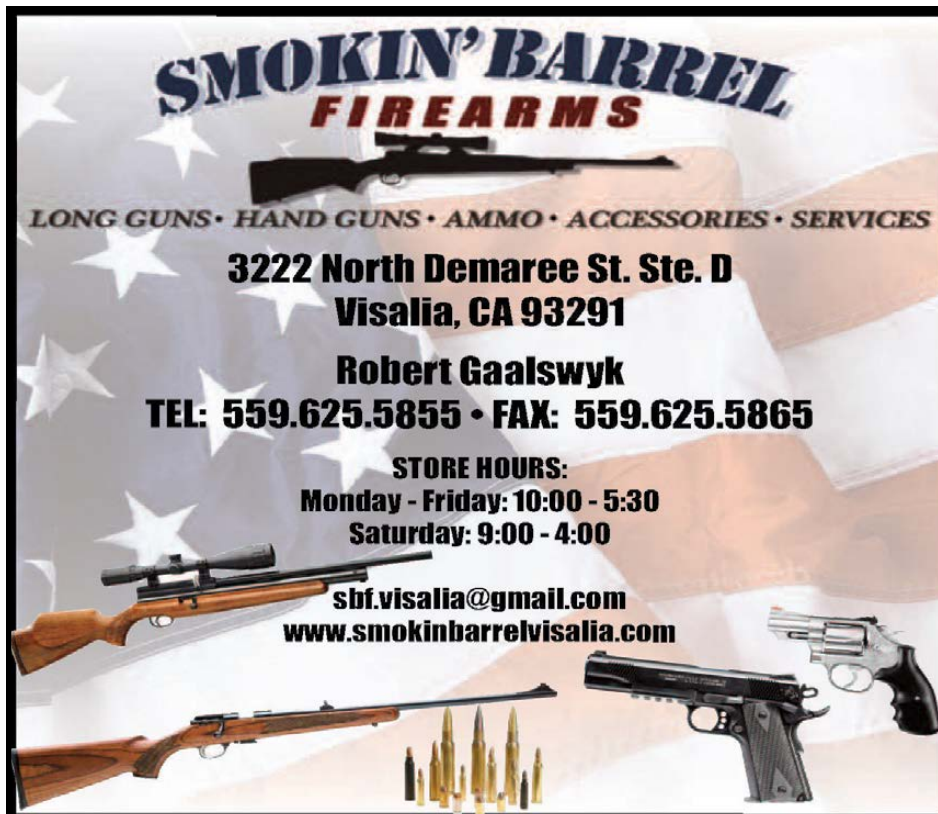
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Family Fun for All

Ford Pushes Boundaries with Bronco Everglades Edition

By Joseph Szczesny, www.thedetroitbureau.com



Electric vehicles are emerging as a big piece of Ford Motor Co.'s future business, but CEO Jim Farley insists the company is not walking away from vehicles with internal combustion engines.

In fact, Farley said during the company's most recent earnings call that Ford is looking for ways to build up the company's business around internal combustion engines by adding new variants of popular models such as the Ford Bronco.

The effort also coincides with Ford's efforts to build Bronco into a rugged lifestyle brand to rival Jeep long-dominance in aggressive off roading. Now, just in time for spring break, Ford is unveiling the new Bronco Everglades special edition, which features a snorkel so the vehicle can breathe underwater.

Ready for the wet 'n wild

For off-roaders looking to go further off the grid, the new 2022 Ford Bronco Everglades is designed to press on when the air gets thick or when the trail turns others around Bronco SUVs have traversed remote

locations.

The Bronco Everglades is available as a four-door model with confidence-building, factory-installed features such as the previously mentioned snorkel, an integrated front bumper-mounted winch, and all the off-road equipment in the Bronco Sasquatch Package.

It is powered by a 2.3-liter EcoBoost delivering 300 horsepower and 325 pound-feet of torque and a class exclusive Select Shift 10-speed automatic transmission with advanced 4x4 system and a maximum 67.8:1 crawl ratio.



The Bronco Everglades is available as a four-door model with confidence-building, factory-installed features.

Off-road capability extended in new direction

"Bronco customers like to explore new places, but some want to go even further off the trail than others," said Jolanta Coffey, Bronco chief engineer. "Everglades is specially equipped to enable these customers to tackle even more challenging terrains and trails — and with the front bumper mounted winch, they can help others out of trouble while they're at it."

▶▶▶▶▶ Story continues on Page 21

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The other day a lady said something to her son about driving a Jalopy; and he looked at her quizzically and said, "What the heck is a Jalopy?" He had never heard of the word jalopy! She knew she was old ... But not that old.

Well, I hope you are Hunky Dory after you read this and chuckle.

About a month ago, I illuminated some old expressions that have become obsolete because

of the inexorable march of technology. These phrases included: Don't touch that dial, Carbon copy, You sound like a broken record, and Hung out to dry.

Back in the olden days we put on our best bib and tucker.

Heavens to Betsy! Gee whillikers! Jumping Jehoshaphat! Holy Moley!

We were in like Flynn and living the life of Riley; and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all the tea in China!

We wake up from a short nap, and before we can say, "Well, I'll be a monkey's uncle!" Or, "This is a fine kettle of fish!"

Long gone: Pshaw, The milkman did it. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! I'll see you in the funny farm. Wake up and smell the roses.

See ya later, alligator!
Okidoki.

You'll notice they left out
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▶ Story continued from Page 9

The Rearview Mirror



A 1926 Pontiac, basically a Chevy with a 6-cylinder engine. (Photo Credit: RM Auctions)

Pontiac gains a new leader — and a new image

Bunkie would be the youngest Division manager appointed to GM to that time. His youth would prove invaluable as he brought in new blood, including Elliot “Pete” Estes from Oldsmobile as chief engineer as well as John DeLorean who came from Packard. (Both would go on to run Pontiac and Chevrolet, with Estes becoming GM’s president, and DeLorean leaving GM to start his ill-fated car company.)

Next, Knudsen introduced the Bonneville, a top-of-the-line model with Rochester fuel injectors, hydraulic lifters and a racing cam. Producing 300 hp, it would prove a template for what was to follow.

For 1959, Pontiac received its first split grille styling, a part of the brand it would retain for the rest of its run, as well as its famous “wide-track” chassis. Winning MotorTrend’s 1959 Car of the Year award, its sales rose nearly 57 percent.

In 1961, the compact Pontiac Tempest debuted with GM’s first postwar 4-cylinder engine, four-wheel independent suspension and a rear transaxle. 1962 saw the debut of the two-door Grand Prix, the Division’s first personal luxury coupe, followed in 1964 by the first muscle car, the V-8-powered Tempest GTO, a \$300 option package that would become its own model.

Three years later, Pontiac fielded its answer to the Mustang, the 1967 Firebird, followed by its more muscular sibling, the 1969 Trans Am. It seemed in the 1960s, Pontiac could do no wrong. But that would soon change.

A new era brings new challenges

As the new decade dawned, the team that fostered Pontiac’s success moved on. By 1974, the GTO would be based on a Chevrolet Nova, followed by the Pontiac Astre, a thinly-

disguised Chevrolet Vega, in 1975. But Pontiac’s image remained firm, thanks to booming sales of the Firebird and Trans Am, accented with the screaming chicken hood decal.

But by the 1980s, Pontiacs differed little from those offered by other divisions, but there was one exception, the 1984 Fiero, a two-seat, mid-engine coupe with space-frame construction. It looked like a sports car, but didn’t perform like one. Cobbled together from the GM parts bin, its engine dated from the 1961 Tempest. The Fiero died after four years.

Poor product decisions continued, including the Montana minivan, the Aztek crossover and the Korean-built Le Mans subcompact. Even the popular Grand Am compact would have its marketing muscle eviscerated when it was renamed the G6. Even the revival of the GTO failed when its badge was slapped on the Australian-built Holden, doing little to attract Boomers who remembered the original.

The end comes

By the time of GM’s bankruptcy filing in 2009, the company was given a choice of keeping four divisions. That GM would keep Chevrolet, GMC and Cadillac seemed to be a foregone conclusion.

Oldsmobile was already gone, having been axed in 2004. That Saab and Saturn were closed wasn’t hard to understand. The question became whether to keep Buick or Pontiac.

Considered solely on American market sales, the answer would have been to keep Pontiac. But GM had been selling Buicks in China for a decade — lots of them. The promise of what was forecast to become the world’s largest car market, and the country’s long-held admiration for Buick, a brand favored by the last Chinese emperor, forced GM’s hand.

After 84 years, Pontiac was dead.



The Pontiac Aztek was hailed for its utility, reviled for its strange design.

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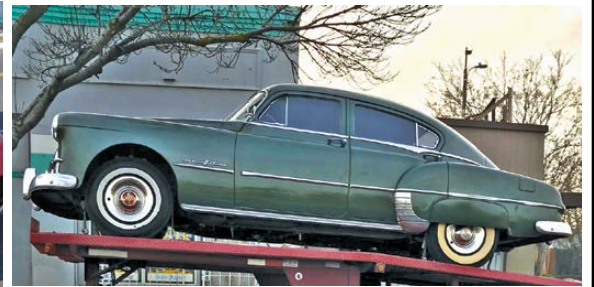
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1951 HARLEY DAVIDSON



1934 FORD SEDAN



1949 PONTIAC FASTBACK



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Sat. June 11 - Street Truck Anarchy
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Donut Pit 12pm-9pm
Wednesday June 15 - Street Legal
Drag Racing 5-9pm
Saturday June 18 - Grudgefest
Wednesday June 22 - Street Legal
Drag Racing 5-9pm
Friday June 24 - KB Motocross
Saturday June 25 - T&A Race Club
Big Bucks Bracket Racing 10am-8pm
Sunday June 26 - T&A Race Club Big
Bucks Bracket Racing 10am-5pm
Wednesday June 29 - Street Legal
Drag Racing 5-9pm

JULY 2022

Friday July 8 - KB Motocross
Friday July 15 - KB Motocross
Saturday July 16 - Team Boddie
No Excuses The Final Chapter
Sunday July 17 - Team Boddie
No Excuses The Final Chapter
Friday July 22 - KB Motocross
Saturday July 30 - Muddy Dash 5K
Mud Run *not a motorsports event*

AUGUST 2022

Wednesday August 3
Street Legal Drag Racing 5-9pm
Saturday August 6
Summit Series ET Race #8, WCPG,
Juniors Wally Race 10am-8pm
Sunday August 7 - Summit Series ET
Race #9 NHRA.tv Challenge Wally Race,
WCPG, Juniors Wally Race 10am-8pm
Friday August 12 - KB Motocross
Saturday August 20 - Raceworz
Wednesday August 24 - Street Legal
Drag Racing 5-9pm
Friday August 26 - KB Motocross
Saturday August 27 - Sac Speed Shop
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Wednesday August 31 - Street Legal
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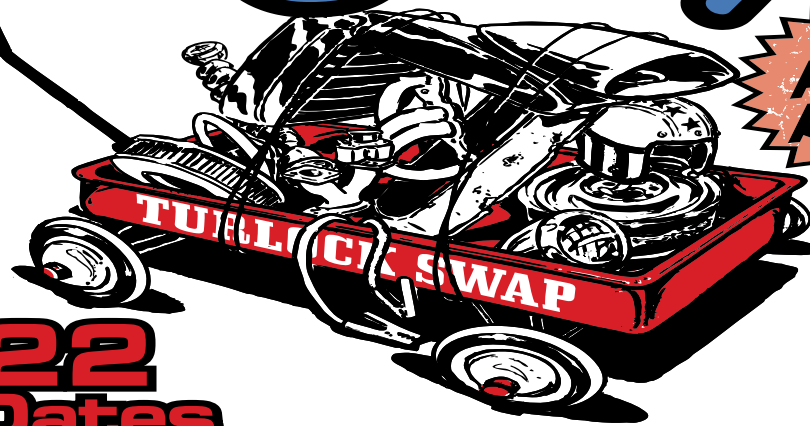
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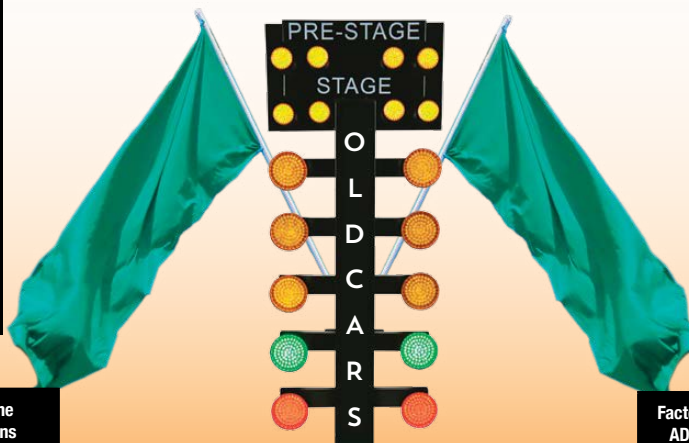
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VS



1966 FAIRLANE GT/GTA

Factory ADP	Wheelbase	Length	Shipping Weight	Base V-8	Engine Options
\$2,843	116 in.	198.8 in.	3,375 lbs.	390 cid/315 hp	390 cid/335 hp

SEE WHO WINS ON PAGE 30.

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AVERAGE U.S. AUTOMOBILE IS NOW A RECORD 12.2 YEARS OLD

By Paul A. Eisenstein, www.thedetroitbureau.com

Pandemic and semiconductor shortages contribute to aging fleet.

Odds are the vehicle in your driveway has been around for quite some time, the average vehicle on U.S. roads now 12.2 years old, according to new research.

This is the fifth year in a row that the average vehicle has increased in age, according to the report by S&P Global Mobility, rising by two months from just a year ago. The pandemic and semiconductor shortage are major factors in the aging of the American fleet, making it more difficult for potential buyers to find new vehicles or even relatively new, previously owned models.

“The global microchip shortage, combined with associated supply chain and inventory challenges, are the primary factors pushing U.S. average vehicle age higher,” a summary of the report explained. “Chip supply constraints have caused continued parts shortages for carmakers, who have been forced to cut production.”

Passenger cars aging faster than light trucks

The impact has been backed up by sales numbers that saw new car sales tumble to their lowest level this year during April. As a result, motorists by the millions switched from new to used vehicles or kept their existing models in use

longer than they might originally have intended, the analysts noted.

The study indicated sedans, coupes and other passenger cars are now the oldest vehicles on the road, averaging 13.1 years. SUVs, crossovers pickups and other light trucks are a slightly newer 11.6 years of age, on average.

The average age of today's vehicle fleet has actually declined in one niche segment of the market, according to S&P. Sales of battery-electric vehicles surged by 81% last year. So, with relatively few used EVs available, most of the demand has been filled with new vehicles.

▶▶▶▶▶ Story continues on Page 28



▶ Story continued from Page 11

Ford Pushes Boundaries...

The Bronco Everglades' snorkel, which was designed and engineered by Ford, runs up the passenger-side A-pillar and optimizes the vehicle's performance in dust, snow and water by raising the engine air intake above water or other adverse trail conditions.

The design of the snorkel uses two easy-to-swap plates to change the direction of the inlet based on trail and weather conditions, according to Ford designers.

"Bronco enthusiasts demand style as well as performance, so we challenged ourselves to create a snorkel with high-end function and a look that really suits the vehicle," said Ryan Olsson, design manager. "What really sets the Everglades snorkel apart is the head and reversible intake. It completely changes the way a snorkel can look and function."

Design helped chart new paths

The Bronco design team took advantage of the SUV's patented off-road modular design to create the Everglades edition, further underscoring how this user-friendly platform can be stripped to its base structure and reconfigured for another new adventure with a different body style.

The front and rear axles, transfer case and transmission on the Bronco Everglades are equipped with raised vents for

improved fording of streams or swampy areas. The design changes combine to give the Bronco Everglades fording capability of 36.4 inches — or more than three feet.

For situations when Bronco Everglades or even another vehicle needs traction beyond what the tires and engine can provide, a heavy-duty modular front bumper by Ford Performance with a winch — featuring 10,000-pound capability and a 100-foot synthetic line is available to help.

Everglades also comes standard with a protective safari bar, rock rails and the same steel bash plates found on Black Diamond and Badlands Bronco models.

A unique Carbonized Gray grille with gloss black Bronco lettering enhances its functional appearance. The Sasquatch Package features 17-inch alloy wheels — painted Carbonized Gray — with 35-inch Goodyear mud-terrain tires are part of the package.

Additional upgrades

Additional exterior appointments include rock rails to protect the lower sills, plus a molded-in-color hardtop and roof rack with crossbars, according to the Everglades specifications.



The Bronco Everglades features a snorkel so the vehicle can breathe underwater.

Unique graphics with Everglades topography deliver style on the front quarter fenders, cleverly paying homage to the tropical wetlands that inspire the vehicle's name.

Bronco Everglades is easy to clean since it comes with standard marine-grade vinyl seats and rubberized washout flooring. The Everglades version of the Bronco also features a class-exclusive 12-inch Sync 4 system with Ford Power-Up over-the-air software updates — a unique combination based on customer feedback.

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Hanford Auto Supply and Machine Shop

“A Great Open House”



By Phil Kneeland

“A great time was had by all”!!

Yes!!..... A fun time took place on Saturday, May 7, 2022 at Tim and Kathy McMaster's, “Hanford Auto Supply and Machine Shop” in Hanford, CA.”

Tim and Kathy hosted the event with a display of their some 15 classic cars and a great old time Machine Shop which specializes in Flat Head Ford engines, Y-Blocks and agricultural and industrial machining. Tim (Y-Block Guy) is mostly a one man shop who does superb engine and machine work.

Back to the “Open House Event”.....When our Charter Oak Model A Club (of which

Tim is a member) arrived at the 6th Ave. and Harris St. location, the parking spaces for all sorts of racing and custom cars were filling up fast. All of the parking spaces on the street and the large parking lot to the west of the Shop was starting to bulge at the seams with the most unique and beautiful home built Custom Cars that you'd ever want to see.

Tim and Kathy expected approximately 100 friends, customers and just plain car lovers to attend....but their expectations were met and exceeded with a count of about 130 delicious “Street Tacos” served by Emilio of Visalia. Tim and Kathy graciously supplied these yummy Mexican delights for the entire crowd that started arriving at 9:00am and didn't leave until late in the day, even though the hours were advertised to be 10am-2pm that day. Of course this made Tim and Kathy overjoyed showing the success of their planned event. They have been planning this 2022 Open House since their last one in 2018. They had one planned in 2020 but our friend Covid-19 got in the way of that one. They like to have these Open House Events about every two years.

The visitors were overwhelmed by the custom car work that Tim has done on his own fleet of “Bonneville Racers”, chopped Model A's, street rods; historically correct (mostly) Model A Sedan's, Sport Coupes, pickups and of course Kathy's own “Baby Blue Coupe”!! That Kathy motates around town in this pristine 1931 Coupe, doing the driving all herself. Tim even has customized a Ford 8N Tractor with one of his favorite “Flat Head Ford V8 engines” Tim calls it his V-8N, instead of just 8N as Henry Ford called them!! He also has a 1925 Ford Model T Runabout and has collected some newer classics such as a pristine 1953 Mercury and a beautiful 1939 Black Ford Coupe.....



During the festivities Tim started the engines on a few of his more impressively powerful creations, pleasing the huge crowd that were gathered around.

This crowd came from as far away as Salinas to the north and Camarillo to the southwest. The Charter Oak Model A Club came from Visalia.

Tim purchased Hanford Auto Supply and Machine Shop on April 19, 2016 from Leonard Tripp's family, after having worked there for Leonard for 30 years. (Tim started as a crankshaft grinder for Leonard Tripp.) Torrence Tripp, Leonard's son, was present that day.

The building that houses Hanford Auto Supply and Machine Shop is actually three buildings in one. The oldest being about 110 years of age and constructed of some of the brick from the 1906 San Francisco earth quake. It was constructed about 1920. The total square footage is 14,250sf in the three buildings (including the mezzanine).

This location was originally a NAPA dealership founded in 1948.

All-in-all the “Open House” day was a great success in the eyes of Tim and Kathy, and of course, in the eyes of all those visitors that had their fill of custom cars, hot rods, loud noises and “Plenty of Street Tacos”!!

“Congratulations To Tim And Kathy McMaster” PK



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For more information:

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ckw71977@yahoo.com

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Story continued from Page 20

EVs counter the upward trend

“The average age of electric vehicles in the U.S. is 3.8 years of age this year, down from 3.9 last year,” said the report summary. “As the volume of BEVs increases, it will mean their average age will increase.”

The increasing age of the U.S. fleet might have been impacted by the pandemic but the trend has been underway for quite some time. Back in 2010, as the country was in the depths of the Great Recession, the number was around 10.6 years, according to industry data. With millions unemployed and car sales plunging to near-record lows, the average age surged past 11 years in 2012 and has continued rising. Even the subsequent economic rebound barely slowed down the trend.

In one of the new report’s more curious footnotes, the pandemic impacted the age of the fleet because it “drove consumers from public transport and shared mobility to personal mobility. As a result, “since vehicle owners couldn’t upgrade their existing vehicles due to bottlenecks in the supply of new vehicles, the demand for used cars accelerated —

AVERAGE U.S. AUTOMOBILE IS...

boosting vehicle average age further.”

A mixed bag

The aging of the U.S. vehicle fleet is something of a mixed bag for the auto industry. While sales have fallen sharply, demand has remained high — in sharp contrast to what occurred a decade ago during the recession. That’s allowed automakers and auto dealers to raise prices and curb incentives, yielding record prices for many.

Meanwhile, S&P noted an aging fleet means “growing business potential for the aftermarket segment,” including replacement parts, as well as for service and repairs.

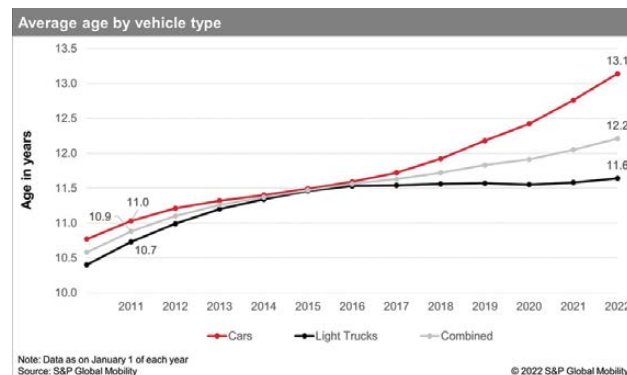
“Coupled with increasing average age, strong average vehicle miles traveled points to the potential for a notable increase in repair revenue in the coming year,” according to Todd Campau, associate director of aftermarket solutions at S&P Global Mobility.

Upward trend likely to continue for now

The unanswered question is how much longer the up-

ward trend in vehicle age will continue. S&P expects to see another hike this year and next, as the semiconductor shortage lingers. As chips become more readily available, Campau said that then should “creat(e) the climate for average age to moderate or even reduce slightly.”

That is, of course, as long as the economy remains healthy and pent-up demand remains strong. A recession could keep the upward momentum going even longer.



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"These two cars pictured have always been on my wish list," explains Ralph Guariglio. "The Studey came about because I wanted something just a little different from the ever-popular '32 Ford, Tri-Five Chevy, Camaro and the like. And I've wanted the Nova since I was in high school. There was a guy down the street that had a black one with a small block in it that left quite an impression! When my wife agreed to allow another

hot rod, the only caveat was that it had to be made in her birth year (1964)." Along with many others who recently wrote to Arizona lawmakers, Ralph received the great news about a pro-hobby bill signed into law that now protects restorers in the state from prosecution!

Additional background: 1950 Studebaker Starlight Coupe: I've had that Studey for 22 years and bought it mostly as shown above. I've made only small changes to the exterior, including shaving the drip rails and repainting it. But, as most know, hot rods are never done and I've had it apart in pieces many times. The biggest change was in 2017, when I pulled out the 383 stroker and Turbo 350 and stuffed in a 550-horsepower LS3 with a 4L85E behind it. The firewall had to be moved back 6 inches along with a few other "minor" changes! I love the rumble of that LS3!

1964 Chevy Nova: In 2018, I purchased the car (pictured below) on eBay. It was incredibly clean with the original 194 c.i. 6-cylinder and a 3-speed stick. Everything worked (heater, gauges, blinkers - EVERYTHING!) and it is rust-free. Naturally, I took a perfectly good car and tore it to pieces! It's in the process of getting complete performance suspension, 4-wheel disc brakes, a 500-horsepower LS3, 5-speed, 9-inch rear, A/C, cup holders and a back-up camera. I hope to have it back on the road in about two years.

Previous automotive projects? I had a '64 Chevelle in high school, a 4-door, straight-6 with a Powerglide. That's where I got my affinity for 6 cylinders, since that's what I learned

on. And it's the first (and only) car I ever painted. The word "only" should give a clue on how well it came out. I leave that stuff to the pros. Then I bought an almost-new '76 Camaro (4479 miles) and had it for 27 years. I had done the paint, interior, rear end, suspension and transmission - the only thing left was to go through was the engine. But that's about the time the Studey came along and one had to go to make room. I miss that car every now and then. There was also a '67 Camaro RS convertible in there that was fun for a few years, but as my hairline kept slipping back more and more, the convertible had to go.

Best automotive places to visit? Aside from the well-known museums and large-scale events, I recommend getting to know your local hot rod builders. I have found that most shops are more than willing to give advice and instruction if you ask nicely. And get involved with your local hot rod scene - car shows, cruises, cars & coffee, etc. You'll not only make great new friends, but you'll have this amazing network of people that can answer your questions. You may not solve the world's largest problems, but you most certainly will figure out why that small block is dropping a cylinder!

Favorite automotive memory? My dad and uncle gave me the basics of automotive know-how. They also instilled a great work ethic - take your time and do it right or don't bother. I've carried that with me since I was a youngster. As my dad used to say, "There are two ways to do something: right and again."

Who are your automotive heroes? I've always loved drag racing (I have a short attention span!) and I guess I've had a few heroes over the years - Bill "Grumpy" Jenkins, Don Prudhomme, John Force, Shirley Muldowney, Erica Enders. But lately I've come to appreciate the designers and builders more - Dave Kindig, Chip Foose and the like. Their vision and ability to create a true work of art have truly inspired me to do better. As for drag racing, I have come to really appreciate the "door-slammer" classes. Those guys do amazing things, sometimes on an incredibly low budget. But they keep fighting and I keep watching!



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1967 CHEVY II NOVA SS

Chevy made modest changes to the Nova's second-year "second-generation" styling. There was a new anodized aluminium grille with a distinct horizontal-bars motif and a Chevy II nameplate on the left side. The SS series was available as the top line in the Nova model range.

Appearance items included with the SS ranged from a special black-accented grille and specific SS wheel covers to body and wheel-house moldings and SS badges. The interior featured all-vinyl front Strato bucket seats, a three-spoke steering wheel, and a floor shift trim plate.

Maximum output engine for the '67 Nova SS was the L79 350-hp 327 V-8. This four-barrel motor with 11.00:1 compression generated peak horsepower at 6000 rpm and put out 360 lbs.-ft. of torque at 3200 rpm. The Nova SS retained all of its 1966 gear selections and was surprisingly hot.



0-to-60 MPH	¼-Mile
6.8 seconds	15.2 seconds

1966 FAIRLANE GT/GTA

The totally redesigned '66 was the first production Fairlane to carry a big-block V-8. The outside size didn't change much, but underhood dimensions grew, allowing the big-engined Fairlane competed head-to-head with the GTO.

A 315-hp 390 V-8 was standard in the Fairlane GT. The GTA has lots of performance parts and a 335-hp engine. A limited number of Fairlanes were sold with "side-oiler" 427-cid wedge V-8s. Some of them even hit NASCAR ovals. The 427-powered Fairlanes were characterized by a big air scoop that gulped cold air at the front of the hood. Only about 60 Fairlanes with 427s were produced.

Both Fairlane GTs were part of the 500/XL line. Ford built 33,015 two-door hardtops and 4,327 ragtops. The GT package included badges, a special hood, striping, engine dress-up parts, a H.D. suspension, front discs, bucket seats, a center console and a sport steering wheel.

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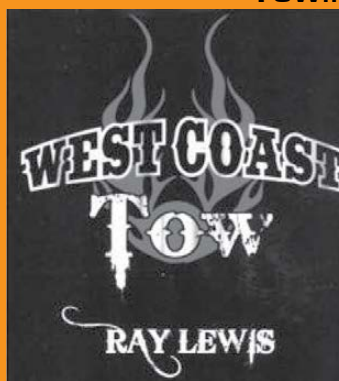
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