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DRY LAKES LAND SPEED RACING

By Eric Coyne

The SCTA's El Mirage dry lakebed near Victorville annually attracts diehard speed demons dreaming of setting land speed records – and this year's May 20-21 get together is no exception.

Mark Issac hopes 2023 will be the year he can push an old derelict \$50 farm truck bought out of a field near Exeter to a new world record in the stock bodied Production Pickup class with an "XO" engine (GMC).

A Dinuba tree trimmer, Issac has always fiddled with stuff in his barn. He's a "let's do it" kind of guy. Doesn't talk that much, but is always pondering away on some interesting project.

Hung out with friends at Central Valley race tracks ... then built his own stock car. Wanted a Model A to run around on the weekends with. Built one. When his

wife Brenda, a cardiac care nurse, wanted to go big on a Paris-themed charity fundraiser for heart care, Mark and a friend built a 30-foot tall accurate replica Eiffel Tower – scaling up a chess-piece sized tourist knick-knack used as a design reference. Good use of the welding tank and chop saws – and three intense weeks worth of evenings spent in the barn. An old Hemi-powered ski boat got rebuilt to run the Kings River on hot July afternoons after mornings spent trimming palm trees.

You get the idea. Friends have come to expect the unexpected when popping by the barn.

Mark's land speed obsession began like many of his adventures ... after running across a buddy while out making a coffee run in an old rat rod he built from a '36 Ford truck cab. Emulating Johnny Cash, Mark built that truck one piece at a time ... mostly with parts people gave him as a challenge, saying something like "use this!"



▶▶▶▶▶ Story continues on Page 10

CLASSIC CAR & PARTS SWAP MEET
26th Annual
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PARTS WANTED
WHERE RUST RULES
2023 Dates
SEE PAGE 16 FOR INFO

16th Annual
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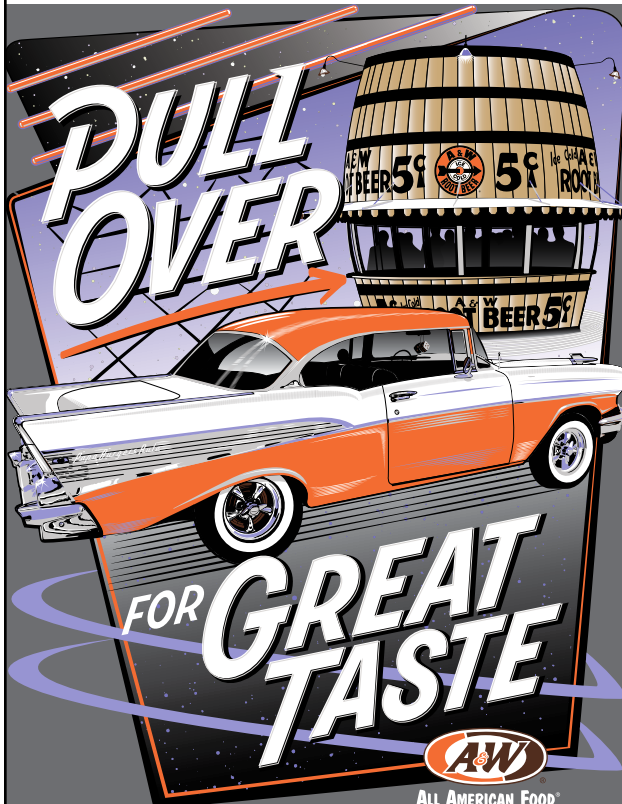
Back IN School
CAR SHOW
2023
Saturday, October 14
SEE PAGE 29 FOR INFO

EVENTS CALENDAR

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JUNE 2023

- 6/9 The American Graffiti Car Show Modesto 209-447-5962
- 6/10 Dos Palos Hot Summer Nights Car Show 209-761-5422
- 6/10 Small Town Cruiser Cruise Night Tulare
- 6/17 Monterey Rock & Rod Festival montereyrockrod.com
- 6/17 Cruisin at Parkside Visalia 559-734-3775
- 6/24 Hot Rodders for Robin Easton, CA 559-351-3537
- 6/24 Karr Club Cruise Night @ Der Weinerschnitzel Hanford
- 6/30 Summer Slam Car and Bike Show Visalia 559-380-5633

JULY 2023

- 7/1 Rollin Relics Cruise Night Porterville
- 7/8 Small Town Cruiser Cruise Night Tulare
- 7/29 Karr Club Cruise Night @ Der Weinerschnitzel Hanford

AUGUST 2023

- 8/5 Rollin Relics Cruise Night Porterville
- 8/12 Small Town Cruiser Cruise Tulare
- 8/20 Summer Turlock Swap 209-579-4797

SEPTEMBER 2023

- 9/9 All Ford Car show and swap Orcutt 805-598-8133
- 9/9 Remembrance Car show at Naz Church
- 9/10 Cherry Ave Auctions
- 9/16 Parkin In The Park Car Show Selma Car show Selma Ca 559-891-2235
- 9/16 S.P.D.E.S Club Car Show Tipton 559-978-0688
- 9/16 Miramonte Car show Fresno 559-824-8256
- 9/16 Chowchilla Classic Car Show 559-665-5603
- 9/17 Vintage Limited Street Rods Car Show Bakersfield 661-747-63302
- 9/24 The Automotive Classic at Trilogy Monarch Dune Nipomo 805-305-4937
- 9/24 Turlock Fall Swap Meet Turlock SpringFallTurlock.com 209-201-8491
- 9/30 Quail Park Cypress Truck or Treat Car show Visalia
- 9/30 Crusin' 4 Cash Car Show Fresno joaquin@copperchase.com

OCTOBER 2023

- 10/7 Pipeline Church Car show Visalia 559-804-4045
- 10/13 The Valley Nationals Madera.
- 10/14 Golden West HS Choirs Back to School Car Show Visalia 559-622-3138
- 10/21 Trunk or treat at West Gate Visalia
- 10/28 Fowler Pharaohs Harvest Car Show Fowler 559-351-2235

Date changes do happen for many reasons. To confirm the event you are heading for we recommend checking with the event sponsor via email, website, or telephone.

I WANT TO THANK EVERYONE WHO CALLED/ EMAILED WITH CAR SHOW OR SWAP MEET EVENT DATES. MATT CASE: MATCASE@YAHOO.COM

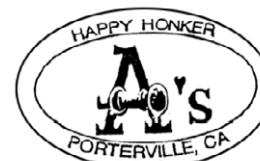
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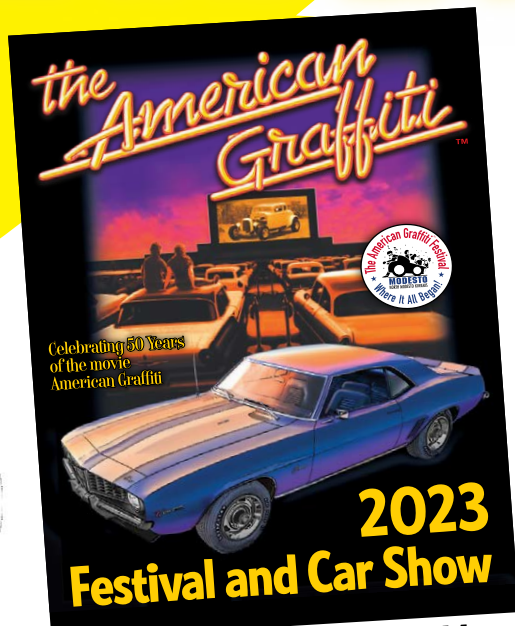
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Saturday Classic Car Show & Festival 9am - 5pm

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Sunday Car Show & Festival 9am - 3pm

ON THE STAGE

11:45 am - 1:45 pm
Mike Amaral's Tribute to the Beach Boys - '50s, '60s Music



2 pm Classic Car Awards
The awards presentation for top cars of 2023!



Sunday, Modesto's own Cars and Coffee joins the show with modern performance and exotic cars

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Where It All Began (and continues!) - Modesto, California

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OF CATFISH AND CAR SCAMS

By Paul Raheb, *Classic Automobile Inspections of Central CA*



“There is a sucker born every minute.” – P.T. Barnum

Catfishing (verb): 1. The act of fishing for catfish. 2. Using a fake or stolen online identity created or used for the purposes of beginning a deceptive relationship or fraudulent transaction.

Sucker (noun): a gullible or easily deceived person

It seems today that there is a SCAM for everything, and a sucker born every minute. Always an angle, a scheme, a plot. I was almost that sucker this minute! You see, I was re-

cently in the process of trying to sell our 2018 Ford Explorer XLT Sport Edition. Good condition, clean title, etc. I am using a few online auto sales tools to appeal to the largest audience possible. The car is in great condition but 2 years ago, we ordered a new Ford Bronco and will not need a Bronco and Explorer. After waiting 2 years for our Bronco to be built, it is finally on its way to Visalia.

I first posted our silver SUV for sale on Facebook Marketplace. I've gotten more responses from new and used car dealers who say they are willing to “top dollar” for my SUV. They are local, reputable dealerships who (in reality) are willing to pay top “wholesale” dollar for my car and that's okay, THAT'S what they do, but I am hoping for a reasonable private party sale price. My Explorer in a nice car, and SUVs are in high demand. Heck, nice used cars are in high demand since supply issues still plague dealerships and new cars are still trickling in. If I were to sell it for wholesale, the dealerships will turn around and mark up the vehicle above what I am asking so they can make a profit. It is American capitalism. Every legitimate business needs to make a buck, and so do I. But what about Scammers? They are very active and getting more savvy.

So where did I almost become a sucker for the latest auto buying scam? You see, I also decided to list my car for



sale on our local Craigslist page. An add was only \$5 for a month. I figured I would get additional market coverage and hopefully get a legitimate buyer. In a matter of hours my phone was flooded with texts, phone calls and emails, all “interested in buying my car.” One person wanted more information, and I gladly provided. Another broker gave me several wholesale prices to help me find a buyer, but it was still not a private buyer. One prospective buyer wanted my VIN to run a CARFAX report. Sure...no problem. After all, most VINs are in plain sight – displayed right there in the window beginning back in 1968.



|||➡ Story continues on Page 18

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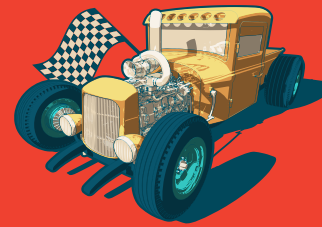
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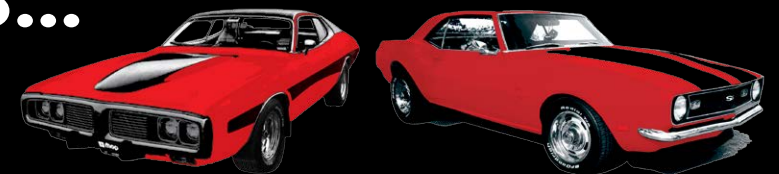


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16th Annual Monterey Rock and Rod Festival benefitting Gateway Center of Monterey County, Inc.

To Be Held June 17, 2023

Classic Cars and Classic Stars at the Rock & Rod Festival!

MONTEREY, CA (January 13, 2023)— The Sixteenth Annual Monterey Rock & Rod Festival, June 17, 2023, is a celebration of rock & roll and custom & 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.

This year we are changing things up by eliminating the Friday night Sock Hop and putting all of our efforts into an even greater Saturday event.

The Rock and Rod show will be held Saturday, June 17, 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 Pablo Cruise. Also look forward to live entertainment by Jeremy "Elvis" Pearce & The Memphis Sons, the Yard Dogs, Todd Morgan & the Emblems, JJ Hawg Band with Barbara Ann Wagner, and more.

Enjoy good fun for a great cause while helping to make a positive difference in the lives of the men and women that Gateway Center serves.

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THE WINNING EDGE - Article #48

By Mike Lewis

Hi everyone, I hope you all enjoyed Mothers Day. It feels like summertime is definitely here.

In this article I would like to briefly discuss cams and compression. Apart from adding to peak output, some side issues with the compression ratio are significant to both a race engine and a street engine. Most modified engines use an aftermarket camshaft. More than likely it will have more duration and increased overlap. With a larger cam the compression ratio can have a large effect on how well the engine performs.

At low RPM, because of delayed intake closure on a bigger cam, a reduction of dynamic compression occurs. Additionally, because exhaust gas speed at the end of the exhaust stroke is low, combustion chamber scavenging is poor which contaminates the intake charge. The two combine to considerably reduce low RPM potential.

Raising static compression improves dynamic compression at low engine speed. Better efficiency is brought about by an increase in gas speed and a reduction of residual exhaust gases. A smaller chamber contains less exhaust but also provides less of a cushion to the piston motion expelling exhaust. This increases exhaust velocity, especially at the end of the exhaust stroke. Increased compression adds up to a cleaner, easier to ignite, better burning charge and the engine comes on the cam sooner.

At top end output an engines torque drops as soon as volumetric efficiency falls off. At the point where the volumetric efficiency, and consequently the torque, declines faster than the RPM rises, the engine has gone over peak power. As volumetric efficiency falls from 100 percent, the dynamic compression begins to deviate downward from calculated or static compression. As with part throttle, when volumetric efficiency falls below 100 percent there is a gain made in output by raising the compression ratio. So it is with high RPM

output, especially as the engine goes over peak power at the top end. The larger the camshaft is, the more critical this characteristic becomes.

In practice installing a large cam in a low compression engine doesn't produce good results. Low compression and inadequate breathing on the part of the cylinder head are major contributors to the lack of performance produced by a big cam and an otherwise stock motor.

Till next time,

Mike Lewis

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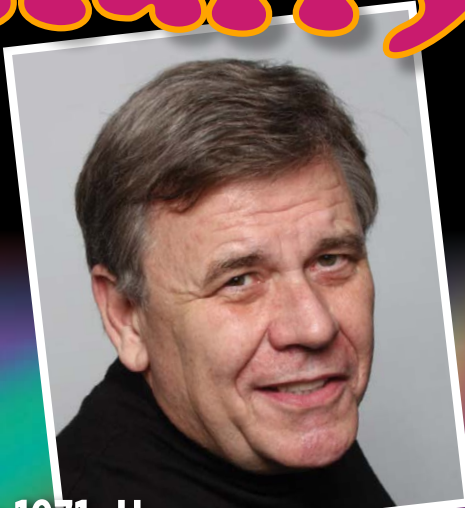
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JUST THINKING

By Vic Groah

The other night cherished wife Linda and I were just hanging out and talking. As sometimes happens we were reminiscing about our car hobby and how things have changed and yet are somehow the same. Does that make sense, maybe not but oh well we are senior citizens after all.

We recalled when we were kids a large percentage of the people we knew would crowd around the local car dealers on new model reveal day. That is the day the new models were shown to the public. It was a big deal! Young and old alike packed the showrooms to ogle over the new models. Some of the more prosperous of us would even buy one on the reveal day and have the only one of the new model in town on the street. A status symbol to be sure! I plainly remember that first red and white 1957 Ford retractable hard top rolling out of the Ford dealer in Silverton Oregon on that first day of public showing of the new models. I did not know the new owner but everyone in town was a bit jealous of that person.

It is good to note that these were different times, black and white Television was just coming in, there was no internet or social media. A good old radio was the norm for most entertainment. In rural America in many places there was no electricity, running water or bathrooms in the poorer neighborhoods. Also each year the cars changed dramatically, new body styles, features and color combinations abounded. The 1958 cars looked quite different from the 1959 cars and yes car nuts abounded. The car hobby flourished. I was one of

the poor kids that lived in a house with no bathroom etc. I took my nice ten year old Chevy six coupe bought for \$100 and with a few bucks and a bit of work made a respectable street rod out of it. Yes the car hobby thrived and young and not so young had a great time in the car hobby.

Fast forward to the present time; no, we do not have a rush to the dealers on the day new models are introduced, most do not even know exactly when that is. What is common with the old times is there is a segment of the hobby that is following the new upgrades. In 1957 Chevrolet introduced the 283 horse power corvette. Wow, what power that was, now Corvette is about to introduce the dual power gas and electric Corvette with about 800 horse power to all four wheels. My 1965 Mustang GT was a small block monster at about 300 horse power; the new ones can be had with 700 horse power with air-conditioning, full luxury package and an amazing warranty.

As Linda and I attend the cars and coffee and other events we still enjoy the old 65 Mustang, and 56 Corvette and love parking next to the twenty something year old person with his or her 2023 super hot rod. Yes we are just on a different page in the same book. We love the same things, talk the same language we are the car nuts

of today. It is just that some of us were the car nuts of a time past too. Does that make us different? Maybe and maybe not so much. I am excited about and somewhat envious of your 700 HP Mustang but you seem to appreciate my old survivor that in its time was considered something special in its day.

Thinking it over; yes times and the hobby has changed dramatically yet so much is still the same. We still love to show off our toys, whatever they may be. Young and old alike we seem to like to hang out and talk the talk and walk the walk of car guys and girls.

Yes this is a girl thing too. My wife Linda bought her two four barrel carb Corvette when she graduated from high school in the late 50s, still has that car, a car gal through and through; our 17 year old granddaughter is making the event circuit with a restored 65 Mustang convertible. Yes a car gal too.

Isn't that all just wonderful??

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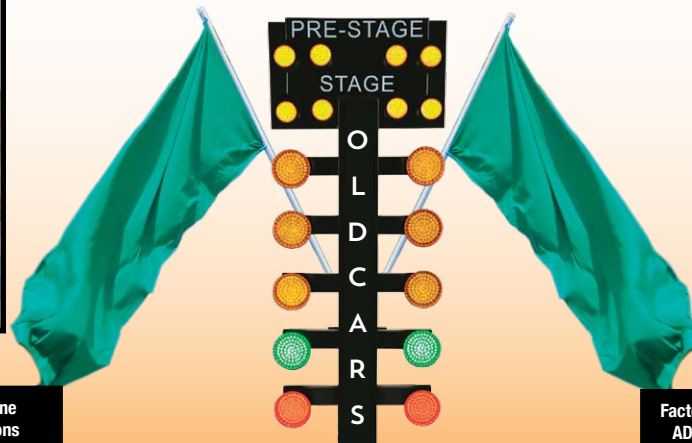
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1971 DEMON 340

Factory ADP	Wheelbase	Length	Shipping Weight	Base V-8	Engine Options
\$3,245	97 in.	178 in.	3,097 lbs.	290 cid/225 hp	343 cid/280 hp 390 cid/315 hp



VS



1973 TRANS AM SD 455

Factory ADP	Wheelbase	Length	Shipping Weight	Base V-8	Engine Options
\$4,879	108 in.	192.1 in.	3,504 lbs.	455 cid/310 hp	None

SEE WHO WINS ON PAGE 29.

GET THEIR 0-60 MPH & 1/4 MILE TIMES

|||➔ *Story continued from Front Page*

DRY LAKES LAND SPEED RACING

That's how the old Ford ended up with a GMC six.

"I hate six-cylinders ... Always have. But I ended up with this, and so it goes." Issac says, describing how his rat rod Ford truck ended up a bit different. That led to lots of joshing from friends who know all too well Issac likes his big V8s. But then a mentor – the legendary Fresno engine builder Joe Begoshian – looked over the GMC and took Mark aside.

"Joe knew exactly what to do to make a GMC sing, and he had all these notes and ideas and wanted me to use them," Issac said. Then he was gifted an old GMC 302.

"Blank slate... you see?"

Another car buddy pointed out Issac already had one rat rod truck, so why not build a land speed contender ... with the heart from a GMC?

Greg Carlsen of Orosi, pulled out a record book, looked



over some stats and said, "You can do this."

Issac seems to know a thousand places to buy a good cup of coffee before or after exploring farm fields for abandoned rusty relics. One such trip led to a '46 GMC bought for 50 bucks. Now Issac had a mission – and something to keep him busy during COVID.

Issac figured an old 9" borrowed from his stock car would do just fine out back. A good core head was sourced, and a monster cam grind put together with lobe angles so steep they make El Capitan look like a speed bump. Some careful reshaping of combustion chambers, sculpted intake and exhaust ports, and research. Always research. And much coffee.

Dual 4bbls and homemade manifolds. Miles of steel for the safety cage. A repurposed Muncie 4-speed pried out of a '68 Camaro. Parts carved into shape from metal shop cutoffs and massaged to fit on an old 1896 patent date treadle-powered lathe ... And a whole bunch of safety gear.

Some people can quote baseball stats. Issac quotes part numbers from racing parts vendor catalogs and SFI ratings.

Issac hauled the hastily assembled GMC to El Mirage last year – not to run, but seeking to pass tech inspection and narrow down his to-do list so he could be ready for May 2023.

The SCTA guys looked the truck over just before tech inspection closed and said "You have a few minutes left ... go run it!"

Issac made one pass – 109.337 mph – just shy of the standing Production Pickup XO class record of 110.118.

That was then. This is now.

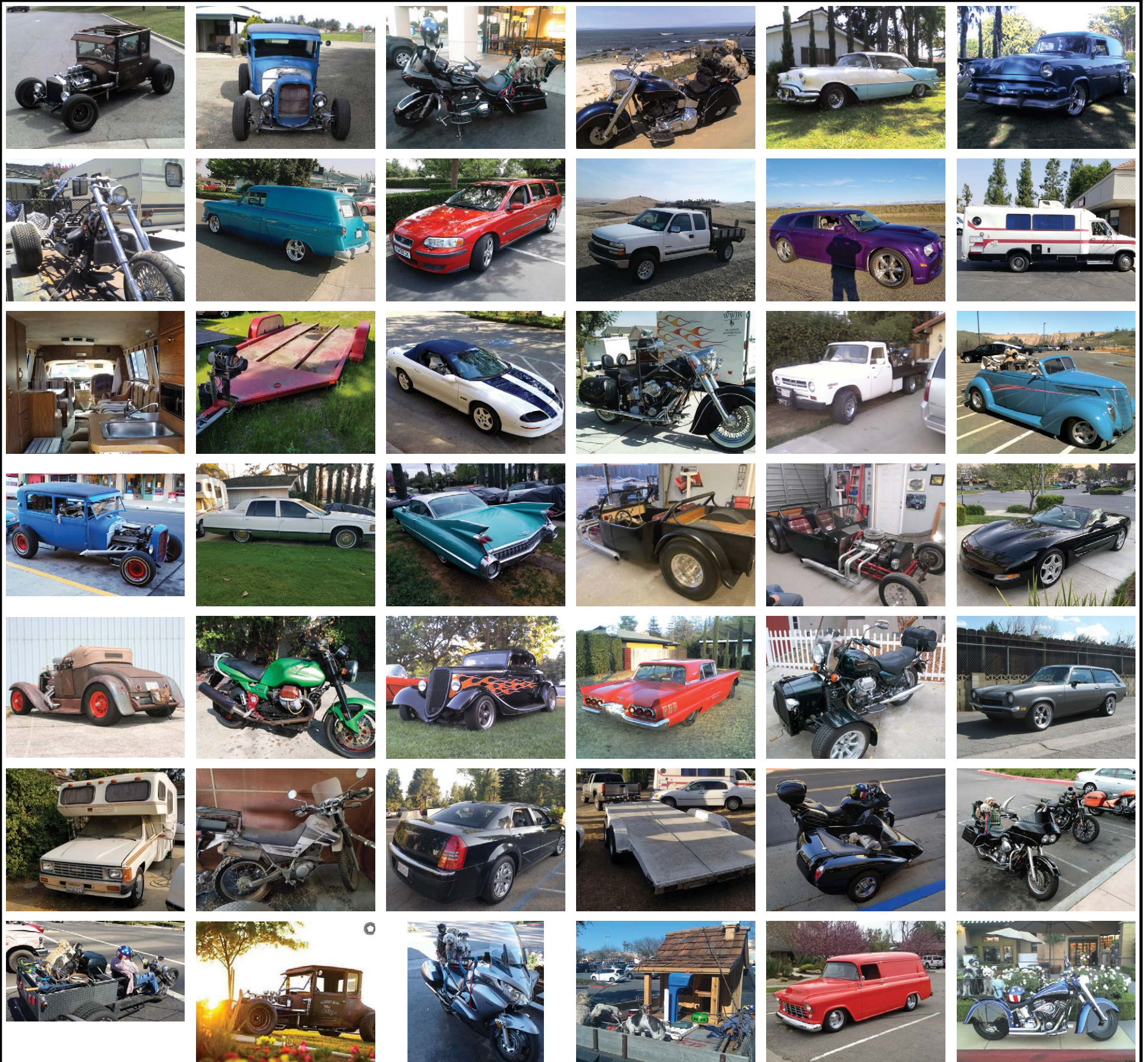
After another year of development, Issac loaded up the

GMC and hauled it south for tech inspection on Friday, May 19. His run for the record is set for May 20.

Does he still hate six cylinders?

"Ask me that on Monday, May 22," Issac said.





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|||➔ Story continued from Page 4

OF CATFISH AND CAR SCAMS

One of the texts came from a "local buyer" who had an Oregon Area Code (ok – so some people move) and he said he was very interested in meeting me tomorrow to buy my Explorer but needed me to get a "GAV report". That seemed odd as I had never heard of a GAV. I offered a comprehensive CARFAX report and he declined, alleging that a Go Auto Vin would provide him with a more thorough report than CAR.

Here is their pitch: They want to buy the car and have no problems with my asking price. They want to come by in the next couple of days and will pay cash on the spot. All well and good so far. Then, they'd like to have me send them the "GAV report" or the "AutoVIN Report" or some variation on that. Both phrases are a little weird, but investigating they seem to be talking about a Carfax type thing. That's not so bad necessarily, but they then follow up with a specific SCAM website they want me to go to like www.goautovin.com and www.autovinfinder.com. It all seems legitimate. They are very insistent that I go to that website specifically, and that I am totally responsible to provide this report and will not accept any alternative sites, payment methods, or arguments against it. So I took a few moments to visit my favorite search engine, and in seconds, I had MULTIPLE pages list these two websites as SCAMS! It pays to do your research, especially if something sounds off. Looks like the web-pages have been around since early to mid 2022 and are not reputable.

This happened to me not once, not twice, but from THREE different times and all from different scammers. One with a 209 Area Code and one with a 323 Area Code. More than likely "spoofed phone numbers". The third time I strung the guy along, playing that I was in the process. He followed up with me for several days. Then I told him where he could put his vehicle report. Reported them and blocked their numbers.

Know that there are many more active scams. People who offer to pay MORE than you are asking because they are overseas in the military and need services that you do not typically offer. They are willing to pay by "Bank Check" and give you the extra for your trouble. Facebook Marketplace is ripe with them. Don't get me wrong, there are many legit car enthusiasts who buy and sell on Marketplace. Just a few online red flags to keep an eye out for: same item with duplicate posts sold by different individuals at multiple random locations, with ridiculously low sales prices. Your favorite Facebook Group page with a post from someone that just joined the page recently who offers NOS and used parts for sale that do not exist, posts with commenting turned off, listings with poor photos or stock pictures. When you ask for more information, they get defensive, or it sounds fishy, it probably is. Trust your gut! If it looks or sounds too good to be true, it probably is.

Here's that reporting: <https://www.snopes.com/articles/436483/vehicle-history-report-scam/>
More from the FTC: <https://consumer.ftc.gov/consumer-alerts/2018/10/steering-clear-vehicle-history-report-scams> The CARFAX website offers free vehicle history reports: <https://support.carfax.com/help/article/can-i-get-free-carfax-vehicle-history-reports>



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Car for Sale Space: 12'x20' - \$25

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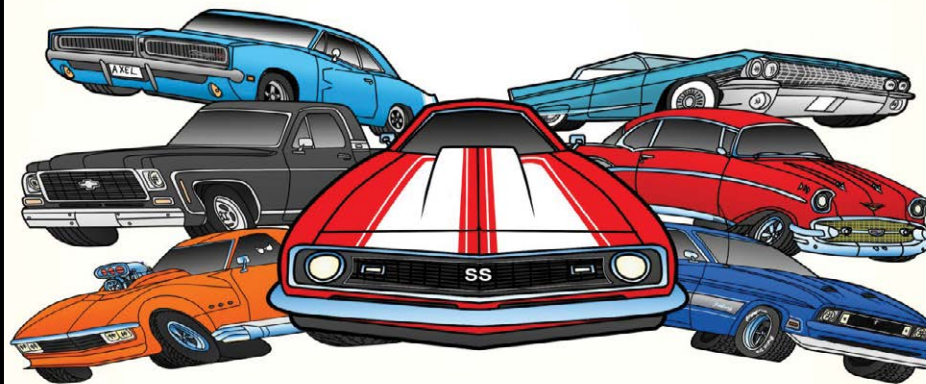
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1971 CHEVROLET CORVETTE ZR2 HEADS TO AUCTION

By Steven Edelstein, www.motorauthority.com



These days Chevrolet uses the ZR2 badge for off-road trucks, but it once adorned a rare Corvette variant.

Scheduled to cross the block at a Mecum auction in Indianapolis on May 20, this 1971 Corvette ZR2 coupe is one of just 12 built, and is thought to be the last to roll out of the factory.

The Corvette ZR2 was a one-year-only affair for 1971, and was sold alongside the Corvette ZR1 that had been introduced for the 1970 model year. The only difference between the two track-focused Corvette models was the en-

gine. The ZR1 had Chevy's original LT1 V-8, while the ZR2 had the LS6, displacing 454 cubic inches and producing a factory-quoted 425 hp.

Chevy built 188 Corvettes with the LS6 engine for 1971, but only 12 had the \$1,741 ZR2 package. The car featured a Muncie M22 "Rock Crusher" close-ratio 4-speed manual transmission, heavy-duty power brakes, an aluminum radiator with metal fan shroud, transistorized ignition, and upgraded suspension with model-specific springs, shocks, and stabilizer bars. Intended as a hardcore track special, the ZR2 also did without conveniences like power steering and air conditioning.

The ZR2 up for auction left the factory in St. Louis, Missouri, on May 28, 1971, making it the last documented ZR2 built, according to the auction listing. It was built as an export car and was originally shipped to Golden Mile Chevrolet-Oldsmobile in Toronto. Later repatriated, it was at one point treated to a body-off restoration by specialist Corvette Repair Inc. It now wears factory-correct Brands Hatch Green paint with a Dark Green vinyl interior.

Mecum expects this ZR2 coupe to sell for between \$475,000 and \$600,000 at auction. Keep in mind that one of just two 1971 ZR2 convertibles sold for \$962,500 at Mecum's 2022 Indianapolis auction, coming in just below a pre-auction estimate of \$1 million to \$1.2 million. The convertible was also painted Brands Hatch Green, so perhaps the same bidder will return this year to get a matching set.



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The Rearview Mirror: Tailfins Take Flight

By Larry Printz, www.thedetroitbureau.com



The styling cue would come to symbolize Cadillac and post-war American exuberance.

If there is one styling cue that would come to symbolize post-war American exuberance, it's the tailfin, which debuted this week in 1948 on the Cadillac's Sixty Special. And while fins seemed radically new and modern at the time, it was not a new idea, although how they were deployed was.

The honor for the first car with a tailfin, albeit a single, center-mounted one, is the Czechoslovakian-built Tatra T77 of the 1930s. But their birth on Cadillacs — concept cars — dates to 1941.

A new styling concept

It was then that General Motors design chief Harley Earl, along with designers Bill Mitchell, Franklin Q. Hershey, and Art Ross among others saw the then-secret Lockheed P-38 "Lightning" fighter aircraft powered by two Allison engines.

"Earl knew the commandant out at Selfridge Field," said Bill Mitchell. "He arranged for us to go out and see one of the first P-38s."

It proved an inspiration for the group, which was charged with conceiving ideas for postwar styling. Back at GM's design studios, Designers Paul Mochel and Ed Glowacke were so taken with the plane, they hung banners hailing twin tailfins.

Earl was smitten as well, assigning Franklin Q. Hershey with generating concept vehicles inspired by the plane's design el-

ements, including its pontoon front fenders, pointed nose, curved windshields and, most notably, its tailfins. The result was a series of 3/8 scale models that were named the Interceptor Series, many sporting tailfins.

Deep roots in car design

As car designers go, most know about Franklin Quick Hershey, born in 1907 in Detroit. Hershey's first job was Walter M. Murphy Co. in Pasadena, California where he worked on the Peerless Sixteen. When Murphy shut down, Hershey was named chief of design at Hudson. "I just didn't feel at home at Hudson and, fortunately, after about two months I got a call from Harley Earl to come to GM to run the Pontiac studio," Hershey recalled in a letter to Collectible Automobile magazine in 1995.

Once at Pontiac Design studio, Hershey endowed Pontiac with its famous silver streak design. He would run the studio through 1940.

▶▶▶▶ Story continues on Page 24

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MOTORSPORTS 2023 CALENDAR



JUNE 2023

Sunday June 4 – NHRA National Open Eliminations, JR Divisional & NHRA Summit Series ET Race #4
 Wed. June 7 – Street Legal Drag Racing 5pm-9pm
 Friday June 9 – KB Motocross
 Sat. June 10 – Test & Tune & GrudgeFest 12pm-9pm
 Wed. June 14 – Street Legal Drag Racing 5pm-9pm
 Friday June 16 – KB Motocross
 Saturday June 17 – Test & Tune 12-4pm
 Wed. June 21 – Street Legal Drag Racing 5pm-9pm
 Friday June 23 – Test & Tune 5-9pm
 Sat. June 24 – NHRA Summit Series ET Race #5, Junior Dragsters Race #3, NASA Race #3
 Sunday June 25 – NHRA Summit Series ET Race #6, Junior Dragsters Race #4, NASA Race #4
 Wed. June 28 – Street Legal Drag Racing 5pm-9pm

JULY 2023

Saturday July 1 – Foam Glow 5K Run
 not a motorsports event
 Friday July 7 – Test and Tune 5pm-9pm
 Saturday July 8
 NHRA Summit Series ET Race #7, Junior Dragsters Race #5, NASA Race #5
 Sunday July 9
 NHRA Summit Series ET Race #8, Junior Dragsters Race #6, NASA Race #6
 Friday July 14 – KB Motocross
 Friday July 21 – KB Motocross
 Saturday July 22 – Test & Tune & GrudgeFest 12pm-9pm
 Friday July 28 – KB Motocross

AUGUST 2023

Wed. August 2 – Street Legal Drag Racing 5pm-9pm
 Sat. August 5 – NHRA Summit Series ET Race #9, Junior Dragsters Race #7, NASA Race #7
 Sunday August 6 – NHRA Summit Series ET Race #10, Junior Dragsters Race #8, NASA Race #8
 Wed. August 9 – Street Legal Drag Racing 5pm-9pm
 Friday August 11 – KB Motocross
 Sat. August 12 – Muddy Dash Mud Run 5K *not a motorsports event*
 Wed. August 16 – Street Legal Drag Racing 5pm-9pm
 Friday August 18 – Raceworz Parking
 Sat. August 19 – Raceworz Drag Racing, Car Show
 Wed. August 23 – Street Legal Drag Racing 5pm-9pm
 Friday August 25 – KB Motocross
 Sat. August 26 – Sac Speed Shop CA Classic Drag Racing & Car Show
 Wed. August 30 – Street Legal Drag Racing 5pm-9pm

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March 18th	Race #1	June 17th	Race #9
March 25th	Race #2	July 1st	Race #10
April 1st	Race #3	August 5th	Race #11
April 14th Jet Bowl Classic	Race #4	August 12th	Race #12
April 15th Jet Bowl Classic	Race #5	September 9th	Race #13
April 29th	Race #6	September 30th	Race #14
May 20th	Race #7	Championship Night Double Points Race	

October 12th, 13th & 14th Cal Cup 2023**
 Make up dates if needed: August 26th and September 29th
 Schedule Subject To Change - One Throw Away Race - ** Non-Points Race

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MODEL A FORD CLUB HOSTS ANNUAL ALL FORD TO BENEFIT AHC STUDENTS

A local car club is celebrating 21 years of raising money for students in Allan Hancock College's industrial technology program this September.

The Santa Maria Model A Ford Club will host its annual All Ford Car Show to benefit Hancock students on Sept. 9 from 9 a.m. until 3 p.m. at Orcutt Union Plaza, located at 201 S. Broadway, Santa Maria.

The club's long-running event has raised more than \$80,000 for scholarships benefiting Hancock's industrial technology students over the last 21 years.

"This event is a great opportunity to come together and give back to our community and we look forward to hosting it every year," said Jay McCord, a Model A Ford Club member and car show chairman. "Many of the students that received past scholarships now have successful careers in their industry."

The Santa Maria Model A Ford Club has been a long-time supporter of Hancock's auto body and auto technology programs. Founded by Chuck Bailey, a former Hancock instructor, and Van Newkirk, the club started its partnership with Hancock with two scholarships for \$200 each.

To learn more about this year's All Ford Car Show and swap meet, visit <https://www.santamariamodelaclub.com> or call 805-598-8133.

News releases and other AHC information may be accessed from our website at www.hancockcollege.edu.

- AHC -

21st Annual All Ford Car Show and Swap Meet



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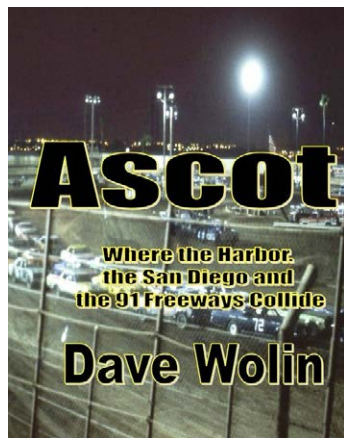
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Ascot Book Review

By Dave Wolin



Most everyone in the state of California of a certain age visited Ascot in Gardena, just south of L.A., to watch the best dirt track racing in the country. From 1957 to 1990, Ascot, “where the Harbor, the San Diego and the 91 freeways collide” said the ads, provided three and sometimes four nights a week of spectacular racing; stock cars, sprint cars, midgets, motorcycles, buggies; everything raced there.

Four time World Motorcycle Champion Eddie Lawson said; “If you haven’t raced Ascot. You haven’t raced!!” And 90 drivers who raced at Ascot also went on to the Indy 500, with 11 winners and 26 Indy victories; among them household names like A.J. Foyt and Parnelli Jones.

Dave Wolin’s latest book, Ascot, ticks all the boxes, covering the history from the first Ascot in East L.A. in 1903

through Legion Ascot Speedway in the 30’s and Southern Ascot in Southgate to the 1957 opening of Los Angeles Speedway, later to be Ascot Park, south of Gardena.

Written in scrapbook style, the book details Ascot, decade by decade, and is full of magazine articles, photos and stories from those who were there. The book is 399 pages, 8 ½ x 11 and comes with a DVD of all the photos, newspaper articles and videos. It’s \$39.95 at racinghistoryproject.com or on Ebay or Amazon,

If you’re in So Cal on June 10th, Wolin will be signing his books at Autobooks, 2900 Magnolia in Burbank for 10AM to 2PM

Read the review at L.A. Car. - <https://lacar.com/local-la/ascot-book-signing-june-10-2023-burbank>



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▶ Story continued from Page 20

The Rearview Mirror: Tailfins Take Flight



Lockheed P-38 Lightning

But Hershey, having started the Interceptor series, would be called up for military service, returning to GM Design in 1944, where he picked up development of the Interceptor project with help from designers Art Ross and Ned Nickles.

By 1945, he was promoted to run the Cadillac Design studio and charged with bringing one of the concepts to production. He also brought his fondness for tailfins. But the assignment wouldn't last long. In May 1945, Hershey was assigned to run GM's European design operations, which then included Vauxhall and Opel. Art Ross took his place until Bill Mitchell returned home to GM after serving in the Navy, whereupon he was named head of Cadillac design in November 1945.

The car they created

The car Mitchell was working on featured fairly radical styling, with wraparound front bumpers and enclosed front wheel arches. But Earl changed his mind, and Mitchell had to scramble to get a front-end design approved and ready for production with less than two years until production was scheduled to begin.

In the meantime, the mercurial Earl reassigned Hershey yet again, this time to create a special car for Cadillac code-named CO. The resulting slab-sided concept featured wrap-around bumpers, enclosed front wheel openings and tailfins. Meanwhile, GM engineers were finalizing the B and C body platforms as Mitchell was putting the finishing touches on the 1948 Cadillac, one that be the first to feature a Cadillac trademark that would endure for decades in various forms: the tailfin.

A styling solution

Mitchell was adept at making Earl happy. Earl's mantra was simple: "Give us something new," he would say. "We'll figure out how to build it."

But the tailfin was seen by designers as solving a number of visual problems. It lowered the visual height of the upper portion of the car. It also helped prevent the car from looking shorter than it was, a problem with cars that had rear fenders that curved inward.

"From a design standpoint, the fins gave definition to

the rear of the car for the first time," Mitchell later said. "They made the back end as interesting as the front, and established a longstanding Cadillac-styling hallmark."

When the new vehicles arrived, they were offered as a Series 61 or 62 coupe, sedan and convertible as well as Fleetwood Sixty Special and Seventy-Five bodies.

As for the CO, GM management thought the car was too radical for production, so it was never built. Hershey would end up leaving GM to work for Ford Motor Co., where he would create the 1955 Ford Thunderbird among many other models.

Earl had chosen Hershey as his successor, but Hershey would never return to GM. He died in 1997. But the design he created would become a Cadillac hallmark, one that was be widely copied throughout the industry. But more than that, it became a cultural touchpoint, coming to embody the exuberance of 1950s America.



1934 Tatra T77 with its single center-mounted tail fin. Photo Credit: RM Sothebys.

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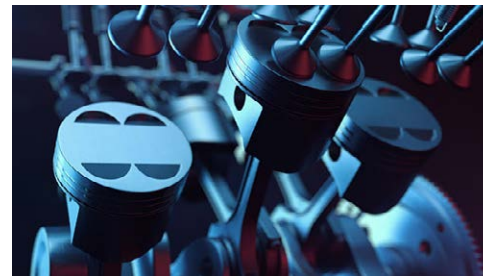
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SEMA CEO Testifies in Opposition to EPA Proposed Emissions Standards



SEMA President and CEO Mike Spagnola testified before the U.S. Environmental Protection Agency (EPA) in opposition to the agency's recently proposed new federal emissions standards for motor vehicles model years '27 to '32, which are intended to dramatically increase sales of electric vehicles (EVs). The EPA maintains its proposal would lead to electric vehicles making up two-thirds of new passenger vehicles sold in the United States by 2032. Click here to learn more about the EPA's proposal.

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If only automotive pioneers could see what "horseless carriages" of their day look like now! Remarkable innovations abound in the vehicles and powerplants found today. Under constant advancement, internal combustion engines (ICE) remain as exciting as ever. But if many headlines are correct, quite a challenge is posed to ensure piston-driven technology is allowed to exist alongside those emerging.

The SEMA Action Network (SAN) is excited to announce the launch of our new webpage dedicated to protecting the use of ICE-driven vehicles.



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Bill to Repeal California Cruising Ban Introduced In Assembly

By Evan Symon, www.californiaglobe.com



Assemblyman David Alvarez

'Cruising is not a crime'. A bill to repeal several sections of the California vehicle code to make cruising activities legal state-wide for the first time since 1992 was introduced in the Assembly on Monday.

According to Assembly Bill 436, authored by Assemblyman David Alvarez (D-San Diego), the authorization for a local authority to adopt rules and regulations by ordinance or regulation regarding cruising activities would be removed from the

state vehicle code. In addition, the law banning lowriders, which are vehicles modified to be lowered closer to the road below where the lowest part of where the rims of the wheels end, would be repealed.

A growing number of laws against cruising, an event when those with custom, lowrider, and vintage cars drive slowly through an area or park to admire cars, have been repealed across the state in recent years. Last year alone saw the removal of cruising bans in Sacramento and San Jose, as well as the passage of ACR 176, which encouraged local governments and law enforcement to work with car enthusiast and lowrider groups to allow cruising events.

Assemblyman Alvarez wrote the bill due to the vehicles and cruising events being tied to the states culture and history.

"I think the time has come the times have changed," said Assemblyman Alvarez on Monday. "I think it's appropriate now that we make sure that people can freely, and normally go about their lives enjoying these old cars. Without any possibility of being involved in illegal activity as it currently states.

"Cruising is not a crime. The art of classic cars and low riders is embedded into our culture and it brings unity to our communities throughout California."

It was with great pride and honor that I introduced AB 436 today! Check it out here: <https://t.co/V9ieqBuVOF>

Cruising is not a crime. The art of classic cars and low riders is embedded into our culture and it brings unity to our communities throughout California.

— David Alvarez (@AlvarezSD) February 7, 2023

Others noted that laws banning lowriders and cruising have been seen as discriminatory towards Latinos, and that their association with crimes and gangs in the 1970s and 1980s have all but disappeared today.

"Cruising is part of California's culture, lowriders are part of our state culture, and we want to make sure that we honor that as state legislators," added Assemblywoman Luz Rivas (D-San Fernando Valley), a co-sponsor of AB 436, on Monday. "It's time for other cities to follow the footsteps of Sacramento, San Jose, and others, to repeal these archaic and discriminatory laws."

Max Echevarria, a lowrider enthusiast and group leader in East Los Angeles, explained to the Globe on Tuesday that "Lowriders have been around since the 1920s and 1930s here. They were tied to gangs for a while in the 70s, 80s, and 90s, but they just co-opted it from all the people doing it as a hobby or for fun. It's not really part of gang culture any more though. A lot of people don't want this bill to pass over crime issues, but to a lot of us, this bill is seen as taking a part of our culture back from all those gang members and criminals. They don't win. We win."

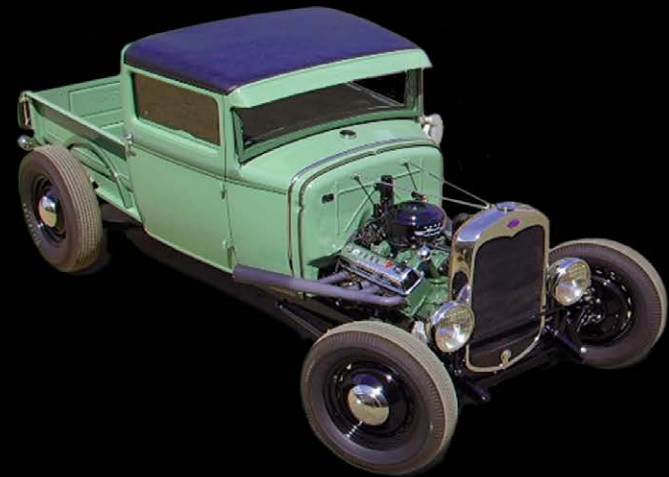
Echevarria was also amongst the dozens of lowrider aficionados in Sacramento on Monday gathering in support of the bill outside the Capitol Building.

As of Tuesday, no formal opposition to AB 436 has been formed, although some challenges regarding vehicle and event safety are likely to be raised.

"That will probably come up," added Echevarria. "But hydraulics on cars have been proven to be safe, and cruising is usually a blocked off event, so it doesn't violate any traffic laws. We're always welcome to hear any more valid concerns anywhere about this, because we really want to bust myths and prove that cruising is a cultural event once again."

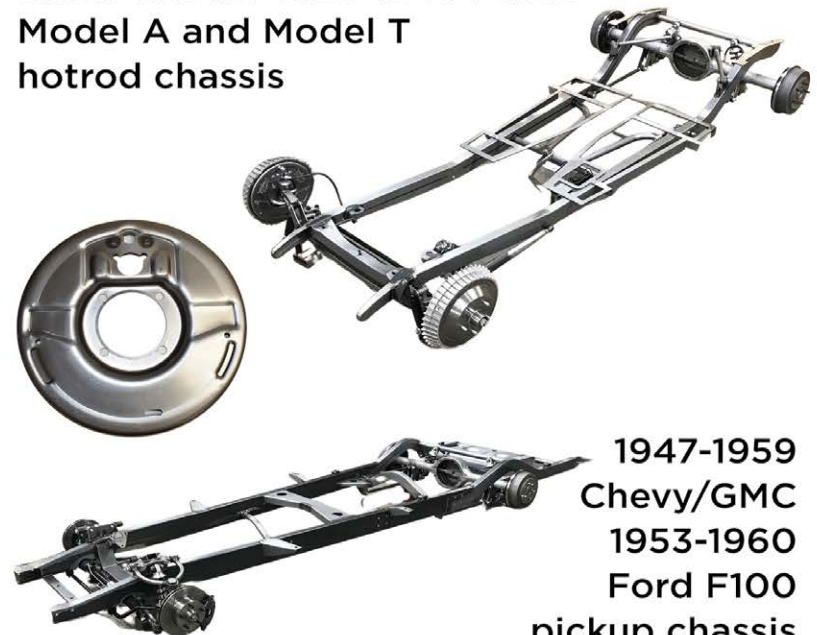
AB 436 is expected to be given committee assignments soon in the Assembly.

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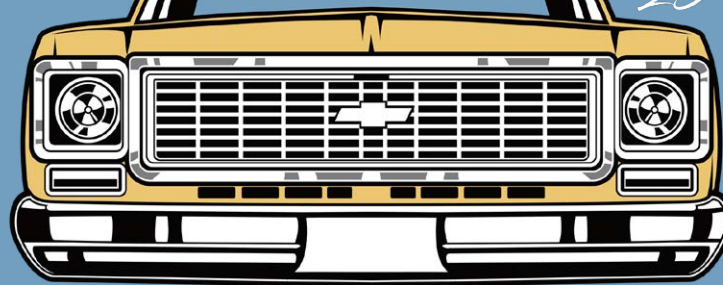
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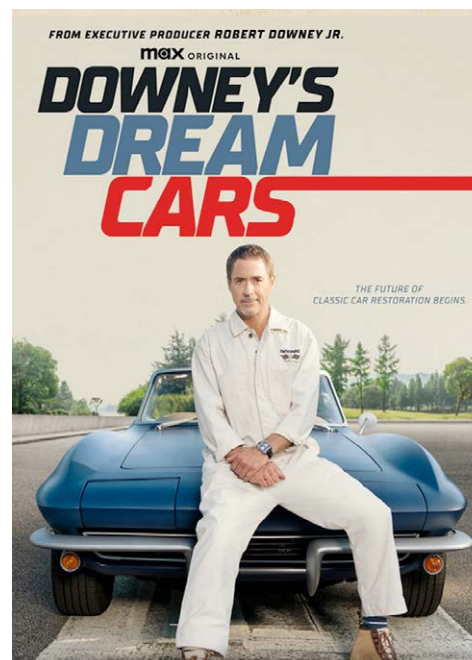
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Robert Downey Jr's "Downey's Dream Cars" turns classics into EVs

By Viknesh Vijayenthiran, www.motorauthority.com



Hollywood actor Robert Downey Jr. loves cars, especially classic American muscle. However, in an effort to get away from relying on fossil fuels, he is turning some of the cars in his collection into hybrids and electric vehicles.

He will soon feature it all on the new series "Downey's Dream Cars," which is set to launch on the HBO Max streaming service.

A trailer for the series has been released and features cars such as a C2-generation Chevrolet Corvette, a Volkswagen Microbus, and a first-generation Chevrolet Camaro convertible, among others.

The trailer also features the crew from The Electrified Garage, a company famous for performing electric conversions on classic cars, and whose co-owner, Rich Benoit, runs the popular YouTube channel Rich Rebuilds. One of Benoit's many previous builds is a Tesla-powered 1970 Plymouth Satellite.

Judging from the trailer, "Downey's Dream Cars" won't necessarily focus on the technical aspects of electrifying classic cars, but the comedy and drama that often surrounds such builds. Nevertheless, Downey Jr. wants to also highlight how such conversions don't actually ruin classic cars but can make them faster and more fun to drive.

"My goal is to showcase that it's possible to keep the integrity of classic cars while leveraging new tech and innovation to make them more eco-friendly," he said in a statement.

The series debuts with two episodes on June 22, with two new episodes debuting each Thursday thereafter, leading up to the final two episodes on July 6.



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1971 DEMON 340

After its success as the '70 Plymouth Duster, Dodge couldn't wait to get MoPar's 108-inch wheelbase coupe for its compact Dart line. That chance came in the fall of '70, when the Demon was added to the '71 lineup. It was the first Dart with an under-110-inch wheelbase. Like the Duster, the Demon came in two models. The Demon 340, which cost just \$18 more than the base six, came with a well-balanced small-block V-8, a floor-shifted three-speed, a Rallye instrument cluster, H.D. suspension, E70-14 tires, stripes and dual exhaust. Playing the option list was the name of the game and the 340 had interesting extras including dual-scoop hood with hood pins, a rear spoiler and a "Tuff" steering wheel. The 340 was a card-carrying member of the "71 Dodge "Scat Pack." The Demon was a success, with 69,861 base models and 10,098 Demon 340s built.



0-to-60 MPH	¼-Mile
7.3 seconds	13.54 seconds @ 104.29 mph

1973 TRANS AM SD 455

'73 Firebirds had new colors, redesigned interiors, new hubcaps and more options. The bumpers were redesigned to meet new federal standards. This made the cars slightly longer, which resulted in the new grille being slightly less recessed. The grille had an egg-crate pattern. Like other T/As that came before it, the '73 had special air dams, spoilers, flares and scoops. The scoops were now sealed and non-functional. A new feature was a large hood decal showing the American Indian Firebird that the car was named for. Enthusiasts dubbed this icon the "screaming chicken." On '73 models, the bird was always black, but the background color varied. It was orange on red cars, black on writer cars and light green on Brewster Green cars. The base engine used in the T/A was a 455-cid V-8 with a single four-barrel carb and 8.0:1 compression ratio that produced 250 hp. Pontiac built 4,550 cars with this engine and 1,420 of them had a stick shift. For real muscle, buyers could add a SD 455 V-8 derived from Pontiac's racing experiences.

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Visalia Car Show - Pharoahs of Visalia

A big Pharoahs thank you to our members and our extended family of car enthusiasts for making the "Visalia Car Show presented by the Pharoahs of Visalia" a great success. This year's show brought in 173 cars from as far away as Manteca, Lake Isabella, Oakhurst and cars from Bakersfield and all over the Central California. Our show not only had some outstanding vehicles but we also had a raffle with many unique items, a 50/50 raffle, craft and food vendors, and we even had a performance from the Kids Edition Dance Group, we also had a live band "Desi and Some Old Guys" who provided the show with great music.

The morning prayer was done by Bob Rettig and the National Anthem was sung by Hannah Mello. The beneficiary of our show was Happy Trails Riding Academy. Happy Trails is an equine-assisted therapy program that enriches the lives of children and adults with physical, cognitive, and emotional disabilities.

Our great turnout and the generosity of the entrants and spectators allowed us to donate a substantial amount to this great local organization. Once again, thank you to everyone who came out to the Pharoahs of Visalia Car Show and to those who contributed to the planning and the preparation leading up to the show, as well as, those of you who helped

out the day of the show. This event would not have been as successful as it was without your help! **SAVE THE DATE: Our 3rd annual Pharoahs of Visalia Car Show will be on April 13, 2024!** Hope to see you there and thank you once again for making our show a great success.

Please come and join us every Saturday, rain or shine, for Cars and Coffee at Mary's Vineyard in Visalia from 8 AM to 10 AM. If you are interested in becoming a member of the Pharoahs Car Club you can talk to any of our members at Cars and Coffee or call Laine at (559) 300-6482.



SAVE THE DATE
The Visalia Car Show
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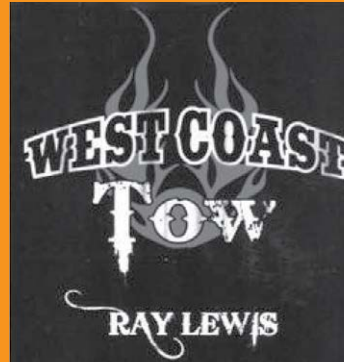
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