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EVENTS INTO MAY 2024 Read Us Online at: www.oldcarsandmotorsports.com ISSUE 11.2023

Rare Toyota Now On Display at Woodland

By Dave Wolin

If you haven't been to the Woodland Auto Display, adjacent to the Estrella Warbirds Museum in Paso Robles, you're missing out on a great experience. Over a hundred classics, exotics and racecars plus the research library and Western Stock Car / Motorsports Hall of Fame will keep you busy for hours

And not to be missed, now on loan from a local enthusiast Dan Egan of nearby Arroyo Grande, is an ultra rare 1967 Toyota 2000 GT. This rare Toyota, owned by Egan since 1974, was designed by Toyota compete with Porsche and burnish their quality and performance image. Only 337 of these were built by Yamaha for Toyota from 1967 to 1970 and only 60 were left hand drive. Very few made it to the U.S. Toyota wasn't the name it is today, you had to be under 5'8" or so to fit in it and the car cost twice that of a Corvette, more than a

Jaguar XKE and Porsche 911 and sales were dismal.

The 2000GT, powered by a two liter, triple carbureted 150 horsepower inline six, was raced by the factory in Japan, and in a long and convoluted story, Carroll Shelby was hired to race a couple here. They looked competitive in testing to Porsches, so said driver Davey Jordan, but SCCA changed the rules, allowed Porsche more options, and the Toyota's did not win very much.

You may remember the one and only convertible, used in the 1967 James Bond film, "You Only Live Twice". And if you have a spare million dollars or so, every now and then one of these comes up at an exotic car auction. Meanwhile, go see the car in Paso Robles.

Dave Wolin, automotive historian, author and racer writes about automotive topics when he's not at races or cars shows. He can't fit in the 2000GT.



Toyota 2000GT at the Woodland Auto Display in Paso Robles

The Visalia Car Show

April 13, 2024 - 6500 S. Mooney Blvd.

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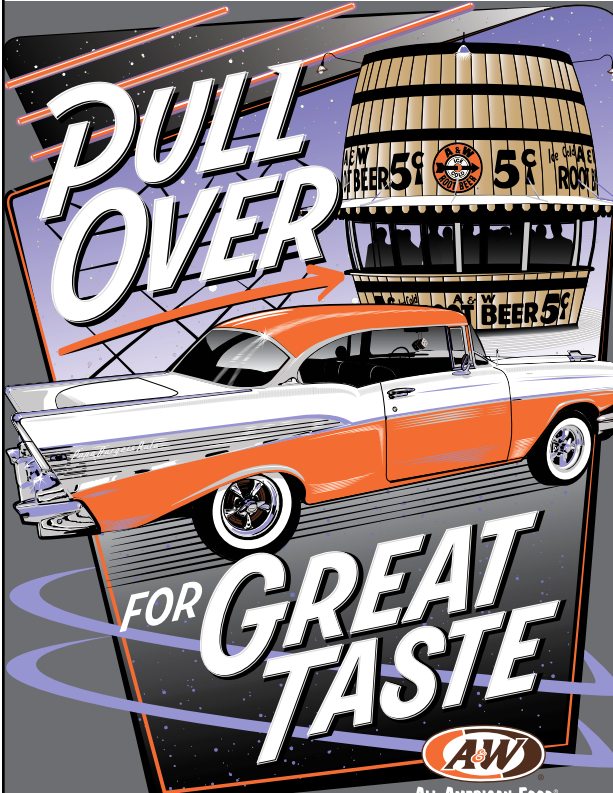
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Date changes do happen for many reasons. To confirm the event you are heading for we recommend checking with the event sponsor via email, website, or telephone.

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BUSY CAR GUYS

By Vic Groah



I was out to lunch the other day, yes, I know you think I am mentally out to lunch all the time but really, a few of us get together from time to time the just enjoy the camaraderie of our hobby. While at the restaurant an old friend I had not seen for some time came up and visited for a few minutes. She informed us she was working with a group that were seeking things for older people to do. She said too many old folks are just sitting around and have nothing to do so she was planning activities for us old folks. The three of us informed her that we had more to do than we have time for already. If you are active in the car hobby you have an endless list of things you can do year around.

Just think about it, aside from the weekly car events, yes weekly; cars and coffee is every Saturday from seven to eleven year around. In addition to that there seems to be some kind of gathering almost every week end somewhere in the area. There are car tours, car shows, car club meetings galore. On top of all this our precarious metal mistresses seem to crave a wax job or just a good engine department detail almost all the time. Mine are always calling to me for personal attention. The only one that gets more attention than my metal mistress is my loving wife and yes, she helps keep the corvette and Mustangs in order.

Linda has been a partner in this crime of passion for a life time now. We have toured every western state and Canadian province with a collector car of some sort. We drove a 1912 Kissel Kar over the continental divide in Colorado and back just for fun. Now that we are part of the old folks my friend is trying to work with we do less daring ventures but still enjoy the less demanding local events. No time for sitting around watching TV. Yes I sometimes require a cane to walk because I broke my back some time ago but minor things like that seldom holds back the hard core car person. Way too much to do to just sit around and feel sorry for yourself! That black Mustang always needs a clean or wax; you know how demanding black cars are. My friends agreed unanimously. Jim's Grey Chevy always calls for attention as

well as his yellow 240Z. Yes, they are all a bit spoiled and pampered and call out for love regularly.

This is not just a guy thing either, my Linda was a car person before I met her driving her two fours Corvette, our friend Rosemary has four collector cars and drives to car events on a regular basis, our 17 year old granddaughter Amelia drives a five speed CJ Jeep and a 65 Mustang convertible.

If there are events to attend someone needs to plan and make them happen. This is where the experience of us old folks comes to play. We have experienced so many events we know just what it takes to make a good one so it falls on the shoulders of us more experienced hobbyists to provide the expertise to sustain the wonderful hobby we are enjoying. It is important to enlist the energy of the younger members to provide the power to make great things happen. They have great ideas too and have the energy to carry it out.

It just happens I had sold the old person activity girl a restored 1965 Mustang convertible some years ago. She enjoyed it every day with her super nice husband. Sadly he got sick and died, the car was parked. Yes she still has it and I told her if she really wanted some things to do have someone put a new battery in the Mustang and join us for cars and coffee on a Saturday morning. She said she just might do just that. Better than watching the morning show on TV.

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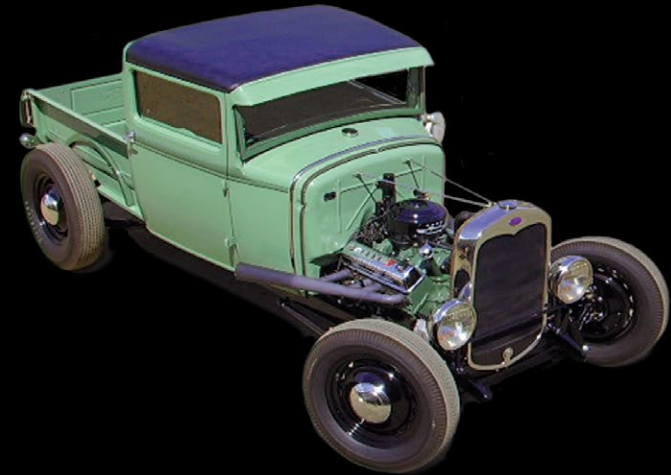
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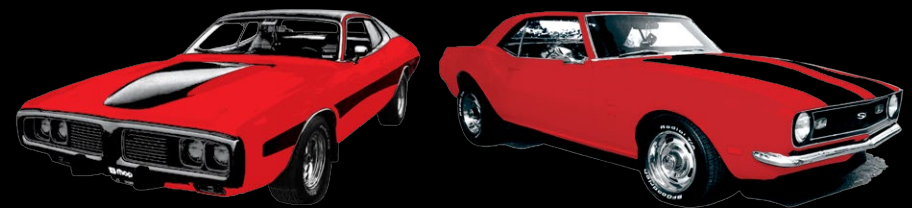
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Aero Testing A GT350

By Dave Wolin

A few years ago I tested the “new” GT350R Mustang at Willow Springs Raceway. You might have read the article here



In 2018, some Shelby veterans from the old days, Jim Marietta and Ted Sutton, calling themselves the “Original Venice Crew” after the original Shelby workshops in Venice, CA, got together and decided to build some continuation GT350s. More recently, the Shelby guys wanted to do some aerodynamic testing, never done back in 1965. So they fitted out a car with a redesigned hood, something that Pete Brock wanted to try back in 1965 and added a thousand tufts of wool, the better to see where the air was going.

Then, after a hundred laps at well over 100 miles an hour, filmed by go pro cameras in the car and a number of them spaced around the track, it was time to evaluate the results. Bottom line, the air flow into the motor was better and the engine ran cooler.

Altogether a successful old school style test, most of today's racecars are tested in wind tunnels

And if you want to buy one (note they're about \$250K, half the price of an authentic original), go to Shelby's SoCal facility in Gardena, CA, just off the 405 right across from where the Goodyear Blimp takes off and lands. For more information, visit www.ovcmustangs.com

And about Willow Springs, the track is two and a half miles long and is the fastest road course in the country. There are a few places where you're under 100 mph with some challenging high-speed corners and no room for error. Get out there for a track day and if you need a driver call me.



Dave Wolin is a retired racer, author and automotive historian, often found coaching new drivers at Willow Springs.

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1967 CAMARO RS

From our friends at Borderline Classics & Auto Sales in Downtown Dinuba, this is a regular series featuring the details behind both iconic and unique classics of the collector car world.



Chevrolet and Ford have designed many iconic models – yet none are more iconic than a segment the two still compete in to this day, the pony car, featuring the Chevrolet Camaro and Ford Mustang.

Ford was first out of the gate with their launch of the Mustang in April 1964, halfway through the 1964 model year – and although all Mustangs sold in 1964 were technically “1964½” models, they were titled 1965 models. It was small, nimble – and extremely popular – defining the “pony car” segment with phenomenal success. General Motors had to act, and act fast, to maintain market relevance.

Within months Chevrolet began work on “Project Panther”, their secret platform to compete against the Mustang.

Some say the name “Camaro” had French roots, others claim it had Spanish origins – either way, it’s a nameplate that’s inspired performance enthusiasts for decades! Launched in September 1966 for the 1967 model year, the new Chevrolet Camaro shared many components with the Pontiac Firebird – all part of General Motors strategy to attack the Mustang from multiple angles and dominate the emerging pony car market!

Part of what distinguished the unique pony car segment was coupe and convertible body options, plus multiple powertrain configurations ranging from inline 6s to big V8s & a multitude of available trim and feature options. The Camaro itself offered approximately 80 factory choices and 40 dealer upgrades!

In fact, these options all play a significant part in determining each Camaro’s value in today’s classic car market. The most exclusive of 1967 models was the secretive Z/28 with only 602 built and ordered through Chevy’s RPO system by those who knew this race-oriented package existed! The SS performance package featured three V8 engine options, and represents 34,411 of the 1967 models. The RS appearance package, available on its own or combined with SS or Z/28 packages, accounted for 64,842 cars produced in 1967. The most common model in 1967 was the base Camaro, with 121,051 produced.

The beautiful 1967 Camaro RS you see here is a true RS in iconic butternut yellow, with the RS appearance trim package featuring vinyl top, blackout grill with hidden headlights, revised parking lights, tail lights, and reverse lights, upgraded interior trim, front wrap-around stripe, and RS badging. It has a ‘60s ‘street-racer’ stance, and wears American Racing wheels with aggressive 275/60/15 rear tires & 215/60/15 fronts.

The keen eye will notice the LS1 front quarter badges, and those highlight this as a full custom build. Under hood is a 5.7L LS1 conversion complete with power steering and air conditioning! That LS1 power gets to the ground through a Tremec 5-speed manual transmission with hydraulic clutch that spins a limited-slip 12-bolt rear end loaded with 4:10 gears!! Slotted disc brakes front & rear bring it to a quick and safe stop. Tubular A-arms, larger sway bars front & rear, and BMR sub-frame connectors keep it planted to the road!! The classic RS interior has been upgraded with Auto Meter gauges, and a classic-style audio system that looks period correct, but is filled with all the current-tech features!!

For more detail on this awesome 1967 Camaro RS – or the other classics & customs in our classic car showroom – please take advantage of the classic & collector car resources available to you at Borderline Classics & Auto Sales, 124 South ‘K’ Street in Downtown Dinuba. Log onto www.BORDERLINECLASSICS.com for more information.



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9-23-23 SANTA MARGARITA RANCH

By Alan Curits

Rpm's Nations is a 1/8 mile vintage drag race with a car show and swap meet. It took place on Sept 23 2023 in Santa Margarita Ranch at the airstrip. The had over 100 vintage cars racing in the event. Plus other cars at the car show. Most of the race cars ran with a flat head V8s. One fast cars was a White rail body car that came all the way from Canada to race and it ran little over 100 MPH .




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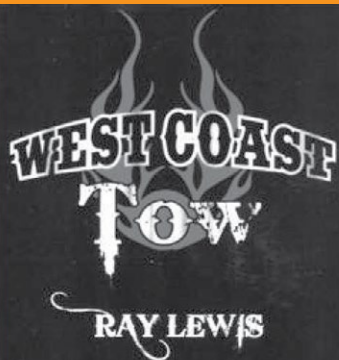
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