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Ford CEO: V-8-Powered Mustang Not Going Anywhere



By Stephen Edelstein, www.motorauthority.com

The V-8-powered Ford Mustang won't be discontinued anytime soon, Ford CEO Jim Farley declared in a recently published interview with Motor1.

The rival Chevrolet Camaro goes on hiatus after the 2024 model year, while the current Dodge Challenger is set to be replaced with a new model without a V-8 option. The last examples of both models were built near the end of 2023. That hasn't fazed Ford, though.

"A lot of our competitors have left," Farley said, noting

that Chevy and Dodge have built their muscle cars off and on over the years while Ford has kept the Mustang in continuous production. "And if we're the only one on the planet making a V-8 affordable sports car for everyone in the world, so be it."

The traditional V-8-powered Mustang can stick around in part because of the all-electric Mustang Mach-E crossover, which helps offset the emissions of internal-combustion models, according to Farley.

➡ Story continues on Page 13

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3/9 Small Town Cruiser Cruise
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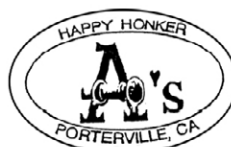
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That inaugural car show sparked a flame in Mike seventeen years ago when he came to Sanger, and because of his love of cars, he decided to put this one together in front of the Buick, Pontiac, GMC dealership. The success of this event was so remarkable that the Chamber of Commerce decided to align its Blossom Day activities with the car show.

Behind the scenes lies the hard work and dedication of Mike, his loyal friends, family, and volunteers. Their commitment has transformed this car show into the crown jewel of the valley, and you'll witness their passion in every gleaming fender and polished chrome.

But that's not all, we've added a twist to the mix with the young car enthusiasts - the Lego Masters competition! Prepare to be amazed by the creativity and ingenuity of these K-8th grade students. And there will also be many more fun activities for kids.

As you enjoy strolling through the vibrant streets filled with amazing show cars, the air will be filled with the beats from our live band, plus a DJ. And for those seeking refreshment, you won't be disappointed as there will be close to 100 vendors with all of your favorite food and treats; in addition to the Beer & Wine Garden - all at your service, allowing you to fully enjoy all of the sights and sounds of the car show.

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So buckle up, Sanger & the Central Valley! Get ready for an unforgettable ride at the Webber Realty Group Car Show. Mark your calendars, bring you friends and family, and join us for all of the fun that will leave you wanting more.

For an entry form or more information, please call Mike at 559.618.2196, go to webberrealtygroup.com, or email: mike@webberrealtygroup.com.



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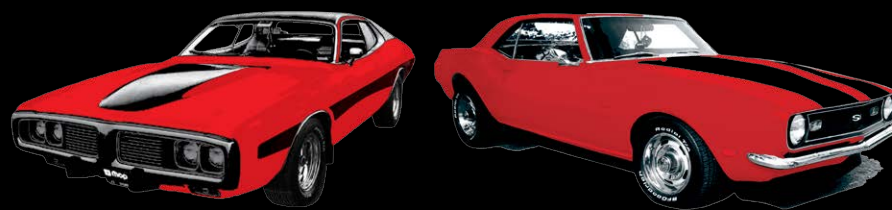
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THE WINNING EDGE ARTICLE #50

Hi everyone, I have definitely had enough of this cold weather. Hopefully it will start warming up sooner than later.

Continuing on from my prior article discussing compression ratios, I would like to briefly touch on head milling.

One of the cheapest and easiest ways to increase compression is to reduce chamber volume by head milling, but taking a minimal amount off brings the face close to the intake valve seat. If the casting thickness hasn't limited the situation already, then this characteristic will definitely put a damper on things.

A way around this problem is achieved by angle milling the head. More material is removed from the spark plug side of the chamber than from the quench side. This pays off because greater chamber volume reduction is achieved when material is removed directly around the chamber and not in the quench area where removal quickly reaches the valve seat. Looking at it another way parallel machining 0.025 in. from the head face takes material from the quench area, and this does little to reduce chamber volume. Tilting the head

slightly takes a minimal amount from the quench area but significantly more from the the spark plug side. By angling the cylinder head you can remove a minimum amount on the side that runs into the seat problem.

It is possible to set up a production type head and angle mill it as much as 0.100 in. across its width. This in conjunction with up to a 0.020 in. parallel cut, will usually drop chamber volume about 12 - 14 cc. How much you can get away with varies from casting to casting. Generally this procedure is done only on cylinder heads with a 23 degree valve angle. Heads with an 18 degree valve angle or less are an attempt not only to improve airflow into the cylinder head but also to make a smaller chamber. If more compression is needed after angle milling, it will need to come from a raised dome on the piston.

Angle milling the head 0.100 in. causes about a 0.050 in. bolt hole alignment error on the long bolts and proportionally less on the short bolts. This can use up all the side clearance on the head bolt, so it may be necessary to machine the top part of the head bolt holes to reestablish clearance. You should also spot-face the bolt head platforms as they are now not square to the block. The manifold face will also need to be machined to match the manifold.

Till next time,

Mike Lewis

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JUST THINKING

By Vic Groab



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 duel 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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1947 was a big year for audio. Captain Chuck Yeager smashed through the sound barrier, Bell Labs invented the transistor, and KYNO Radio began broadcasting in Fresno. All three of those events had a major impact on modern life. After all, how many people spent their youth listening to KYNO on a transistor radio?

While UFO hunters scrambled around Roswell, New Mexico looking for space aliens, three Fresno partners were doing something far more practical - building radio towers on North Barton Avenue. On October 12th, 1947, three days ahead of schedule, KYNO-AM signed on the air at 1300 on the radio dial, with a whopping 1,000 watts of power.

The owners were Robert Schuler, radio technician for the Fresno Police Department, Sheldon Anderson, then manager of KCOK in Tulare, and Gene Chenault, a ten-year veteran of Fresno's KFRE. Twenty people would be employed, and Chenault would be General Manager, headquartered in the historic Hotel Fresno on Broadway Plaza.

Eventually, Gene Chenault, who preferred the nickname “Pappy,” became 100% owner. He moved the studios to the Barton Avenue Tower Site near Clinton Avenue.

In the early years, KYNO ran local news, sports and weather, plus programs from Mutual Broadcasting Network. When Rock & Roll became a major factor in American life, KYNO played popular songs from the Top 40.

Then came the challenge from KMAK, and “The Battle

for Fresno” began. KMAK won the first round. This prompted Gene Chenault to hire Program Director Bill Drake from KYA in San Francisco. Drake was not keen on leaving cosmopolitan San Francisco for a farm town like Fresno, but Chenault lured him to the valley with the promise of free rent and a Cadillac convertible. Thus began a partnership that would have a major impact not only on Fresno, but the entire radio industry.

KMAK didn't know what hit them. They soon changed their format to Country and KYNO went on to dominate Fresno radio all through the sixties and the seventies. Beyond the music and the show-bizzy presentation, KYNO ran contests and promotions designed to engage the listener. The Stingray Giveaway, the Black Box, The KYNO Millionaire, Buried Treasure, and of course, The Christmas Wish. It all worked together to create a radio force that no other station would dare challenge.

Bill Drake is responsible for changing the sound of radio everywhere. He introduced a slick, professional style that emphasized the power of “More Music,” which meant less talk and fewer commercials. He called it BOSS RADIO and it targeted the largest potential audience ever – the teens and pre-teens of the huge baby boom generation. Boss Radio shook American radio to the core.

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A NEW NAME, NEW OWNERS FOR THE FORMER KERN COUNTY RACEWAY PARK

By Dave Wolin



Kern County Raceway Park in Bakersfield, Calif., founded in 2013 by Charlie Beard, Rusty Risi, and James Vernon, is undergoing a significant transformation under the new ownership of Tim & Lisa Huddleston, renowned promoters known for their work at L.A. County's Irwindale Speedway & Event Center. Under the new ownership, Kern County Raceway Park has been renamed Kevin Harvick's Kern Raceway, honoring the 2014 NASCAR Cup Series champion and Bakersfield native, Kevin Harvick.

This change ushers in a new era to Kern County's racing

scene, infused with enthusiasm and expertise by the Huddlestons. As part of the newly created partnership, Harvick will work closely with the leadership team to ensure the best decisions are made for the track, the competitors and to help build the overall health of motorsports at the grassroots level. This will help continue the vision Harvick has for ensuring motorsports across the country, from the local level to the premier level, produces the best product possible.

"Bakersfield is my home, and I am committed to giving back and ensuring a bright future for motorsports in our community," Harvick said. "Together with Tim and Lisa, we will do everything in our power to make racing in Bakersfield as strong as it has ever been."

Harvick's journey from local tracks, notably the iconic Mesa Marin Raceway, to the pinnacle of NASCAR as a Cup Series champion, resonates deeply with Bakersfield's racing community. His story embodies the qualities of determination and hard work, qualities that will undoubtedly shape the future of Kern Raceway.

"Kevin Harvick's involvement is a game-changer for Kern Raceway," said Tim Huddleston, CEO of Kevin Harvick's Kern Raceway. "His expertise and commitment will propel us to new heights. Together, we aim to create an elec-

trifying racing experience for fans and competitors alike."

Additionally, Tim Huddleston extended heartfelt gratitude to Virgie Beard and Rusty Risi, acknowledging their hard work and dedication in building, and operating the facility over the years.

"Their contributions have laid the foundation for the Raceway's success, a legacy that our team is honored to continue," Huddleston said. "In honor of the late Charlie Beard and his work in bringing KCRP to life, the suite tower will be re-named The Charlie Beard Tower effective immediately."

Looking ahead, the leadership team is actively working on the 2024 calendar. Exciting new events and improvement projects are currently in the works, promising a thrilling and enhanced experience for race enthusiasts. Details of these developments will be announced in the coming weeks, adding to the anticipation surrounding Kevin Harvick's Kern Raceway.

Kevin Harvick's Kern Raceway is a 120-acre motorsports facility located in Bakersfield, California. The facility is renowned for its 1/2 mile asphalt oval and 1/3 mile dirt oval.

For the most recent news and updates, kindly visit www.kernraceway.com.

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In 1977 my older brother mentioned that a mechanic at the Truck Center where he worked was moving and wanted to sell his old car. I had just received my license and Jim wanted to know if I was interested. "What kind of old car?" was my question. Jim said it was "an old Chevy but it would be in good working condition because the mechanic had purchased it brand new in 1969.

The price was \$1,000.00 the terms were "As is where is". Jim loaned me \$700.00 and the purchase was made the next day. That old Chevy turned out to be a 1969 Chevy Chevelle with a 396 engine and a Hurst shifter. The whole of the engine was Chrome. The car was dark blue and had new tires best of all it had a cassette, added by the original owner.

When I got into the driver's seat and started that beast up to drive it home I felt like the luckiest kid in the world. The car which I named "Ton" because it got a ton of looks was transformative for me. It gave me freedom, it increased my cache and it reminded me that I was loved by my brother. That whole first year with Ton is one I remember now as being blessed beyond reason.

During the first year Ton was operative in connecting me with my first long term girlfriend. My mom called me to the phone one afternoon. She said that it was some girl. That was unusual for me because I was quiet and shy. So girls didn't call very often. I picked up the phone and the girl's voice began an interrogation. "Is this Steven D. Creel?" I replied quietly that it was. "Do you own a 1969 Chevrolet Chevelle?" I replied even more quietly "yes." Then the conversation took a turn. "Do you know a girl named Shelly at your high school?" "I don't think so." The voice continued, "Have you ever noticed the girl two lockers down from your locker?" By now I was thoroughly confused. "No I don't think so."

There was a fairly long pause and in an exasperated tone she finally said, "Well I am Shelley and my locker is just two down from yours." I answered her, "Um o.k. but what does that have to do with my car?" Another long pause and then she caved in and told me what she was doing. Her brother who rebuilt old cars was rebuilding a '69 Chevelle and had a list of all Chevelle owners in Wyoming. She recognized my name on the list and decided to call about my car so that she could talk to me. She had hoped that the conversation would move smoothly into her real purpose. She wanted to invite me to the Sady Hawkins dance. She had tried to speak to me a few times at school but lost her nerve.

I laughed when she said that in her mind the conversation was supposed to go more smoothly. She laughed at herself and by the end of the conversation I had a date for the dance. I happily picked her up in a freshly washed and polished Chevelle. We dated for the next 2 and a half years. Eventually her taste in men and cars went more upscale and I was left with "Ton" and some bittersweet memories.

In that same year I was due to head off to college. My mom didn't trust the Chevelle on Wyoming roads in the winter. She somehow convinced me to trade the Chevy in for a Chrysler Cordova. I am imagining that whoever is reading this just moaned involuntarily. Me too. With that ill fated decision the dream life that began with the purchase of my Chevy came to an end. I had started that year with a great car and a great girl. I ended the year with a boat on wheels and an empty passenger seat. I knew at the time that those two events signaled a significant change in life. Whatever factor of "cool" that the Chevelle had gifted me was gone. Just like my girlfriend. I would pivot from a magical time to a long stretch of life that was devoted to working and studying.

I now enjoy the benefits of all that studying and working. I'm 61 years old and I have loved being a Pastor all these years. I have had a life that challenged and blessed me in almost equal measure. I have driven a series of utilitarian cars. The kind that were designed to just get the job done. In fact, there is little that I would change about my life. That is except if I could, I would go back and refuse to trade "Ton" in. That decision, as you may well understand, haunted me every time I turned the key in the Cordova. I suppose it wouldn't have changed the plunge into adulthood but it would have allowed me to drive a car that I absolutely loved during the drudgery years of study and work.

As it is I have spent my life spotting Chevelle's in traffic or at car shows. When I have had the chance I love to walk around them and gently look inside. Remembering those innocent drives with my first love. Remembering what it was like to be young and so very much alive. Yes, I also remember what it was like to push that car to its limit and engage all of that horsepower. I get goose bumps just typing those words.

I'm so thankful to have lucked into the chance to have owned a classic muscle car! It has been a gift to me to carry those memories all these years. So when I was approached about our church putting on a car show I was immediately "all in". There may or may not be a '69 Chevelle in the show but either way there will be metal and chrome dreams and memories lining the parking lot of our church. I can't wait to stand back a bit and see others stop and linger at the cars of their own youth. What a beautiful thing that will be.

We would love to invite you to join us at The Methodist Church on April 6, 2024 for our first car show! Look for our advertisement in this issue!

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▶ *Story continued from Front Page* **Ford Geo: V-8-Powered Mustang Not Going Anywhere**

"Mach-E lets us sell ICE vehicles for a long time to come," he said.

Another factor is racing. Coinciding with the launch of the redesigned 2024 Mustang, Ford launched a whole fleet of racing versions, including a Mustang-branded NASCAR racer and NHRA drag racer, a Mustang for the Australian Supercar Series, and Mustang GT3 and GT4 variants for international sports car racing. All have V-8s, so keeping one in the Mustang road car helps make these various racing efforts more relevant.

"What other car in the world races on six continents on any given weekend? And that's because we have a V-8 engine," Farley said. Ford also plans to use the racing programs to aid development of future road cars, he claims.

Unmentioned by Farley, but worth noting as well, is that Mustang sales are healthy. The Mustang outsold the Challenger and Camaro in 2023. Sales were up 2.2% over the previous year with 48,605 cars sold, and the gasoline Mustang once again outsold its electric Mach-E counterpart.



2024 Ford Mustang GT California Special



2024 Ford Mustang Dark Horse NASCAR Cup Series race car



Friday, April 19, 2024

Cruise Night

3:00 P.M.—5:30 P.M. at **Selma Auto Mall**: Receive free Cruise Night raffle ticket, (raffle winner announced at Draper Street, Kingsburg, must be present to win), Pre-Registration (receive an additional ticket for Cruise Night raffle), Music

Cruise from Selma Auto Mall, departing at 5:30 P.M., on the Old 99 to Draper

6:00 P.M.—8:30 P.M. at **Draper Street**: Shopping, Dining, 50/50 Raffle,

"Show & Shine" Performance by Jeremy "ELVIS" Pearce at 7:00 P.M.

Saturday, April 20, 2024

Car Show- Open to all years cars & trucks

Draper Street & Downtown Streets of the Swedish Village

Judging Starts at 10:00 A.M. Trophy Presentation at 3:00 P.M.

Raffle Prizes Every Half Hour 10:00 A.M.—3:00 P.M.

Senior Center's Pancake Breakfast 7:00 A.M.—11:00 A.M.

Entry Fee: \$40 ~ free t-shirt to first 100 entrants

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Third Annual The Visalia Car Show Presented by Pharoahs Car Club of Visalia Car Show

It is almost time for the third annual "The Visalia Car Show Presented by Pharoahs Car Club of Visalia". This year's car show will be held on April 13th at the Milan Institute located at 6500 S. Mooney Blvd. Gates will open at 7 am for car entries. The fee to enter the show is 30.00 for preregistration (either on-line at Eventbrite or mail your entry form to

Pharoahs Car Club of Visalia, 10488 Avenue 360, Visalia, CA, 93291) and 35.00 the day of the show.

We will be open to the public at 9 am, spectators are free. We will have food vendors, a performance by Kids Edition and D.Y.N.A.M.X dance groups. The Texas Roadhouse Arma-

dillo Mascot and Tipper from The Visalia Rawhide will be there as well. We will have a large selection of raffle prizes and a 50/50 raffle. A portion of our proceeds will go to charitable organizations throughout Tulare County. Please come out and enjoy the day with us. We couldn't do this without the support of our community.

The Visalia Car Show

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THE REARVIEW MIRROR: THE 1969 DODGE CHARGER JUMPS INTO HISTORY

By Larry Printz, www.thedetroitbureau.com

It's 1978, and a stuntman launches a 1969 Dodge Charger up a ramp and over a police car for a scene in a network TV show. Not surprisingly, the car is totaled. But the 82-foot-long, 16-foot-high jump makes for a memorable moment in television history. The vehicle is the General Lee, perhaps one of television's most famous cars, and the show is "The Dukes of Hazzard."

The CBS-network television series would run from 1979 through 1985, and feature about 329 General Lees, a car as famous as the show's Daisy Dukes, the name of the



This week in 1978, the General Lee performs its first stunt, and becomes a star in the process.

short, tight cut-off jeans worn by Catherine Bach in her role as Daisy Duke.

DODGE CREATES AN ICON

The Dodge Charger debuted in 1966 as a sportier,

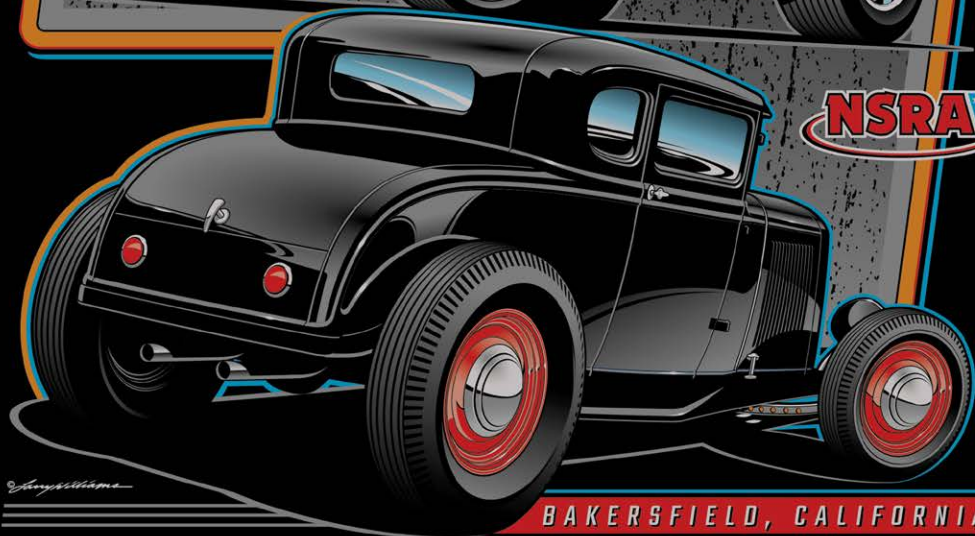
two-door version of the midsize Dodge Coronet. The hard-top coupe featured a fastback roofline, hidden headlamps and an interior sporting bucket seats and a center console.

▶▶▶▶ Story continues on Page 22

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The event team took a break in 2023 to recharge their batteries and is back in 2024 revving its engines. This Charity Event has raised nearly \$250,000 over its six-years of presentations and anticipates another banner year. Each of the 200+ registered vehicles are hand-selected and invited by the events auto-team as they scour the surrounding auto shows in and around California. Also, car owners may request an invitation by going to the event website and following the registration process.

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The Rearview Mirror: GM's First Front-Wheel-Drive Car

By Larry Printz, www.thedetroitbureau.com



The 1966 Oldsmobile Toronado paved the way for a generation of GM front-wheel-drive cars.

It was this week in 1965 the Oldsmobile Division of General Motors released something radical: a front-wheel-drive car, the first one from an American manufacturer in nearly 30 years: the Oldsmobile Toronado.

Named the 1966 Motor Trend Car of the Year, it is powered by a 385-horsepower, 7.0-liter V-8 through a 3-speed automatic transmission. Starting at \$4,585, or \$42,837 adjusted for inflation, its creation was one that was a decade in the making.

A NEW DRIVETRAIN SOLUTION

General Motors started investigating front-wheel drive at the 1955 GM Motorama, gauging public reaction in the form of the LaSalle II with its dual-overhead camshaft V-6 and the L'Universelle van powered by a production Pontiac V-8.

Both vehicles featured different versions of the "Unitized Power Package," or UPP, which coupled a V-engine configuration with a full differential and axle assembly in a single power pack that required no more room than the same size engine did by itself.

Oldsmobile continued development of the UPP under assistant chief engineer John Beltz in 1958. The result was the F-85, a front-wheel-drive concept car with a transverse-



The Toronado's design was supposed to evoke a four-passenger Corvette. Photo Credit: RM Sothebys.

mounted V-6 mated to a four-speed automatic transmission. Later versions would feature a 215-hp, 215-cubic-inch turbocharged aluminum-block V-8.

But Oldsmobile was looking to develop a new model to challenge the Ford Thunderbird, which had transitioned from a sporty convertible into a personal luxury coupe. Given the potential price tag of an Oldsmobile personal luxury coupe, the marque could make a strong case for using its latest rendition of the UPP.

Once the division won corporate approval, work began on its own personal luxury coupe.

A UNIQUE LOOK FOR A UNIQUE CAR

As the division continued developing the front-wheel-drive driveline, the design began to take shape. Stylistically, the car had to reflect its cutting-edge engineering. The design that was ultimately chosen was known as the Flame Red Car.

The designer, David North, did incorporate a couple of stylistic cues such as hidden headlamps from the 1937 Cord 810/812, the last front-wheel-drive car built in America. But they were incorporated into a futuristic, modern shape.

▶▶▶ Story continues on Page 28



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▶ Story continued from Page 15



The TV show debuted in 1979.

Dodge's long-lived 230-horsepower 5.2-liter V-8 was standard, but buyers could opt for a 265-hp 5.9-liter V-8, 325-hp 6.3-liter V-8 with dual exhausts, or a 425-hp 7.0-liter Hemi V-8 with dual four-barrel carburetors and dual exhausts. All engines came with a three-speed manual transmission. A 4-speed manual or 3-speed TorqueFlite automatic were optional.

The Charger didn't change again until 1968, when it was redesigned along with Coronet as its sportier sibling. Now boasting rounded sheetmetal below the car's beltline, the new "fuselage" styling would be used on all Chrysler Corporation models well into the 1970s. For the Charger, it lent the car a

...The 1969 Dodge Charger Jumps into History

simpler look, one that worked well with its coke bottle beltline. It maintained its trademark hidden headlamps, but now boasted a flying buttress roofline, replacing, yet recalling, the previous model's ungainly fastback.

Sales improved dramatically, reaching 96,100 units, far more than 1967's total of 15,788. Engine choices remained the same, except for the addition of a 375-hp 7.2-liter Magnum V-8. Power steering, power brakes, power door locks, heavy duty differential, cruise control, air conditioning, tilt/telescope steering wheel, dual exhaust, an AM radio, tachometer, and a vinyl roof were among the options.

The only significant alteration to the Charger for 1969 was the inclusion of the Charger Daytona, a vehicle designed to steal the NASCAR championship from Ford. It wore a two-foot long extended nose cone, a 3-foot high rear wing and curved back glass. The other change was the option of a 145-hp 3.7-liter Slant Six, although only 500 were sold.

But it was the show's star turn on the Dukes of Hazzard that made it a cultural star.

It ain't high art

The show's premise is well-known. Cousins Bo and Luke Duke (played by actors John Schneider and Tom Wopat respectively) are constantly in trouble with the officials of fictional Hazzard County, Georgia, led by the crooked Boss Jefferson Davis Hogg and his sidekick Sheriff Rosco P. Coltrane. The Duke boys have their share of help from their Cousin Daisy and Uncle Jesse.

was fitted with a roll cage, heavy-duty shock absorbers and springs and modified brakes to easily enable a 180-degree "Bootleggers' Turn."

Yet as producers destroyed their share of Dodge Chargers due to stunt work, they created a shortage of 1969 Dodge Chargers in the final years of the series. So, in a fit of desperation, producers began looking for 1969 Dodge Chargers in parking lots, asking owners if they wanted to sell them. It didn't work.

So producers switched to using orange AMC Ambassadors or shooting miniatures.

Nevertheless, the General Lee proved popular. During the show's initial run, the car received approximately 35,000 fan letters monthly, quite a fanbase for an inanimate object.

Why the car was popular

The Charger survived into the 1970s, becoming a personal luxury coupe as its performance and popularity waned, a trend that started with a disastrous 1971 redesign. It was replaced by the Magnum for 1979, the year that "The Dukes of Hazzard" debuted. By then, high insurance costs and government regulations had relegated the muscle cars of the 1960s to history. The American landscape was changing.

Proof came in 1981, when the Dodge Charger ignominiously reappeared as a subcompact three-door hatchback powered by a 2.2-liter 4-cylinder engine producing a mere 84 hp. Its name was retired in 1987, re-emerging in 2005 on a rear-wheel-drive sedan, the same year it became a movie starring Johnny Knoxville, Seann William Scott, Jessica Simpson, Burt Reynolds, Willie Nelson and Lynda Carter.

For Charger fans, the General Lee upheld traditional values in a transforming American landscape, a charming cultural relic of the 1980s. For others, the show was racist due to its use of the Confederate symbols, be it the Confederate flag, the "Dixie" car horn, or names like General Lee and Jefferson Davis. The controversy was sparked by a white supremacist, who murdered nine worshippers at a historic African American church in South Carolina in 2015 while wearing a Confederate flag. The massacre sparked an outcry as Confederate symbols became a cultural anathema. As a result, the show's reruns on cable network TV Land were cancelled.

But the show still has fans, including Schneider, whose replica of the General Lee was heavily damaged by Hurricane Ida earlier this year.

"That car is me," he told The Daily Mail.



Some Chargers survived, despite the damage. Photo Credit: RM Sothebys.

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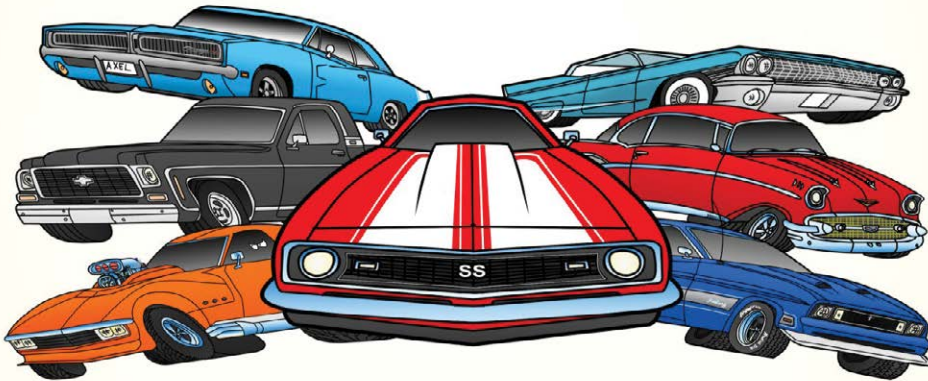
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But it's the car chases, a staple of '70s moviemaking, that prove a key part of the show, and the star was the General Lee, an orange 1969 Dodge Charger with a Confederate flag on the roof, a horn that played "I Wish I Was in Dixie" and the numbers 01 on the doors. Inside, a Citizens Band Radio keep the boys in touch with Uncle Jesse.

The series was created by Gy Waldron, who had written and directed a schlock action movie named "Moonrunners" in 1975. In it, Grady and Bobby Lee run moonshine for their Uncle Jesse. Like the later TV show, country singer Waylon Jennings is the balladeer. Sound familiar?

The car everyone remembers Throughout the series' seven-season life, 1969 Chargers were decade-old used cars, not collectibles, and being that Dodge built 89,700 of them, they were easy to find, at least initially. Each car

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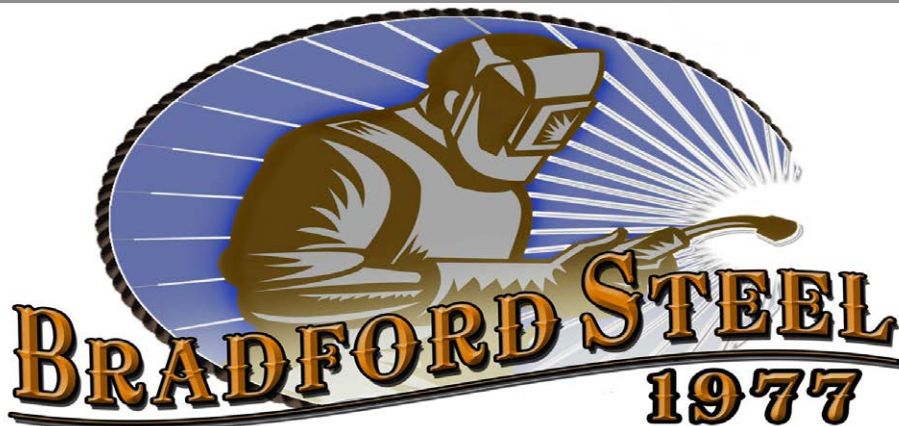
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HOLLYWOOD ICON EDD BYRNES PASSES AWAY

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Actor Edd Byrnes, who became a Hollywood icon in the late-1950s, died at his home in Santa Monica, Calif., on Jan. 8, 2020 at age 87. Byrnes played the “Kookie” character in the “77 Sunset Strip” TV show an ABC TV detective drama starring Efrem Zimbalist Jr. as a hip L.A. private detective.

Byrnes’ character was Gerald Lloyd Kookson III, a jive-talking parking lot attendant with dreams of being a private investigator. When he wasn’t busy combing his hair and drag curl, Kookie often helped the series’ stars solve cases. He worked at Dino’s (which was actually Dean Martin’s lounge) near the fictional detective agency and drove a Ford Model T-Bucket hot rod. Viewers lusted to borrow his car and his comb.



“Kookie, Kookie, Lend me your comb!” was the name of a record that Byrnes released. Byrnes also co-starred in the 1978 movie version of “Grease.” He played Dick Clark-inspired television teen-dance show host Vince Fontaine in the film.

The “Kookie Kar” that made “77 Sunset Strip” a hit with car-savvy fans started life as a \$100 Model A Ford that the late hot rod guru Norm Grabowski purchased in 1952 and later bolted a ’22 Model T body to. The Kar started its film career in 1955, but the 1958-1963 TV show made it famous and inspired LIFE magazine to do a hot-rod issue that featured the Kookie Kar. Millions discovered how cool it was to drive a hot rod.

The original Kookie Kar is still in existence and was recently featured in Mecum Magazine. It had been extensively modified. It was sold at Mecum Auction’s 2018 Indianapolis sale. Hot Rod collector Ross Myers of the 3 Dog Garage in Boyertown, Pa., then sent the Kookie Kar to San Francisco for a full restoration by Roy Brizio Street Rods. Johnnie Overbay, the owner of Reno Rods & Customs in Oklahoma City, OK, also built a very exacting replica of the Kookie Kar that he displayed at SEMA years ago.

Logan Byrnes, a news anchor for KUSI-TV in San Diego, Calif., confirmed his father’s death on Facebook. Edd Byrnes may be gone, but his beloved Kookie persona introduced a host of early ’60s slang into mainstream primetime culture and made the Ford T-Bucket an American hot rod hobby icon.

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Encourage opposition from officials on this proposal:

The California Air Resources Board's (CARB) "Advanced Clean Cars II" (ACC II) regulations ban the sale of new internal combustion engine vehicles by 2035. ACC II requires that 35% of new cars, SUVs, and small trucks sold in California must be zero-emissions vehicles (ZEV) starting in 2026. The regulation increases ZEV sales requirements by 6% to 8% annually through 2035, when 100% of new vehicles sold in California must be ZEV – eliminating the sale of any new vehicles that are gas-powered.

Before ACC II can be implemented, CARB must receive a waiver from the U.S. Environmental Protection Agency (EPA) for its regulation to take effect. The SAN opposes ACC II because seventeen states, representing nearly 40% of the American population, have previously adopted

California motor vehicle emission laws. To date, nine states and the District of Columbia have already adopted ACC II; three states have adopted ACC II through 2032, which requires 87% of new motor vehicle sales to be ZEV; and two states have started the regulatory process to adopt ACC II.

If the EPA grants California a waiver for ACC II, this far too-fast mandate will reduce vehicle choice and force Americans to purchase more expensive vehicles. ACC II, if implemented, would also disrupt automotive industry supply chains, devastate small automotive businesses, and eliminate large numbers of jobs in vehicle manufacturing, parts production, and

repair businesses.

We need your help! The EPA is accepting comments through February 27, 2024, on whether it should grant a waiver for the ACC II regulations to take effect.

Officials Must Hear from You Right Away!

Use the following website link for an overview and official contact.



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By Alan Curtis

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Upcoming on the Kern County Scene

By Dave Wolin

The Bakersfield and Kern County hot rod and custom scene ended 2023 on a quiet note. We all wonder why there's more going on in Visalia than here in Bako. The last big show, at Minter Field drew 400 entrants, we know the market is out there. And that being said, the Outlaws Toy Drive at Salty's and La Cabana brought in substantial dollars in their 18th year. Other toy drives did well also

The big event, the 20th annual, Motor for Toys, part of the Gigantic Super Car Sunday in Woodland Hills, had over 4000 cars participating including a good number of Kern County residents. They raised hundreds of thousands of dollars and collected thousands of toys

Cars and Coffees will be back in the spring. 'Ol Skool Clothing in the Von's Plaza on Coffee Rd seems to be strong; perhaps due to the adjacent Starbucks. The Pharoahs of Bakersfield held first time event that went well and is continuing

as is the Bootleggers Pub event at Walmart on Allen Road. Lots of folks head to L.A. for the always impressive Super Car Sunday in Woodland Hills or similarly busy events in Simi Valley and Malibu. Watch Facebook for details on these events

Thursday nights at Chuys had suffered from competition from the ill advised hustlers with the bogus movie cars at Billy Bob's. That hopefully will change as location closed. Salty's on Friday's is still going strong. The Car Club Council used to somewhat police these events to avoid overlap, much as they did with car show dates but no longer seem to bother. And a special shout out to Jeff Salter of Salty's – He organized and delivered food to hundreds of stranded motorists during the recent huge cash and closure on I-5.

The Friday Night Chester Avenue Cruise is always popular. Watch for dates on Facebook.

As for car shows, a few shows are starting to fill lot the calendar. First on my list is Mooneyes at Irwindale on January 27th, then the Grand National Roadster show in Pomona in Febru-

ary this year including "Street Machines; "Then and Now", both long rides but well worth it, More info at rodshows.com. Kicking things off here on March 6th is the "Wags and Wheels" show, benefitting the Bakersfield Animal Shelter. Later in March, all on the same day, is the Super Cruise at the Kern County Fairgrounds, Crafty Kates Fundraiser for the animal shelter in Inyokern, the Downtown Exeter show and the Lake Hughes show, always great events if the weather holds up. Then in April, the Visalia Pharoahs show and the NSRA Nationals in Bakersfield in April will keep us busy. Again many South Valley residents head to L.A., the Antelope Valley and the coast in search of events.,

On the racing scene; all the tracks are busy with something going on virtually every weekend; Famoso, Kern County, now partnered with Irwindale as "Kevin Harvick's Kern Raceway, Bakersfield Speedway, Buttonwillow and Willow Springs

Best place to find all of these is on the Old Cars and Motorsports website and Facebook page.

Dave Wolin is a veteran racer, automotive historian and author who can be found at most events in the South Valley.

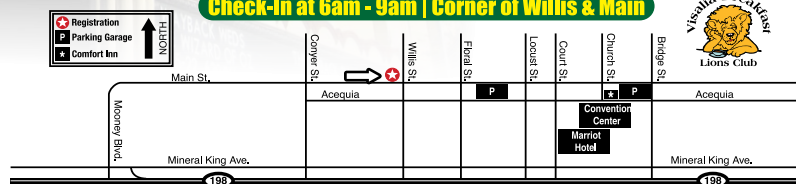
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▶ Story continued from Page 21

...GM's First Front-Wheel-Drive Car

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The instrument cluster featured a unique drum speedometer. Photo Credit: RM Sothebys.

Originally designed to be a four-passenger Corvette, and sized appropriately, it grew once GM management decided that the Toronado's E-Body platform would be shared with the 1966 Buick Riviera and 1967 Cadillac Eldorado to save on costs.

"This was going to be a modern car. It was going to be an American expression, an original, and we weren't out to copy anybody," added Stan Wilen, chief designer at the Oldsmobile Studio.

Under the hood resided Oldsmobile's 425 cubic-inch (7.0-liter) V-8 rated at 385 hp and 475 lb-ft of torque. The engine employed a Rochester 4-barrel Quadrajete carburetor and was mounted North-South, rather than East-West as is common in modern front-wheel-drive vehicles.

Inside, the car featured a flat floor, without the driveline hump that afflicted nearly all cars of the time. Its instrument cluster featured a unique drum speedometer that rotated as the car did. A column-mounted automatic transmission shifter and bench seat were standard. It was all wrapped up using unit-body construction, another first for General Motors.

It would go on to sell more than 41,000 units in its first year, be named Motor Trend Car of the Year, and would retain its unique shape until 1971, when it was redesigned.

The Toronado would remain in the Oldsmobile line-up through 1992.



The instrument cluster featured a unique drum speedometer. Photo Credit: RM Sothebys.

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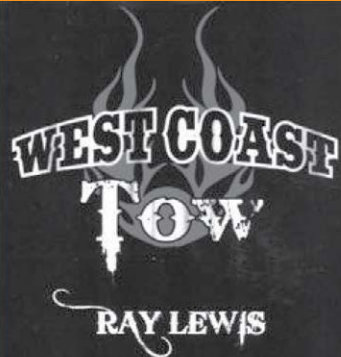
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