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EVENTS INTO JUNE 2025 Read Us Online at: www.oldercarsandmotorsports.com ISSUE 1.2025

HOT ROD GARAGE TRACK DAY



Motor Trend Hot Rod garage track day at the Famoso Dragway in Bakersfield, California it took place on November 9, 2024

2024 track day was open to the public for the first time. It was your chance to see live racing from the stars of different TV shows. This was a great event to see some of your favorite TV show hosts, you got to see them race and they had a meet and greet and take photos with them. They also had their car builds from all the different TV shows. After tech inspection they had time trials and then it went on to eliminations and the class winners got to race the host. Fans got to see the Motor Trend cars up close and see how the cars handled on the track or not handled. The Spots to race sold out weeks before the event and have over 150 racer line up to have a fun time. The Grove had classic cars lined up for a car show and the pits were open to see the racers.

The Motor Trend hosts that were in attendance was David Freiburger from the Roadkill franchise, Alex Taylor and Lucky Costa from hot Rod garage, Derek Bieri from Vice Grip Garage and Roadworthy rescues, David Chappelle

from dirt every day, David Newbern Mike Cotton from Faster with Newbern and Cotton , Steve Dulcich from Roadkill garage and Steve Magnate from Junk yard gold.



▶▶▶▶▶ Story continues on Page 8

19th ANNUAL SELMA SWAP SELMA FLEA MARKET [MT. VIEW AND HIGHWAY 99]

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Early vendor setup & check-in: March 14, 6 a.m. to 9 p.m.

EVENTS CALENDAR

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FEB 2025

2/23 Hot Rodders for Robin Easton, CA 559-351-3537

MARCH 2025

3/08 Webber Realty Sanger Car Show 559-618-2196

3/08 Sundale Car Show 559-331-1596

3/15 Selma Swap Meet 559-896-3243

3/15 Motor Fest Exeter Car show

3/29 Hanford Fraternal Hall Car Show Hanford, CA 559-805-3312

APRIL 2025

4/04 Rods on the Bluff

4/05 Hot Rod Heaven Car Show at Methodist Church Visalia

4/05 Cars on K Car Show Tulare

4/06 Cherry Auto Swap Meet Fresno 559-266-9856

APRIL 2025

04/12 The Visalia Car show by Pharoahs of Visalia 805-286-2448

04/19 Kingaburg Car Show Kingsburg 559-897-1111

04/25-26 Western Street Rod Nationals Bakersfield nsra-usa.com

04/26 Caruthers Lions Car Show Caruthers 559-859-1554

04/26 Motors on Main Car Show Gustine, CA 209-652-5223

04/26 Pan Draggers Car Show Kingsburg

MAY 2025

05/02 Rods on the Bluff

05/03 Central Valley Classic Car Show POCC Clovis 559-816-8461

05/03 Rockford School Spring Dinner & Car Show Porterville 559-359-1717

05/03 Mariposa Butterflyfly Festival Car Show ericweihe@gmail.com

MAY 2025

05/03 Famoso Swap o Rama Swap Meet 844-346-4876

05/10 Rollin Relics Car Show Porterville

05/10 Jefferson Car Show Clovis

05/17 Old Town Motorama Clovis, CA

www.hotrodcoalition.com

05/17 Visalia Lion's Club Downtown Show www.VisaliaBreakfastLions.org

05/31-06-01 The Classic at Pismo Beach

05/31 Oakhurst Yosemite Hot Rods Auto Show 559-285-9243

JUNE 2025

06/07 Carnegie Museum Classic Car Show Hanford 559-585-7526

06/14 Cruisin at Parkside Visalia 559-734-3775

AUGUST 2025

08/30 Remembrance Car Show at Naz Church

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807 W. Lacey Blvd., Hanford

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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BREHLER SQUARE: SANGER, CA | MARCH 8, 2025

Contact Mike Webber @ 559.618.2196 or 1mikewebber@gmail.com

Rev Up Your Engines for the Webber Realty Group Car Show on March 8th!

Join us Saturday, March 8th, as the Webber Realty Group Car Show takes over the streets of Sanger for an unforgettable celebration. What started over twenty-five years ago with Mike's first car show in Porterville, in partnership with the Pontiacs of Central California, has grown into a beloved annual event you won't want to miss.

Seventeen years ago, Mike brought his passion for cars to Sanger, organizing the inaugural show in front of the Buick, Pontiac, GMC dealership. The event was such a hit that the Chamber of Commerce decided to incorporate it into their Blossom Day festivities, solidifying its place as the valley's premier car show.

This success is thanks to the unwavering dedication of Mike, his supportive friends and family, and countless volunteers. Their hard work has made this car show the crown jewel of

the valley, and their enthusiasm shines through every gleaming fender and polished chrome display.

But there's more! We're excited to introduce the Lego Masters competition, featuring creative and ingenious projects from K-8th grade students. Plus, there will be a variety of additional activities to keep the kids entertained all day long.

As you browse the vibrant streets lined with stunning show cars, enjoy live music from our band and DJ. Hungry? With nearly 100 vendors offering your favorite foods and treats, plus a Beer & Wine Garden, there's something to satisfy every palate. Relax and soak in the lively atmosphere of the car show with plenty of sights and sounds to enjoy.

Don't miss the impressive display of the Central Valley's largest American flag. Arrive

early to take advantage of our special welcome: free coffee and donuts for early birds bringing their prized car show entries.

So, buckle up, Sanger and the Central Valley! Prepare for an exhilarating experience at the Webber Realty Group Car Show. Mark your calendars, invite your friends and family, and join us for a day filled with fun that will leave you eager for more.

For entry forms or additional information, please contact Mike at 559-618-2196, visit WebberRealtyGroup.com, or email Mike@WebberRealtyGroup.com.

See you there!

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THE WINNING EDGE #52

By Mike Lewis

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

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

Till next time.

Mike Lewis

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This is a publication of Dave Turney & Associates, LLC
Publishers... Matt Case/Dave Turney

Distribution... Paul Stevenson - Central Coast, Ed Case

Writers... Vic Groah, Dave Wolin, Paul Raheb, Alan Curtis, and Mike Lewis

Marketing & Distribution... Matt Case;

Website, layout & Design... Diana Contreras



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GEARHEADEVENTS.COM

GearheadEvents.com is a comprehensive event and ticketing management platform that was co-founded by Brian Acquafresca and Richard Tamouzian. Brian Acquafresca, Motor Trend's licensee for Lowrider® Magazine events, desired to organize his shows using modern technology. He set out to create software that would register exhibitors and vendors online, as well as one

designed to sell tickets to the public. In doing so, he also wanted to collect customer information that would allow him to communicate with those people in a segmented manner leading up to his events.

Brian connected with Richard Tamouzian, an experienced software developer, and owner of OptiSoft Systems of Visalia, CA. Together, the two of them traveled to automotive shows around the USA and created the first full-featured, automotive event management platform. They started sharing their software with other automotive promoters around the country and discovered they liked the

format as they found it simplified their lives greatly. Many of them provided suggestions that would ultimately improve the software. Those early travels, and connections to other car show organizers, helped GearheadEvents.com refine the platform to what it is today. With years of proven success managing automotive events, we are confident that you will find the platform a valuable tool in helping you successfully manage your show.



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- 6 A.M. TO 3 P.M. -

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Early vendor setup & check-in: March 14, 6 a.m. to 9 p.m.

Information & Reservations:
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➔ Story continued from Front Page

HOT ROD GARAGE TRACK DAY

Alex Taylor had the Savoy out and ran passes with it and ran a 9.22 at 146 mph. David Freiburger had his new build Dragoner built off a Jeep Wagoneer, where we saw it lift the front wheels taking off from the Starting line. The LS Swapped DeLorean that was built by Derek Bieri on Road worthy rescues. The guys from Faster with Newburn and Cotton had

the ricflairmount out there also.

It was a wonderful time to see the behind the scenes of Car TV shows are films and the up-and-coming youtubers filming also. I really appreciate them opening the door and letting us fans see the car and doing something like this on the west coast.




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The Rearview Mirror: A Revered Name Retires at Cadillac

By Larry Printz, Executive Editor, www.thedetroitbureau.com



The Cadillac Fleetwood, built from 1993 through 1996 was the last car to bear the Fleetwood name.

This week in 1996, Cadillac retired the Fleetwood along with traditional Cadillacs that defined the marque for decades.

Rolls-Royce's announcement earlier this year the company is reviving its custom coachbuilding service resurrects a business that flourished before World War II.

In fact, Rolls-Royce didn't sell cars with bodies until after the war. Custom coachbuilding was a practice derived from 19th century coachbuilding. Prior to World War II, when the top 1% purchased a car, it was not uncommon to buy merely the chassis and running gear.

The car was then shipped to a coachbuilder to complete a custom body with an exclusive interior and paint job. This was Fleetwood Metal Body's business, and they had many competitors, including Bohman & Schwartz, Biddle, Brewster, Brunn, Derham Dietrich, Judkins, LeBaron, Murphy, Rollston, and Waterhouse, among others.

And this week in 1996, the last vestige of it disappeared when Cadillac discontinued the Cadillac Fleetwood, a car whose name was once synonymous with the very best.

But before there was a Cadillac Fleetwood, or Fleetwood Body Co., there was Fleetwood, Pennsylvania, a small town of 4,000 residents about 60 miles northwest of Philadelphia. A small town with an internationally renowned company.

The Fleetwood Metal Body Co. was founded by Harry Urich, in 1909, quickly earning an excellent reputation for shaping custom aluminum bodies on wood framing. At a time when many cars were still open to the elements, Fleetwood concentrated on building closed-bodied cars. Despite the competition, Fleetwood managed to supply coachwork for the world's finest automakers including Benz, Duesenberg, Fiat, Isotta Fraschini, Lancia, Lincoln, Locomobile, Lozier, Maybach, Mercedes, Minerva, Packard, Renault, Rolls-Royce, Stearns-Knight, and Stutz, in addition to Cadillac.

By 1920, the company boasted an order book that would last it through the end of 1921. As a result, the company refused more than \$2 million — \$21.8 million today — in orders in the previous four months.

▶▶▶▶ Story continues on Page 25



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An icon is born

By Larry Printz, Executive Editor,
www.thedetroitbureau.com



Ford Motor Co. executives Lee Iacocca and Don Frey with the 1964-1965 Ford Mustang.

Born in the shadow of the Edsel's failure and Falcon's success, the Ford Mustang's debut would create a new class of car.

This week, on April 14, 1964, the automotive press saw

what the general public would see three days later, a new car that was first confirmed by a Ford Motor Co. press release in February.

"Ford Division confirmed today that it will introduce a new line of cars this spring," said the press release issued Feb. 6, 1964, by Lee Iacocca, vice president of Ford Motor Co. "The new line of cars will be called the Mustang ... no further details on the new car line will be revealed until the time of its public introduction."

The car would become an icon for Ford and create a new class of automobile, the Pony Car.

With a 108-inch wheelbase, 2,500-pound curb weight and a \$2,368 price tag, Ford sold 22,000 Mustangs on the first day. Its popularity proved unprecedented. But its development was a long one, having started in 1960.

Healthy sales despite stodgy cars. Ford's bestseller at the time was the Ford Falcon, a sensible unexciting compact sedan introduced that year alongside such new competitors as the Chevrolet Corvair, Plymouth Valiant, AMC Rambler and Studebaker Lark. Ford's bird was the most successful, selling more than 400,000 units in its initial year. The car was emblematic of the Ford line under Ford Motor President Robert McNamara: solid, conservative and dull.



The 1960 Ford Falcon platform was dull but popular, and used as a basis for the first Ford Mustang.

As Ford Automotive Division general manager and vice president, McNamara took the two-seat Ford Thunderbird, introduced for 1955, and added rear seats in 1958, instantly eliminating its cache. The elegant, Lincoln Continental Mark II was dropped and the ungainly Edsel introduced instead, leading to a \$250 million flop. In its wake, Henry Ford II proved reluctant to consider any new cars and the company's products became increasingly stodgy and dull.

▶▶▶ Story continues on Page 22

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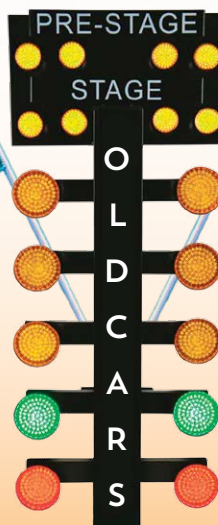
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Factory ADP	Wheelbase	Length	Shipping Weight	Base V-8	Engine Options
\$3,181 - \$3,325	112 in.	201 in.	3,549 lbs.- 3,594 lbs.	400 cid/340 hp	400 cid/350 hp



VS



1967 FIREBIRD 400

Factory ADP	Wheelbase	Length	Shipping Weight	Base V-8	Engine Options
\$3,110 - \$3,347	108 in.	189 in.	2,955 lbs.- 3,247 lbs.	400 cid/325 hp	(Ram Air) 400 cid/325 hp

SEE WHO WINS ON PAGE 31.

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

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SATURDAY, MARCH 29, 2025

9:00 A.M. TO 2:00 P.M.

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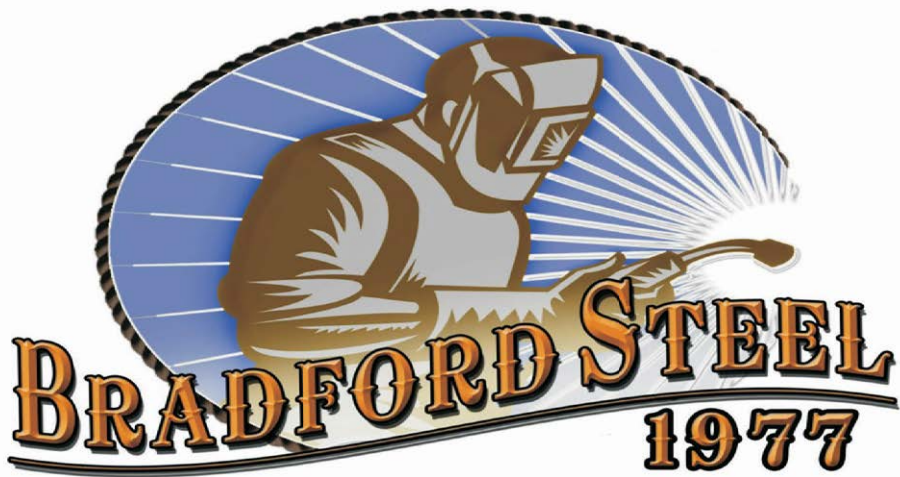
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THE PHAROAHS CAR CLUB OF VISALIA

The Visalia Car Show presented by The Pharoahs Car Club of Visalia is happening on April 12, 2025 at The Milan Institute located at 6500 S. Mooney Blvd. In the past three years, a portion of the proceeds from our show have been donated to several non-profits throughout the community, we will continue this tradition with the proceeds from this years show. We will have Top 20 awards, as well as, 10 category awards. There will be food vendors, DJ, live performances from a local dance troop and more! We expect a large turnout so register your vehicles early. Spectators are free so don't miss out on this family friendly event. Hope to see you there!

HOT ROD HEAVEN *Car Show*



SAT. APRIL 5, 2025 9 AM TO 1 PM

SHOW AND SHINE 7AM TO 9AM

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Car Show, Awards, Goodie Bags, Raffle,

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Show from 9am - 1pm
Awards at 2pm



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Top 20



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TIMES CHANGE



By Vic Groah

Some of you may know Linda and I owned and operated an automotive restoration shop for some forty years. We did about 300 cars in our small shop. Our main focus was authentic restorations, we have had our restorations show and win at Pebble Beach and other national shows, but we also did some street rods as well. In the past, for the most part, the car was either restored or rodded and that was that. It was considered a travesty to take a well restored car and vastly modify it to a full out street rod.

Recently we have noticed a new trend, People change, our society is changing. Two of my friends have recently

bought well restored cars and converted them into very nice street rods. After talking with them it makes total sense. When Linda and I moved to Tulare in 1970 we drove 50 year old cars from Fresno to Tulare with no problem. Just stay in the slow lane and everyone was happy. That would be a death wish with today's traffic. These cars are just not safe on modern freeways. Secondary roads are ok but stay off the interstates.

Another issue is with modern regulations in place it is very costly to get a high quality paint job and Upholstery has always been expensive. Recently sometimes it makes sense to buy a nice restored car with great paint and interior and upgrade the running gear.

This has become more easily done in recent years with the many manufactures of upgraded parts. Right here in Tulare County we have Boling Brothers street rods in Lindsay that makes wonderful, well made and safe chassis conversions for many early cars and trucks. You can custom order your chassis and put it under your restored car in place of the outdated original for better handling, stance and brakes. I recently toured this modern high tech facility and talked with Derrek Boling, the owner and engineer. The product is amazing and can be had in about a month. Just roll out your original chassis and in the new modern one. They have made hundreds of these and shipped all over the country. This is just one of many places that sell well made upgraded parts for your vintage conversion.

I must admit, although I am a restorer at heart, my last couple of builds for our own use have been street rod conversions. Our 1938 Chevrolet is a restomod, a stock body, paint and interior with a Corvette engine and transmission and a Ford Rear end. It has air-conditioning, power brakes and other upgrades; a great freeway cruiser.

I still feel there are historic cars that should stay stock and not modified in any way but there are many that just may be better used as modified cars. We do not know the future but I do see the probability of some of our now modern street rods being converted to electric or Hydrogen power. It is already happening. Times change.

 A promotional graphic for a car show. On the left is a large shield-shaped logo with 'CARS' in yellow and blue, 'On K' in white and blue, and 'TULARE, CA' in a banner at the bottom. The background shows a blurred scene of a car show with various vintage cars.

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The Central Valley Clubs and Events Coalition is dedicated to strengthening the hot rod culture in California's Central Valley. By collaborating with car clubs, non-profits, and event promoters, we aim to foster an inclusive and supportive environment where resources are shared, partnerships are built, and events thrive. Together, we celebrate our shared love for automobiles and ensure the continued growth of this vibrant hobby for generations to come. We are thrilled to announce that Glen Hale has been tapped to lead this initiative in its inaugural year. A true gear-head and a highly active figure in the classic car scene, Glen's leadership and passion make him the ideal person to guide the Central Valley Clubs & Events Coalition into 2025. A quick word from Glen, "My vision

for this new CV Clubs & Events Coalition is to unite and promote the car culture throughout the valley in a positive light both for our members and for the community at large. I would like to see our elected officials, as well as law enforcement view us as a resource for good rather than a liability." If you're a club, promoter, or non-profit that hosts a car event, we'd love for you to join the CV Clubs & Events Coalition. Go to [<http://www.hotrodcoalition.com> for information]<http://www.hotrodcoalition.com> for information.



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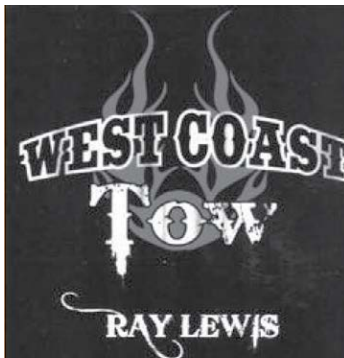
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Cruise from Selma Auto Mall, departing at 5:30 P.M., on the Old 99 to Draper

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.

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Car Show- Open to all years cars & trucks

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REPORT: CALIFORNIA LOOKING TO RESTRICT TRAVEL FOR CLASSIC CARS

By Steven Symes, www.theautowire.com

The state is looking at instituting “zero-emission zones” soon.

The state of California is looking seriously at instituting or allowing local governments to institute zero-emission zones in the near future. In preparation for such a move, the California Air Resources Board (CARB) reportedly is gathering information about classic cars and how their owners use them. We knew something like this was coming to the US and California would likely be first, but this is still concerning.

According to a Daily Caller report, on August 2 CARB sent a survey to owners of classic cars from model year 1978 or earlier. The questions were aimed at ascertaining how those classics are used and stored, as well as where they're driven. It even asks about how many miles show on owners' odometers. Knowing how increasingly authoritarian many government agencies seems to be trending, this is concerning to many car enthusiasts who still live in the Golden State.

Back in the day, California was arguably the epicenter of cool car culture with many legendary brands, builders, and other hobbyists emerging from the state. That all emerged at a time when individual expression, not institutionalized expression, reigned supreme. Unfortunately, that looks to be going the way of the dodo before long.

Daily Caller also points out how CARB issued a report back in 2019 suggesting the state should allow “local jurisdictions to create zero-emissions zones.” If that sounds a little too similar to the ULEZ zones that have taken over all of London's boroughs in the UK, with plate readers fining people daily for violations, you're not alone.

California car culture already isn't what it used to be but is still pretty amazing. However, moves like this could accelerate the current trajectory.

Of course, the justification for full-on banning older cars from certain areas or making the owners pay a daily fee to drive there is climate change. After seeing the amount of emis-

sions produced by private jets, cruise ships, EV mining/production, Space X rockets, and many other things that are widely celebrated, defended, and/or enjoyed one can't help but feel cynical about these mounting restrictions.

But California has a net-zero carbon emissions goal set for 2045 and so we can expect even more restrictions on the horizon. We hope it doesn't get to the point that authorities go door to door looking for classic cars to seize and crush, but the mere mention of zero-emission zones would've been dismissed as crazy conspiracy theory only a few short years ago.



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▶ Story continued from Page 10



The first Mustang, the 1962 Mustang I, is a two seat, mid-engine sports car.

By 1960, McNamara was named Ford Automotive Division's president, with Lee Iacocca inheriting his old spot, but the arrangement wouldn't last long. When McNamara left Ford in late 1960 to become Secretary of Defense under President John F. Kennedy, Iacocca was named Ford Division President. He was 36 years old.

A market looking for a car. But Iacocca was becoming aware of the emerging youth market, one that was entering their teenage years and would soon be driving. He felt a car should be made to meet the market. In late 1960, Iacocca formed a committee of Ford managers to investigate the possibilities, but knowing Henry's reluctance, convened the new team at The Fairlane Inn, a motor lodge two miles west of Ford World Headquarters in Dearborn, and away from prying eyes.

What the The Fairlane Committee discovered was what they termed "a market looking for a car."

Ford market research had consistently shown that college educated consumers, like the Baby Boomers now coming of age, accounted for 46% of new car purchasers despite the fact they only made up 18% of the overall population. Research also showed that women car owners were one of the segments growing most quickly and that they would be the ones most likely to use a second car. But it would have to be small, maneuverable and be easy to park.

As committee pondered its emerging customer, they noted that "given the ingredients of youth, education, good pay and a desire for style and sportiness in automobiles, we still had to keep in mind that a large segment of the market we were aiming at was made up of young people ... had good potential and fancy tastes in durable goods — but relatively little ready cash."

Ford begins work on a new steed. Research in hand, Iacocca wanted to launch the car in April 1964 at the New York World's Fair. But first, they had to bring the car to life.

As designers started creating proposals for the new car, Hal Sperlich, Ford special projects assistant, proposed building the car on the Ford Falcon chassis, which would save \$400 million in development costs, an important consideration in light of the Edsel's losses. And, the Falcon was about the size of the car they hoped to build.

But what to call it? Monte Carlo, Monaco, Torino and Cougar were all considered. Advertising agency J. Walter Thompson suggested Bronco and Colt. As they wrangled over names, designers got to work in spring 1962.

Mustangs that never were. The first Mustang, the 1962

An icon is born

Mustang I, was nearly a race car, with a tubular frame, aluminum skin and a fully independent suspension. Measuring 154 inches long, weighing 1,200 pounds and boasting two seats, its 90-horsepower, 2.0-liter 4-cylinder engine propelling it to 60 mph in about 10 seconds. Ford general manager Lee Iacocca declared it too radical.

The next proposal was the 1962 Ford Cougar a fastback designed by Jack Telnack, who became Ford's vice president for global design in 1987. The Cougar name, later used by



The Euro-styled Ford Allegro was one of the early proposals for what would become the Mustang.

Mercury, was one of the names employed until the Mustang name was approved. Another was Avanti, which was changed to Allegro when Studebaker introduced a coupe using that name.

Ford built 13 versions of the Allegro, none of which resembled the production Mustang. But they did establish its proportions: long hood, short rear deck and a compact passenger compartment. Yet by summer, the Allegro was shelved and designers were given two weeks to create something fresh. Seven proposals resulted, with a concept named Cougar given the go-ahead for production.

But there still one person who could scuttle the project: Henry Ford II.

The pony car gets a thumbs up. On Sept. 10, 1962, Iacocca



In 1962, Gene Bordinat's version Allegro established the basic proportions that would define most Mustangs.

presented the full-sized clay model to Henry Ford II. He approved the car, still called the Cougar, with three caveats. First, its cost to the company will be \$45 million, not the \$75 million Iacocca requested. Next, it has to have an inch of added legroom in the backseat and, finally unlike the Edsel, it has to sell.

To prove that it will, The Mustang I is taken to Watkins Glen, N.Y., where racecar driver Dan Gurney dazzles the automotive press and crowd when he surpasses 100 mph.

In the meantime, Hal Sperlich, who would later develop Chrysler K-Cars and minivans, was named the Mustang's program manager, and within a year, 200 pilot production cars are being evaluated.



1963, there was considerable debate about which direction the Ford Cougar's cat should face.

An icon is born. By March 10, 1964, the first Mustangs are being strategically shipped to Ford dealers worldwide, awaiting its debut. Iacocca took no chances with its unveiling, running ads in 2,600 newspapers nationwide, and airing and prime time commercials on all three broadcast TV networks the night before the launch at the World's Fair.

The car and the executive who stewarded its birth land on the covers of Time and Newsweek magazines. It's a hit. Ford sells 22,000 Mustangs in the first day, peddling 418,000 in its first year of production. It would spawn a host of imitators, and a whole new class of car — the Pony Car.

It's this week that we salute the birth of an icon that survives until today, a reminder that cars that cater to the young and young-at-heart remain an eternal part of the automotive industry.



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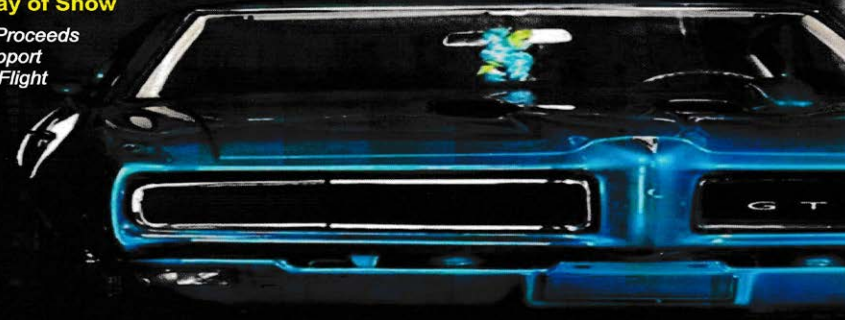
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Muscle Car Mods That Took Things Way Too Far

By Cameron Eittreim, www.motor-junkie.com



Oversized Rims

If you've ever seen a car with extremely big rim, you'll know what a 'Donk' is. But, the Donk is probably one of the stupidest designs in the car world. That's because you are cutting away and lifting a perfectly good car just to get the rims to fit onto the vehicle. There are different mods you can use to make a vehicle look good, and these hideously big rims are not it.



Mustang Frankenstein Drift Car

The Mustang in general is one of the most iconic cars ever made, and the first generation is especially sought after. So why this owner decided to mutate a perfectly good Mustang like this is beyond us. As you can see in the picture this Mustang was modified to be a drift car. In between the mods are a little bit of Corvette mixed in with some other performance cars for good measure.



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Story continued from Page 9 **The Rearview Mirror: A Revered Name Retires at Cadillac**



The Fleetwood Metal Body Company in Fleetwood, Pennsylvania.

That was more than enough to occupy Fleetwood's 230,465-square-foot plant and its workers. The company employed more than 400, becoming a major employer in the small town of less than 5,000 people. Here, workers brought to life the designs commissioned by consumers at the Fleetwood Salon, the company showroom at 10 E. 57th St. in New York City, with most designs going to Packard.

Fleetwood counted among its clientele such Hollywood stars as Theda Bara, Mary Pickford and Rudolph Valentino. World leaders included Herbert Hoover, the Emperor of Japan, Andrew Carnegie and an assortment of Rockefellers and Vanderbilts sought out Fleetwood's craftsmanship. The end of independence for Fleetwood

The Fleetwood name and style became so well known, the Fisher Body Co. bought Fleetwood Body Co. in 1925. The following year, GM bought Fisher Body. You can guess what happened next.



By the 1930s, Fleetwood was designing and building custom bodies exclusively for Cadillac, such as this 1934 roadster

Sources differ on how much work Fleetwood continued to do for other auto companies. What is known is that by 1929, Fleetwood made bodies exclusively for Cadillac. That same year, GM bought the remaining stock of Fisher, becoming the owner of both Fisher and Fleetwood. By 1930, the Pennsylvania-based factory was closed and operations were moved to Detroit.

The Fleetwood name was then applied to Cadillac's top-of-the-line Series 60 and 70 models through 1976, which

included brougham body styles, with which Fleetwood is commonly associated with today.

The name derives from Henry Brougham, who designed an enclosed carriage meant to be drawn by a single horse. In automotive parlance, Cadillac used the term in the 1930s to describe a formal body with open front quarters and enclosed rear quarters.



A 1937 Cadillac Fleetwood. The name would symbolize GM's top-of-the-line Cadillacs through 1996.

The Brougham name was used through 1937 before being revived in 1955 on the Cadillac Eldorado Brougham show car. The name was used again on the 1957-60 Eldorado Brougham four-door hardtops before being dropped for 1961. Four years later, the Brougham name was used as an option package in 1965, after which it was a sub-series of the Fleetwood Sixty Special through 1970. In 1971, Cadillac offered the Fleetwood Sixty Special Brougham among its top model offerings. In 1977, when the Sixty Special Series was axed, the Fleetwood Brougham became Cadillac's top-of-the-line owner-driven cars through 1986.



President Harry S. Truman and a 1947 Cadillac Series 75 Fleetwood Limousine.

For 1987, the Fleetwood became Cadillac's top-of-the-line model among its front-wheel-drive cars, while the Brougham name replaced the DeVille moniker on the old rear-drive Cadillac sedan. When the Brougham was redesigned for 1993, it was renamed the Cadillac Fleetwood. At 225 inches long, it is the longest production car in America

and would survive though this week in 1996 when the company's cars became exclusively front-wheel drive.

By now, the Fleetwood name had little to do with the distinction of true classic-era Fleetwood-bodied cars. That led Cadillac to bury the name, along with its heritage. In an age where automakers strive to market their heritage, GM continues to ignore theirs.

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END OF ROADKILL



Because Roadkill, Mike Finnegan, announce the show's end.

"I just learned that it's over. After the end of season 13, which we just finished filming a few weeks ago, there will be no new episodes of RK filmed. The Motor Trend production company is shutting down. No specific reason was given to me for its demise. We had an excellent run and I'm proud of what

the team accomplished, but this does seem to be the end of RK. I'm unsure who owns the Roadkill IP or who to ask why it ended." Mike Finnegan

Roadkill aired its first episode on YouTube in 2012. It was the first of its kind of show and something different. This is when YouTube was full of cat videos and short little clips. Automotive media landscape was completely different at the time—the idea of a YouTuber was not same as it is today. The Roadkill hosts David Freiburger and Mike Finnegan both coming from the Magazine work from Hot Rod and Sport Truck, they share that common passion into a show aimed at that the car enthusiasts. In the first episode, the duo went to El Paso, Texas, spent \$1,500 on a Pontiac, made it roadworthy, and drove it back to Los Angeles then they sold it on eBay.

What started off as a fun project to put on the internet for Hot Rod Magazine, took on a life of its own and brought along other shows with Roadkill Garage and Faster with Finne-



gan. The list of cool projects that appeared on the show over the years includes Blasphemi, the 1955 Chevy Gasser with a hemi powered motor, the General Mayhem the 1968 Dodge Charger the Muscle truck, the 1974 Chevy C/10, the Crusher Impala, Stubby Bob, the road kill ramp truck, Hemi Gremmie to just a name few. These Famous cars have spawn lives of their own, getting Hot Wheel made and people making clones of the cars.

Roadkill grew quickly. It spawned a magazine launched in 2016, and a drag-racing festival called Roadkill Nights that was sponsored by Dodge. It was moved from YouTube to a paid streaming service called Motor Trend On Demand and it became available on Discovery+ when Discovery bought Motor Trend in 2017, and then the show ended up on the paid service Max. Shows like Road kill, Hot Rod Garage, Faster with Newburn and Cotton, Road Worthy Rescues and others all have new season coming up in 2025.

Since Mike Finnegan announced, all the other hosts have come out and spoke about what happened from their experience. All the host from the different show all have a YouTube channels and other social medias. The Motor Trend car show hosts all talk about their experiences with the different shows. David Freiburger has a great YouTube channel that has interesting history on car culture. Mike Finnegan has Finnegan Garage on YouTube and is currently working on Blasphemi to take to a drag and drive event. It is great for us fans that we get to still follow along with the different car builds and the useful information that they can provide.

Rockford School
Spring Dinner & Car Show

Saturday MAY 3 2025
10am-2pm

14983 Road 208
Porterville, CA

a fundraising event
Benefiting
Rockford School
Students

FOOD & DRINK
POP UP SHOPS
RAFFLES
FAMILY FUN

For more information: Contact Briana 559-359-1717 or
Email: RockfordParentGroup@hotmail.com

The poster features a red classic car in the background. The text is arranged in a clear, organized manner, with the event name in large, stylized letters. A red circle contains the date and time. The location is listed below. A smaller red circle contains the event details. The contact information is at the bottom.

DOWNTOWN VISALIA 36TH ANNUAL CAR SHOW PRESENTED BY VISALIA BREAKFAST LIONS

SATURDAY MAY 17 TH, 2025 9AM TO 3PM

There will be over 350 cars lined up and down Main St from Willis to Santa Fe Street and all side street in between. We are hoping for the biggest car show ever, in terms of cars entered and public viewers. There are usually 40 different car manufactures represented, with so many models shown it was eye candy for all car enthusiasts.

We are hoping for another beautiful day in Downtown Visalia, so come one and all to the 36th Downtown Car Show. There will be food and craft vendors up and down Main St.



36th Annual

Visalia Breakfast Lions Club Downtown Visalia Car Show

May 17th 2025



23rd Annual Car Show

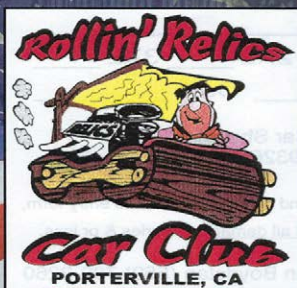
Veterans Park
Porterville, CA

Saturday, May 10th, 2025 • 9am - 3pm

Registration • 8am - 10am

Trophies • Raffles • 50/50

Proceeds benefit
Porterville Youth Activities & Community Projects

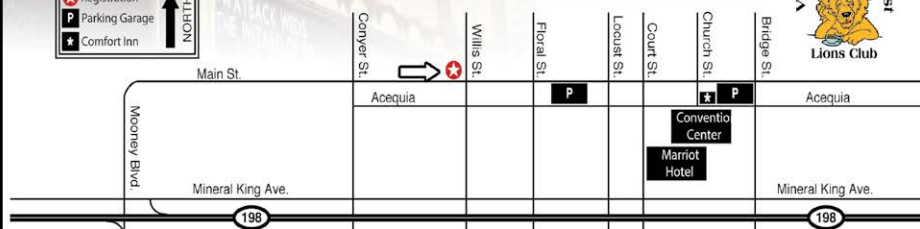


Join us at the Pizza Factory (on Henderson Ave.)
for a pre-show cruise night.
May 9th at 6 pm

No music please • Show is Rain or Shine
Spectators Free

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Check-In at 6am - 9am | Corner of Willis & Main





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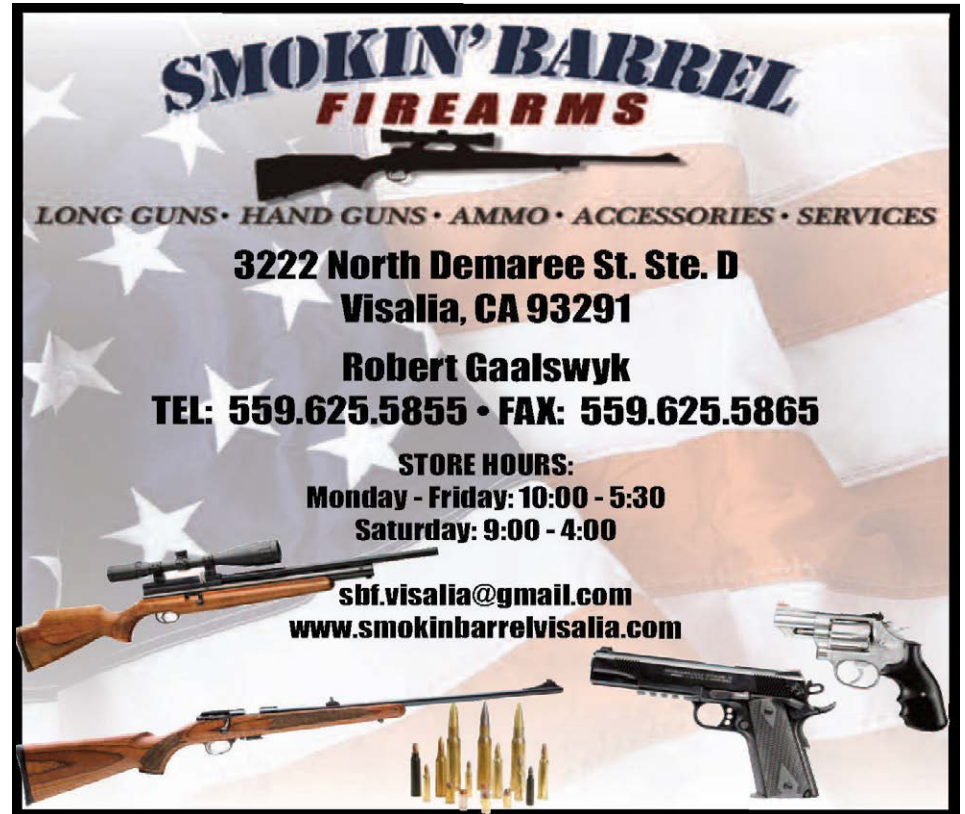
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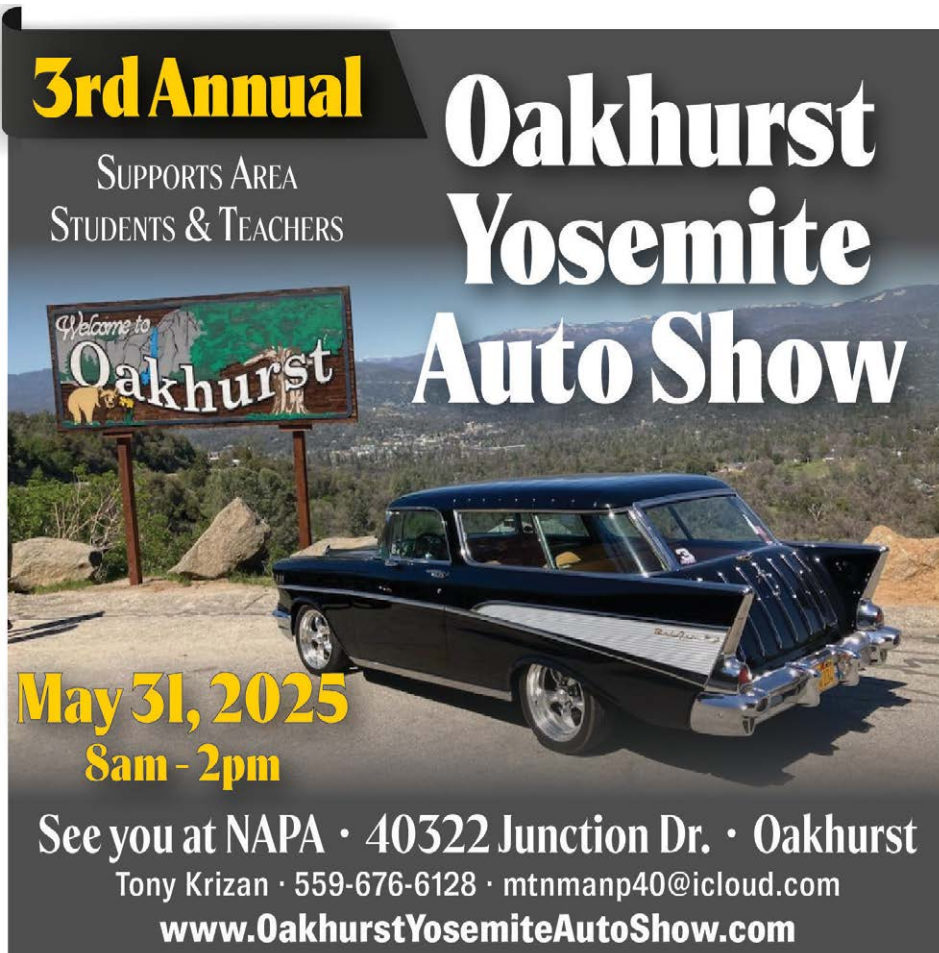
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3rd Annual
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FRESNO Dragways Reunion
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HOT ROD Gathering
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5th Annual Old Town Motorama May 14 - 18

The Hot Rod Coalition is buzzing with excitement as we gear up for the 4th Annual Old Town Motorama, set to wake up Clovis, California from May 16th to 19th. With an exceptional team comprising dedicated volunteers, generous sponsors, the City of Clovis, B.O.O.T., various nonprofits, and collaborative agencies, we've poured our hearts into crafting an unparalleled experience for the 2024 Motorama. This year we've made the Motorama a four day event! Instead of starting Friday night, we are now getting this party started on Thursday evening at the Backyard Social Club. You'll enjoy reserved parking for the first sixty classic cars and a live open mic night. However, the massive pre-party is still going down on Friday night, in partnership with Fresno Street Eats, we'll once again grace the grounds of Crow and Wolf Brewery. Saturday will be a feast for the senses, featuring an array of culinary delights from local restaurants and food trucks, complemented by the allure of Top 75 Awards, Car Club Picks, live music, Hot Rod Vendors, and the timeless charm of Old Town Clovis. On Sunday, our journey ventures into open classic car shops and home garages, a beloved day cherished by many participants. Secure your spot by pre-registering for just \$35 before May 12th, or simply join us by paying the \$40 entry fee on Saturday at the gate.

& THE WINNER IS...

0-to-60 MPH	¼-Mile
6.1 seconds	15.9 seconds @ 89 mph

1969 BUICK GS 400

The '69 Skylark GS 400 has minor styling revisions, but big under hood changes, including a functional air scoop. Cold air passed through chrome grilles decorating the car's much more prominent air scoop. The grille had a thick horizontal center bar, too.

Buick's Stage 1/Stage 2 options came into their own this year, offering drag strip-style performance enhancements for serious muscle car lovers. The calmer Stage 1 was promoted in Buick ads. It incorporated a high-lift cam, tubular push rods, H.D. valve springs and dampers, a high-output oil pump, dual exhausts, big 2 1/4-inch tailpipes, and a modified Quadrajets carb. When it was ordered, the transmission was equipped with a 5200-rpm governor to protect against over-revving the engine.



0-to-60 MPH	¼-Mile
6.2 seconds	14.7 seconds @ 98 mph

1967 FIREBIRD 400

John DeLorean gave the Firebird a strong send-off, noting, "The personal sports car field is probably the most rapidly growing in the industry. With the Firebird we hope to attract new buyers who want to step up to something extra in styling as well as performance in this segment."

The most potent of five new Pontiacs Firebirds, the 400, boasted a 400 V-8 with a four-barrel carb and 10.75:1 compression, and included either a four-speed or THM. The 400 had twin traction bars to allow the use of a single-leaf-spring rear suspension.

Since the Firebird 400 and GTO V-8s had identical specs, enthusiasts wondered why the Firebird had less horsepower. A small steel tab on the linkage between the Rochester carb's primary and secondary barrels limited the second venture's opening to 90 percent of capacity. Added in the name of corporate policy prohibiting any GM product to have less than 10 lbs. per horsepower, this restriction could be circumvented by removing or bending the tab.



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