

B&M AND HURST CAR SHOW

Wilwood Engineering attended the B&M's 3rd Annual event

B&M and Hurst merged together three years ago and a management decision was made to start an annual car show in front of their building on Independence Avenue in Chatsworth, California to let everyone know about the union. The company passed out flyers and talked to many other companies and the first show turned out to be a fantastic success. In fact, the first car show was so large that the folks at B&M were having a difficult time finding a place to put all of the cars that showed up. Saying the show was a success was an understatement.

After the first show became a success, the folks at B&M knew they would have to expand so they talked to the city to get permission to close off a small section of the adjacent street, Nordoff, to accommodate the amount of cars they expected to get

They also opened up more booth spaces to other companies to display their products. Again they had a terrific turn out and the show was very successful. This year B&M talked to the city about blocking off Nordoff once again, but this time Nordoff was blocked off from DeSoto Avenue to Canoga Avenue, which is a distance of over ½ mile. As it turned out they needed every square inch of the street because it was packed with cars of every style and vintage. This show is open to all cars so it's not limited to classic cars

like so many other shows. The ages of the cars ranged from the '20s to brand new cars, some still wearing the cardboard dealer plates.

While we were walking through the show we saw Nate Shelton, B&M's CEO and he was wearing a big smile because the show was such a fantastic success. He didn't have a count of the number of cars attending but we would have to estimate 750 cars. That is very substantial for a one-day show on a Sunday. Nate was pleased and he, like the other car enthusiasts at the show, was getting a good look at all of the new and vintage machinery that turned out.

Wilwood Engineering was at the show displaying a wide assortment of disc brake parts, kits and many other components. Mike Hamrick, Wilwood's super sales person and technical expert was talking to folks looking to improve their brake systems on everything from street rods to brand new cars. Mike talked to many folks who were looking for brake kits and he also answered many technical questions about brakes in general. Wilwood will be attending a wide variety of shows this year, so if you are looking for a brake kit to improve your vehicle, or you have a technical question, stop by and talk to one of the brake experts. If you do not live in the area, we will give you a small sample of the cars that showed up.



Wilwood brakes had a large display at the show and Mike Hamrick was there talking to a large number of folks. Sharing the booth space is a '28 Model A Ford that is equipped with four-wheel Wilwood disc brakes.



If you wanted to get a good look at a new Camaro, this was the place to be. This 2010 Camaro club was recently formed and all of the members were displaying their cars, many of which were already customized with performance options. Wilwood has recently released a brake improvement kit for the new Camaro.



Here's something different, a '55 Ford that was perfect in every way. The car features a healthy later model Ford engine, it has a nice lowered stance, and the '55 is running whitewall wrapped chrome wheels.



The L.A. Roadsters car club was at the event to advertise their annual Father's Day roadster show, swap meet and manufacturers exhibit. In front of the booth the roadsters line up, one '33 and two '34 Ford cabriolets. In contrast to the 2010 Camaro club the roadsters were formed in 1957.



Ford sold a number of GT40 Fords that closely resembled the mid-'60s GT40 racecars. This late model features a supercharged engine that produces more horsepower than the racecars of old. We also like the Gulf Oil blue and orange paint scheme made famous by the GT-40 racecar.



Here's a very nice Pro Street '56 Chevy hardtop. The Chevy has a nice stance and strong running engine under the hood.



There were some really rare cars in the show and one was this elegant '36 Ford roadster. By 1936 most Ford buyers wanted a car with windows.



Here's another rare car, a '66 post-model GTO with a tri-power 389 engine and Hurst wheels. Most GTO enthusiasts selected the hardtop, but the racers went for the stronger post model.



Awesome is one way to describe this Mustang fastback. It is beautifully restored and a perfectly detailed 390 engine powers it. Most of the 390 engines came in GT mustangs.



This is one of the nicest looking '54 Chevy convertibles we've seen. The bright red Chevy features a highly detailed Chevy small-block engine topped by three Stromberg carburetors. Another close look will reveal the chopped windshield.



Sam Foose performed his metal magic on this super nice looking '40 Ford coupe. Features include a chopped top with the posts leaned forward, bumper removal and '39 style headlights.



The tri-year Chevs have been extremely popular over the years and maybe more now than ever. This '56 Chevy hardtop is looking great with the five-spoke wheels and the highly detailed engine compartment.



Mach I Mustangs have always been an enthusiast favorite and this '70 model is a reason why. This car has beautiful lines and it looks mean with the front spoiler, shaker hood scoop and the Magnum 500 wheels.



Here's a '69 Camaro that sits just right, has a very strong running engine and uses Wilwood brakes to bring it down from speed. This blue bullet was one the meanest street driven cars in the show.



This '67 Ford hardtop looks great so one wonders why more hot rodders haven't hot rodded them? The body is very smooth and the car looks great with the stacked headlights.



Everyone loves a '55 Chevy hardtop and this one looks like it just rolled out of an ISCA car show. It has a super low stance, a fuel injected big-block Chevy engine and a beautiful two-tone color scheme.



This Corvette racecar sounded very nasty when it rolled into the show. The base Z06 is nasty in pure form so this race version must be a kick to drive.



Look at the chopped top on this '32 sedan. It looks very sinister but we are surprised that the cloth insert was retained. The '32 has a very traditional appearance, and it rolls on Billet Specialty Legacy wheels and low profile tires.



How many early Chevelles have you seen that look as smooth as this one does? The hardtop features black Cherry paint and it rolls on large diameter wheels and low profile tires.



Late '50s Chevys are extremely popular and this '59 Chevy Impala is a good example. The bright red ragtop has a super low stance, it rolls on Billet Specialties Legacy wheels and a 348ci engine powers it.



Black looks great on this '57 Chevy Bel Air post model. The nice looking '57 features a healthy engine, a lowered hood and it rolls on American five-spoke wheels.



The Z/28 on the side of this fender lets everyone know that this car means business. This ultra clean '69 Camaro was restored to perfection except for the larger diameter rally wheels and low profile tires.



It took a few seconds to figure out why this sedan looked different until we realized it was a '29 Ford body riding on a '32 Ford frame. A nice addition is the independent front suspension that is equipped with Wilwood disc brakes.



In the '70s, the Trans Ams were the ultimate performance cars and the sales figures can prove that fact. They had a beautiful body style, a strong running 400 or 455ci engine and they had fantastic handling for the time period.



Who thought a '65 Chevy Impala could look this good? The body remains original but the features that provide such a wicked appearance are the perfect red paint, the lowered stance and the large diameter American five-spoke wheels.



AMC called the AMX the other American sports car and they were right. This little two-seater looks great, they were powered by surprisingly strong 390ci engines, and the interiors were very comfortable. This Big Bad Green AMX was done period style and it features Cragar wheels and white letter tires.



The Nash Metropolitan was the ultimate little economy car but the fellow who built this one didn't grasp the concept. This little Metro looks cool with the Pro Street design and the hairy big-block Chevy engine topped with a big 8-71 blower and fuel injection scoop. Does anyone know how to change the tires and wheels?



Starting from the day they were released, the '40 Fords were a big hit with buyers and later with performance enthusiasts. This lucky fellow found a nice Deluxe two-door sedan that he turned into a very clean street rod.



No car show would be complete without a nasty '41 Willys coupe and this show was no exception. This candy red coupe features a strong running and nicely detailed engine and a bad-to-the-bones stance.



Mike Fennel owns a restoration and hot rod shop that is known for building Pebble Beach Concours winners. He turned his attention to his own '50 Mercury and the result is a perfect early custom featuring a chopped top, a De Soto grille and Cadillac hubcaps. The candy paint is flawless.



The second generation Camaro featured a new smooth design and a good assortment of engine and transmission combinations. This nice copper colored Camaro looks great with the addition of the large diameter wheels and low profile tires.



This is the B&M Hurst car show so the Hurst Olds muscle car club brought out several show winners including a '70 Hurst Olds convertible pace car.



It is hard to find a '70 GTO that is nicer than this one. The black beauty features a strong running 455ci engine backed by a four-speed transmission. The engine detailing is amazing.



Here is some muscle in front of the Powerhouse Gym! The muscle, or should be call this fitness, is in the form of Dodge Challengers and one Charger powered by strong running late model Hemi engines. The late model Dodge muscle car club came to the show in force.



The "Voice of Drag Racing" Dave McClelland was the announcer at this event. Dave owns the nice '55 Chevy in the background and he is certainly a real car guy.



Early gassers are making a big comeback with a lot of enthusiasts and here's a '55 Ford that captures the style to perfection. The Galpin Gasser features a nose high stance, a fuel injected big-block Ford engine and wheel well headers.



If you like early super stockers this black '65 Plymouth will get your attention. Under the hood you will find a 426 Hemi topped with a cross ram induction system. Instead of sitting nose high like they did in the old days, this one is lowered and it rolls on polished American five-spoke wheels.