

GOODGUYS ALL AMERICAN GET-TOGETHER

28 years of hot street machines, customs and street rods in Pleasanton, California

The Goodguys Rod & Custom association is headquartered in Danville, California, a few miles down the freeway from Pleasanton, California, so it was only a natural to stage several events at the Alameda County Fairgrounds. This event is open to any custom car without an age limit, so you can see everything from Model T Fords to brand new Camaros at this indoor/outdoor show. This year there was a custom's-only building that group the true custom vehicles in one location. The customs are competing for the West Coast Custom of the Year award presented to any custom from 1936 to 1972 vintage. This show has grown over the years and at least 3,000 vehicles show up for the festivities.

The fellows from Wilwood, Doug Burke, Ken Hale and Chris Tibbet were in attendance manning

a booth filled with products for the participants and spectators to look at. The top quality brakes are very popular with the street rod and racing enthusiasts and the brakes are starting to become the standard for the street machine enthusiasts. The booth allows car builders and owners a chance to see the quality of the products and talk to the Wilwood technicians about the low cost of the products compared to the competition. This was also a good time to talk tech because the fellows on hand are brake experts and if you have been having a brake related problem, they can provide the solution even if your brake system is not from Wilwood. If you want to know more about Wilwood brakes contact our Website at www.wilwood.com. If you want to see some cool cars that were at the show, we will give you a look at some of them.



Wilwood had a nice display at the show filled with brake kits and products that the enthusiast and participant could look at. Doug Burke, Ken Hale and Chris Tibbet were at the show talking to the folks in attendance and answering brake related questions.



This car was definitely getting attention from the crowd because everyone wanted to know what it was. The wild roadster is a highly customized '36 Auburn that belongs to James Hetfield. Rick Dore helped James with the styling.



If you like vintage customs you would have really liked to see Jim "Bones" Noteboom's beautifully customized '37 Packard convertible. This car sits ground scraping low but it can be raised with airbags to clear speed bumps when necessary.



Buick was building some really nice cars in the '50s and the '54 was the first one to eliminate the rear fender bumps, giving the car a smooth graceful appearance. This super low and two-tone painted Buick was styled and built by Dave Pharr.



The Mercury features many custom touches including a chopped top, but it also has some new styling tricks like a brushed stainless grille, brushed trim and matching brushed Salt Flat wheels. Power comes from a healthy and highly detailed fuel injected big-block Chevy engine.



What would you do if you got a '60s era Chevy truck and really wanted a T-bucket? This fellow decided to combine the two, so he did some fancy bodywork and the result is a wild custom pickup.



Jim "Bones" Noteboom also brought out his recently completed '49 Chevy wood-side station wagon. The wood on the side is painted on but you would have to be inches away to tell if it is real or not.



Buick was experimenting with some wild styling in the '50s through '60s and one model that really stood out was the '60 because it was a big departure from the excessive previous models. Fins were in and this Buick definitely had some. It also had a strong running engine and a luxurious interior. This Buick owned by Lionel Duran features tasteful customizing turning it into an elegant cruiser.



This wild '67 Shelby Pro Touring car was totally wild from the ground scraping low stance to the side-opening hood. A very strong running Ford big-block engine topped with dual carburetors powers the nasty Mustang.



When the Riviera was introduced in 1963 it was the nicest looking car on the planet. The car had smooth styling, it was offered with the buyer's choice of a 401 or 425 engine and the interiors were very luxurious. This is a '65 Riviera with the clamshell headlights. The owner of this custom gave it a beautiful custom paint job, added chrome wire wheels with white-wall tires and lowered the car just enough to get it looking tough.



This fellow started with a '62 Chevy Biscayne and turned it into a very elegant Pro Touring car. The Chevy rolls on large diameter wheels and tires, runs Wilwood brakes, has a powerful big-block Chevy engine and features pewter metallic paint with a maroon interior. Nice!



Later model cars dominated this show but the street rods that did show up were very cool. Here's a nice, traditionally styled '33 Ford two-door sedan that looked great with the cream paint, maroon wheels and white-wall tires.



This channeled and sectioned '34 Chevy coupe has a super low profile to say the least. Apparently this car was built to run on Ethanol 85 fuel.



It takes a second to notice the chopped top on this '57 Ranchero because your eyes go to the nice two-tone paint scheme and the large diameter American five-spoke wheels.



If you are building a car today and want to register it for the first time in California, the State wants you to jump through hoops. The State is broke and it is looking for ways to get money from the taxpayers so they have new laws for street rods and kit cars. In order to pass the smog check, a new Chevy crate engine is available to make old cars smog legal. This clean '55 Chevy was outfitted with the new eco-friendly engine that is offered by General Motors.



Everyone loves the '53 through '56 Ford pickups but they aren't the only Ford pickups that can look good with the right changes. This Ford features a great stance, large diameter wheels, low profile tires, and a highly detailed engine powers it.



Just like in the old days, young guys are purchasing the new Camaros and they are immediately turned into modified Pro Touring cars. This one features ground effects and large diameter wheels with low profile tires.



The '47 through early '55 Chevy pickups can be turned into really nice hot rods and this bright red pickup is a good example. The truck rolls on large diameter American five-spoke wheels and it features air bag suspension.



General Motors was building some really nice cars in the '60s and this Oldsmobile is a good example. This one features a super low stance, large diameter wheels, low profile tires and elegant paint to turn it into a head turner.



If large diameter wheels are good, then larger diameter wheels are better. At least that's how some people feel and the end result is a car that looks like it just came out of a hot wheels package. Overall this car was a nice clean street machine.



The early T-birds were nice looking cars in stock form so add a chopped top, custom paint and a super low stance and you have a car that will really get attention in car shows. This one also features wire wheels wrapped with whitewall tires.



This '55 Chevy convertible was wild with the airbrushed flames and the bright red paint. The '55 sits just right and it rolls on large diameter wheels and low profile tires. Although you can't see it in this photo the interior is also very far out.



Some folks like their muscle cars stock and original and here's a good example. This '70 Chevy Chevelle Super Sport is a very popular muscle car and it's worth a fortune in perfect restored condition.



The early Lincolns were styled with many custom ideas from the factory so it isn't that difficult to turn them into wild customs like this one. This super low '59 Lincoln convertible belongs to Mike Gray and Val Tompkins.