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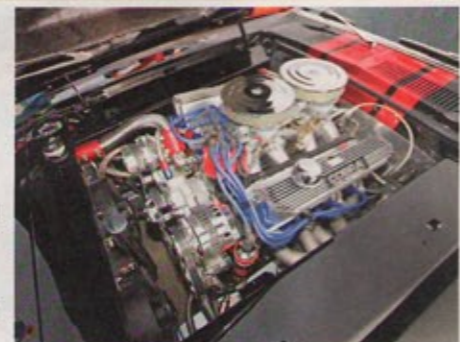
This is one of the few first-gen Camaros that is still with its original owner. Dean Sabey of Seattle, Washington, had plaques, pictures, and documents displayed around the car showing exactly how much this '67 RS Camaro means to him. He bought it months before his '67 honeymoon with Darlene, the woman he is still married to today. Since then, he's swapped out the original drivetrain for a 500hp LS2 and built the entire project from a design that artist Jason Rushforth created.



Donny Diffenbaugh of Spring Valley, California, loves to bring his cute little girl, Chase, to the car show. The tiny 3-year-old does the best she can to keep this '68 GTO dust-free throughout the show. Donny has had this 468 big-block Chevy goat for two years now, and really loves the low-end grunt of the big-inch powerplant.



This '68 Mustang was supposed to be a mild street car that Scott Taylor of Sacramento, California, would build for his wife, Laura. Though still her car, the project snowballed into a 490-inch 700hp full-framed race-ready build.



This is one of those cars that keeps your eyes busy discovering all sorts of carefully crafted details from nose to tail.



It's refreshing to see something a little different, and that's why Tom Billick of Encinitas, California, wanted an AMX. This thing is bone stock and super clean. Tom has replaced all of the electrical and given it a fresh coat of paint over the last couple years he's owned it. It's got the original 6.4L AMX-only V-8 backed with the factory automatic transmission. He likes to be different, but has found locating parts for any AMC car difficult and expensive.



Could you imagine being lucky enough to have this '68 Camaro as your high school car? Michael Little of Granite Bay, California, and father Dave have built this car with the intention to have it as Michael's transportation for high school. The license plate reads "Inbred" as parts from an LS2-powered Corvette made their way into this Camaro. Unfortunately Michael had to get another car to drive to school since this one wasn't done until after he graduated.



Goodguys Rod and Custom's 9th annual Del Mar Nationals. Just weeks after the Goodguys Orange County get-together, everyone in Southern California already had their cars dusted off and ready to hit the show.

Unlike the Orange County get-together, the entries are limited to American cars '72 models and older—although as VIP guests, we did manage to sneak the '76 in for display purposes only. This makes for many more rods and customs, but also more classic American muscle cars. Even with the cut-off year of '72, there were still 2,700 cars entered; this gave the 70,000 attendees a lot to look at.

Over 200 vendors set up their rigs and erected their E-Z Ups and displayed the parts these rodders want to see. We always like to get our hands on what's new, as well as what's tried and true from these guys. What's really neat are the