



SCAT PACK NEWS

Volume 9, Issue 8–August 2016



President's Message

Ken Hamer

Déjà Vu All Over Again - *Say "Hello" To Our Newest Club Members*

Second month in a row! Let's all give a big WELCOME to our newest Inland Mopars Car Club members, Mike and Camille Counts and their outstanding 1972 Plymouth Road Runner with the potent 440+6/4-speed combo. We met Mike at the recent Route 66 IECA Cucamonga Classics Car Show in June. He also joined with us for the drive down to The Mopar Club of San Diego's All-American Car Show in Cardiff in July. We were all on our best behavior at both shows and must have made a good impression. Welcome to Inland Mopars, Mike and Camille. We're glad to have you join as part of the group!

THANK YOU to Sil and Carol Brander for hosting our annual club summer picnic at their home earlier this month. It is always fun to gather as a group for a great time, good conversation and outstanding food. As always, the club members outdid themselves with wonderful snacks, side dishes and desserts to go along with the club supplied main course. Thank you to all who attended and contributed!

Here's a little club news, the Souvenir Stand Agreement between Rod Shows and Inland Mopars Car Club for the 2017 Grand National Roadster Show has been received, reviewed, signed and returned. We are all set for another year of working the GNRS as our major annual club fundraiser event. *(More info on Page 2. Ed.)* If you are setting up your 2017 calendar, set-up of the main show souvenir stand will be the afternoon/evening of Wednesday, January 25. We will be working the main stand from Thursday, January 26, through Sunday, January 29. Weather permitting, we will also set up an outside booth on Friday morning, January 27, and work the outside booth through Sunday. We will have further information and a work schedule sign-up sheet at the monthly club meetings in November and December. Please plan accordingly. And for Sam, you can count on the annual increase in our club treasury!

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*Happy Birthday to you,
Happy Birthday to you,
Happy Birthday to*

August

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2016 MEETING SCHEDULE

- January 3
- February 7
- March 6
- April 3
- May 1
- June 5
- July 3
- August 7
- September 4
- October 2
- November 6
- December 4

Bits 'n Pieces

This issue of the newsletter is the Ken Hamer issue since he supplied the majority of content. I still have items from Bill H. & Judy H. for later issues.

Newsletter is running a little late since my normal work-on-the-newsletter-weekend was spent at Moparfest in New Hamburg, Canada working the Layson's Restorations booth. .



Same weekend Bill & Debbie Whitson and Sil & Carol Brander made the trip to Michigan for the Woodward Dream Cruise.



GNRS, Annual Inland Mopars club fund raiser. More info on Page 4.

President's Message (cont)

Continued from Page 1

Have you seen the new Dodge commercial on television yet? It is another of the outstanding (OK, I'm maybe a little biased) commercials coming out of whoever is in charge of their advertising. Following is an excerpt of some of the text of the commercial if you haven't seen it:

"Dodge is a powerful vehicle that affects the chemicals in the brain which may give you the feeling of immortality. You should not use Dodge if you are allergic to adrenalin, endorphins, burnouts or freedom. Side effects include shortness of breath, increased blood flow to the genitals, and angry neighbors. Do not use Dodge if you are pregnant or do not want to get pregnant. Dodge Brothers Motor Company is not responsible for any decisions made behind the wheel of Dodge. Consult physician, psychiatrist and the Holy Trinity before driving Dodge."

You can check out the complete commercial on youtube.com if you haven't seen it. Search for 'DODGE COMMERCIAL 2016'.

Change. Sometimes change is good, sometimes not so good. Sometimes we make changes because we want to and sometimes change is forced upon us whether we like it or not. I'm certain the change mentioned here is very minor in the overall scope of things, and it's just a small part of a tragedy of enormous proportions. For over 60 years the Summit Inn offered a place to stop and eat to travelers and locals on top of Cajon Pass. We've all driven past the iconic landmark numerous times on the way to Las Vegas, the river, Bonneville or other destinations east. If you stopped and ate there, then you remember all of the Route 66 memorabilia that was inside and now just ashes following the recent Blue Cut wildfire. The long-time owners decided to retire this year at age 84 and just completed the sale of the property on July 1. The new owners are devastated at the loss but say they are going to rebuild just as it was so you will still be able to get your ostrich egg omelet's, ostrich burgers and buffalo steaks in the near future.

We also may have to find a new meeting location for our drive to the upcoming 2016 "Moparty" in downtown Lancaster on September 17th put on by the Antelope Valley Mopar Club. It's been reported in the media that the McDonald's restaurant in Cajon Pass, our long-time club meeting spot for the "Moparty" events and the "Mopars/Musclecars at the Strip" events in Las Vegas, was also burned in the Blue Cut wildfire. As I am writing this it is inconclusive how bad the damage is so it is unknown how long it may be closed. This photo found on the internet shows a melted sign but doesn't show any structural damage.



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President's Message (cont)

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That's it for this month. I'll see you all at our club meeting September 4th at Carrow's Restaurant. And if you have other plans for the holiday weekend, travel safe and be safe!

As always, thank you to everyone for all you do to make Inland Mopars Car Club the very best it can be - the club's reputation is a direct reflection of the members //



Meeting Minutes-August

Attendees: Ken & Judy Hamer, Norma Johnston & her sister, Ed & Linda Sobiecki, Bill Heckman, Mike Keller, Mike Counts, Larry & Franki Torres, Harry & Robin Windhorst, Steve & Beth Backer, Jason & Cat Gibbons (Zoey & friend were playing in the Jacuzzi), Billy & Debbie Whitson, Sam & Jennie Frisby, Ken & Kim Strathman, & our hosts, Sil & Carol Brander. Minutes. None.

Grand National Roadster Show (GNRS)

As Ken mentioned in his President's Message, we will again be working the GNRS as the annual club fund raiser. For those newer members, the GNRS is usually held the last weekend in January. It is where the America's Most Beautiful Roadster trophy is awarded so there are some high dollar cars there. Don't be confused by the name of the show thinking this an all roadster show. At the 2016 show we spotted Gil & Janet Losi's beautiful '56 Plymouth, which ended up being chosen Best of Show at the 2016 Mopars in May at CSDR show. The show is open to all kinds of cars. You would think I could find a cut-off year on their website. Nope.

Our role in this show is we work the souvenir booth for the days they are open. We usually take the show hours each day, add an hour before & an hour after, and then split it in half. It usually ends up being 5-6 hours. It isn't hard work but it can get crazy busy on Friday & Saturday. If you work the booth you get free parking as well as entry into the show so plan on viewing the cars either before or after your shift.

We also usually do an Inland Mopars club display with 3-4 member cars on display inside the secure building for the weekend. We have a couple of event flyer racks in the display for Mopar events as well as open show events. The club pays for the basic entry fee (\$100) for display vehicles. If the owner wants their vehicle to be judged they will pay the difference for the judged fee (another \$50) to the club so Sam can write one check to cover the entries. An entry form is elsewhere in the newsletter.

Car choices need to be made soon so the entry forms can be submitted. Review the entry forms for requirements. Pictures will be needed.

Surf City Garage – August-Second Sunday Open House)

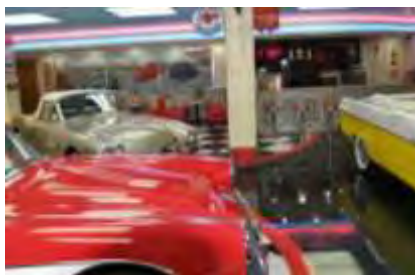
Submitted by Ken Hamer

Here's something to keep in mind, Surf City Garage in Huntington Beach has a monthly "Second Sunday" car show and open house. As the title says, it's on the second Sunday of the month.

You need to register in advance on their website because there are limited spots available each month. Older, classic rides get to park inside their property and modern muscle parks just outside their property on a no-traffic street.

So, what are the benefits of making the drive to Huntington Beach and attending? Not only do you get a chance to tour their facility and their over 100+ car count collection of the best muscle Detroit built, they also had free "fat pills" (doughnuts) available, and snow cones to help beat the heat. All registered participants get a nice goodie bag; this month's goodie bag contained a 32-ounce bottle of the Surf City Garage Water Saver Rinse-Free Wash & Wax, a product catalog, a poster and a SCG sticker. If you like their high-quality exterior and interior car detailing products, they have the full line available during the "Second Sunday" events at a 20% discount.

Here are a few pics from the August "Second Sunday" event...



1970 Plymouth Superbird –“The EPA Bird”

Submitted by Ken Hamer

Article reformatted to fit the newsletter

Barrett-Jackson Media

THIS ROAD RUNNER CHASES BOEINGS: The story of the EPA Superbird

August 16, 2016

Posted by Barrett-Jackson

Written by independent automotive journalist Steve Magnante



Muscle cars and jet airplanes have a long intermingled history. The pilot parking lots of U.S. Air Force bases in the '60s were notably packed with GTOs, Road Runners, Cobra Jets, 442s, Stage 1s, Charger R/Ts, and of course, the darling of NASA test pilots like Chuck Yeager, the 427 Corvette. It's still like that today, with sky pilots generally driving to and from stations aboard quicker, faster machinery than mere earthbound mortals. Beyond that, there are many recorded instances where these land-based missiles assisted their airborne brethren on the actual tarmac runway.

That's the story of the Environmental Protection Agency (EPA) Superbird. Founded in 1970, the Environmental Protection Agency was charged with studying and regulating man-made sources of pollution. Concerned that the ever-growing volume of passenger travel by jet aircraft was contributing to several forms of pollution, a program was devised to study the direct, on-site impact of airliner exhaust fumes and the dust generated as their brakes and tires wore during service.

Initially the plan was to test jet engines in load cells and build simulation fixtures for the landing gear. But this lacked many real-world factors, which couldn't be properly simulated in those pre-computer days. A more practical approach was called for: load an automobile with sensitive testing equipment and follow actual Boeing, Lockheed, McDonnell-Douglas and other jetliners on the runway as they became airborne at 120 mph. At the head of the EPA program was former Dow Chemical executive John Moran. Before joining the EPA, Moran was a liaison between Dow and NASCAR legend Ray Nichels, whose #99 Daytona stock car the company sponsored.

When Moran sought a suitable contract partner to whip up a car capable of sniffing the tails of Boeing 737s at 120 mph, he knew where to go: Nichels Engineering in Griffith, Indiana, home of numerous championship-winning Dodge and Plymouth NASCAR race cars. As required by most government programs, Nichels had to forward a bid to the EPA before work commenced. He did the math and decided that \$25,000 would be enough to obtain a suitable car and modify it for safe 140 mph sprints loaded with test equipment and sensors. After approval, Nichels moved quickly.

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“The EPA Bird” (cont)

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Though the 1970 Plymouth Superbird proved to be a slow seller - with many of the 1,920 built lingering on dealer lots well into 1971 - by the time of the 1972 EPA program launch, Nichols was forced to hunt down a used example. After a brief search, an Alpine White 'Bird with under 1,300 miles was purchased and preparation work began. The factory-installed 440 Super Commando 4-barrel engine was deemed potent enough with its 375 horsepower, but the column-shifted TorqueFlite automatic transmission and front bench seat were exchanged for a Chrysler A833 4-speed manual transmission to allow more accurate control of vehicle speed, and 1970 Dodge Charger high-back bucket seats replaced the bench. A second alternator was fitted to the 440 via fabricated brackets to provide an abundance of current for the many electrically operated instruments added for the highly specialized mission.



The rear seat was discarded for a flat panel loaded with electrical inverters, three auxiliary batteries, an air compressor, two-way radio equipment and other equipment. In the trunk went the EPA's "Anderson samplers," which consisted of stacks of 4-inch diameter stainless-steel rings that attracted airborne particle and vapor samples. With help from a scanning electron microscope, these samples yielded needed data. A partial roll cage, multi-point driver and passenger seat harness, and radio headsets were added, along with a rather hasty respray of semi-gloss medium blue - the color used for EPA test fleet vehicles - over the original Alpine White paint. The factory-applied black vinyl roof remained and EPA door logos were applied.



Moran and the EPA took delivery in May 1972, and one of the most amazing test programs in civilian aviation history commenced. With full official approval to enter the runways of the

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“The EPA Bird” (cont)

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Washington (D.C.) International Airport, Moran positioned the sensor-laden Superbird directly behind Eastern Airlines jetliners as they prepared for takeoff – and waited. Back then, standard liftoff protocol consisted of the pilot making a full stop at the head of the runway, then applying maximum wheel braking effort against full throttle. Once the jets were spooled to maximum thrust, the brakes were released and takeoff commenced.

All the while, Moran – again, with full approval and permission from the powers that be – held his left foot firm on the clutch pedal, placed the Hurst shift handle in first gear and prepared to chase the jetliner all the way down the strip. Here’s the rub. Since a typical Pratt & Whitney turbofan developed over 14,000 pounds of thrust, Moran and the Plymouth were rocked by 100 mph-plus winds – standing still. This is where the wisdom of choosing the NASCAR-proven Superbird body was validated. Unlike a blunt-nosed Road Runner, which would have trapped and resisted the flowing jet thrust, the Superbird’s wind tunnel-designed nose cone calmly accepted the jet blast.

Better still, the Superbird’s vertical tail stabilizers helped keep Moran on the straight and narrow during the high-speed 40-second data gathering chase. And while the horizontal spoiler spanning the vertical wings delivered helpful downforce during each run, more importantly, the elevated surface was a perfectly unobstructed place to mount gas-sniffing probes directly in the stream of the jet blast passing over the Plymouth’s body.

Elsewhere, Moran tested the EPA Superbird at Research Triangle Park in Atlanta, Georgia, and Charlotte Motor Speedway, with sample ducts affixed to the brake drums and around the tires to gather data on brake and tire dust propagation and dispersal. One result of the tire test was the realization that the average passenger car tire produced a half-gram of particulate matter (rubber dust) per mile, about twice as much solid matter as was produced by the exhaust pipe. As a solid material that could be ingested by human lungs, this data concerned the EPA and likely played a role in the reformulated rubber compounds used in modern tires. Gasoline and exhaust emissions testing in this car also contributed to anti-smog regulations.



After a few years of generating useful data for the EPA, the tired but solid winged warrior was put into storage. In 1979 a government auction catalog listed it merely as a “1970 Plymouth car,” which minimized pre-auction interest. That’s how a high school auto shop teacher named Wilbur Walker managed to buy it for a whopping \$500. Walker decommissioned the EPA test gear (but wisely kept it) and reapplied the original Alpine White finish.

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“The EPA Bird” (cont)

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Twenty years of caring ownership followed until it was sold to its current owner in 2005. Interestingly, part of the agreement between seller and buyer was the proviso that it be restored to its EPA configuration. Since all of the specialized testing equipment was included in the deal, Brian Chaffee of Everything Muscle based in Middlefield, Connecticut, was able to return it exactly to the way it appeared when it chased Boeing 707s before thousands of gawking, bewildered air passengers so many years ago. One detail that is certain to change is the selling price at the Barrett-Jackson Las Vegas Auction in October. As a piece of muscle car, EPA and aviation history, it's safe to assume a bit more than the 1979 winning bid will be required to fly this one home!

August Club Picnic

Photos submitted by Norma's sister

The August club meeting and picnic was held at Sil & Carol Brander's home in San Jacinto. For the past few years it has been held at Steve & Beth Backer's home but due to house painting, & Sil volunteering, the meeting was moved. All went well. No one got seriously lost getting there. Thanks to grill masters Ken Hamer & Jason Gibbons, steak, Chicken & veggie kabobs were enjoyed by all. Plenty of side dishes provided by all. No one left hungry. Phil & Mary Leatherman also joined us. Short note from Carol Brander: *would you thank everyone for me for all the help Sunday. I really appreciate everything everyone did for us. All the work was done when the company left.*

Right: Excitement mounts as the meeting gets ready to start. Left to right: Ed & Linda Sobiecki, Bill Heckman, Mike Keller, Franki Torres, Mike Counts, & Larry Torres' legs.



Left: More excitement as the meeting starts with Robin Windhorst & Kim Strathman having their own meeting. Sil Brander & Billy Whitson pretending to be interested. Billy is patiently waiting for "Miller time".



Above, left to right: Sil Brander's '59 Plymouth, Billy & Debbie Whitson's '64 Plymouth & Norma Johnston's '70 Barracuda



Above, left to right: Sil Brander's '59 Plymouth, Billy & Debbie Whitson's '64 Plymouth

August Club Picnic (cont)

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From left: Club officers Norma Johnston, vice-president, Ken Hamer, president & Judy Hamer, recording secretary



Right: Not sure what Debbie Whitson is telling Jennie Frisby but it looks like she can't believe it.



Left: left to right, Beth Backer, Franki Torres, Robin Windhorst hiding behind Carol Brander

Below: '59 Metropolitan of Carol Brander



Steve & Beth Backer



..and their 2014 Challenger Shaker



Above: Larry & Franki Torres' '66 Barracuda Formula S



Above: Mike Counts' '72 Road Runner 440+6

Lee Iacocca Editorial

Submitted by Ken Hamer

Where Have All the Leaders Gone?

[Reprinted with permission from *Chrysler Power* magazine, October 2016 edition]

Just as true today as it was when his book first came out. He was, and still is, a brilliant businessman! Often we need to be reminded of Iacocca's words. Remember Lee Iacocca, the man who rescued Chrysler Corporation from its death throes? He's now 94-years-old and has a new book, "Where Have All the Leaders Gone?"

Lee Iacocca says:

"Am I the only guy in this country who's fed up with what's happening? Where the hell is our outrage with this so called president?

We should be screaming bloody murder!

We've got a gang of tax cheating clueless leftists trying to steer our ship of state right over a cliff.

We've got corporate gangsters stealing us blind, and we can't even run a ridiculous cash-for-clunkers program without losing \$26 billion of the taxpayers' money, much less build a hybrid car.

But instead of getting mad, everyone sits around and nods their heads when the politicians say, 'Trust me, the economy is getting better.'

Better?

What the Hell! You've got to be kidding. This is America, not the damned Titanic.

I'll give you a sound bite: 'Throw all the Democrats out, along with Obama!'

You might think I'm getting senile, that I've gone off my rocker, and maybe I have. But someone has to speak up. I hardly recognize this country anymore.

The most famous business leaders are not the innovators but the guys in handcuffs.

While we're fiddling in Afghanistan, Iran is completing their nuclear bombs and missiles and nobody seems to know what to do.

The liberal press is waving 'pom-pons' instead of asking hard questions.

That's not the promise of the 'America' my parents and yours traveled across the ocean for.

I've had enough. How about you?

I'll go a step further. You can't call yourself a patriot if you're not outraged.

This is a fight I'm ready and willing to have. The Biggest 'C' is Crisis! (Iacocca elaborates on nine C's of leadership, with crisis being the first.)

Leaders are made, not born. Leadership is forged in times of crisis. It's easy to sit there with thumb up your butt and talk theory. Or send someone else's kids off to war when you've never seen a battlefield yourself.

It's another thing to lead when your world comes tumbling down. On September 11, 2001, we needed a strong leader more than any other time in our history. We needed a steady hand to guide us out of the ashes.

We're immersed in a bloody war now with no plan for winning and no plan for leaving, but our soldiers are dying daily.

We're running the biggest deficit in the history of the world, and it's getting worse every day!

We've lost the manufacturing edge to Asia, while our once-great companies are getting slaughtered by health care costs.

Lee Iacocca Editorial (cont)

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This country has the largest oil reserves in the WORLD, and we cannot drill for it because the politicians have been by the tree-hugging environmentalists.

Our schools are in a complete disaster because of the teachers' union.

Our borders are like sieves and they want to give all illegals amnesty and free healthcare.

The middle class is being squeezed to death every day.

These are times that cry out for leadership.

But when you look around, you've got to ask: 'Where have all the leaders gone? Where are the curious, creative communicators?

'Where are the people of character, courage, conviction, omnipotence, and common sense?'

I may be sucker for alliteration, but I think you get the point.

Name me a leader who has a better idea for homeland security than making us take off our shoes in airports and throw away our shampoo?

We've spent billions of dollars building a huge new bureaucracy, and all we know how to do is react to things that have already happened.

Everyone's hunkering down, fingers crossed, hoping the government will make it better for them. Now, that's just crazy. Deal with life.

Name me an industry leader who is thinking creatively about how we can restore our competitive edge in manufacturing.

Who would have believed that there could ever be a time when 'The Big Three' referred to Japanese car companies? How did this happen, and more important, look what Obama did about it.

Name me a government leader who can articulate a plan for paying down the debt, or solving the energy crisis, or managing the health care problem. The silence is deafening.

But these are the crises that are eating away at our country and milking the middle class dry.

I have news for the Chicago gangsters in Congress.

We didn't elect you to turn this country into a losing European Socialist state.

What is everybody so afraid of? That some bonehead on NBC or CNN news will call them a name? Give me a break. Why don't you guys show some spine for a change?

Had enough? Hey, I'm not trying to be the voice of gloom and doom here.

I'm trying to light a fire. I'm speaking out because I have hope - I believe in America...

In my lifetime, I've had the privilege of living through some of America's greatest moments.

I've also experienced some of our worst crises:

The 'Great Depression,' World War II, the 'Korean War,' the 'Kennedy Assassination,' the 'Vietnam War,' the 1970's oil crisis, and the struggles of recent years since 9/11.

It is your country, folks, and it's your future and your progeny.

My/Our future is at stake!

Let's ROLL!"

Nuts & Bolts-

Ads will run until I hear they are no longer needed.

Please contact me with any changes, additions or deletions. Phone & e-mail are on Page 1.

For Sale

- Pair of Mickey Thompson drag slicks with tubes, 26X11.50/15- DOT legal — mounted and balanced on chrome wheels, 8" wide/ 4" offset (centered) with 5 lug dual pattern, works best with clutch cars - \$250 OBO
- Pair of Mickey Thompson ET street radials - 275/60/R15 - mounted and balanced on chrome wheels, 8" wide/4" offset (centered) with 5 lug dual pattern - \$350 OBO.

Sil says he is getting "tired" so these need to go. Call Sil at 916-716-8049 or email sylvan.brander@gmail.com

- 400CI engine - \$600.

Call Rick 591-394-3447 or e-mail huntshotrods@msn.com

- 1973 Dodge Charger SE (B-body), 400 CI big block, 727 trans, 8 $\frac{3}{4}$. Engine is good, no miles on fresh valve job. This is a project car. Almost all parts are there including 4 original Road Wheels, all trim, newly chromed front & rear bumpers (never installed), parts to do rear brakes. Includes original blue license plates. Needs windshield, interior & paint. Has clean title & is currently non-op. Asking \$5000 but no reasonable offer refused.

Call Bill Heckman at 909-593-4431 for info or to view the car

- 1973 Plymouth Fury III 2dr coupe (C-body), 360 CI with Edelbrock Fuel Injection, 727 trans, dual exhaust. One family owned. 110,000 miles, original light beige paint with some road rash, new off white vinyl top. Registration current, inside storage, covered. Located in Rancho Cucamonga. No reasonable offer refused. Pictures below to show color only, not actual car.



Call Don Driftmier at 951-206-5731 or e-mail ddriftmier@nhepictures.com for info or to view the car. Pictures above to show color only, not actual car.

- Mopars in May at CSDR 2016 t-shirts, sizes: (1) small, (5) large, (2) XL, (2) XXL, \$15 for club members. Will bring to September meeting.

Call Mike 951-212-0817 or e-mail limedust70@gmail.com



Nuts & Bolts-(cont)

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- 1947 Dodge (Swoopy), 392 CI Hemi, 727 trans. Swoopy is available for viewing at Extreme Automotive in Corona, Calif. Includes Swoopy, deluxe 31' triple axle enclosed trailer with full custom wrap, custom indoor show display with carpet, rails, signage, and lighting, and website. Transportation of vehicle, trailer, and display is available. Delivery schedule and associated fees will be determined during final negotiations. Serious inquiries only are being solicited.

Attn Philip Leatherman at 951-371-9730 or www.extremeautomotive.org



- 1937 Dodge Pickup, all Mopar, 318, Volare running gear, adjustable torque front end, new tires, all metal, runs smooth. Located in Chino. Asking \$28,000/obo.

Call Dianna 909-627-8718 or e-mail bndhuls@gmail.com



Nuts & Bolts-(cont)

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Wanted

- For '70 Cuda, working rally clock.

Call Rick 591-394-3447 or e-mail huntshotrods@msn.com

- For '67 to '69 A-body, collecting parts to convert '68 Dart from auto to four speed. Need the top plate and the shifter lever for a console car. Pics attached of the pieces I'm looking for. The console I have, just need the trim piece that goes on top over shifter and console. Also attached a few pics of KRISSEY.

Call Smilin' Ed 702-807-1408 or e-mail moparsoflasvegas@cox.net



Abbreviated Club Calendar

<i>September</i>		<i>October</i>	
4	Club Meeting, Carrow's Restaurant, Rancho Cucamonga 9:00 Breakfast, 10:00 Meeting	2	Club Meeting, Carrow's Restaurant, Rancho Cucamonga 9:00 Breakfast, 10:00 Meeting
11	Long Beach Hi-Perf. Swap Meet	8	30th Annual Placentia Heritage Days Car Show,
16-18	NMCA West Street Car Nationals, Fontana	9	26th Annual Veteran's Memorial Car Show, Sylvan Park, Redlands, CA
16-18	Route 66 Cruisin' Reunion, Euclid St Ontario	9	Long Beach Hi-Perf. Swap Meet
17	Antelope Valley Mopars Car Show, Downtown Lancaster, 3-8PM	14-16	NMCA West World Finals, Fontana
24	17th Annual Cruisin' For A Cure OC Fairgrounds, Costa Mesa	14-15	Murrieta Rod Run, 1973-older
		16	Pomona Swap Meet
		21-23	NHRA California Hot Rod Reunion, Auto Club Raceway, Famoso
		29	Fall Fling, Woodley Park, Van Nuys