



SCAT PACK NEWS

Volume 23, Issue 5—May 2017



President's Message

Ken Hamer

Modern Mopar Muscle News - and then some bad news

Although most of us are confirmed classic Mopar muscle owners and fans, you can't ignore what modern Mopar muscle has to offer. Then there's the fact that modern muscle is becoming an ever-larger portion of the participants in our annual "Mopars in May at CSDR" charity-benefit car show. We may admire classic Mopar muscle but we can't ignore the modern muscle - especially when there is so much news about it on the internet.

Just today there were three stories just jumping off of the display screen at me:

- <http://www.msn.com/en-us/autos/enthusiasts/we-talked-to-the-dealer-selling-a-dodge-challenger-hellcat-convertible-for-dollar90000/ar-BByAJfR> - Want a Hellcat convertible? Check out the story about a Chrysler-Dodge dealership in Vero Beach, FL, that can have one done for you for a mere \$18,000 over the purchase price for the Hellcat.
- <http://www.msn.com/en-us/news/crime/police-arrest-man-driving-158-mph-on-toll-road/ar-BBzy02e?li=BBnbfcL> - Want to impress your buddy by showing him that your Hellcat does 158mph? Discover the consequences of what happens when that pesky State Trooper gets you with his radar gun at 1:31AM on an empty toll road (too bad he hadn't gone somewhere for a doughnut).
- <http://www.allpar.com/reviews/dodge/AWD-challenger-2017.html> - If you just have to take your all-wheel drive Challenger on your next ski trip where the roads may not be plowed.

Hopefully that put you in a good mood. Because the next won't. Get ready for the price of both gasoline and diesel fuel to take a jump.

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(From the 040217 roster)
Happy Birthday to you,
Happy Birthday to you,
Happy Birthday to
 May
 Donna Hayden 9
 June
 Kathy Pellissier 3
 Franki Torres 12
 Cat Gibbons 13

Carrows, except for * months
 10 am, 9 am for breakfast,
 11669 E Foothill Blvd
 Rancho Cucamonga, Ca 91730

2017 MEETING SCHEDULE
January 8*
February 5
March 5
April 2* (at CSDR)
May 7
June 4
July 2
August 6* (club picnic)
September 3
October 1* (Veterans)
November 5
December 3

Meeting 1st Sunday of the month

Bits ‘n Pieces

I apologize for being a little late with the newsletter. Mopars in May at CSDR was to be held May 21, 2017. Notice I said WAS. For those who may not have gotten the message and show up at CSDR on either Saturday May 20 or Sunday May 21, or both, the 2017 show has been cancelled. Between CSDR & the state, we never got a final go ahead to hold the show. Ken made the decision the day after we got back from MATS to give them until 5:00 Tuesday afternoon, which gave us a little time to notify participants & vendors as well as send refunds, or in some cases, just return checks. More info to come in the June newsletter as we get ready to close out the 2017 show & get ready to move on to 2018.

President's Message (cont)

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In case you haven't heard, our illustrious Gov. "Moonbeam" is about to sign a new bill that just passed the state legislature that will raise the gas tax in California to the highest rate in the nation - up 12 cents to 52 cents per gallon effective November 1, 2017. Diesel fuel tax will increase by 20 cents per gallon. Also coupled with the increase in the gas tax is an additional annual fee that will be added to your vehicle registration. The additional fee is tied to the value of your car and will range from \$25 for vehicles valued up to \$4,999, \$50 for vehicle value from \$5,000 to \$24,999, \$100 for vehicle value from \$25,000 to \$34,999, \$150 from \$35,000 to \$59,999, and \$175 for vehicles worth more than \$60,000. Zero emission (electric) vehicle registration will now include an additional \$100 fee. The new taxes and fees are to be in effect for the next 10 years. The funds raised from the new tax and fees is intended to fix potholes, repave streets and highways, reduce congestion and improve public transportation. Something that could be done with our current 40 cents per gallon gas tax if the politicians in Sacramento would quit using it for bike lanes, walking and horse trails, and trains and buses. Sorry for the bad news.

See y'all at the next club meeting at Carrow's on May 7th and we'll discuss MATS. What happened in Vegas won't stay in Vegas!

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 //



MATS Car Show Award Winners

Sil Brander (59 Plymouth Belvedere & PT Cruiser), Billy Whitson (64 Plymouth Fury) & Steve Backer (2013 Viper SRT) won car show awards at the 2017 MATS event. Sil still has no idea what his Outstanding & Top 5 awards were for.



Meeting Minutes-April

Not available at the time this was written

MATS Sad News

On Friday morning of MATS, an announcement was made over the PA that Roland Osborne, publisher of Chrysler Power Magazine, had passed away. I knew Roland from the early '80s, before Chrysler Power Magazine was born. In 1983 Roland asked if I would be the art director for the new Chrysler Power Magazine he was starting. I said yes and put together the first six issues. With a new wife-to-be & baby on the way, I left Chrysler Power. Every now and then I would see Roland but it wasn't until he started coming out to MATS that I would see him yearly. In 2016 there was a gathering for a photo of some of the original Chrysler Power staff. I think that was the last time I saw Roland...

By: **Mike Eppinger** | April 21, 2017

While the name of Roland Osborne may not be as recognizable as Roger Huntington, Ford's Ak Miller, Lee Iacocca, or Smokey Yunick, Roland's legacy was well known among MoPar fans. Roland passed of a brain tumor at his home in Quinlin, Texas on April 18. He was 68.

Roland Harvey Osborne III was born in Ithaca New York and graduated from Troy High School in Columbia Crossroads, PA in 1966. After service in the US Army he went on to Michigan State University, graduating in 1975 with a Bachelor of Arts Degree. At that time he founded the National Hemi Owners Association to help popularize the famous MoPar Hemi engine. (Roland probably won't appreciate me mentioning that he did work for a brief period for the Oldsmobile Factory in Lansing before moving to California the following year.)



Roland Harvey Osborne III was born in Ithaca New York and graduated from Troy High School in Columbia Crossroads, PA in 1966. After service in the US Army he went on to Michigan State University, graduating in 1975 with a Bachelor of Arts Degree. At that time he founded the National Hemi Owners Association to help popularize the famous MoPar Hemi engine. (Roland probably won't appreciate me mentioning that he did work for a brief period for the Oldsmobile Factory in Lansing before moving to California the following year.)

Upon settling in Southern California I first met Roland when we worked together at Hart Fullerton Chrysler-Plymouth in West Los Angeles. Hart Fullerton ran a premiere dealership, being Hart was a true old-school car guy, as he actively participated in the Mobilgas Economy Runs in the early 1950s.

Roland went on to teach automotives at San Fernando High School, among his other ventures; founder and publisher of Chrysler Power Magazine, Christian Motorsports Illustrated Magazine, Christian Motor Sports Ministries, MoPar Muscle Club, and Chrysler Performance Parts Association. It was Roland who gave me my start in automotive writing by publishing my first article in Chrysler Power. Thank you, friend!

A devout Christian, Roland graduated Rhema Bible School in Oklahoma City, Oklahoma, later moving to Texas. He is survived by his wife, Elizabeth, children Roland IV, Lisa, Coleman, Chrysta, Jason, and Jacob; along with 7 grandchildren, several nieces and nephews, not to mention his numerous friends, associates, and followers.



From Street Muscle Magazine May 5 2017 by Bradley Iger



By the mid-1960s the muscle car era was starting to hit its stride, and drag strip bragging rights had developed into a proven marketing tactic. The NHRA's Super Stock and A/Factory Experimental (A/FX) classes were among the most hotly contested battlegrounds in drag racing at the time, giving the factory teams high visibility to amateur racers and potential garden-variety buyers alike while also showcasing the latest hardware that the companies had in development.

The 1964 race season had been good to Chrysler. The new 426 Hemi motor had taken the motorsport world by storm, setting records in NASCAR and finding success in both of the aforementioned NHRA classes, breaking national records at the drag strip as well. But the other factory teams weren't going to take this Mopar dominance lying down.



The 426 Hemi was a bonafide sensation right out of the gate, breaking records in both NASCAR and at the drag strip. But racing was big business by the mid-1960s, and competitors like Ford weren't content to let Chrysler hog the limelight. When word got around that Ford was prepping a new SOHC 427 for use in the Mustang and Comet – cars that were significantly smaller and lighter than the Coronet and Belvedere – Chrysler's engineers knew they would need to do something pretty radical to stay ahead. Image: FCA

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When word got out that Ford was planning to equip its smaller Mustang and Comet bodies with a potent single overhead cam, 427-cube motor for use in the Factory Experimental class for the 1965 season, the engineers at Chrysler knew they were going to have to take drastic measures if wanted to keep the larger Mopars ahead of those Fords.

Jim Thornton, a Chrysler chassis engineer, was well aware that weight distribution was the key to getting the Hemi's power to the ground out of the hole, especially when contending with the primitive tire technology that was available at the time. But the new power plant was simply a massive, heavy motor that added a significant amount of weight to the nose of the car in comparison to the engine it had supplanted for Chrysler's racing program, hindering those weight transfer efforts.

To address this, Chrysler expanded its use of lightweight aluminum and fiberglass for body panels, replaced the door window glass with Plexiglass and the windshield with Lexan, while the engine team took some mass out of the 426 with a new set of aluminum cylinder heads and a magnesium cross-ram intake manifold. But the Coronet and Belvedere racers were still considered too nose heavy, so Thornton decided to go several steps further to distribute more of the car's weight over the rear wheels.



Part of Chrysler's strategy for the upcoming 1965 race season was to drop as much weight from the cars as possible – particularly at the nose. While the 1965 Race Hemi cylinder heads were essentially identical to their 1964 counterparts from a design and performance standpoint, they differed in that aluminum had replaced cast iron as the material of choice. The weight of each head dropped from 60 to 27 pounds from that change alone, resulting in a 66 pound weight reduction at the front of the car overall. Image: FCA

The Original "Funny Cars"

While the Super Stock class rules yielded drag cars that shared the majority of their hardware with models and equipment that were available to the public, the A/FX class was significantly less restricted, allowing teams to develop packages that those companies never had any intention of offering through their dealerships.

Late in 1964, Thornton and the other engineers in Chrysler's Race Group decided that the most effective way to distribute the car's mass to the rear was to move the wheelbase as far forward as possible.

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Back in the 1960s tire technology was still fairly primitive, and even full-bore race slicks had trouble putting the Hemi's prodigious grunt to the pavement. Chrysler was among the most adventurous of the factory teams when it came to experiments with weight distribution – see the Hemi Under Glass for another great example of their out-of-the-box thinking. The company's extreme measures with the altered wheelbase cars might not have gone over well with NHRA officials, but the oddball Mopars were undeniably fast and quickly gained a massive enthusiast following in match racing. Image: Mecum

To do so they brought the front wheels up by 10 inches and moved the rear axle forward by 15 inches while shortening the overall wheelbase length by 5.5 percent. The end result was a 110-inch wheelbase drag car that put 56% of the mass over the rear tires, weight distribution that was unheard of at the time.



Outfitted with a cross ram intake and dual four-barrel carbs, the altered wheelbase Mopars were dishing out low 10-second quarter mile times right out of the gate in the AHRA's Factory Experimentals class they raced in, and would go even quicker once Chrysler green-lit the switch to Hilborn fuel injection during the season. As theorized, the standard wheelbase Mopars left to battle it out in the NHRA's A/FX class struggled against the lighter Mustangs and Comets.

Five Dodge Coronets and five Plymouth Belvederes were allocated for the conversion, having their steel bodies acid dipped and then sent out to Amblewagon in Detroit for their altered wheelbase conversion before being delivered to factory team racers like Dick Landy, Ronnie Sox, and Al Eckstrand.

While there was no question that the altered wheelbase cars were significantly faster than their standard model counterparts, the Chrysler team hit a serious roadblock once NHRA got their first look at the new cars. Officials quickly drafted a new rule for 1965 that restricted wheelbase alterations to two percent versus stock for the A/FX class, effectively banning the altered wheelbase Mopars from the class they were designed to compete in.

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But the cars' wild appearance and impressive performance garnered massive publicity from the enthusiast press, and the cars quickly became a massive hit running match races in the popular and lucrative AHRA Factory Experimentals class around the country, where capacity crowds would turn up to see drivers like Roger Lindamood, Dave Strickler, and Bud Faubel pilot these "funny cars" to low ten second passes at nearly 140 mph. The cars got even faster once the teams switched over to Hilborn fuel injection systems mid-season in 1965.



The ten B-bodies earmarked for A/FX racing in the 1965 season had their bodies acid dipped and then were sent off to Amblewagon in Detroit for the altered wheelbase conversion. Along with a spartan interior that was devoid of creature comforts like air conditioning and a radio - along with a lack of passenger and rear seats - aluminum and fiberglass body panels replaced steel where ever possible. A Lexan windshield and Plexiglas side and rear windows replaced the glass normally used. Images: Mecum

Legacy

Though the term would eventually be adopted by fiberglass bodied, tube-chassis dragsters in the years following, the altered wheelbase Mopars of the mid-1960s serve as the origin of the Funny Car term and remain some of the wildest factory-modified production cars built to date.

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As privateer teams started to get in on the altered wheelbase act, many would add high riding straight axle front suspensions to the equation. Along with adding another layer of visual oddity to the the cars, this setup promoted weight transfer to the rear and was lighter than the conventional front suspension setup. Images: Hemmings

With the popularity of Chrysler's factory-built altered wheelbase Coronets and Belvederes, private teams quickly began building funny cars of their own, and the altered wheelbase craze quickly spread not only to other Mopar models but other makes as well.

Today, altered wheelbase cars continue to flourish in nostalgia classes across the country. But with less than a dozen of the factory-build cars in existence, and each with a notable racing history, the value of the original Chrysler altered wheelbase cars has only risen over the decades since their debut, with examples like Lee Smith's Haulin' Hemi II Plymouth Belvedere commanding sums well over half a million dollars [at recent auctions](#).



Extreme rarity coupled with racing pedigree and motorsport success means that the original factory-produced altered wheelbase Dodges and Plymouths are worth a hefty sum today. However, while more difficult to build than a standard wheelbase example, AWB clones like the one above have kept these cars reasonably accessible for those who want to experience what Factory Experimental race classes were like back in the day. Image: Hemmings

While the performance of the AWB cars would be eclipsed not long after their debut as more advanced technologies found their way into drag racing, their unusual design strategy and wild appearance remains iconic for a specific time and place in drag racing history, and the fact that they immediately ran afoul of NHRA guidelines immediately upon their debut feels strangely similar to [a situation that a recently-unveiled Mopar now finds itself in](#). The more things change...

Club Member Recommended Businesses



Chuck Merken says "He has a late model van with professional cleaning equipment, steam cleaning Etc. Brings his own pop-up and takes pride in his work...arrives on time and takes his time...cost \$100".



Recommended by Ken Hamer



Recommended by Ken Hamer



Bruce Somer
Mopar Performance Parts
Windshield Wiper Motors
Buy - Sell - Trade
Phone: (909) 986-9551
Cell: (951) 675-9551
email: somerbr1@aol.com

Recommended by Bill Heckman



Mention Inland Mopars & get a 10% discount on parts



Recommended by Inland Mopars

MOTECH PERFORMANCE



CHRIS RISDON
CREATIVE DIRECTOR
DESIGN & FABRICATION

PH 951.813.3550
RISDON@MOTECH.US

41715 ELM ST. UNIT 301, MURRIETA, CA 92562

They do very nice work



RIC CARR
SOUTHWEST CALIFORNIA SAFETY INSPECTOR
13209 CLAREMONT AVENUE
VICTORVILLE, CA 92392
760-249-7190 ricstoy@verizon.net

Recommended by Inland Mopars

More to come

Upcoming 2017 Events (Mopar & non-Mopar)

May

- 4-6: 21st Annual Cruisin' Morro Bay Car Show - Morro Bay - flyer available
- 6: 4th Annual San Dimas High School PTSA Car Show - San Dimas - flyer available
- 6: 12th Annual Edelbrock Car Show - Torrance
- 6: 4th Annual Motech Performance Open House - 10-3, 41715 Elm St, Suite 301, Murrieta, CA 92562
- 13: The American Car, Truck & Bike Show - Bakersfield, Mopars of Bakersfield - flyer available
- 14: Mother's Day
- 19-20: Run What You Brung, Rialto
- 20: Sil & Carol's for Mopars in May cleanup, San Jacinto
- 21: **Mopars in May at CSDR - Riverside, Inland Mopars - cancelled**
- 21: 9th Annual Phil Braybrooks Car Show, J&M Speed Shop, Riverside - flyer available
- 27: Flag for Every Hero, Riverside National Cemetery
- 27: 12th Annual Cherry Fest Car & Motorcycle Show, Beaumont - flyer available
- 28: 21st Annual Redlands Fighters Car Show - flyer available

June

- 3: 23rd Annual Inland Valley Street Rods Rally & Cruise - Ontario - flyer available
- 4: 7th Annual Cruise for Kids - Rancho Cucamonga - flyer available
- 11: 27th Annual Mopar Rally, Cupertino - flyer available
- 17: 4th Annual Boy Scout Troop 824 Projects to Perfection Car Show, Yorba Linda - flyer available
- 17: 22nd Annual Mopar Fest Car Show - Rio Rancho, NM, Mopar Muscle Club of NM - flyer available
- 17-18: LA Roadster Show, Pomona
- 24: 7th Annual Route 66 IECA Cucamonga Classic Car Show, Sycamore Inn, Rancho Cucamonga - flyer available
- 24: Mopar Day in the Park 24, Rancho Cordova - flyer available
- 25: 20th Annual Rancho Cucamonga Firefighters Car Show, Rancho Cucamonga - flyer available

July

- 4: 15th Annual Independence Day Celebration & Car Show, Riverside - flyer available
- 15: All American Car Show XIX - Encinitas - flyer available
- 30: San Dimas Annual Shine It! Show It!, San Dimas

August

- 12: 13th Annual Rock 'N Roll Cruise In/Car Show, Torrance - flyer available
- 27: Picnic by the Bay 2017, San Diego - flyer available

September

- 10: Mopar Musclecar Magic Drags & Car Show, Sacramento



MUSCLE CAR & CORVETTE NATIONALS
November 18 & 19, 2017
Donald E. Stephens Convention Center
Rosemont (Suburban Chicago) Illinois

The Muscle Car and Corvette Nationals, aka MCACN ("Ma-Kak-aN") is the world's largest all-indoor specialty event devoted to Muscle Cars, Dealer-built Supercars and the finest and rarest Corvettes. We will again fill nearly 400,000 square feet of exhibit space at the beautiful Donald E. Stephens Convention Center in Rosemont, (suburban Chicago) Illinois. Over 500 cars and 200+ automotive only vendor spaces will be on hand.



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

- 1968 Hurst Hemi Dart replica. Double magazine show car. Frame off(?) rotisserie, black w/ candy apple red lace paint job. Absolute show stopper. Authentic orig details. Asking \$115,000/obo.

Call Mark 702-596-1399 or e-mail niteghardian@aol.com



- 400CI engine - \$600.

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

- 1948 Dodge Panel Delivery, all original. Runs and Drives - Needs battery and brake work. Not often do you see something this complete and original, would make a great street rod and advertising piece. Original as it gets, original paint with original owner advertising - Would consider part trade or interesting trades. Asking \$4,500/obo.

Call Skip 702-497-6345 or e-mail spfxvegas@gmail.com



- Mopars at Extreme Automotive 2016 t-shirts, sizes; large thru 3X, \$15 with \$3 going to the Ft. Irwin toy drive fund.

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



Nuts & Bolts-(cont)

For Sale (cont)

- 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.

- 1969 Plymouth Road Runner, 383 Magnum 4 barrel, 727 Torqueflite, 3:23 8 $\frac{3}{4}$ Rear Axle, Bucket Seats, Column Shift - RESTORATION WELL UNDERWAY - Over \$30,000.00 invested in parts and labor (not counting the cost of the car). The car was sandblasted top and bottom, sealed and primered. All the body work done - final blocking underway - ready to choose color. Engine completely rebuilt to factory specs, .030 over bore, .010 rods, .010 mains - really a clean rebuild, balanced and blue printed - assembled - rebuilt 727 Torqueflite - all matching original numbers. Took the car apart and replaced all necessary body panels, new AMD quarter panels, AMD trunk floor, new front and rear chrome bumpers, new gas tank, 26" radiator panel, new radiator, many other new parts included - took 1000 pictures of disassembly and work completed to date. Have original build sheets. \$20,000 buys it. You can assemble it or we can do it for you... will assist new buyer any way I can. Previous owner ran into money trouble and couldn't finish this one. This was a one family owned car. Clear Nevada Title. Possible trades considered.

Call Skip 702-497-6345 or e-mail spfxvegas@gmail.com



Nuts & Bolts-(cont)

For Sale (cont)

- 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



- A member of Mopars of Las Vegas is selling a 1970 Challenger 4 speed Pistol Grip Six Pak car. You might still be able to see the car for on the Mopars of Las Vegas website too, www.moparsoflasvegas.net . The car has all the documentation. Owner won't let the car go without fair value either. She is asking 80K for the car. Contact me and I will pass on your information to my member if you are serious about the car.

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



Nuts & Bolts-(cont)

For Sale (cont)

- '66 Barracuda rocker moldings, used - \$200

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



- '73 Charger Rallye is packing a 340, Pistol Grip four speed, has 3.2 gears. Asking 15K or best offer

Call Pat 702-302-8371



Nuts & Bolts-(cont)

For Sale (cont)

- '70 Plymouth Road Runner. Selling my 1970 Roadrunner hardtop (rear windows roll down), Original 383 engine, about 425 hp, cam, B&M 727 transmission, 3.55 gears, rear spring re-location kit made room for meats, oil cooler, tranny cooler, Moser axles, air grabber hood, Classic Air AC, killer stereo, 150 miles since full rotisserie restoration, everything is new, runs amazing, paint is a 9 out of 10, interior is perfect, have \$55,000 in receipts not including the car, original bill of sale, build sheet, box of receipts, Odometer reads 150 miles, previous title read 47,800 actual miles.

Contact Robert 817-240-0041 or e-mail Heeman40@aol.com



- '67 Dodge Dart door panels, light blue, have no need for them, make an offer.

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



Free

- Poly 318 motor that hasn't started in many years but it's still free, took it out of a 55-56 F100. Ran 111 mph at El Mirage back in the day.

Call Bill Heckman at 909-593-4431 for info

Wanted

- Looking for a '69 Dodge Charger, motor not important. Sergeant Major at Ft. Irwin looking to replace his car.

Contact Mary Leatherman: e-mail leatherman.mary@gmail.com