



# SCAT PACK NEWS

Volume 23, Issue 10—October 2017



## INLAND MOPARS 2017 OFFICERS

### President

Ken Hamer  
714-300-5132  
Khamer3@roadrunner.com

### Vice President & IECC Council

Norma Johnston  
310-351-6944  
NormaJ4949@hotmail.com

### Treasurer

Sam Frisby  
909-883-4520  
E-mail not working

### Secretary

Judy Hamer  
714-310-1386  
hamerjudy@yahoo.com

### Newsletter

Mike Keller  
951-212-0817  
limedust70@gmail.com

### Sergeant At Arms

Mike Counts  
909-465-1875  
mcounts48@gmail.com

### Webmaster

Todd Jacobsen  
661-799-1862  
nm8tion@yahoo.com

## President's Message

Ken Hamer

### *Another Possible New Club Meeting Location*

As we do almost every October, we will be holding our monthly club meeting on October 1<sup>st</sup> this year at the 27<sup>th</sup> Annual Veteran's Memorial Car Show at Sylvan Park in Redlands. For all of you bringing your Mopars to show at this event, in order to park together we need to enter the show site together. We will meet at the Stater Brothers market at 11 E. Colton Avenue in Redlands - on the NE corner of E. Colton Avenue and Orange Street. We will meet no later than 6:30 AM and caravan the short distance to Sylvan Park. Directions to Stater Brothers market were sent out to all club members by email on September 17<sup>th</sup> (also located elsewhere in this newsletter).

From Stater Brothers market, we will leave the parking lot and go east on E. Colton Avenue approximately 0.7 mile to Division Street, turn right on Division Street for 0.2 mile to High Street, turn left on High Street to the entrance to the car show. The High Street show entrance is the only entry to the car show. Cars will not enter the show site before 8:00 AM.

Sylvan Park is in a residential area and the Volunteers for Veterans Foundation requests all those entering the show site to please be considerate of homeowners and do not block any driveways when you are in line waiting to enter the car show.

For those of you attending the show as spectators and for our club meeting, the show officially opens at 10 AM and we will start our October club meeting about 11 AM. Map & park address located elsewhere in this newsletter.

At this point we still have not received official approval from the State of California for our 2018 "Mopars in May" charity benefit car show currently scheduled for May 20, 2018, at California School for the Deaf in Riverside. We received an email request on September 11<sup>th</sup> from CSDR for answers to two (2) additional questions regarding the show and Mike Keller replied the following day. In addition, an email was sent to both Brandon Bowdidge and Julie Reese at CSDR reminding them that we must receive official approval no later than September 30<sup>th</sup> in order to allow us to have 2018 show flyers ready for



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(From the 081417 roster)

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

Jacob Delling 17  
Mike Counts 26

**\*Sylvan Park, Redlands  
11 am meeting  
900 East High Ave  
Redlands, Ca 92374**

**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 (Norco)

December 3 (tbd)

**Meeting 1<sup>st</sup> Sunday of  
the month**

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**Bits ‘n Pieces**

Teaser photos on page 1 from Chuck & Linda Merken on their trip to Oklahoma, Texas & Missouri. Drove their '63 Dodge on the Hot Rod Hundred Reliability Run out of Oklahoma City, which means get in your car and actually drive someplace. Website hasn't been updated with 2017 pics yet but check it out any way, [www.hotrodhundred.com](http://www.hotrodhundred.com). Waiting for more details. A few more pics from this garage located in Ames, Oklahoma. Next year anyone?



Left: '63 Dodge Big Red at an earlier "non-driving" event



## President's Message (cont)

Continued from Page 1

distribution in October. We will update everyone at our October 1<sup>st</sup> club meeting regarding this.

We are confirmed for our November club meeting on November 5<sup>th</sup> in the Community Room at the Cowgirl Café, 2859 Hamner Avenue, Norco, CA 92860. Map & directions located elsewhere in this newsletter. Although the Norco address isn't shown on the picture of the menu, you can review their menu and get some information about the restaurant at <http://cowgirlcafe.net/index.php>

As always, we will continue our usual schedule of meeting about 9:00 AM for breakfast and starting our club meeting as close to 10:00 AM as possible. Hopefully we will have a little more privacy for our November club meeting than we did at Iron Skillet.

We will review both Iron Skillet and Cowgirl Café at the end of our November club meeting and decide if we want to continue holding monthly meetings at either location or keep looking for a new home. We will also have nominations and election of club officers for 2018 at our November meeting.

I finally received some information on the flag set-up date to honor our fallen heroes "A Flag For Every Hero" on Veteran's Day, November 11<sup>th</sup>, at Riverside National Cemetery. They will be placing flags on each of the approximately 230,000 gravesites starting at 8 AM on Friday, November 10<sup>th</sup>. Those of you who have participated in this event in the past know how impressive it is to see the transformation of these sacred grounds with 'Old Glory' placed on every grave. The schedule says they should be finished placing flags by 11 AM but in the past few years it has only taken about an hour to place flags.

The flags will only be out for Veteran's Day. The plan is to remove all of flags on Sunday, November 12<sup>th</sup> starting at 8 AM. Please plan accordingly if you wish to take part in this annual event.

Also upcoming on Saturday, November 11<sup>th</sup>, is our "Mopars and Friends at Extreme Automotive" meet & greet. This is part of our annual toy drive in conjunction with Extreme Automotive for the soldier's kids at the National Training Center at Fort Irwin, California. We will have more event details and information at our October and November club meetings.

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 //

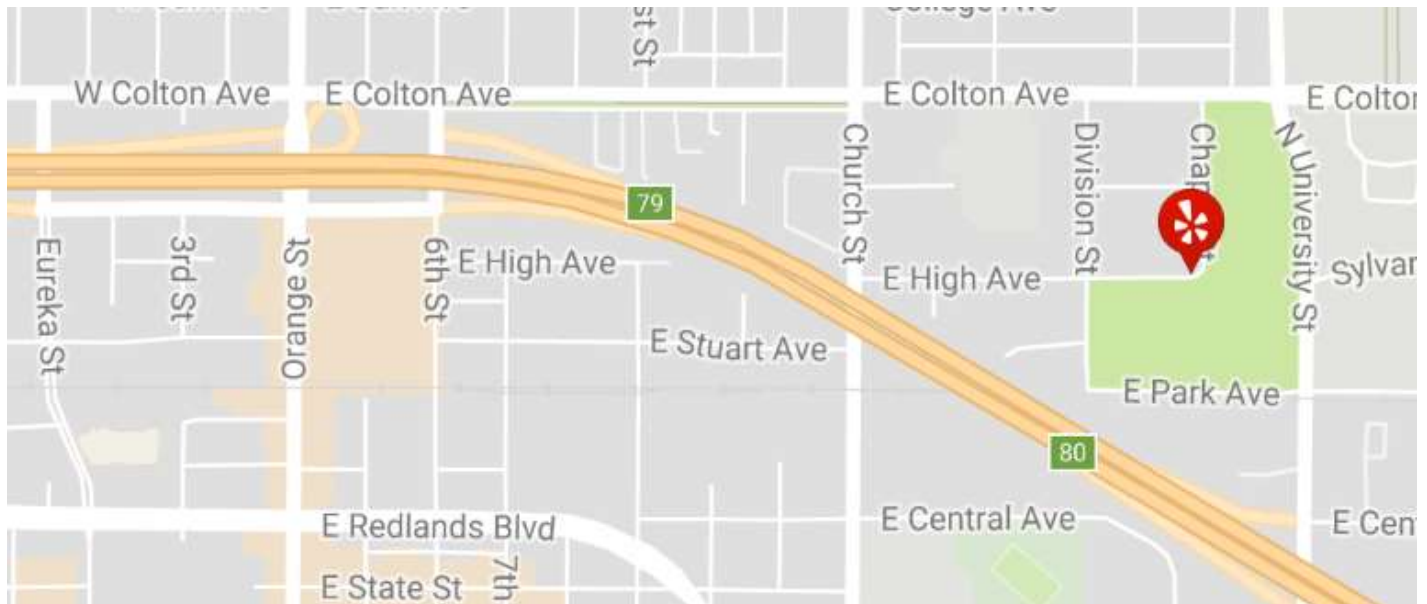


## Meeting Minutes-September (none received at time of newsletter publication)

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### October & November Club Meeting Locations

This may be a duplicate of some of Ken's President's Message since it was written before the PM message was received. The October club meeting will take place at our October club activity, the 27th Annual Veteran's Memorial car show at Sylvan Park in Redlands on October 1st. Sylvan Park is located at the corner of E. Colton Ave & N. University St. Address for GPS is 900-998 East High Ave, Redlands, CA 92374.



The meeting time/place for all those who registered their Mopar for the show is:

- \* Stater Bros. market parking lot, 11 E. Colton Ave, Redlands, CA 92374-3323

We'll meet in the parking lot no later than 6:30 AM and caravan to the show site from there. Stater Bros. is located on the NE corner of E. Colton Ave and Orange St.

Directions from the west:

- \* Take I-10 (San Bernardino Fwy) east towards Beaumont
- \* At Exit 79, take the exit ramp right for Eureka St. towards Orange St.
- \* Keep straight onto W. Pearl Ave
- \* Turn left onto Orange St
- \* Go under the I-10 Fwy towards the mountains. The market will be located on the NE corner of Orange St and E. Colton Ave (right hand side just past the signal)

Directions from the east:

- \* Take I-10 (San Bernardino Fwy) west towards San Bernardino
- \* At Exit 79, take exit ramp right for 6th St towards Big Bear
- \* Turn right onto 6th St/N. 6th St (Chevron gas station on the corner)
- \* Turn left onto E. Colton Ave. The market will be located on the NE corner of Orange St and E. Colton Ave (right hand side just before the signal at Orange St)

## Club Meeting Locations (cont)

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Please let Ken know if you are bringing your Mopar to the show and will be meeting at Stater Bros. so we will know who to wait for.

For those not bringing your Mopar to the show, the opening ceremonies are scheduled for 10 AM so plan on our club meeting starting no later than 11 AM. We will hold the club meeting at the show location where our group of cars is parked in the show (to be determined when we get parked).

Thank you for supporting this outstanding event that raises so much support for our honored veterans.

We're also confirmed for our November 5<sup>th</sup> club meeting at the Cowgirl Café, 2859 Hamner Ave, Norco, CA 92860, in the Community Room. Usual time: 9 AM for breakfast and 10 AM for the start of our November club meeting.



Directions, 15 Fwy from the north (10 Fwy or 60 Fwy):

- \* Take I-15 Fwy south towards San Diego
- \* At Exit 100, take the 6th Street exit ramp
- \* Turn right onto 6th Street
- \* Turn left onto Hamner Ave
- \* The Cowgirl Café is just past 4th Street on the right

Directions, 15 Fwy from the south (91 Fwy):

- \* Take I-15 Fwy north
- \* At Exit 98, take the 2nd Street exit ramp
- \* Turn left onto 2nd Street
- \* Turn right onto Hamner Ave
- \* The Cowgirl Café is just before 4th Street on the left

There are other surface street ways to get there but I'll leave them up to you.



## **Old Guy's Rules** (submitted by Ed Sobiecki)

I like these rules and they're going to be popular with most of the club members (at least as I look around the room during a meeting). To wit:

1. I talk to myself, because there are times I need expert advice.
  2. I consider "On Trend" to be the clothes that still fit.
  3. I don't need anger management. I need people to stop pissing me off.
  4. My people skills are just fine. It's my tolerance for idiots that need work.
  5. The biggest lie I tell myself is, "I don't need to write it down. I'll remember it."
  6. I have days when my life is just a tent away from a circus.
  7. These days, "on time" is when I get there. (Sam's favorite)
  8. Even duct tape can't fix stupid - but it sure does muffle the sound.
  9. Lately, I've noticed that people my age are so much older than me.
  10. "Getting Lucky" means walking into a room and remembering why I'm there.
  11. When I was a child I thought nap time was punishment. Now it's a mini-vacation.
  12. Some days I have no idea what I'm doing out of bed.
  13. I thought growing old would take longer.
  14. Aging sure has slowed me down, but it hasn't shut me up.
  15. I still haven't learned to act my age.
- 



Which leads to the next article.....

## **Small Wonder – 1972 Plymouth Road Runner**

**Small-blocks didn't power Road Runners until 1971: Was it too little, too late, or a proper response to high insurance costs?**

*Small Wonder - 1972 Plymouth Road Runner from Hemmings Muscle Machines, January, 2009 - [Daniel Strohl](#)  
(submitted by Ed Sobiecki)*

The argument shall commence along the following inquiry: How can a Road Runner remain a Road Runner with a small-block engine?

Jack Smith would argue that it simply cannot. He should know; as the manager of product planning for mid-size Plymouths in the late 1960s, Smith is widely considered the father of the Road Runner, the one who put together a stripped-down Belvedere two-door, a 383-cu.in. V-8 and some heavy-duty police-package parts and ignited the phenomenon of low-priced muscle cars.

"Never," he said. "We never considered doing a small-block in the Road Runner."

Smith said that Bob Anderson, then the recently installed executive vice president of sales and marketing for Chrysler and Plymouth, simply wanted a car that would capture the youth market; the GTX had done well at attracting gentlemen racers, but not at attracting kids looking for a factory hot rod. So Anderson wanted a high-performance mid-size to sell for less than \$3,000.

Smith, however, had his own goal: He wanted the car to clear the quarter-mile in under 15 seconds and at triple-digit speeds.

"To get that kind of performance, you just don't do a muscle car with a small engine," Smith said. "As it was, the \$3,000 sticker made us compromise on the 383."

It's not as if a high-performance small-block didn't exist in the Mopar universe at the time. Just as Smith was assembling the right bits for the Road Runner's premiere, the LA-based 340-cu.in. small-block V-8 debuted in the 1968 Barracuda Formula S and Dart GT. "It was a street fighter from the start," the crew at [allpar.com](http://allpar.com) wrote of the 340. Though based on the 318, the 340 shared none of the 318's somnambulist character. A hotter camshaft, 10.2:1 compression ratio, high-performance X-code cylinder heads with 2.02-inch intake and 1.60-inch exhaust valves and a high-rise dual-plane four-barrel intake manifold all contributed to the 340's advertised 275hp and 340-lbs.ft. ratings. A forged-steel crankshaft, revised oil pump, double-row timing chain and heavy-duty connecting rods all helped contain that added power.

Note that's "advertised" 275hp. The National Hot Rod Association pegged the 340 at 310hp, which came much closer to the 335 horses laid down by the Road Runner 383--which, by the way, weighed 100 pounds more than the LA small-blocks.

Regardless, the 340 and the Road Runner trod separate, non-converging paths for the next few years. The Road Runner remained powered only by big-blocks--an assortment of the 383, 440, 440 Six-Barrel and the Hemi--and the 340 remained a staple of the A-body and E-body Mopars.

"Even if we wanted to put a small-block in the Road Runner, it might not have been any more cost-effective than the 383," Smith said. "The 383 was mass produced and was very popular with the police, which made it easier for us to keep the price down in the Road Runner."

## Small Wonder (cont)

Continued from Page 7

Indeed, in 1968, the 340 with a four-speed was a \$516 option on the Barracuda, while the 383 with a four-speed was a \$271 option on the Sport Satellite. The economies of scale had their way.

Yet the economies of scale couldn't stand up to the winds of change (or maybe it was the invisible hand of the free market, or the storm clouds of calamity, or the cliffs of insanity). Increasing insurance rates, government safety regulations, rising fuel costs--you've heard that story time and again. And when all those factors piled on in the first few years of the 1970s, Chrysler elected to adapt to the changing times instead of folding its card table and heading home. In 1971, for the first time in the history of the nameplate, Plymouth made a small-block V-8 available in the Road Runner.

Plymouth certainly didn't strike up the band to welcome the new engine under the Road Runner's hood. Press releases announcing the new John Herlitz-designed 1971 Road Runner, no doubt written before the car's late August introduction, mentioned only the usual big-blocks as available engines; even the dealership data book for 1971 Road Runners didn't mention any available small-blocks.

However, according to Eric Mayle, an expert on 1971-'72 Road Runners, Plymouth did make the 340 available for most of the 1971 model year; he said the earliest '71 Road Runner 340 he has on record was built in late October 1970.

And Plymouth did advertise the 340-powered Road Runner that model year, in an obvious effort to counter rising insurance costs. "New 383 and 340 cubic inch Road Runners receive the blessing of a standard insurance rating," the ad read. "Who from? From the companies that issue the majority of automobile insurance in this country, that's who. Now that's pretty important considering the Road Runner is still the car you've come to know and love."

Fortunately, the 340 had remained mostly unchanged since its introduction: same 275hp rating, same stout guts, same compression ratio. Only the use of a Carter Thermoquad instead of a Carter AVS differentiated the 1971 340 from previous incarnations. Unfortunately, that configuration wouldn't last.

For 1972, the first year that Plymouth acknowledged the Road Runner 340 in its literature, the engine suffered from a substantial detuning. The 340 began the year with a lower compression ratio--down to 8.5:1--and J-code heads with smaller intake valves--down to 1.88 inches. The switch from gross to net ratings knocked the 340 down to 240hp and 290-lbs.ft. To add insult to injury, in April of 1972, Chrysler swapped a cast crankshaft for the forged unit in all 340s. On the bright side, Chrysler decided to introduce electronic ignition on the 340 in 1972.

Still, the 340 had more marbles than the 175hp 360, another LA-based small-block introduced in 1971 and available only in two-barrel form the first few years of its existence. It also had nearly as many marbles as the 255hp four-barrel 383-replacement 400, which Plymouth fielded as the Road Runner's base engine. So, oddly enough, the 340 became the optional engine above a big-block, but only on a Road Runner; any other Satellite in 1972 optioned up from a Slant Six or 318 directly to a 400.

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## Small Wonder (cont)

Continued from Page 8

And marbles were needed to push around the new fuselage-styled Road Runners. The 1971 redesign subtracted an inch in wheelbase and overall length from the Road Runner's 1970 stats, but added about three inches of width and nearly 200 pounds. Depending on the source, the transition into 1972 either subtracted nearly 150 pounds or added 35. Either way, the Road Runner wasn't quite as svelte as it had been.

So, back to the question at hand, is it still a Road Runner with a small-block?

Mayle said small-block Road Runners still get plenty of respect from owners of big-block 1971-'72 Road Runners.

"The '71-'72 body style seems to get less respect from the overall Mopar community," Mayle said. "It seems to be a love it or hate it thing, but... they've just recently--over the last four or five years--become more popular, with values going up and original parts availability drying up."

Mark Rauch of Oak Park, California, also believes small blocks have a place under a Road Runner's hood: "I was always looking for this body style," the owner of our featured Road Runner said. "The engine in it didn't matter to me."



Mark's particular car, a Basin Street Blue 1972 with the 340 and four speed, rolled off the St. Louis, Missouri, assembly line on February 10, 1972, then arrived in its first owner's hands in Templeton, California, nine days later, indicating that the first owner special ordered it.



"And he ordered a pretty stripped car" Mark said. "No power steering no power brakes; he even had manual mirrors on it." The black vinyl bench seat and simple AM radio both kept the interior rather austere as it should with any proper Road Runner.

Yet, in addition to the 340 and four-speed, the original owner did specify a few unique options. First, the N96 Air Grabber hood, a rather rare item for a California car because, according to Mark, California's emissions regulations at the time allowed the Air Grabber only on the 340-powered Road Runners, not on the big-block-powered versions.



Second, the V21 and V25 dual front-to-back hood and decklid stripes. Many 1971-'72 Road Runners lived up to the muscle car image with huge strobe stripes that started at the top of the rear wheel arch, extended up the C-pillar and over the roof to the other side of the car. Another set of stripes,

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## Small Wonder (cont)

Continued from Page 9

nicknamed the "tank track" stripes, extended from the top of each front wheel arch, over the fender and onto the hood.

Yet ordering the Air Grabber hood automatically eliminated the tank tracks and allowed a customer to delete the rear strobes as well, in favor of the front-to-back stripes (in other words, the front-to-back stripes could only be ordered with the Air Grabber hood). A customer could not order both the strobe stripe and the front-to-back stripes on the same car.



Yet ordering the Air Grabber hood automatically eliminated the tank tracks and allowed a customer to delete the rear strobes as well, in favor of the front-to-back stripes (in other words, the front-to-back stripes could only be ordered with the Air Grabber hood). A customer could not order both the strobe stripe and the front-to-back stripes on the same car.

To make it all a little more confusing, ordering either of the two optional vinyl roofs did not interfere with the front-to-back stripes, but ordering the full vinyl top (but not the canopy vinyl top) precluded only the over-the-roof strobe stripes. Oh, and according to Mayle, Road Runners in these years didn't automatically come with any of the available stripe packages.

The Road Runner remained in Templeton for a few years and 40,000 miles, until its second owner relocated it to Paso Robles, rebuilt the 340 and added a few factory options, including the remote mirrors, power steering and Tuff steering wheel, but left the original paint and stripes. The Road Runner's subsequent owner had it only long enough to stuff the front right corner into a curb, then fix and repaint. "The shop that repainted the car fortunately didn't take anything off," Mark said. "They just masked everything, so I've been slowly going over the car with a razor blade to remove all the overspray."

Mark said he has no plans to tart it up or even swap out the small-block. In fact, he only intends to slowly return the Road Runner to its original configuration, manual steering and all.

And as it turns out, its original configuration wasn't all that bad. In a comparison with other small-block muscle cars in the June 1972 issue of *Motor Trend*, Jim Brokaw halfheartedly praised a very similar 340-powered 1972 Charger. "Low-end power... is as smooth as silk, well burlap anyway, in traffic," Brokaw wrote. "Positive response is evident through the entire mid-range, losing out only at the top end."

He also praised the handling, noting that the combination of the heavy-duty suspension, good distribution of its weight and relatively quick steering "brought the slope-nosed beast through the corners with ease. A stab at the skinny pedal coming out of a turn sends you leaping down the straight smooth as a 16-year-old thigh. Stability is the name of the game at all speeds. With that combination of front torsion bars and rear leaf springs of the correct dimension, augmented by anti-roll bars, one

Continued on Page 11

## Small Wonder (cont)

Continued from Page 10

can envision a number 11 or 71 on the door as you give it the Walter Mitty action on the San Diego Freeway."

So maybe the real question isn't whether a Road Runner with a small-block is still a Road Runner; maybe instead we should ask whether other small-block muscle cars can keep up with a 340-powered Road Runner.

### Owner's View

My father was a Chrysler/Plymouth dealer, and in 1971 he gave me a promotional model of a Road Runner. At the time, I said to myself that someday I'm gonna have one of those cars. I then spent 35 years to find my first one, and now I own two: this one and a 1972 B5 Blue Road Runner/GTX 440 with a four-speed.

I bought this particular Road Runner just because it's hard to find one with the 340, four-speed and Air Grabber. Plus, it's all matching numbers with the original body and transmission.

A lot of people just don't like the body style, and the fact that it's a small-block means that it doesn't win many awards at car shows, going up against all the big-blocks. But it's a great driver, and my wife and I take it out just about every other weekend through the canyons around here. --Mark Rauch

### PROS

- + Looks the part, w/ 'Grabber & stripes
- + Handles better than a big-block
- + Four-speed

### CONS

- Love-it-or-leave-it styling
- Not much grunt to the 340
- Tips the scales on the hefty side

### 1972 Plymouth Road Runner 340 specifications

#### Price

Base price: \$3,080

Price as profiled: \$3,379.45

Options on car profiled: V1X full black vinyl top, \$94

R11 AM radio, \$64.90

N85 tachometer, \$51.55

N96 fresh air hood, \$67

V21/V25 dual front-to-back stripes, \$22



## Small Wonder (cont)

Continued from Page 11

### Production

Of the 7,628 Road Runners that Plymouth built in 1972, 2,360 had the 340 and just 329 of those also had the four-speed.

### Performance

Acceleration:

0-30 mph: 3.2 seconds

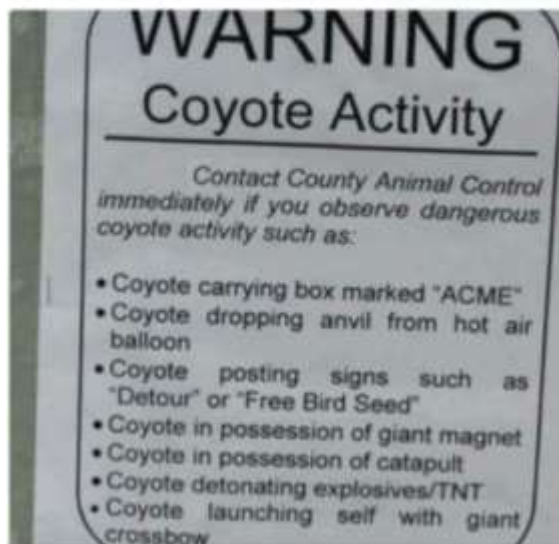
0-60 mph: 8.2 seconds

1/4 mile ET: 16.2 seconds @ 89 mph

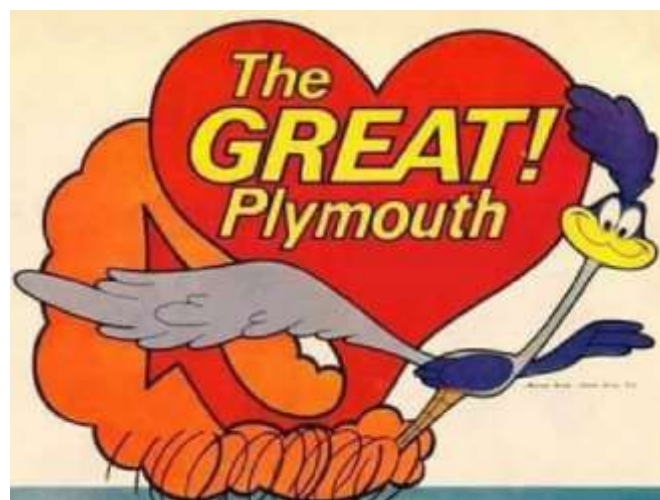
Top speed: 105 mph

\*Based on a June 1972 *Motor Trend* test of a 1972 Charger Rallye 340 with an automatic transmission.

Parkland Problems @ParklandProb - 3m  
ALL #PARKLAND RESIDENTS. Summer is coyote mating season. Here are helpful tips to dealing with our howling neighbors. #MeepMeep @CHunscht



Mrs. Wile E. Coyote



## Club Member Recommended Businesses

MoparLeo's Parts



11308 Evans Court  
Moreno Valley, Ca. 92555-5249  
moparleo@hotmail.com

Leo Tafoya

Cell (951) 413-4775  
USA MOPAR DOOR HINGE  
REMANUFACTURING SERVICE  
1967-1976 A-BODY  
1962-1978 B-BODY  
1970-1974 E-BODY

### And the rest of the ad that goes with it....

Why buy Taiwan made repros when you can get the highest quality remanufactured door hinges, using only original, Mopar made hinge cores.

I Remanufacture a complete line of Mopar application only door hinges using only new, high quality US made components. No import parts ever.

Over 15 years experience remanufacturing Mopar only door hinges.

I remanufacture the following hinge applications: 1967-1978 A-body, 1962-1965 B-body, 1967-1970 B-body, 1971-1973 B-body, 1970-1974 E-body. Most are in stock, primed, ready to paint and install. Or I can refurbish your old hinges with quick turn-over time.

Normally available for exchange or out right with a refundable core charge.

Refurbish process:

\* Disassemble and inspect for damage or excessive wear or rust pitting. Must meet my quality standards. If they pass inspection: then I remove door check pins( these are pressed in and must be cut out). Remove pins and bushings in upper hinges.

\* Square up hinge bodies. Bore & ream to fit oversized pivot pins in lower hinges. NO BUSHINGS.

\* Install new roller pins by MIG welding with new wave springs and refurbished rollers

\* Tighten upper hinges.

\* Prime hinges with Automotive grade primer. Compatible with enamel or lacquer.

\* Install new Oil-lite bronze bushings and new pins in upper hinges

\* Lube all pins and other moving parts with a Teflon lube

\* Install pins and "S" lower pivot springs

\* Chase all threads with proper sized thread chaser die

\* Mark hinge install location on hinge bottoms

\* Package in moisture proof, sealed heavy thickness transparent packaging

\* Box up , enclose packing slip, install and adjust instructions from service manual

\* Ship out by US Priority Mail

Mention you are a member of Inland Mopars Car Club, FABO, FBBO, or FEBO and receive a 10% discount from retail prices:

A-body 67-78 Retail \$180.00 Member price \$162.00

B-body 62-65 Retail \$219.99 Member price \$198.00

B-body 67-70 Retail \$180.00 Member price \$162.00

B-body 71-78 Retail \$219.99 Member price \$198.00

E-body 70-74 Retail \$199.95 Member price \$180.00

All prices are exchange plus refundable core charge and Priority Mail shipping. \$13.50 in the lower 48

Also New factory key blanks and door springs are available.

Thank you for all of your prior and future business:

REMEMBER-MOPAR OR NO CAR

PAY-PAL, Postal Money Orders accepted.

### Club Member Recommended Businesses (cont)



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



Recommended by Bill Heckman



Mention Inland Mopars & get a 10% discount on parts



Recommended by Inland Mopars

### MOTECH PERFORMANCE



They do very nice work



Recommended by Inland Mopars

More to come

## Upcoming 2017 Events (Mopar & non-Mopar)

Check [www.socalcarculture.com](http://www.socalcarculture.com) for latest updates & additional events

October		November	
1	Club Meeting @ 27th Annual Veteran's Memorial Car Show, Sylvan Park, Redlands	5	Daylight Saving Time ends
7	3rd Annual Patriots & Paws Car and Motorcycle Show, Canyon RV Park, Anaheim	5	Club Meeting, location Cowgirl Café, Norco 9:00 Breakfast, 10:00 Meeting 2018 Officer Nom. & Elections
8	8th Annual Ontario Elks Car Show	9-12	NHRA Finals, Pomona
8	Long Beach Hi-Perf. Swap Meet	10	"A Flag For Every Hero", Riverside National Cemetery, 8-11AM
13-15	NMCA West World Finals, Fontana	11	Mopars & Friends at Extreme Automotive, Corona, 10AM-2PM
13-14	Murrieta Rod Run, 1973-older	12	Long Beach Hi-Perf. Swap Meet
14	30th Annual Placentia Heritage Days Car Show	18	Guns & Hoses Car Show, Ontario Police Dept, Ontario
15	Pomona Swap Meet		
20-22	2017 California Hot Rod Reunion, Auto Club Raceway, Famoso		
28	Fall Fling, Woodley Park, Van Nuys		

### October

- 1: H.O.L.R. 7<sup>th</sup> Annual Gobble Gobble Car Show, Rancho Cucamonga - flyer available
- 1: 3<sup>rd</sup> Annual POL Open House Show & Shine & Toy Drive, Corona - flyer available
- 1: 27<sup>th</sup> Annual Veterans Memorial Car Show, Sylvan Park, Redlands - SOLD OUT
- 1: Inland Mopars Club Meeting, Sylvan Park, Redlands, at the Veterans Memorial Car Show
- 7: 3<sup>rd</sup> Annual Patriots & Paws Hometown Heroes Car Show, Canyon RV Park, Anaheim - flyer available
- 7: 5<sup>th</sup> Annual Rendezvous Back to Route 66, San Bernardino - flyer available
- 7: 24<sup>th</sup> Annual Fall Finale Car Show 2017, San Joaquin Valley Mopars, Madera - flyer available
- 7: Imperial Beach AutoFest 2017, Portwood Pier Plaza, Imperial Beach - flyer available
- 8: Ontario Elks 8<sup>th</sup> Annual Car Show, Ontario - flyer available
- 13-14: Murrieta Rod Run, Murrieta
- 14: 31<sup>st</sup> Annual Placentia Heritage Car Show, Placentia - flyer available
- 14: 3<sup>rd</sup> Annual Saint Margaret Mary Car Show, Chino - flyer available
- 14: Lake Norconian Club Foundation Car Corral & Brewfest, Norco, flyer available
- 20-22: 2017 California Hot Rod Reunion, Auto Club Famoso Raceway, Bakersfield
- 21: 2nd Cars & Stars Car Show, Quake Stadium, Rancho Cucamonga - link from [www.socalcarculture.com](http://www.socalcarculture.com)
- 22: Cops & Rodders Fall Pow Wow, Embarcadero Marina Park North, San Diego - flyer available
- 28: Fall Fling, Woodley Park, Van Nuys - flyer available

### November

- 5: Inland Mopars Club Meeting, Cowgirl Cafe, Norco
- 5: Oldskool 66 Cruzers Car Show, Spark of Love Toy Drive, Upland - flyer available
- 9-12: NHRA World Finals, Pomona
- 10: A Flag for Every Hero, Riverside National Cemetery
- 11: Mopars and Friends at Extreme Automotive, Corona - flyer available
- 18: Guns & Hoses Car Show, Ontario - flyer available

## 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 - California

- 1973 Plymouth Fury III 2dr coupe (C-body), stock 360 CI with Edelbrock Fuel Injection (not stock but drivability improved), stock 727 Torqueflite trans, dual exhaust with Flowmasters, A/C works well and brought up to date with "R134" coolant, Mobil 1 oil, good T/A's, 3.23 gears. One family owned (mother in law's car). 127,000 miles, original Sahara Beige paint with some road rash, light parchment interior with no rips or tears new off white vinyl top. Total produced, 34, 963. Have the build sheet. Registration current, inside storage, covered. Located in Rancho Cucamonga. No reasonable offer refused.



Call Don Driftmier at 951-206-5731 or e-mail [ddriftmier@nhepictures.com](mailto:ddriftmier@nhepictures.com) for info or to view the car.

- Mopars at Extreme Automotive 2016 t-shirts, sizes; large thru 3X, \$10 with \$3 going to the Ft. Irwin toy drive fund.

Call Mike 951 212-0817 or e mail [limedust70@gmail.com](mailto:limedust70@gmail.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](mailto:limedust70@gmail.com)





## Nuts & Bolts-(cont)

### For Sale – California (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.

Call Philip Leatherman at 951-371-9730 or [www.extremeautomotive.org](http://www.extremeautomotive.org)



- '68 Dodge Superbee.
  - Purchased new, May 1968 in Walla Walla, WA... have orig window sticker, warranty card and build sheet, driver's manual. College graduation present...then driven to SoCAL, where it remained 'til present.
  - 383 Magnum, engine, trans, diff.... never been out of car.
  - Added solid state ignition and Edelbrock carb in 1992, along with free-flow mufflers.
  - Re-painted with factory supplied paint ...factory seat covers, carpet, headliner, bumpers re-chromed, windshield (1992).
  - Removed orig roof-mounted shoulder belts in 1992...all six seat belts are originals.
  - Dashboard, steering wheel ...all orig. Door panels replaced in 1992 (Year One).
  - All original sheet metal, no accidents (other than minor parking lot dings)...no Bondo.
  - Brakes, new wiring harness, instrument dials, radio redone (2011)
  - 15" wheels and BFG's in 2013, 206K original miles.
  - All suspension and underbody is basically original (some bushings, etc replaced along the way). Rebuilt orig brake booster (2016).

Call/text Dale 805-404-1920



## Nuts & Bolts-(cont)

### For Sale – California (cont)

- New never used 6 pack manifold for small block with air filter housing, \$450 obo



- Purple shaft new in box with tappet set, P4120233, 292/292 76 overlap, 509/509 lift, for manual or auto trans, \$250



- Cam shaft and lifter set, P4529958, 284-284-72 degree, .484 intake and exhaust \$300



- Rebuilt 904 trans for slant six engine, has not been installed since rebuild, \$400 obo
- Push button shifter, came out of '62 Plymouth Valiant, was rebuilt and never went back into the car, instead the kid who had it put a 3 speed manual in it, thinking it was cool to shift manually

Call Rick at 951-966-8134 for any of the above

- 1965 Coronet. I HAVE A FLYER ON THE CAR, NO PICTURES. CAR SOUNDS GREAT & RUNS STRONG. ROLLER CAM, INDY ALUMINUM HEADS, DEMON CARBS, INDY SIX SHOOTER INTAKE, A-518 4 SPEED AUTO OD WITH SHIFT BODY, 8.75 REAR END WITH 3.91 GEARS, DISC BRAKES ON ALL FOUR & ORIGINAL INTERIOR. OVER \$40.000 INVESTED. VERY NICE. 500 HP 408CU. 360 4' STROKER KIT, NEW BLUE PAINT JOB & MANY MORE SKUS. Asking.32.000K.

Call Larry at 951-306-4805



## Nuts & Bolts-(cont)

### For Sale – Nevada

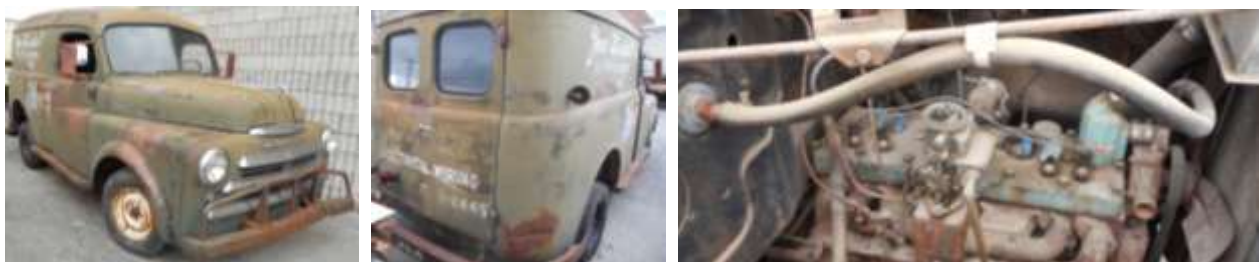
- 1969 Plymouth Road Runner, 383 Magnum 4 barrel, 727 Torqueflite, 3:23 8  $\frac{3}{4}$  Rear Axle, Bucket Seats, Column Shift - RESTORATION WELL UNDERWAY - Over \$30,000.00 invested in parts and labor (not counting the cost of the car). The car was sandblasted top and bottom, sealed and primed. All 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](mailto:spfxvegas@gmail.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](mailto:spfxvegas@gmail.com)



## **Nuts & Bolts-(cont)**

### **For Sale – Nevada (cont)**

- A member of Mopars of Las Vegas is selling a 1970 Challenger 4 speed Pistol Grip Six Pak that was her dad's car. You might still be able to see the car for on the Mopars of Las Vegas website too, [www.moparsoflasvegas.net](http://www.moparsoflasvegas.net) . The car has all the documentation. Best offer begins at 60K. 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](mailto:moparsoflasvegas@cox.net)



- 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](mailto:niteghardian@aol.com)



## **Nuts & Bolts-(cont)**

### **For Sale – Nevada (cont)**

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

Call Smilin' Ed 702-807-1408 or e-mail [moparsoflasvegas@cox.net](mailto: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 – Texas**

- '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](mailto:Heeman40@aol.com)



### **Free**

- None

### **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](mailto:leatherman.mary@gmail.com)

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# **Mopars & Friends at Extreme Automotive Toy Drive for Ft. Irwin**

**Hosted by Inland Mopars &  
Extreme Automotive**

**Saturday November 11, 2017, 10:00 a.m. - 2:00 p.m.  
Okay to hang out longer**

**18889 Groveswood Drive, Corona, CA 92879**

**Refreshments will be provided 11:00 to 1:00**