



# SCAT PACK NEWS

Volume 24, Issue 4-April 2018



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Follow us on all of the above

## **President's Message**

Ken Hamer

### ***Small Mopar World***

***(April 8th meeting will be at the Cactus Cantina)***

I received an email a couple of days ago from a gentleman in Chico, CA, who is trying to document the history of his car. He said the prior owner he purchased his 1962 Dodge Polara 500 from lived in Calimesa. He's worked the past year-and-a-half to get everything right on the car. When cleaning out the trunk, he found a couple of very old Inland Mopars Car Club decals and a plaque from the "6<sup>th</sup> annual Rosa Maria's Wild Summer Nights", a car show in the Inland Empire. Through some additional online detective work he found information his car had once belonged to a former Inland Mopars club member by the name of Suzanne Koch.

I checked with a couple of founding club members who both remembered the former member but couldn't say with certainty that this was owned by Suzanne while a member of Inland Mopars.

I called the current owner, David Hurd, and advised him of what information we were able to piece together. He was very thankful to find out any additional information on his current car.

Mr. Hurd is a die-hard Mopar guy who said he's owned all years and sorts of B-body Mopars over the years. He is currently a member of the Capital City Mopar Club but doesn't get to many of their meetings because of the 87-mile one-way drive to club meetings. He said his car is doing very well at NorCal car shows with awards from 6 of the 7 shows he entered last year. He also reported he gets a ton of questions about the car because not too many people are familiar with the 1962 styling.

Keep on the lookout for this pretty Polara if you attend a NorCal car show.



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**April Birthdays**  
(From the 040418 roster)

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

Camille Counts	6
Cynthia Parris	13
Linda Merken	18
Daemon Garcia	24
Joey Garcia	28

*Happy Birthday to you*

**\*Cowgirl Cafe**  
**9 am breakfast, 10 am meeting**  
**2849 Hamner Ave**  
**Norco, CA 92860**

**2018 MEETING SCHEDULE**

- January 7 (Norco)\*
- February 4 (Norco)\*
- March 4 (Norco)\*
- April 8 (at CSDR)
- May 6
- June 3 (tbd)
- July 1
- August 5 (club picnic)
- September 2
- October 7 (tbd)
- November 4
- December 2

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

**Bits ‘n Pieces**



Similar discussion had taken place at the March 11 CSDR measuring breakfast gathering at the Cactus Cantina in Riverside. Which is a reminder, the Cactus Cantina will be the location of the April 8<sup>th</sup> before-the-meeting-breakfast. Breakfast at 9:30 then over to CSDR for the 11:00 meeting.

**DO NOT GO TO THE COWGIRL CAFÉ IN NORCO EXPECTING TO FIND A MEETING. BUT YOU ALREADY KNOW THAT BY NOW.**

Cactus Cantina, 151 Alessandro Blvd, Riverside, CA 92508

If you want a preview, you can view their breakfast menu here:

[https://www.tripadvisor.com/Restaurant\\_Review-g32978-d2687580-Reviews-Cactus\\_Cantina-Riverside\\_California.html](https://www.tripadvisor.com/Restaurant_Review-g32978-d2687580-Reviews-Cactus_Cantina-Riverside_California.html)

## President's Message (cont)

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We are coming up on our annual charity-benefit "Mopars In May At CSDR" on May 20<sup>th</sup>. Our April club meeting will be Sunday, April 8<sup>th</sup>, in the Bummy Room or the Social Hall at CSDR so we can finalize the last little bits of planning for our show. For everyone wanting breakfast prior to the meeting, we will be meeting at 'Cactus Cantina' at 9:30AM, 151 E. Alessandro Blvd, Riverside, CA 92508. 'Cactus Cantina' is about 10 minutes from CSDR.

April is a busy month with the two club activities. The first is the 10<sup>th</sup> Annual Chaffey College Car Show on Sunday, April 15<sup>th</sup>. We will discuss a meeting time and place at our April club meeting so everyone bringing their Mopars can park together.

And less than two weeks after the Chaffey College show we'll be leaving for MATS in Las Vegas. We will also discuss MATS details at our April club meeting.

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. //




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## Gatorade

Sil Brander sent this observation, which came with the attached opinion:

Ahhh, Today's "educated" protester.  
Next week she's probably going to  
campaign against baby oil.





## Inland Mopars on the Go

Didn't seem to be much going on in the way of the club doing much in March.

Steve Backer did get over to Phoenix, Arizona for the 33rd Annual High Energy Mopar Invitational (HEMI) car show and came home with a Second Place award in the Prowler & Viper Class.

A couple of weeks later, a little closer to home at Legends Burgers monthly car cruise in Rancho Cucamonga, he & his Viper received an award for Future Classic.




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## Mopars in May at CSDR

Mopars in May at CSDR is fast approaching. Those who attended the March club meeting heard that in late February a meeting was held at CSDR. Since I could not attend Steve Backer represented us. The one additional requirement that came out of the meeting was we needed to submit a plan to CSDR who would then submit it to the Riverside fire marshal. Sunday March 11, Steve Backer, Bill Heckman, Bill Whitson, Ken Hamer & I spent a couple of hours at CSDR measuring to make sure we had 20 foot parking areas & 20 foot aisles. It has been two weeks since this was submitted and I have not heard anything back. I don't know if that is good or bad, or at the April club meeting at CSDR we will get the okay or...

Flyers have been e-mailed to previous show attendees so registrations have started to come in. I did not send out 700+ hardcopy flyers as in the past but am relying on word of mouth & the phone to reach anyone else who is interested.

The modern muscle judging is still an issue but we will try it & see how it works. Opportunity drawing items are still needed. I know we have some left from last year but we can always use more.

I will leave it there for now.

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## Fort Irwin Toy Drive

There are a couple of upcoming events that are supporting our Fort Irwin toy drive.

The first one is the 5<sup>th</sup> Annual Motech Performance Open House to be held Saturday May 5<sup>th</sup> in Murrieta. I have been in contact with Chris Field and he likes the idea of adding a bring a toy request to their annual event. I haven't seen their flyer yet but it would be a good idea to support their open house. Several of us went a couple of years ago and it was a fun event. And they fed us.

The second is the 8<sup>th</sup> Annual Kiwanis Club of Rancho Cucamonga Cruise for Kids to be held June 3<sup>rd</sup> near the Farmer Boys in Rancho Cucamonga, off Milliken & Foothill. This is the show we would park our cars at and then go to the club meeting at Carrows. I have e-mailed their flyer to the club. This will need to be discussed at the April meeting since it is another club meeting day.

The third one was proposed by Motech Performance in Murrieta to be held closer to the old Mopars at Extreme Automotive date (would have been November 10). This is still in the planning stages.

## Hamburgers & Drag Racing

# Join HOT ROD's and In-N-Out Burger's 70th Birthday with Drag Racing at Pomona!

Written by Phillip Thomas on March 20, 2018  
Hot Rod Staff - Videographer;



That's right, in 1948, two Southern California icons, In-N-Out Burger and HOT ROD Magazine, opened for business within 25 miles of one another. In the decades since, the companies have something of a shared history – the same classic street rods and muscle cars from the pages of HOT ROD could often be found cruising at the nearest In-N-Out. Come join us in celebrating 70 years of burgers and burnouts on **November 17<sup>th</sup> at the Auto Club Raceway in Pomona, CA**. It will be an all-day party at the drag strip with In-N-Out Burger Cookout Trailers, prizes, and one of the rarest track-days you'll ever find as the hallowed lanes of Pomona will be open!

For 70 years, In-N-Out Burger and HOT ROD have defined some of the core tenets of even today's population of gear heads and burger fans. While we've been serving you the freshest hot rods and customs for our 70-year history, smiling In-N-Out staff have been serving the freshest and highest-quality burgers, fries, and shakes to loyal customers at over 325 locations.

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## Hamburgers & Drag Racing (cont)

In-N-Out Burger was California's first drive-thru restaurant, founded by Harry and Esther Snyder. "My grandparents would be so proud to see how much our In-N-Out family has grown," Lynsi Snyder, president of In-N-Out, told us. "We're huge car lovers, so there's no better way for us to celebrate than with HOT ROD!"



Not only will there be nostalgia drag racing exhibitions, a look back at our own history with cover and feature cars coming to the shindig, and a show-n-shine with In-N-Out's Special Picks and Editors' Picks grabbing prizes, but we'll host an open test-and-tune on Auto Club Raceway's drag strip, a rare treat for hot rodders with usually only the NHRA running cars down track for Nationals races – yeah, you won't want to miss out on this opportunity.

Come run one of the most iconic tracks in drag racing history! On the way back to the pits, stop by one of In-N-Out's Cookout Trailers for a freshly-made Double-Double. See you there!

Follow HOT ROD Magazine on [Facebook](#) or [Instagram](#) ([#burgersandburnouts](#)) for the latest updates, and [remember to save this page](#) for more details on our 70<sup>th</sup> Anniversary!

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## Hamburgers & Drag Racing (cont)

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### WHAT, WHEN, WHERE?

In-N-Out Burger and Hot Rod Magazine's 70<sup>th</sup> Anniversary Celebration  
Saturday, November 17<sup>th</sup>, 2018 with gates opening at 8:00am  
Auto Club Raceway Pomona 2780 Fairplex Drive Pomona, CA 91768

### SPECTATOR TICKETS:

Spectator tickets go on sale April 3.  
Advance tickets are \$15, on-site tickets are \$20.  
Children 12 and under are free with a paid adult.

### REGISTER YOUR CLASSIC CAR!

Participant registration will open April 3.  
Show participant registration: \$40 pre-registration, \$50 on-site.  
Show participant + track day/racer: \$65 pre-registration, \$75 on-site.



To be discussed at the April meeting as a possible November club event.



## Inland Mopars at the 2019 GNRS Prep

Ed Sobiecki submitted the following article on engine compartment detailing. Since January 2019 is fast approaching and Inland Mopars is going to have a twelve vehicle display at the Grand National Roadster Show, Ed's submittal is very timely. Start now and the months of December & January will be much more relaxed.

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Improve the appearance of your vintage **vehicle's engine bay in time for** cruising weather

[Thomas A. DeMauro](#) on Mar 22nd, 2018



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*1963 Dodge 330, 426 Max Wedge. Photography by  
the author unless otherwise credited.*

Though there may be snow on the ground where you are, just like there is where I live, the 2018 cruising/show season will be upon us before we know it. Have you gotten any work done on your vintage car over this winter?

If you could use a wakeup call, this article will remind you of several engine bay areas that may benefit from your attention, and it will get you thinking about what you'd like to accomplish visually under the hood. I'll point out a few items you may have to fix before you begin to make them pretty and typical areas where the overall visual impact may currently be diminished. An additional advantage of all the inspection work is that you will also be able to spot and correct some potential mechanical and electrical issues before they become more significant.

More of us own weekend drivers that may participate in local shows than concours-restored cars, but that doesn't mean we can't use photos of highly detailed engine compartments for inspiration, so some are provided in this article. Keep in mind, however, that they aren't here to offer an unrealistic expectation that a couple of weekend's worth of work will net similar results. Generally, long hours, substantial expense, and often the expertise of professional restorers were required to produce these pristine engine bays. However, even if they aren't of your specific car, examining the level of detail that they possess can help you to decide how far you would like to go with yours. There are many choices available to you, but only you can decide what fits your budget, timeframe, and skillset.

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## Inland Mopars at the 2019 GNRS Prep (cont)

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*1969 Ford Mustang Mach 1, 351 Windsor.*

Examine your car's engine bay with a critical eye, like it's in a vehicle that you're thinking of buying. You may be surprised by how much more you see. Then decide, does it simply need a bit of touchup here and there to bring it up to your standards? Does it need moderate work, or does it require a complete restoration to satisfy you?

How much disassembly do you want to perform to repaint certain areas? Will it be a quick masking off of parts and painting around them, or will you prefer to remove some or all bolt-on items before repainting the areas they're attached to? Will you use spray cans or a paint gun and an air compressor? Will you be satisfied with using paint to replicate finishes that were plated from the factory or would you rather spend the extra time and incur the additional expense of having parts replated? Do you want to simply make what you already have look much better, or do you have to have the correct factory parts in most or all instances right down to belts, hoses, fasteners, and decals? Do you desire to go so far as to note and recreate the assembly-line markings, paint daubs, and stamps? Is the ultimate goal for your car's engine bay to look presentable? Impressive? Factory new? Over restored? There are more considerations, but you get the idea.

Begin to improve upon the areas that you find lacking now, and possibly you won't have to think about them once the weather is warm and sunny, and you could be driving or showing your car instead. And you'll no longer have to be shy about popping the hood at an event or to show your friends.

Even if you can't do the work now, you can still at least inspect the under hood area to make a list to prepare for working on it in the Spring.

### **Oil, Coolant, Fuel, or Fluid Seepage**

Any type of liquid leaking under the hood presents a potential hazard, so of course you should fix those immediately. What I'm discussing here, however, are the typical trace amounts of seepage that can go unnoticed, but soon stain areas and detract from the overall appearance of the engine compartment.

The rocker covers, breather, oil filler cap, PCV grommet, oil filler tube and more, depending upon the engine design, can all be prone to seepage that looks terrible, especially when it combines with under-hood dust and dirt to form dark stains. New seals, grommets, or gaskets should correct the issues, and a degreaser can clean up the area. If it persists with the rocker covers, check for warped sealing surfaces due to previous over-tightening of the fasteners.

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## Inland Mopars at the 2019 GNRS Prep (cont)

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Examine the upper and lower radiator hoses, heater hoses, thermostat housing, and water-pump area for signs of coolant seepage. Specific engine designs could provide additional areas to check. For instance, Pontiac V-8s like to seep where the engine's timing cover's coolant passage connects to the intake manifold, leaving a small puddle at the front of the valley pan. At the same time, you can check the hoses for dry rot, swelling, and other causes for replacement.

The power-steering pump may seep fluid from its seals, top, or hose connections. It could also seep through the vent in its top (if so equipped) if the fluid level is too high.

Look for stains on the carb(s) and intake manifold from fuel seepage. Properly tightening loose carb body screws may stop seepage from the carb body gaskets if you're lucky. If not, it will have to come apart to change the gaskets.



1968 Pontiac Firebird 400, Ram Air II.



1969 Chevy Z28, 302.

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## Inland Mopars at the 2019 GNRS Prep (cont)

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### How's that Engine Paint?

Stained or peeling paint, and exposed rust all undermine the appearance of your car's engine; so, do touchups where needed or repaint altogether. Remove as many non-engine-color parts as is practical before painting, and seal all openings. Be sure to thoroughly degrease the area, scuff the existing paint or strip to bare metal, and then degrease it again to give the new paint a fighting chance to stick. On some engine designs, the paint loves to burn off the exhaust ports on the cylinder heads and the intake heat crossover, due to the higher heat. If you drive your car regularly, you'll likely have to touchup those areas more frequently. Make sure you have the proper ventilation (and a respirator) if you are painting inside during the winter. If not, wait until the warmer weather when you can do it outside.

### No Appreciation for Rust

Generally, the worst under hood rust offenders are the cast-iron exhaust manifolds and brake master cylinder, not to mention various fasteners and other metal parts that are susceptible. Myriad rust-removal products are available, as are paints formulated to look like bare cast-iron and steel etc. that can stand up to high temperatures. It may take some time and elbow grease to eliminate the rust and refinish the affected areas, but the results will be worth the effort.



1972 Oldsmobile 442, 350.

### Someone Painted it All Black

Scrutinize the photos in "for sale" ads for vintage cars and you'll likely find some that feature engine compartments spray-bombed entirely in black, including all of the firewall-, inner fender well-, and radiator support-mounted components. It's an old trick to make a tired engine bay look cleaner without having to remove or mask-off a lot of items. It also makes the engine—if it's painted a different color—standout from what were cluttered surroundings. It looks better than the worn and rusty surfaces it may be covering, but it's generally a short-term and obvious cover up. And in a stock vehicle it doesn't come off as well as having each of those items presented in their original finishes or something close to them. Conversely, if your engine is modified and you want to draw more attention to it, properly blacking out other items in the bay can be effective.

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## Inland Mopars at the 2019 GNRS Prep (cont)

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### Engine Bay Paint

The firewall, inner fender wells, radiator support, and other associated engine bay panels are painted black from the factory in certain cars. Sometimes referred to as satin, semi-gloss, semi-flat, underhood, or 60-degree gloss black, many resto companies offer black paint in spray cans to replicate the factory finishes. However, for cars that have the firewall or the entire engine bay painted body color, you will likely have to get the color custom mixed, and put into spray cans if you're not using a spray gun.



1971 Buick GSX, 455.

### Additional Underhood Items and Engine Accessories

Pulleys, fan, alternator and it's fan, brackets, distributor, vacuum hoses, fuel pump, external voltage regulator, wiper motor, power brake booster, hood hinges, hood latch, radiator, horns, and more items may need your detailing attention, so inspect them all. At the same time, see if the belts and vacuum hoses need to be changed, and if any fasteners require tightening.

### Remanufactured Clues

Remanufacturers' decals still on alternators, power-steering pumps, or other parts are fine for regular work-a-day drivers, but their appearance does detract from a stock engine bay that you plan to show off. Also, anything that obviously looks like auto parts-store replacement items with their logos or brand names on them can do the same, as can mixing red replacement heater hoses with black ones, etc. Depending upon the item, a little bit of prep and paint can make those aftermarket replacement parts appear at least close to factory issue. Conversely, if your engine compartment has lots of aftermarket performance parts, you may prefer to have all of their names and logos displayed.

### No Crush

If you have an open-element air cleaner, make sure that the filter element hasn't been partially crushed due to overtightening of the lid's wing nut. We see this periodically at the shows.

### What Happened to the Rest of that A/C system?

Many of us own vintage vehicles with incomplete A/C systems—me included—and I've written about this in a previous blog. One rationale is, if the system isn't going to work anyway then why spend a bucket of money to get new parts or reinstall the old ones that are no longer functional? It all depends on how important it is to you to have the engine bay look complete. For cars that have retained the larger parts—the compressor, evaporator, firewall-mounted case, and the condenser etc. — it may be worth it to find and install many of the smaller under hood system parts just so it appears to be complete, even if it doesn't actually work.

## Inland Mopars at the 2019 GNRS Prep (cont)

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*1970 Mercury Cougar Eliminator, Boss 302. Photo by Daniel Strohl.*

In instances where most everything was already removed, depending on the make and model, there may be some fairly easy fixes. Block-off plates for the firewall are available for some cars, as are heater boxes that replace the evaporator case and have extension panels added to mount over A/C-specific firewall openings while retaining the heating system. Using one negates the need to weld patches onto the firewall when eliminating the A/C components. Though it may not look totally stock, it will look better than the case on the firewall with disconnected evaporator hard lines sticking out of it.

### Suspension

Inspect the front-suspension and steering-system components that are visible under the hood for rust and chipped or peeling paint. If your car is stock, replicating factory-appearing finishes in these areas, even via rattle cans, can go a long way toward improving visual impact of the engine compartment.

### Inner Fender-Well Dust/Splash Shields

We see a lot of cars missing these shields, including mine, currently. They help to complete the under hood look and keep the amount of road grime entering the engine compartment to a minimum. The shields are reproduced for many cars, so they're a win/win/win.

### Don't forget the easy stuff

If reproductions are available for your car, a new white plastic radiator overflow tank and windshield-washer reservoirs can replace yellowed ones, and a new under hood pad can be swapped in for a tattered one quickly and easily. Also check the condition of the paint on the underside of the hood. Applying reproduction factory engine-bay decals in place of worn or missing ones will add a finishing touch.

### Chase Wires

Inspect all the under hood wiring for paint overspray to remove; torn or missing wrap, tape, or loom to replace; questionable prior splices and repairs to correct; and general damage. Make sure the wires' insulation isn't brittle, ensure the clips are there to hold them in place, and that the connections are tight.

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## Inland Mopars at the 2019 GNRS Prep (cont)

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1969 Plymouth Road Runner, 440 Six Barrel. Photo by Matthew Litwin and Terry Shea.

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## Upcoming 2018 Events (Mopar & non-Mopar)

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

### *April*

- 8: Inland Mopars Club Meeting, location CSDR
- 14: Corn Feed Run, Chino
- 14-15: Spring Fling, Van Nuys
- 15: Chaffey College Car Show, Rancho Cucamonga
- 21: NSRA Safety Appreciation Day, Extreme Automotive, Corona
- 27-29: MATS, Las Vegas

### *May*

- 5: 5th Annual Motech Performance Car Show & Open House, Murrieta
- 5: 5th Annual San Dimas High School PTSA Car Show, San Dimas
- 5: Edelbrock 2018 Car Show, Torrance
- 6: Inland Mopars Club Meeting, location tbd
- 12: The American Car, Truck & Bike Show, Bakersfield
- 19: Mopars in May at CSDR car show prep, CSDR, Riverside
- 20: Mopars in May at CSDR Car Show, CSDR, Riverside
- 15: Chaffey College Car Show, Rancho Cucamonga
- 21: NSRA Safety Appreciation Day, Corona
- 27-29: MATS, Las Vegas

### *June*

- 3: 24<sup>th</sup> Annual Inland Valley Street Rods Rally & Cruise, Ontario
- 4: Inland Mopars Club Meeting, location tbd
- 4: Kiwanis Club of Rancho Cucamonga 8<sup>th</sup> Annual Cruise for Kids, Rancho Cucamonga
- 8-9: Rialto Rotary Run Whatcha Brung XXV, Rialto

## Nuts & Bolts-

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

- Mopar Dodge Plymouth 6-Pack, HEMI distributor 1970, USED 2875982 date code 42 9. "1970 C body Plymouth Sport Fury. production, date 42nd week 1969. IBS 4017A Dual Point - 440-6 - Auto - Fits 1970 B body Dodge Coronet R/T, Charger R/T, Super Bee, Plymouth Road Runner, GTX, Super Bird, 1970 E body Dodge Challenger R/T, Plymouth 'Cuda 440-6 models with 440 HP engine and 3 X 2 barrel carbs with auto trans, 1970 C body Plymouth Sport Fury. This is a complete Chrysler dual point unit with original tag. Excellent condition



Call Garrett 760 559-0356 or e- mail  
[kpellis358@aol.com](mailto:kpellis358@aol.com)

- 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