



SCAT PACK NEWS

Volume 24, Issue 9 – September 2018



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Follow us on all of the above

President's Message

Ken Hamer

2019 Is Going To Be Special



As most of you know, 2019 will be the 25th year for Inland Mopars Car Club! And they said it would never last. (They who?)

We are going to start 2019 off with a major step up at one of our favorite annual events - a 12-car display at the Grand National Roadster Show at the Fairplex in Pomona. We received confirmation that the twelve spots have been reserved for us so all we need to do now is decide which twelve club member cars are going to be displayed.

We have several cars currently under construction and heading to a last-minute push to completion so they will be ready to make their debut. The cutoff date for turning in the Vehicle Entry Forms is November 1, 2018. I contacted the show producer, Rod Shows, to see if it might be possible to turn in the Vehicle Entry Forms and then supply their required pictures later - just in case some of those under construction rides might not be photogenic in time. They advised the photos are only for the show program, so if any of you aren't interested in seeing your car in the show program, then you do not have to supply the required photos. If you do, then you must have photos turned in no later than December 1st (the Vehicle Entry Forms still need to be in no later than November 1).

In order to make sure we get in, please have your completed Vehicle Entry Form ready to turn in no later than our October club meeting at the Ontario Elks Car Show on October 7. Bring it to the club meeting together with the required photos: front quarter view, rear quarter view, interior and engine compartment, and your check or Money Order in the amount of \$150 made out to "Rod Shows". All GNRS entries will be mailed together.

Continued on Page 3



INSIDE THIS ISSUE	
President's Message	1
Club Officers	1
Birthdays	2
Meeting Schedule	2
Bits 'n Pieces	2
August Meeting Minutes	4
Toy Drive Update	5
Club Picnic	6
Burgers and Burnouts	6
Liquid Glow Racing	7
Challenger 2	10
Businesses	12
Upcoming 2018 Events	14
Magazine Feature Car	15
Nuts & Bolts	16

September Birthdays

(From the 062418 roster)

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

Debbie Whitson	6
Lynda Kuramoto	8
Steve Backer	15
Ken Benedict	19

****Cactus Cantina
9 am breakfast, 10 am meeting
151 Alessandro Blvd
Riverside, CA 92508**

Cruise for Kids Car Show, Rancho Cucamonga

Ontario Elks Car Show, Ontario

2018 MEETING SCHEDULE

January 7 (Norco)*
February 4 (Norco)*
March 4 (Norco)*
April 8 (at CSDR)
May 6 (CC)**
June 3 (Cruise for Kids)
July 1 (CC)**
August 5 (club picnic)
September 2 (CC)**
October 7 (Ontario Elks)
November 4 TBD
December 2 TBD
Meeting 1 st Sunday of the month except as noted

Bits 'n Pieces

Mopars & Friends at Extreme Automotive 2018 - Nope

As mentioned in the August newsletter, I had talked with Phillip Leatherman at Extreme Automotive and he was willing to hold another Mopars & Friends at Extreme Automotive this year. Seems his plans on buying the Corona house & shop have changed so we have changed. Get ready for Mopars at MoTech Performance in Murrieta. Same date, same times, same format. I know a group usually goes to the World Finals on Friday. Saturday morning will be the Flag for Every Hero flag placement at Riverside National Cemetery, but it usually goes fairly fast so you could still make it to MoTech by 10:30-11:00. Food will be served at noon. Some of you have been to their open house held earlier in the year.

And speaking of Mopars at Extreme Automotive, I still have some Mopars at Extreme Automotive 2017 shirts left. Steve Backer was asking when they were going to go on sale. They have always been on sale, just not at a sale price. Now they are \$10.00, with \$3.00 still going to the toy drive fund. I have medium, large & 2x sizes. I will have them at the September meeting or they can be mailed for postage.

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



President's Message (cont)

Continued from Page 1

In case you didn't attend the August club meeting before our summer picnic, this is the first you are hearing that we are doing things differently this year because of the size of our 2019 club display & to keep Sam from having a coronary. Everyone deciding to show their car in the 2019 GNRS will pay to enter their car. If you follow through and have your Mopar in the club display, Inland Mopars will reimburse you \$75 of your entry fee. If something happens and you either change your mind or something happens to keep your car out of the show, then you will not be reimbursed. It was decided at the August club meeting to do it this way.

We will have further discussion at the September club meeting to decide which twelve cars, and alternates, will be chosen to represent Inland Mopars at the 2019 GNRS.

Also, for those who didn't attend our August club meeting, after some discussion about Phil Painter's presentation about MATS, it was also decided that Inland Mopars will no longer participate as a club by directing the show car field at MATS on Friday and Saturday mornings. If anyone individually wants to keep working at MATS, then we certainly encourage you to do so. We will just need to get your information in time to forward to Phil so they will be able to have your entry pass ready for you to 'Will Call' at the event office.

And now, just a little bit of Mopar news for fans of *Graveyard Cars*. Dave Rea has left the show for unspecified reasons. All he had to say on his Facebook page is, "...due to unfortunate circumstances" it was time for him to leave.

Dave has since opened DB Restorations, a Mopar-only restoration shop, in Creswell, Oregon. Best of luck with the new venture, Dave! Visit his shop website at www.dbrestorations.us

If you weren't at our annual Summer Picnic at Sil & Carol Brander's home, then you missed a fun day and some outstanding food. We will be talking about the picnic at our September club meeting on September 2nd at Cactus Cantina. Be there!

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



Meeting Minutes-August

The meeting was called to order at 11:17 AM by Steve Backer.

Present: Steve & Beth Backer, Tim & Diane Baer, Joe Bolin & Tish, Sil & Carol Brander, Lonnie & Robin Clabaugh, Jason & Cat Gibbons, Ken & Judy Hamer, Bill Heckman, Norma Johnston, Ed & Linda Sobiecki, Ken & Kim Strathman, and Bill & Debbie Whitson

Missing today's meeting are: Rick Cook, Mike Counts, Sam Frisby, Joey & Daemon Garcia, Dan Hallisey, Michael Harding, BJ Hayden, Mike Keller, Steve Kuramoto, Al LaVoie, Joe Masters, Rob McLean, Wayne & Cynthia Parris, Paul & Kelly Roddy, Leo & Judy Rowden, John Smithson, Larry & Franki Torres, Scott & Bea Whiteman, and Harry & Robin Windhorst

Ken thanked Sil & Carol for opening their home for our meeting and picnic today. Thanks also to Tim Baer, Lonnie Clabaugh and Bill Whitson for their assistance yesterday in getting the shade units put up. Special thanks for Norma Johnston for all her prep work and cooking of the pulled pork and pulled chicken for today's meal.

Treasurer's Report - None (Sam forgot)

Social Media

- Club Website - No report.
- Facebook - No report.
- Instagram - No report.

Past Events:

July -

- Steve Backer won a *Kid's Choice* award for his Viper at the Galaxy Burger Cruise In in Ontario.
- Ken asked for comments about the club's participation in parking cars at MATS next year. The consensus of opinion is that many will attend MATS but will not be parking cars or staying at the host hotel.

Upcoming Events:

August

- Aug. 11 - Rock-Ola Juke Box Factory Car Show - South Bay Mopars - Torrance. We will have a Ft. Irwin Toys for Kids booth at this event. Members attending: Steve Backer, Ken Hamer and Mike Keller.
- Aug. 25 - South Bay Mopars Summer Picnic - Carson. All are welcome to join in at 9AM. Bring your own food and drinks. Grills will be available.

September

- Sept. 2 - Club meeting at Cactus Cantina, Riverside.
- Sept. 15 - Club Event - Antelope Valley Mopars MoParty Car Show - Lancaster.

Continued on Page 5

Meeting Minutes-August (cont)

Continued from Page 4

Upcoming Events (cont):

September (cont)

- Sept. 15 - Desert Warriors Fundraiser - Adelanto Stadium. We will have our Toys for Kids booth at this show. Those attending the fundraiser will drive to the AV show afterward.

January

- Jan. 25-27 - GNRS - Pomona. We have been reserved a space for 12 cars as a celebration of our 25th Anniversary. In light of the increase in entry fees to \$150, should we have all 12 cars participate, should we have the club cover the entry fees all or in part? After some discussion, Steve Backer made a motion and then amended his motion: the members will pay their entry fees and the club will reimburse them 50% of the fees after the event if they actually are part of the club display. This prevents members from signing up to show their cars and then not participating. Jason Gibbons seconded the motion and it was passed unanimously by the members present. Members interested in showing their cars: Steve Backer, Tim Baer, Joe Bolin, Sil Brander, Lonnie Clabaugh, Jason Gibbons, Bill Heckman, Norma Johnston, and Ed Sobiecki. More discussion is needed on how the 12 cars will be selected from those wishing to participate.

Round Robin:

Steve Backer thanked everyone for the sympathy card on his mom's passing at the age of 82.

Ken Strathman reported that Ford will not be making cars after 2020 and will be focusing on SUVs and trucks.

There being no further business, the meeting was adjourned at 11:49AM.

Respectfully submitted,

Judy Hamer, Recording Secretary

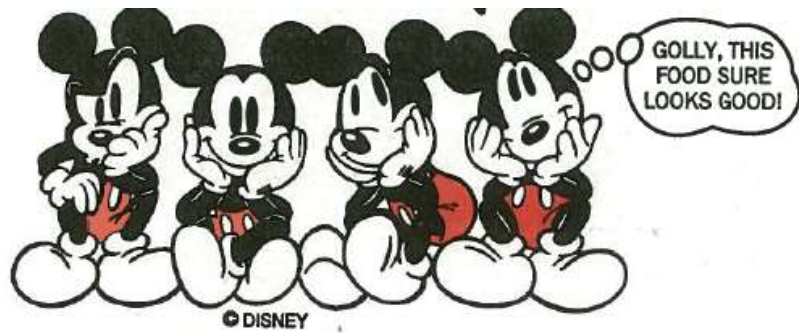
Toy Drive for Ft. Irwin Quick Update (August)

Ken Hamer & I set up the toy drive booth at the South Bay Mopars 14th Annual Rock 'N Roll Cruise In/Car Show held at the Rock-Ola Jukebox factory in Torrance. This is across the street from Edelbrock & Vic's Garage. Due to my screw up a month or so before the event (helps if you send an inquiry e-mail to the right person), we had a light toy turn out. These came from South Bay Mopars members who had been at their meeting the week before when I attended their club meeting to inquire about bringing the booth. Ken brought the donation jar that Judy had put together. We managed to get \$120 in donations. Norma has already been shopping.

In addition to the Mopars at MoTech Performance Saturday November 10, Glendora Chrysler Dodge Jeep Ram is planning on hosting a racers party Thursday evening, November 8. The plan is to have the toy booth there.

I am also working with Liquid Glow Car Care Products in Santa Clarita & Ramona Tire in Rancho Cucamonga for a couple of other toy drives. Dates are TBD. The Christmas party may happen, just not at Extreme. Details to follow. Mike

August Club Picnic 2018



Carol Brander sent a few photos of some of the food before anyone got to it. No one took any people or car photos.



Don't Forget....

#BurgersandBurnouts





Jennifer Caputo-Armstrong Races to Quarter-Finals in Fontana

Jennifer Caputo-Armstrong raced to the fourth round in her first weekend of racing in the NHRA Summit Series Pro class at Auto Club Drag way in Fontana, California. In the Saturday race, her first ever Summit Series race, Jennifer advanced to the second round in her Liquid Glow Racing Magnuson supercharged 426ci Arrington Performance powered 2007 Dodge Magnum.

In an event filled day, Jennifer improved on that in the Sunday race advancing to the final seven cars in the quarter-finals before bowing out.

"This was Jen's third time driving the car in competition," said crew chief (and editor-publisher of MoparMax.com) Richard Kratz. "She's developing at a very rapid rate as a drag racer. NHRA's Summit Series is known for tough competition at participating tracks across the country. There are no easy wins in this series; the best local racers are your competition. The car was very consistent on Saturday and Jen drove really well. In the second round she learned an important lesson about just how hard it is psychologically for a driver to give up the stripe in a close race."



"Another weekend of firsts for me," said Jennifer. "My very first NHRA race and I collected my first NHRA points. There's always room for improvement and this weekend I learned how hard it is to give up the stripe. At the last moment I knew I wasn't gonna beat the car I was racing but instead of lifting I stayed in the throttle and it cost me the race. Good part is I now know how this scenario feels. The next time I'm in that predicament I'll be better equipped to make the proper judgement."



On Sunday, the car was right on the predictions in the first time trial but, in the second time trial the supercharger belt broke. That belt also drives the water pump, so the car overheated as well as suffering the belt breakage.

"When we got the car back to the pits, we had to fix everything to make the first round," said Richard. "Two years ago, Magnuson engineered, built and installed a new two-belt arrangement for our car that dramatically shortened the supercharger belt length. Also, American Racing Solutions provided one of their amazing billet HEMI race belt tensioners. Together, we eliminated the frequent belt breakage problems we used to have. We weren't sure what the life cycle was on the new belt, but we do now. We just learned it the hard way!"

Jennifer Caputo-Armstrong (cont)

Continued from Page 7

Working in tight confines on a hot engine it was touch and go to get the repairs done in time for the first round. Liquid Glow Racing would like to thank Pat Van Dusen and his friend Ricky for pitching in and helping them get to the second round.

"Maggi has been such a solid partner so when her belt broke it was a chance to see how the team worked together under pressure," said Jennifer. "They made first call to lanes for my class and we had not yet gotten her fixed. I was confident we would make the next round but had also mentally accepted we might not. Everyone kept their cool and continued working together as fast as they could. It takes me awhile to get settled in my belts and hooked up to the radio and I realized me standing around watching the team work on Maggi was doing no good so I got myself dressed, belted in, hooked up to the radio and sat patiently waiting for the team to let me know we were ready to head to the lanes. Pat Van Dusen and his friend Ricky were unfortunately done for the day due to a leaky fuel pump so they came over to our pit to lend a hand. I remember Ricky leaning in the window as he saw me getting ready and said 'a little anxious are we?' I replied that I didn't want to be the one we were waiting on when it was time to go. The team got the job done in the nick of time and we were off. Fortunately I won the round but when we got back to the pits we realized that because Maggi had overheated, there were bubbles in the coolant system...this set into motion yet another chance for the team to work under pressure. It was another down to the wire experience but we made it to the lanes in time. Thanks a bunch to Richard, Andy, Fender, Pat Van Dusen and Ricky. Because of all of you we were not only a success at racing but a shining example of teamwork and helping your fellow racer."



The team is very happy with the results of the race. The car gets more consistent with every round and Jennifer gets better with every pass she makes. The team thanks their many partners: Liquid Glow, Magnuson Superchargers, Arrington Performance, JH Stunts, Hedman Heddners, Westminster Performance Transmission, Driveshaft Shop, Diablosport, Media West Realty, LAT Oil, shopHEMI.com, RPM Rollbars, Mountain View Performance, Weld Racing, AEM Electronics, Manley Performance, G-Force Racing Gear, American Racing Solutions, Strange Engineering, iStunt.com, Armstrong Action, JH Stunts, DragRacingOnline.com, MoparMax.com, 2wrap.com and Big John's Performance.

Continued on Page 9

Jennifer Caputo-Armstrong (cont)

Continued from Page 8



About Jennifer and Liquid Glow

Jennifer is an NHRA licensed race car driver and an acclaimed stuntwoman, stunt driver and stunt coordinator and has worked on more than 184 films and television series, including Batman Forever, Independence Day, Star Trek Deep Space Nine, Lethal Weapon 4, Swordfish, The Fast and the Furious, "24", Charlie's Angels Full Throttle, Terminator 3, Starsky & Hutch, War of the Worlds, CSI, Mission Impossible 3, Get Smart, The Mentalist, The Green Hornet, Thor, Law & Order Criminal Intent, The Amazing Spiderman, Blue Bloods, Chips and more than 100 other projects.

Liquid Glow Car Care Products are innovative, easy-to-use high quality American made car care products. All of Liquid Glow's chemical products are proudly made in the USA and are well renowned for their ease of use and outstanding results. Liquid Glow's revolutionary Quick Paint Cleaning System, which incorporates cutting edge paint cleaning technology, allows consumers to simply spray and wipe their way to perfectly clean, smooth paint with a brilliant Carnauba wax shine.

Consumer Contact Information:

Liquid Glow: LiquidGlow.net

Facebook: <https://www.facebook.com/liquidglow.net/>

Jennifer Caputo-Armstrong: jennifercaputoarmstrong.com

Media Contact Information:

Richard Kratz

Email: Richard@LiquidGlow.net

Phone: 661-263-8317



Challenger 2 – Bonneville Speed Week 2018



Mopar Power Gives 50-year old Challenger 2 the Piston-Powered Land Speed Record

50 years after Mickey Thompson's original 406 mph run with the Challenger 2, his son Danny Thompson took the Challenger 2 from storage and began the extensive process of restoring, retrofitting, and updating the vehicle to complete the goal the car was unable to achieve back in 1968 - setting a new piston-driven world land speed record. Bad weather and mechanical problems scuttled earlier attempts, but Danny and his team were back at Speed Week on Bonneville, Utah's Salt Flats, a couple of weeks ago for another shot at the record, with 435mph as the target. And they blew by that with ease.



Two years ago, Danny set the overall AA/FS record at 406.769 mph, but on the first day of 2018 Speed Week the Challenger 2 laid down a mind-numbing 446.605 mph pass - with a broken valve spring. The crew got everything repaired for an attempt at a back-up run on Sunday to confirm a new record. And a new record it was as Danny recorded 450.909 mph for the five-mile run to secure his family's name in the record books. The new official record, which is an average of the two runs, is 448.757 mph.

Rather than the original Ford 427s, the restored Challenger 2 is powered by a pair of dry-block nitro-fueled Hemi V8 engines in an all-wheel drive configuration. Overall horsepower has more than

Challenger 2 (cont)

Continued from Page 10

doubled, going from 600 front engine and 1200 rear engine to an even 2500 per. Twin three-speed gearboxes link the two engines together and counterbalance output, a marked improvement over the original "split gas pedal and Mickey's intuition" mechanism. The front of the car houses two 30 gallon aluminum fuel tanks that hold just enough nitromethane for one full speed pass. The total curb weight approaches 5200 lbs.



If you're interested in seeing more, check out these videos on YouTube.com:

□ Challenger II - Dual Engine Start with commentary -<https://www.youtube.com/watch?v=soA-XH89IAw&t=21s>

□ Challenger II - First Startup Extended -https://www.youtube.com/watch?v=nP56C__JVPc

□ Danny Thompson Bonus Video - SPEED SPORT - MAVTV - Challenger 2 - LandSpeed Record - Racing -<https://www.youtube.com/watch?v=NgRL4ktwIZI&t=28s>

□ Danny Thompson's 450mph Speed Week Record Run -<https://www.youtube.com/watch?v=Ci6GYi8S-2Q>

□ Danny Thompson's 450mph Speed Week Run - Window Cam -
<https://www.youtube.com/watch?v=p3WSYRyY2sI&t=93s>

Those course markers go by almost looking like a picket fence!



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



RIP Ric

More to come

Upcoming 2018 Events (Mopar & non-Mopar)

Check www.socalcarculture.com for latest updates & additional events

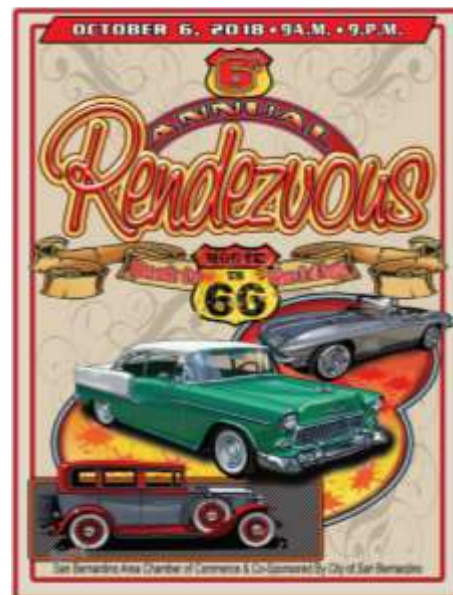
September Events



- 2: Inland Mopars Club Meeting, location Cactus Cantina
- 8: Mopar Shootout, Sacramento Raceway
- 15: Moparty on the Blvd, Lancaster
- 22: Cruisin' for a Cure, Costa Mesa
- 29: Fall Finale 25th Anniversary Car Show, Madera



October Events



- 6: Patriots & Paws Hometown Heroes, Anaheim
- 6: 6th Annual Rendezvous, San Bernardino
- 7: Inland Mopars Club Meeting, location Ontario Elks
- 7: Ontario Elks 9th Annual Car Show, Ontario
- 14: 28th Annual Veterans Memorial Car Show, Redlands
- 22: Cruisin' for a Cure, Costa Mesa
- 27: Fall Fling XXIII Mopar Show & Shine, Van Nuys

Upcoming 2018 Events (cont)

Continued from Page 14

October Events (cont)



November Events

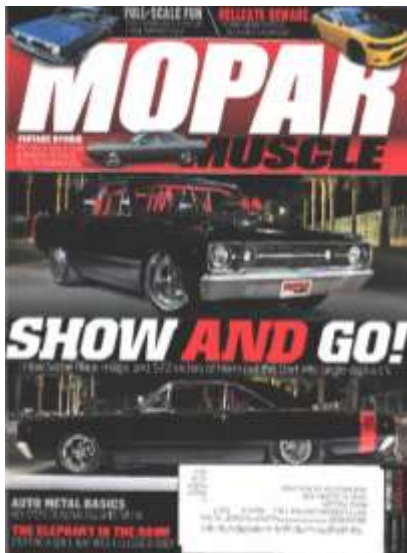
- 3: Guns & Hoses, Ontario
- 4: Inland Mopars Club Meeting, location tbd
- 8: NHRA Racers Party, Glendora
- 10: Mopars at MoTech Performance, Murrieta
- 17: In-N-Out Burger & Hot Rod Magazine's 70th Anniversary, Pomona



NHRA Racers Party at Glendora Chrysler Dodge Jeep Ram. Details still being worked out. Ft. Irwin toy drive booth will be there. Will be in the evening after the races

Mopars at MoTech Performance in Murrieta. Same format as Mopars at Extreme Automotive; toys, cars, friends & food. Flyer available soon.

Magazine Feature Car-



You remember a little car show we did this year at CSDR back in May? You probably saw Lonnie & Robin Clabaugh's 1970 Barracuda on display with the Inland Mopars club cars. You may not have known that a card was left on their car by a magazine writer. Well, the guy actually took pictures & wrote an article. And in the November 2018 Mopar Muscle Magazine, it was published. Congratulations to Lonnie & Robin for building a magazine worthy car and then not only getting it in the magazine, but also on the cover.



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



- 1971 Dodge 360 V-8 engine: first year this engine was made. Stock, disassembled, high compression set up, air conditioning, good condition, \$700

Garrett Pellissier 951-595-3224 or e-mail kpellis358@aol.com

- 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@nhpictures.com for info or to view the car.

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

Nuts & Bolts- (cont)

For Sale – California

- 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

- 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

Nuts & Bolts- (cont)

For Sale – California

- 1965 Coronet 500 with a 413 (from a 63 Imperial) and a rebuilt automatic transmission (Westminster Transmission). The engine has a mild cam as I was just going to show the car and not race it. I built the car for my wife and I went a little overboard so now she won't drive it - she says it is too fast. I have about 47K in the build but I will take any reasonable offer as I need room in my garage for the 65 Barracuda I am building. The car is in Westminster, CA.

Call Randy at 714-661-9313 or e- mail rduston@att.com

