



SCAT PACK NEWS

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President's Message

Ken Hamer

It's Time For ALL Club Members To Step Up

At our December 2017 club meeting, it was announced that Phil Leatherman had retired and Mary would be retiring within the next few months and that they would be relocating to Tyler, Texas. It was also announced that Phil specifically asked if Inland Mopars might be interested in taking the reins and continuing the Fort Irwin toy drive since the club provided the most support on an organizational level over the past several years.

The club membership approved and the Fort Irwin Toy Drive mission was now another challenge for us. Mike Keller volunteered to head the Toy Drive.

Since then, thanks to Mike, we have had a Toy Drive collection booth at several events which has brought in both toys and cash contributions to purchase additional toys. But not near enough has been accumulated to meet the needs of the approximately 1500 kids of the military families at Fort Irwin.

Without either the capability or the contacts to have a toy-gathering Christmas Party like the awesome annual parties that Phil and Mary previously had at their home and shop, how to accumulate the volume of toys required had become a major concern.

Thankfully, Don and Ann Long graciously stepped forward and volunteered to keep the Christmas Party going at their location in [REDACTED]. Notices to 'Save the Date' have been sent out to all of the attendees from past Christmas parties and an invitation to the Christmas Party will be sent out in November.

Now it's time for ALL Inland Mopars club members to step up and make this party just as successful as past toy drive parties have been. As a group, we agreed to take on this responsibility and, as a group, we need to put in both the time and effort before, during and after the party. Don and Ann Long are providing the venue and, as in the past, party attendees will provide the food for the potluck dinner. Inland Mopars Car Club needs to provide the time and muscle for table and chair setup, cleanup and take-down of the tables and chairs immediately following the party. In addition, Inland Mopars needs to cover several other responsibilities before and during the Toy Drive

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October Birthdays

(From the 062418 roster)

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

Jacob Delling 17
Mike Counts 26

****Cactus Cantina
9 am breakfast, 9:30 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 (CC)**
December 2 TBD

Meeting 1st Sunday of the month except as noted

Bits 'n Pieces

Mopars & Friends at MoTech Performance

As mentioned in the August & September newsletters, 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 meeting.



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

President's Message (cont)

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Christmas Party, but we will discuss those at the October 7th club meeting.

Several of us will be meeting with Don and Ann in the very near future to discuss the party and everything that needs to be covered. We will forward additional information to everyone as soon as it is available so please keep an eye on your email for news.

And don't forget our own Toy Drive collection booth. We have a couple of upcoming Toy Drive activities and Mike Keller is working on several additional toy collection events in the next few months. We will also discuss those at the October club meeting so please make every effort to attend so you will know what's going on.

We need everyone's help in making this a successful 2018 Toy Drive.

Also at our October 7th club meeting, we need your completed 2019 Grand National Roadster Show Vehicle Entry Form and entry fee payment check if you are planning for your Mopar to be a part of our 25th anniversary 12-car club display.

Finally, don't forget our October 7th club meeting will be at the 9th Annual Ontario Elks Car Show at the Elks Lodge, 1150 W. Fourth Street, Ontario. We will start the club meeting at our usual 10:00AM start time so please be there. (Meet place & directions provided elsewhere.)

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. //



Toy Drive for Ft. Irwin Quick Update

No toy drive booth set up in September. The guy that was setting up the Adalanto car show kind of disappeared.

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.

Have not been able to make contact with Liquid Glow Car Care Products in Santa Clarita so probably will not happen. Ramona Tire in Rancho Cucamonga is set for December 1. The Christmas party will happen December 15, just not at Extreme. Details to follow. Mike

Meeting Minutes-September

The meeting was called to order at 9:23 AM by Mike Counts, Sergeant at Arms.

Present: Steve Backer, Tim & Diane Baer, Joe Bolin & Tish, Sil & Carol Brander, Lonnie & Robin Clabaugh, Mike Counts, Sam Frisby, Joey Garcia, Ken & Judy Hamer, Michael Harding, Bill Heckman, Norma Johnston, Mike Keller, John Smithson, Ed Sobiecki, Ken Strathman, and Bill & Debbie Whitson

Ken thanked all attendees for coming to the meeting since it was a holiday weekend.

He reported that Larry & Franki Torres are not here today as they are out of town t

Treasurer's Report - Sam Frisby gave the Treasurer's Report.

Social Media

- **Club Website** - Steve Backer announced he now knows how to post the club member's car pictures on the website; it should be up to speed next month.
- **Facebook** - Mike Counts reported the FB page now has 1,000 followers.
- **Instagram** - No report.

Past Events:

August

- Aug. 5 - Club Picnic. Ken thanked Norma for doing a great job with the food and decorations. At the picnic someone suggested we change the month of the picnic to one that is cooler; for example, June. Ken asked the members to give it some thought and we can discuss this idea at the next meeting
- Aug. 11 - Rock-Ola Juke Box Factory Car Show - South Bay Mopars - Torrance. Mike Keller had our Ft. Irwin Toys for Kids booth at this event and received a few toys plus \$120 in donations. Ken Hamer also attended.
- Sil & Carol recently visited Cuba (while on a cruise) and brought in pictures of the classic cars they saw there.

Upcoming Events:

September

- Sept. 15 - Breakfast Run - Hot Desert Mopars. Steve & Beth Backer will attend this event in support of the Idyllwild community after the recent Cranston Fire.
- Sept. 15 - Club Event - Antelope Valley Mopars Car Show - Lancaster. We will not have a Toy Booth at this event, as Mike Keller is unable to attend, and no one checked with AV Mopars to clear it first. Members planning to attend: Steve Backer, Tim & Diane Baer, Ken & Judy Hamer, Bill Heckman, Norma Johnston and Bill & Debbie Whitson. We will meet at the MacDonald's off the I-15 & 138 at 12:30 and leave around 1:00 pm.

October

- Oct. 6 - 4th Annual Patriots & Paws Car & Motorcycle Show - Canyon RV Park - Anaheim Hills.
- Oct. 7 - 9th Annual Ontario Elks Car Show - 1150 W Fourth St, Ontario (just west of Mountain), directions to follow in October newsletter.

Meeting Minutes-September (cont)

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Upcoming Events (cont):

October (cont)

- Oct. 7 - Club Business Meeting at the Ontario Elks Car Show.
- Club Event - 28th Annual Veterans Memorial Car Show - Sylvan Park - Redlands.
- Oct. 19-21 -27th Annual California Hot Rod Reunion - Famoso Raceway - Bakersfield. Sil Brander may be racing his '59 Plymouth in a special exhibition class.
- Oct. 27 - Fall Fling - Woodley Park - Van Nuys.

November

- Nov. 3 - Club Event - 5th Annual Guns & Hoses Car Show - Ontario Police Department.
- Nov. 4 - Club Business Meeting at the Cactus Cantina - Riverside. Nomination and election of club officers for 2019.
- Nov. 8 - Ft. Irwin Toy Drive - Glendora Dodge. This is a possible evening event. Mike Keller to provide more details at next meeting.
- Nov. 10 - Club Event - A Flag for Every Hero - Riverside National Cemetery.
- Nov. 10 - Club Event - Mopars and Friends at MoTech Performance - Murrieta. Bring your cars and please bring toys for the kids. Lunch will be provided.
- Nov. 17 - Hot Rod Magazine and In-N-Out Car Show & Race - Pomona. Further discussion at the October meeting.
- Nov. 24 - Cruisin' La Verne Car Show and Toy Drive (not related to FT. Irwin toy drive) - La Verne.
- Nov. 30 - Cruisin' Brothers Car Show and Toy Drive - Upland

December

- Dec. 1 - Ramona Tire Car Show & Toy drive - Rancho Cucamonga.
- Dec. 2 - Club Business Meeting at the Cactus Cantina - Riverside.
- Dec. 16 - Delivery of Toys to Ft. Irwin.
- Dec. ?? - Mike Keller has contacted Liquid Glow in Santa Clarita about hosting a Christmas Toy Drive event. He is looking into this and will have more information at the next meeting.

January

- Jan. 25-27 - GNRS - Pomona. The vehicle entry form is now available online. Entry deadline is 11-01-18. Members are asked to bring their entry forms and pictures at the October club meeting. Members will pay their entry fees and the club will reimburse them 50% of the fees after they attend the event. Members interested in showing their cars: Steve Backer, Tim Baer, Joe Bolin, Sil Brander, Lonnie Clabaugh, Mike Counts, Jason Gibbons, Bill Heckman, Norma Johnston, Ed Sobiecki and Bill Whitson.

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Meeting Minutes-September (cont)

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Round Robin:

Joey Garcia - Installed a retro sound radio and subwoofer/bass in the car.

Sam Frisby - asked for recommendation on what to do with the OLD club copier. Donate it back to the store.

Norma Johnston - Baby got new brakes and has new tires ordered so she can safely make the drive to Lancaster.

Ed Sobiecki - Linda is in San Diego for a girls' retreat. The Challenger had a top-end job done, will take it back at 500 miles for a tune up.

Rick Cook - stuck a set of headers on the engine. Has a new Belgian Malinois, who so far has chewed up his creeper. Named him Archie.

Michael Harding - still working on his car. Please read the Muscle magazine article and post your comments.

Bill Heckman - making progress on the Road Runner.

John Smithson - working in the back shop area; pouring 40 yards of concrete.

Lonnie Clabaugh - Following the centerfold article in the magazine, having article prepared for display at GNRS in front of the car.

Tim Baer - obtained a chassis stiffening kit; will start stripping the car interior tomorrow.

Sil Brander - lots of classic cars in Cuba, most of the cars there are foreign. US cars not older than 1959. If you think you want to take a cruise with Norwegian Lines, DON'T do it.

Joe Bolin - working on the 'Cuda, getting it ready for the GNRS show.

Mike Keller - has Mopars @ Extreme T-shirts along with our 2018 car show Tees for sale. He also said the new printer is not collecting dust!

Steve Backer - the Duster is running without overheating. Got new pulleys. Still needs brake lines between the master cylinder and brakes. May need help in November and December. Brother in Missouri has '67 'Cuda looking for side fender stripping and headlight bezel; '68s don't fit. Needs conversion kit for the front disc brakes. (Master Power Brakes does conversion kits.)

There being no further business, the meeting was adjourned at 10:51 AM.

Respectfully submitted,
Judy Hamer, Recording Secretary



All Inland Mopars members are invited.
Details to follow.

Antelope Valley Mopars Moparty submitted by Steve Backer

On Sept 15th, Inland Mopars and 909 Mopars attended the Moparty on the Blvd Car Show in Lancaster, CA presented by the Antelope Valley Mopar Club. Inland Mopars Vice President Norma Johnston attended, and her 1970 Barracuda won 2nd Place in E-Body Stock. The microphone went out right before the awards ceremony and a replacement announcer was brought in to finish the show. The announcer erroneously stated that two Challengers had won the E-body stock category and called out the car numbers. I recognized Norma's number so I called out for her. Then Deb Whitson called out for Norma. Then me, Billy Whitson and Deb called out for her. Soon the entire crowd was chanting Norma, Norma, Norma!!! Norma finally realized she had won and went up to collect her trophy.

I congratulated her on the win, but stayed in the crowd to hear the results of my class which was still several minutes ahead. I was able to win my class and collected a trophy for SRT vehicles. Norma came over to congratulate me and I thanked her. Again, I expressed excitement about her win. Norma asked if I knew that she had won four trophies? Confused, I said: No what for? She was holding her trophy in her hands and it was broken into four pieces! I asked her: What happened? She told me that the President of 909 Mopars (a very Big Man) was talking with his hands and bumped her trophy. It fell to the ground and broke. She had it intact and enjoyed a great win for about 4 minutes! Norma asked if I could fix it. I agreed and the next morning used JB Weld and rubber bands to fix it. The repair turned out pretty well. I had earlier stated that Norma's trophy appeared to "Throw a Rod". You will understand when you see the pictures.



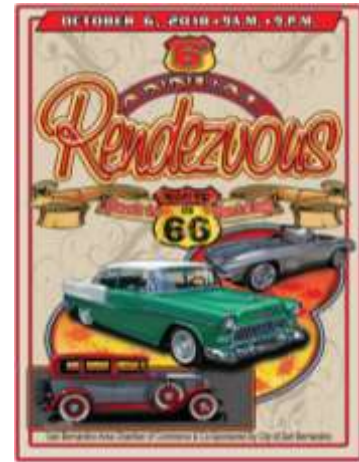
Above & left; Norma's winning trophy after it threw a couple of rods & then reassembled by Steve. Right is Steve's unaltered winning trophy.
Congrats to both.



Upcoming 2018 Events (Mopar & non-Mopar)

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

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
- 27: Fall Fling XXIII Mopar Show & Shine, Van Nuys



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



November 8: 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.

Upcoming 2018 Events (cont)

November Events (cont)

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Mopars & Friends at Motech Performance Toy Drive for Ft. Irwin
Hosted by Inland Mopars & Motech Performance

Saturday November 10, 2018, 10:00 a.m. - 2:00 p.m.
4775 Eder St., #301, Murrieta, CA 92562

Refreshments will be provided 10:00 to 1:00
Motech Performance Stop Coors
Opportunity drawing with funds going to help more kids
Toy Donation at Ft. Irwin

From the Booth (20 & 25)
Don 21st Reg of Mustangs (1966-1968) Make a gift
Don 21st Reg of Mustangs (1966-1968) Make a gift
Don 21st Reg of Mustangs (1966-1968) Make a gift

From the Booth (20 & 25)
Don 21st Reg of Mustangs (1966-1968) Make a gift
Don 21st Reg of Mustangs (1966-1968) Make a gift
Don 21st Reg of Mustangs (1966-1968) Make a gift

For more info or to confirm for your own donation:
Mike Wilt 213-287-7777 / mikedw@comcast.net
Please donate a new unwrapped toy valued at \$20 or more for the Ft. Irwin Toy Drive
(you are not limited to the amount of toys you donate)



CRUISIN' LA VERNE HOLIDAY CAR SHOW

SAT. NOV. 24, 2018
10am - 4pm

www.CruisinLaVerne.com

Bring a Box \$15.00
Emergency 1st

Get out of Home
at 10am La Verne

Sponsors: GM, Ford, Chevy, etc.

December Events

December 1: Ramona Tire in Rancho Cucamonga. Details still being worked out. Ft. Irwin toy drive booth will be there. .

December 15: Toy Drive Christmas party. More info to come.

Rambler Passion - Rambler Ambassador, Martin and DPL

Three 327-powered Ramblers in one collection offer a riot of color and decades of memories from Hemmings Classic Car, August 2013 - Jeff Koch
submitted by Ed Sobiecki

My first car was a 1966 Ambassador four-door; my parents bought it new from my Uncle Wayne's dealership--Knoxville Motors in Knoxville, Tennessee. It was their first Rambler and they traded in their 1956 Chevrolet. Later, my older brother nearly drove it into the ground, and I finished doing so. Even so, I thought it was the best. You always have a soft spot for your first car, whether it was great or a piece of junk. I always loved the interior of that car--the green interior matched the Granada Green exterior."

So kicked off Paul Ward's Rambler obsession--one that, after the Ambassador went to "that great salvage yard in the sky," lay dormant for decades. Time marched on, and school, jobs, relationships and other things widely regarded as living had moved to the forefront, but that seed, that kernel of memory, the association of "Rambler" with "youth" and "freedom," was planted deep within young Paul's core.

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Rambler Passion (cont)

Continued from Page 9

It took the better part of two decades to germinate and fully flower; the thought of another Rambler didn't enter the picture until the late 1990s, when Paul was living in Phoenix and the old-car bee started pollinating his mind. "I was looking for a '60s or '70s convertible, but everything in my budget was just shot. A Rambler Marlin had appeared in the for-sale section of the paper, and since I'd only ever seen one in my life, I decided to check it out. I'd seen it when I was a kid, and thought that it was a neat-looking version of my car." And that was that: Paul has had a total of five Ramblers between then and now, letting two of them go in the intervening years.

The Marlin, it turns out, had been sitting in storage for a decade. "The guy I bought it from, his son was in Hawaii; the son came to town to visit, saw this Marlin sitting derelict by someone's house, and decided that he wanted a Marlin car to take his Marlin boat out marlin fishing in Hawaii. So he sent it to be worked on. By the time they finished restoring it, the son had been back in Hawaii for months, so they put it in storage and dealt with it later. A decade passed, and the owner of the storage facility died. Rather than find another place to store the Marlin, they decided to sell. That restoration was a mixed bag. They did a good job on body and paint--and it still looks great today. But they did an awful job on the cylinder heads--it started bending pushrods shortly after I started driving it. And not much was working on the instrument panel when I got it either. Both of those issues have been resolved over time."



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Rambler Passion (cont)

Continued from Page 10

That Marlin was just an appetizer, it turned out. Next came the Ambassador station wagon, an all-original car out of Dallas. "The odometer read 62,000 miles, and that car is too solid for it to have rolled the odometer," Paul said. "This car was the polar opposite of the Marlin: Mechanically everything was in excellent working order, including the ultra-rare cruise control, but it was the body and interior that needed the help. The seats were sunburnt and crispy, and the front right and rear left fenders were wrinkled. And it was this color combination originally--Crescent Light Green with green interior. The interior pictures of the wagon show exactly what I saw when I was driving my 1966 Ambassador sedan as a kid. Same fabric, same color, same options." Along with sorting the body issues and a new coat of paint, Paul did upgrade the brakes--with mixed results.



The DPL is a 2012 addition, and in truth hasn't had much time to be sorted out. "It's got an older repaint in the original Marquessa Mauve that's showing its age," Paul told us. "The parts that aren't peeling are really shiny; the front seats are toast; the windshield was cracked, and the front end was really bad--just worn out, with old, dry bushings that were shot. But this was a low-mileage car, with 47,000 miles showing on the odometer; a well-cared-for car. The dash is usually one of the first parts that goes on these cars, and this one is perfect. I addressed the windshield first, since there were cracks all the way across. It was like staring through a pair of trifocals. And since these photographs were taken, the front end's been rebuilt, and it drives as good as new now."

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Rambler Passion (cont)

Continued from Page 11



As different as these three Ramblers are, they share one commonality beyond manufacturer: Rambler's long-lived 327-cu in V-8. The basics were engineered in just 18 months: As was fashionable in those days, the deep-skirt block extended below the forged crankshaft's centerline for additional rigidity. Three different displacements were available, all with a 3.25-inch stroke: a 250-cu in V-8 with a 3.5-inch bore and discontinued after 1960; the 287-cu in V-8 with a 3.75-inch bore starting in 1963, and the 327-cu. in. version that had a four-inch bore. The 327 debuted in the Rambler Rebel in 1957--the second-quickest car in America that year, behind only a fuel-injected Corvette--and afterwards was given exclusively to the Ambassador line until 1965, when it could also be had in the Classic-sized Rambler chassis.

Starting in 1960, two versions of the 327 were available: a two-barrel carbureted variant with 8.7 compression, rated at 250hp, and a four-barrel-carb version with 9.7 compression and 270hp. Paul's 1966 Ambassador station wagon has the low-compression two-barrel 327, while both the Marlin and DPL have the four-barrel 327. Model year 1966 was also the end of the line for this particular engine design, as the short-deck "Gen 2" blocks started production in the fall of 1966.

We wondered if it was a coincidence or plan that all three of Paul's Ramblers were running a 327; as it turns out, a little bit of both. "I wouldn't have bought any of these if they'd had a six-cylinder engine under the hood," Paul tells us. "There's just not enough power. It's a decent straight-six engine and pretty bulletproof, but I just prefer the V-8; and the 327 was just more common than the 287." That commonality means that parts are easier to find. It also means less to remember when you're working on them.

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Rambler Passion (cont)

Continued from Page 12

And those eight cylinders, high compression or not, get a workout. Once a year, Paul's Ramblers get to do what they're named for: ramble. "If they don't take a road trip, they each see 500 to 750 miles per year, but the Rambler and the Ambassador have both traveled far. From Phoenix, the Marlin has been to San Luis Obispo, California, and half a dozen trips to Los Angeles, and one each to Albuquerque, Denver, and Kenosha, Wisconsin. It's a road car. The Ambassador wagon has been to Las Vegas, California, and also Tacoma." The DPL, Paul's newest purchase and not quite long-haul ready just yet, has only been driven around town, although once the rear end is sorted and the interior is restored, the sky's the limit.

Tacoma is a haul from Phoenix, and Paul recalled a frightening experience while driving it. "The Marlin and DPL have disc brakes up front, but the Ambassador has manual drums all around. It was scary to try and stop it from highway speeds, so I added a power brake booster. Well, the booster stopped working in California, so I pulled it off and fell behind the convoy of cars I was with. By the time I caught up with them in Tacoma, we discovered that I had popped a front brake hose. So, I drove how many hundreds of miles in my two-ton Ambassador wagon on just my rear brakes?" Yikes!

Despite dodging a bullet with the brakes on that trip, there is no favorite or least-favorite Rambler in the troika--each of them has something for Paul to enjoy. "The favorite part of my Ambassador is sitting in it--it's like sitting in my first car. Same fabric, same color, same options. It just brings me back. With the Marlin, it's just such a different and unusual shape; just being in a car that eye-catching, between the dramatic fastback roofline and the bright red color--people these days don't know what the heck it is. With the DPL, I just love that color combination on it--mauve with black interior. And I like the two-door hardtop body style. They're like children. I love 'em all equally."

Having just completed his annual oil change on all three cars, Paul was happy to tell us about the Castrol GTX High-Mileage formulas he uses for lubrication. "The Ambassador and DPL are running 10W40, but the Marlin is running 20W50 since it's got more wear on it. The Marlin will burn through 10W40 if I take it on a road trip, but uses hardly anything with the 20W50." As for cleaning products, "Now I just use a Meguiar's Quik Detailer and a variety of their wax products. For vinyl inside and out, I use 303 Aerospace Protectant. My cousin turned me on to it; he uses it on his boats. You can pick it up at the local pool store. As for the tires, it depends what's going on with 'em, but I use either Blue Max, Eagle One, or Bleche-Wite."

And so, what of Paul's initial dream, deferred, of getting his hands on a convertible? "I've actually had two different convertibles over the years," Paul confesses. So what happened? Were they too rough-and-tumble to sort out? Were they stolen and wrecked? Did a generous benefactor wave a stack of hundreds so thick he could wallpaper the front room of his house with 'em? Alas, no. "Every

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Rambler Passion (cont)

Continued from Page 13

time I drove one of them, my allergies flared up. I had guaranteed congestion every time I drove a convertible." Even in Phoenix, land of cactus, sand and scrub brush? "I still get my fair share of allergies out here. For me, the DPL hardtop is just as good as the convertible--plus it's not nearly as rattly as most convertibles are."



Who knew that the seeds of warm memory, planted there by a Rambler in the 1970s, would sprout an entire bouquet in Paul Ward's driveway?

This article originally appeared in the August, 2013 issue of Hemmings Classic Car.

Do You Remember?



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

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



Continued on Page 20

Nuts & Bolts- (cont)

For Sale – California

For any of the items below call Bill Heckman at 909-593-4431 (leave name & phone number if no answer, he will return calls, no e-mail). No shipping, must pick up.

Engine Bay

- 440 engine, forged crank (.010/.010), rods like new, set of TRW forged pistons (.030), new .010 main bearings, new .010 rod bearings, new .030 rings, new intermediate shaft with new bronze bushing. Also includes a re-buildable pair of "906" heads, bolts, hardware, etc. \$450.00
- 1967 383 "B" bare block, bored .030 over, magnafluxed ok. \$25.00
- 1961 413 "RB" bare block, bored .060 over, magnafluxed ok. \$25.00
- 1962 413 "RB" bare block, Stage II Max-Wedge bored .060 over, has 2 sleeves, magnafluxed ok. \$25.00
- 400 B-block, cast steel crank, std/std, magnafluxed ok. \$20.00
- One pair "906" B/RB heads with hardened exhaust valve seats, Stelite valves, P.C. seals, 3-angle valve seats, new springs, resurfaced. Never on motor. \$400.00/pair
- One pair re-buildable "906" B/RB heads from 1969 Road Runner 383, as is. \$50.00/pair
- Multiple "round back" & "square back" used alternators, as is. \$15.00 each
- Multiple original 1961-? used starters, as is. \$15.00 each
- New B/RB/Hemi Milodon #30930 7-qt oil pan with #18325 pickup. \$200.00
- New in box B/RB/Hemi Milodon #31581 7-qt road race oil pan with external pickup. \$450.00

Trans related

- 1967-69 Chrysler A-833 18-spline 4-speed & original big-block bell housing. \$1000.00
- Chrysler A-833 18-spline 4-speed, input shaft has been modified for use behind Chevrolet engine. \$750.00
- 1969 383 Road Runner A-833 23-spline 4-speed with factory Hurst shifter. \$475.00
- E-body A-833 23-spline 4-speed with rear shifter mount. \$400.00
- Three A-833 23-spline 4-speed, misc applications. \$400.00 each
- 1966 Dodge 2 ½ ton truck 5-speed, includes rebuilt 13 inch clutch, new clutch disc, resurfaced flywheel, & big-block bellhousing. \$100.00
- Dodge truck 172 tooth, 6-bolt flywheel for 11 inch clutch (used with direct drive starter), used. \$10.00
- McLeod 143 tooth steel "Zero Balance" flywheel for 6-bolt crank. \$300.00

Nuts & Bolts- (cont)

For Sale – California

Trans related (cont)

- New in box McLeod 143 tooth steel "Zero Balance" flywheel for 8-bolt crank. \$300.00
- New McLeod 12 inch clutch, 18-spline disc with 18-spline throw-out bearing. \$250.00
- New in box McLeod 12 inch clutch, 23-spline clutch disc. \$75.00
- New in box Turbo Action #17156 reverse pattern stick valve body for 1966-77 Torque-Flite. \$300.00

Suspension related

- One pair 1966-69 B-body QA-1 tubular lower control arms (only used for mock-up, never driven). \$200.00
- New 1970-74 B-body QA-1 front sway bar with hardware. \$200.00
- New one set 1960-76 A, B, E-body adjustable strut rods with poly bushings, etc (only used for mock-up, never driven). \$200.00
- New in box Wilwood #140-7144 Dynalite rear disc brake kit for 8.75/Dana 60. \$600.00

Misc

- New in box Speedway Motors stainless steel trunk-mount battery box & mounting kit. \$40.00

Ontario Elks Car Show

Sunday October 7, meet at the south east corner parking lot at 4th & Mountain at 6:15, leave at 6:30. Short drive across Mountain to the Elks on the right.

From the 10 Fwy, go south to 4th Street. Make a left & then a quick right into the parking lot on your right.

From the 60 Fwy, go north on Mountain, to 4th Street & make a right then another right into the parking lot on your right. If you are awake you could make a right into the parking lot at the signal between I street & 4th Street.

