



SCAT PACK NEWS

Volume 24, Issue 11 – November 2018



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President's Message

Ken Hamer

Updates



That's Inland Mopars Car Club's own Sil Brander taking his beautiful 1959 Plymouth Belvedere down the Famoso quarter mile to make the opening pass at the 2018 California Hot Rod Reunion. Sil reports his Belvedere's best run was an 11.17 at 119.71 mph and had an average E.T. of 11.24 seconds over five runs. Outstanding!

A little over two years ago, Mike Keller reminded us at one of our monthly club meetings that 2019 will be the 25th anniversary of Inland Mopars Car Club. At that meeting he suggested that we all work toward being able to show the maximum number of club member owned Mopars at the 2019 Grand National Roadster Show in Pomona. Following the 2017 GNRS we learned that the maximum size vehicle display any club has been able to have is twelve cars, so that was our goal. We received approval from Rod Shows Inc. for a twelve car display. Unfortunately, at the October club meeting it became apparent that we were not going to be able to have twelve completed cars in our display. The 2019 Inland Mopars Car Club display is going to feature the following seven club member cars: Sil & Carol Branders 1959 Plymouth Belvedere and also their "ET" Cruiser, Lonnie and Robin Clabaugh's 1970 Plymouth Barracuda, Bill Heckman's 1966 Dodge Coronet, Norma Johnston's 1970 Plymouth Barracuda, Ed and Linda Sobiecki's 1970 Dodge Challenger, and Bill and Debbie Whitson's 1964 Plymouth Fury. It would have been nice to be able to fill out a full twelve-car field for this special 25th anniversary event but it just wasn't in the cards.

Continued on Page 3



INSIDE THIS ISSUE	
President's Message	1
Club Officers	1
Birthdays	2
Meeting Schedule	2
Bits 'n Pieces	2
Toy Drive Update	3
Meeting Minutes	4
Ontario Elks Car Show	7
Upcoming 2018 Events	8
Stick Shift Viper	9
Businesses	17
Nuts & Bolts	19
Guns & Hoses Car Show	25

November Birthdays

(From the 062418 roster)

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

Ken Hamer	8
Brisa Gutierrez	9
Dan Hallisey	20
Jen Shory	25

***Cactus Cantina**
9 am breakfast, 9:30 am meeting
151 Alessandro Blvd
Riverside, CA 92508

2018-19 MEETING SCHEDULE (updated for Ed S.)
November 4 (CC)*
December 2 (CC)*
January 6
February 3 (Super Bowl Sunday)
March 3
April 7
May 5
June 2
July 7
August 4
September 1
October 6
Meeting 1st Sunday of the month except as noted

Bits 'n Pieces

Mopars & Friends at MoTech Performance (Update)

As previously mentioned, Mopars & Friends at Extreme Automotive has been changed to Mopars & Friends 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. Take the 215 south from the cemetery to Murrieta Hot Springs Road, exit & turn right. Make a left on Jefferson & a right on Elm. Make a right at the first driveway past the cement plant. At the back of the business center. Food will be served at noon.

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 Mopars at MoTech Performance, along with the 2018 shirt.



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

President's Message (cont)

Continued from Page 1

Updating our continuing Fort Irwin Toy Drive information, we have some upcoming events that will include our toy drive collection booth:

- Nov. 8 - NHRA Driver meet and greet at Glendora Dodge, 6:30-8:30PM. Come on out and meet some NHRA drivers.
- Nov. 10 - "Mopars and Friends at MoTech Performance in Murrieta, 10:00AM-2:00PM.
- Our GoFundMe page is still open so please mention it to all of your family, friends and neighbors. We can use all the help we can get.

As mentioned in the October club newsletter and at the October club meeting, there will be a toy drive Christmas Party at the home of Don and Ann Long on December 15th. We need all club member's help in preparing for, putting on, and cleaning up immediately following the party so PLEASE keep the date free and plan on attending this extremely important event. We hope to establish a date very soon for a pre-party planning meeting with the Longs and will keep the club membership informed of all discussions, decisions and plans.

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

Finally, don't forget our November 4th club meeting at Cactus Cantina in Riverside. We have a great deal of very important items to discuss so please make every effort to 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. //



Toy Drive for Ft. Irwin Quick Update

No toy drive booth set up in October. **Steve Kuramoto** donated \$100 to the toy drive fund. Thank you Steve. The **Chaffey College Car Club** voted to donate \$500 in toys and **Sherm Taylor**, Program Coordinator AMT, Automotive Technology, IET SkillsUSA & Car Club Faculty Advisor, will match it. Thank you very much. Plan on attending the Chaffey College Car Show April 14, 2019 as a show of support and thanks.

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. See attached flyer. Also looking for a few display cars, prefer vintage.

FatBurger in Montclair will be having a toy drive for us between now & Friday November 16, which happens to be their monthly cruise night. They are located at 8790 Central Ave, north of the 10 Fwy just south of 9th Street. It would be nice if those that live in the area could show up. **Ramona Tire** in Rancho Cucamonga is set for December 1. Also would be nice if those that live in the area could show up. The Christmas party will happen December 15, just not at Extreme. Details to follow. Mike

Meeting Minutes-October

The October 7 meeting was called to order at 10:10 AM by prior Sergeant-at-Arms Steve Backer in Mike Counts absence.

Present: Steve Backer, Tim & Diane Baer, Joe Bolin & Tish, Lonnie & Robin Clabaugh, Sam Frisby, Joey & Daemon Garcia, Jason Gibbons, Ken Hamer, BJ Hayden; Bill Heckman, Norma Johnston, Mike Keller, Paul Roddy, Ed & Linda Sobiecki, and Larry & Franki Torres.

Missing today's meeting are: Sil & Carol Brander are in Mexico, Judy Hamer is on a "girl's weekend" in Carmel with some of her high school girlfriends, Bill & Debbie Whitson, Bill is in Michigan due to a death in the family, & Harry Windhorst, who is caring for his soon-to-be 99-year old mother.

Happy Birthday to club members with October birthdays:

- 17th - honorary member Jacob Delling
- 26th - Mike Counts

Treasurer's Report - Sam Frisby reported that we have 30 paid member families.

Social Media

- **Club Website** - Up to date. Steve Backer to contact our club webmaster to get some training on how to add thumbnail photos of club member owned Mopars.
- **Facebook** - 380 followers.
- **Instagram** - Jason Gibbons reports that we have 500 followers with one reporting interest in possibly joining Inland Mopar.

Past Events:

September

- September 21-23 - Chuck and Linda Merken reported by email that they attended the Route 66 Mother Road Festival in Springfield, IL, where their 1963 Dodge 330, "Big Red", won the Best Dodge award from a field of 2400 show cars and 1400 cars participated in the cruise.

October

- Oct. 6 - Norma Johnston reported the 4th annual 'Patriots & Paws' car and motorcycle show at Canyon RV Park in Anaheim had approximately 220 cars in attendance. Norma also suggested Inland Mopars make this a club event in 2019. Steve Backer made a motion to do so, it was seconded by Jason Gibbons and approved by the club members in attendance

Upcoming Events:

October

- Oct. 14 - Club Event - 28th Annual Veteran's Memorial Car Show - Sylvan Park - Redlands. Those attending with their Mopars will meet at the Stater Bros. market like last year. We will leave for the show site at 7:00AM.
- Oct. 19-21 - 27th Annual California Hot Rod Reunion - Famoso Raceway - Bakersfield. Sil will be racing his 1959 Plymouth.
- Oct. 27 - Fall Fling - Woodley Park - Van Nuys.

Meeting Minutes-October (cont)

Continued from Page 4

Upcoming Events (cont):

November

- Nov. 3 - Club Event - 5th Annual Guns & Hoses Car Show - Ontario Police Department, those attending with their Mopars to meet in the parking lot at 7:00AM.
- Nov. 4 - Club Business Meeting at the Cactus Cantina - Riverside. Nomination and election of club officers for 2019.
- Nov. 8 - Fort Irwin Toy Drive event at Glendora Dodge at the same time as their 2018 NHRA Driver meet & greet event.
- Nov. 10 - Club Event - A Flag for Every Hero - Riverside National Cemetery for Veterans Day.
- Nov. 10 - Club Event - Mopars and Friends at MoTech Performance - Murrieta. Bring your cars and please bring toys for the kids starting at 10:00AM. Lunch will be provided.
- Nov. 17 - Hot Rod Magazine and In-N-Out Car Show & Race - Pomona.
- Nov. 24 - Cruisin' La Verne Car Show and Toy Drive (not related to FT. Irwin toy drive) - La Verne.

December

- Dec. 1 - Ramona Tire Car Show & Toy Drive - Rancho Cucamonga.
- Dec. 2 - Club Business Meeting at the Cactus Cantina - Riverside.
- Dec. 15 - Fort Irwin Toy Drive Christmas Party.
 - Ken reported Don and Ann Long volunteered the use of their [REDACTED] building [REDACTED]
 - Introduction requested to Don and Ann Long for a pre-event planning meeting
 - Mary Leatherman sent out Evite 'Save the Date' notices to all prior years party attendees
 - Mary will also send out email invitations to the Toy Drive party
 - Inland Mopars is going to send out email information notices to all prior attendees thanking them for their past support, explaining the transition from the Leathermans to Inland Mopars, request their continuing support and inform them of our GoFundMe account should they wish to support but are unable to attend the Christmas Party
 - Phil and Mary Leatherman are providing napkins, eating utensils, party favors for the tables and 4 cases of bottled water
 - A military delegation and Color Guard from Ft. Irwin will attend
 - Ken urged all club members to step up for this event in both labor support and attendance at the Christmas Party
 - Ken suggested we hire "The Ideas", the same band that played at the 2017 Christmas Party for this year - \$375 for the evening. Mike Keller made a motion to do so, it was seconded by Bill Heckman and approved by the club members in attendance.
 - Ken advised that Inland Mopars needs to provide paper plates and plastic cups for both dinner and dessert. Mike Keller made a motion to do so, it was seconded by Norma Johnston and approved by the club members in attendance.
 - Ken suggested that Inland Mopars also provide a selection of soft drinks, sufficient coolers and ice for the evening. Most member seemed to approve but there was some disagreement to the cost so this was tabled for further discussion.

Continued on Page 6

Meeting Minutes-October (cont)

Continued from Page 5

Upcoming Events (cont):

December (cont)

- Dec. 16 - Delivery of Toys to Ft. Irwin.

January

- Our planned club 25th anniversary 12-car display at the 2019 Grand National Roadster Show turned into a 6-car display since we don't have enough interest from club members and will not have several current project builds finished in time. Members currently entering their Mopars in the 2019 GNRS are Sil & Carol Brander's '59 Plymouth Belvedere race car, Lonnie & Robin Clabaugh's '70 Plymouth Barracuda, Bill Heckman's '66 Dodge Coronet, Norma Johnston's '70 Plymouth Barracuda, Ed & Linda Sobiecki's '70 Dodge Challenger, and Bill & Debbie Whitson's '64 Plymouth Fury.

Future

- Norma Johnston requested a club expenditure of \$200 to fund Holiday Food Bags to be distributed to veteran families via Patriots & Paws. Norma made a motion to do so, it was seconded by Lonnie Clabaugh and approved by the club members in attendance.
- Mike Keller announced the 2019 Chaffey College Car Show is scheduled for April 14, 2019.

Round Robin:

no notes taken

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

Respectfully submitted,

Ken Hamer for Judy Hamer, Recording Secretary



Details to follow. All Inland Mopars members are invited.

Ontario Elks 9th Annual Car Show

On October 7th, Inland Mopars held their monthly car club meeting at the 9th Annual Ontario Elks Car Show at the Elk's Lodge in Ontario. We actually got to use one of the extra rooms inside so we wouldn't be disturbed by the outside noise. Meeting minutes elsewhere.

Bill Heckman was first at the meeting spot followed by Mike Keller, Steve Backer, Norma Johnston, and Joey & Daemon Garcia. It was too early for Sam Frisby & BJ Hayden so they pulled into the show a little after we were parked. Lonnie & Robin Clabaugh came in a bit later. Ken Hamer parked in the non-show parking. Others showed up for the meeting. Meeting minutes elsewhere.

The breakfast buffet was great. It was a nice sit down meal at a table with a table cloth, rather than eating at your car and ending up wearing half of it. There were over 120 cars in attendance as well as a few vendors. Sam declined to put his car info in his cars to give someone else a chance at a trophy, plus he could leave early. Most of the Mopars were brought by Inland Mopars, but the other Mopars in attendance were pretty nice.

Award time and Inland Mopars was shut out from the Elk's judged picks but Bill Heckman & his '66 Coronet did get the trophy for Participant's Choice.



Upcoming 2018 Events (Mopar & non-Mopar)

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

November Events

- 3: Guns & Hoses, Ontario
- 4: Inland Mopars Club Meeting, location Cactus Cantina
- 8: NHRA Racers Party, Glendora Chrysler Dodge
- 10: Mopars at MoTech Performance, Murrieta
- 16: FatBurger monthly car cruise & toy drive for Ft. Irwin, Montclair
- 17: In-N-Out Burger & Hot Rod Magazine's 70th Anniversary, Pomona
- 24: Cruisin La Verne Holiday Car Show, La Verne



Nov 16. Monthly car cruise & Ft. Irwin toy drive, Montclair



November (cont)



December Events

- 1: Ramona Tire Ft. Irwin Toy Drive, Rancho Cucamonga
- 2: Inland Mopars Club Meeting, location TBD
- 15: Toy drive Christmas party, more info to come
- 16: Toy delivery to Ft. Irwin



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Learning to Drive Stick-Shift on a Dodge Viper

Shaun Westbrook always dreamed of owning a Viper. When he found one he could afford, he bought it. Just one problem: He couldn't drive a manual transmission.

BY JONATHAN HARPER, Aug 17, 2018 Road & Track
submitted by Ed Sobiecki



Shaun Westbrook is like many of us. He grew up with car posters adorning his bedroom walls. Most car enthusiasts, without a second of hesitation, can tell you about the one car they pined for in their early years. A few of us have even been lucky enough to grow up and purchase that bedroom poster car.

Westbrook is one of those people. He found the 2001 Dodge Viper of his dreams. But he may have jumped the gun.

"When I arrived at the shop they had pulled the car out to the front of their lot," Westbrook told me. "It was right there waiting for me. I didn't say anything about not knowing how to drive stick, I think they just assumed I knew how. I didn't want to put the sale in jeopardy.

"They gave me the keys and showed me around the car, and then they left me alone, he said. "The first thing that happened was I couldn't start the car."



Continued on Page 10

Stick-Shift on a Dodge Viper (cont)

Continued from Page 9

I almost didn't believe him when he told me the story—who buys a car like this without knowing how to drive a stick shift? But the story is true, and gets even more cringe-worthy from the moment Westbrook first tried to drive away in his newly-purchased pride and joy.

"From the YouTube videos I had watched earlier in the day I knew I had to clutch in to start the car, but apparently I didn't quite have it in all the way," he recalls. "I was embarrassed but I had to go back inside the shop and get help. The guy came back outside and told me it was working earlier, and he got in and started it right up. He told me to make sure I get the clutch in all the way to start it up. Sure, I was embarrassed, but at that point I really didn't care. I was a Viper owner."

Westbrook asked me to meet at his place so I could take the Viper out for some photographs. And, oh yeah, along the way, maybe I could offer some pointers on driving stick.



I probably shouldn't have been surprised, but this poor guy lives down a steep narrow driveway at the base of the Hollywood hills. I started to suspect Westbrook has a masochistic streak. And yes, thank you, I'd drive and he'd ride shotgun. It only took seven or eight Austin Powers-style back-and-forth inching maneuvers to get the big snake pointed up the driveway.

"Also, the gate at the top of the driveway has no motion sensor so if you stall at the top it'll just close on the car," Westbrook informs me from the passenger seat. Cool.

Gate be damned, we made it to our rooftop photo location and I began to dig into how Westbrook ended up in this ten-cylinder pickle.

Continued on Page 11

Stick-Shift on a Dodge Viper (cont)

Continued from Page 10



"Growing up in Orange County, the first time I saw one was actually on my own block," Westbrook said of his first Viper encounter. "It was someone who was visiting one of the neighbors down the street, a red R/T-10, first generation. I think I was in sixth grade. It was pretty formative. The owner let me sit in it. There was no other experience like that. Just sitting in it was enough. I was obsessed."

In an inevitable millennial spin on the bedroom poster, young Westbrook soon found the Viper in the digital world. "It was on all the PC games I was playing, even before PlayStation. I played the *Test Drive* series; 4, 5, 6. Viper was always on the cover. The Viper was always there."

Fast forward through about 15 years of drooling over Vipers, and Westbrook was finally in a position to buy. He'd been searching eBay, Autotrader, and all the other used-car sources. But an unexpected turn of events pushed him to follow through on his daydream.



Continued on Page 12

Stick-Shift on a Dodge Viper (cont)

Continued from Page 11

"The real story behind this is that I'd been doing a lot of business travel, and there was a moment when I was on a plane and it looked like we were going to crash," he told me. "We were coming into LAX and the pilot came on and told us we had lost control of the landing gear. They cleared the runways and had all the firetrucks and ambulances out and everything. Everyone had a kind of an oh-shit moment, and you wonder who to text or what to text in those last few moments, when it could be the end."

The plane ended up landing safely. And you know how, after a near-death experience, people are inspired to dedicate their lives to friends or family or nature or worthy causes or living every day to the fullest? Westbrook was inspired to find his dream car.

"For me, owning a Viper was something where I figured, life's short, why not? Ironically, if you drive a Viper your life does have the potential to get even shorter. The probability of that happening is a lot higher, as I'm learning. This car is a weapon.



After only two weeks of searching, Westbrook found the 2001 R/T-10 in red with double white stripes in Ontario, California. This is the part of his story where I interrupted to ask Westbrook if it ever occurred to him to learn how to operate a manual transmission before taking possession of a 450-hp vehicle with no traction control.

"It really never occurred to me," Westbrook replies. At that moment, and many other times in our conversations, I was impressed by how totally un-self-conscious the guy is. What he was doing—is doing—is folly. But it's his folly, and he cheerfully owns it.

As a kid and an adult, he focused only on the coolness of the car, the way it looked, not on the actual practical aspects of driving it. "Everything I knew about the Viper was about its great design and performance," Westbrook says, "but the reality is the car is trying to kill you every time you get into it. The car is humbling."

Continued on Page 13

Stick-Shift on a Dodge Viper (cont)

Continued from Page 12



He knew, of course, that the Viper was manual. "But that part didn't register in my brain, like, 'Wait a minute, you've actually never driven a manual transmission.' I had only really heard about it. It really never occurred to me until I actually bought the car and actually had to go pick it up," he says.

Clearly, Westbrook suffers from a high degree of Viper tunnel vision, and it becomes more striking as he tells the story of buying the car.

He watched a few YouTube videos, and decided he didn't want to take a stick-driving friend with him to pick up the car. "I wanted it to be a surprise to my friends and family so I didn't ask anyone to come along. Once they found out it was my first time driving manual they couldn't believe it. They said I was batshit crazy. Everyone thought I was crazy. It really didn't occur to me when I was buying it though because I didn't share what I was doing."



Continued on Page 14

Stick-Shift on a Dodge Viper (cont)

Continued from Page 13

Westbrook, with perhaps uncharacteristic forethought and caution, decided to try to practice a little before venturing 50 miles home on California highways in rush hour.

"I inched it out of their lot," he remembers. "I didn't want to practice there. Luckily there was a big industrial neighborhood nearby so I went over there and it was pretty quiet so I did some practice. I spent about three hours just trying to get the feel for it and also trying to practice maneuvering. I was probably riding the clutch the entire time. The delivery people in the area were getting some good entertainment watching me stall this red 450-horsepower machine over and over."

He felt like the practice was helping, but he also felt pressure to get home. "It was getting dark. And I was still 50 miles from home. I had to leave before it was pitch black. I decided not to take the highway, which at the time I thought was a safer bet not knowing how to drive stick. In hindsight it probably made my life a lot more difficult having all those starts and stops and hills. I never got past second gear the entire way home."



"I had no sense of knowing when to shift. The Viper has really long gearing so I was pretty much fine cruising along at 50 in second gear. I didn't feel confident shifting yet. Just starting and stopping was a big hurdle. I was very concerned about damaging the car, I didn't want to roll back on a hill and hit the car behind me."

Having skipped the highway, Westbrook was forcing himself to repeatedly do the thing he did not know how to do. Repeat practicing to develop muscle memory is one of the best ways to learn a skill, but most people have a coach or a knowledgeable friend along to help out.

Continued on Page 15

Stick-Shift on a Dodge Viper (cont)

Continued from Page 14

"I stalled quite a bit on the way back home. I didn't fully understand the concept of the engagement point. I was basically just letting the clutch out and revving it and hoping I'd get going. Lots of screeching from the tires. Coming to a stop was difficult at first too, remembering to clutch in and put the car into neutral. There was a moment though, when I was driving through Chino Hills and the sun was setting, that was the best. I was able to gun it a bit with the windows down and just hear the sound of the engine and feel the power."

To his credit, Westbrook did manage, through all the herky-jerky stalling, restarting, and tire-squealing, to limp all that coiled horsepower back to West Hollywood.



Nearly six months since he picked up the car, Westbrook is still learning to become truly competent driving the Viper in what little free time he has from his work as an engineer.

"I've been trying to take it out early in the morning when traffic is less crazy. I've wanted to get out into some open areas like where I bought it, but just haven't had time. Instead I've been driving it through the neighborhood on Sunset or on the big wide roads in Beverly Hills. Every time I'm on the Sunset Strip I seem to get challenged immediately at the stop lights. There's always some Ferrari or Lamborghini revving up next to me, and I'm like, I'm not even at that level, I'm just trying to shift gears here!"

I goad Westbrook a little. A car like this, with a novice driver? There must have been some close calls.

"The first oh-shit moment I had was taking a turn a little too hard with a little too much gas, like you've probably seen on YouTube, Vipers spinning out. Luckily I didn't hit anything. If you don't respect the Viper's power it will bite back. I took a step back and realized I need to respect this car more, and learn better car control."

Continued on Page 16

Stick-Shift on a Dodge Viper (cont)

Continued from Page 15



Knowing what he knows now, if given the opportunity to go back and learn manual on a less extreme vehicle before buying the Viper, would Westbrook have done it?

"Oh definitely," he replies. "I probably should have gotten something normal that was manual to just practice and learn the basics on. My very first time driving stick was in this Viper. It was an experience I'll never forget."

At the same time, he's not sorry about buying this Viper when he did, and he wouldn't discourage a similar purchase for other non-manual driving enthusiasts with some cash burning a hole in their pockets.

"I would say anything is possible. If I can drive that thing back with zero experience, and with no knowledge, then it shows it's possible," he says. "It's not smart. I could have easily wrecked the car or hurt myself. But I didn't."

Westbrook seems to have the right attitude for learning to safely exploit what the Viper has to offer, and he knows driving schools and on-track car-control clinics are a great way for him to learn the basics.

"My goal is to be able to drive the Viper to its full potential," he says. "I want to take some track schooling and learn how to really drive properly in a high performance setting. In the meantime, I'm continuing to enjoy the Viper just simply because it was always my dream car. Even just seeing it in my garage makes me so happy."



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



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

Recommended by Bill Heckman



Mention Inland Mopars & get a 10% discount on parts



Inland Mopars thanks you for your support

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 – Nevada

- From Smilin' Ed: A member of Las Vegas Mopars has to sell his bird. Tom has been in the club for years. I have seen the car, and being Tom has owned this car for many years, I know the pain he must have to let the car go. Please check out the website or contact Tom if you think you have a serious offer to him. \$29K or Best Offer. You can see the car on this website www.musclecarfantasy.com.



What an exquisite example of the Muscle Car Era. This 1971 Plymouth Road Runner is a "RM" model, which was Chrysler's designation as their Race Version. This Bird is classified as a "Modified Stock", which means she retains the looks of a stock car, but has a custom paint job with one-of-a-kind murals, custom interior, custom tires & wheels and a highly modified engine and engine compartment. You will be cruising in style listening to her 300 watt Alpine stereo system. She has been totally restored, blasted, metal prep, epoxy primed, then reassembled & painted. Special Hella head lights turn the night roads ahead into day. She is a real eye catcher. You must be careful when driving her because other drivers pay more attention to her than they do to their driving!! But don't be fooled!! She sports a 512 cubic inch engine topped off with a set of CNC Indy EZ 1 heads, which was built to perform on premium pump Fuels. The signature Hurst 4 speed Pistol Grip commands the road. She also sports 11" disc brakes up front & large drums in the rear. With R-12 air conditioning, of course! She is pushed along with a Dana 60s Posi with 3.73 gears that make her step up and be noticed on the strip but will also cruise the streets with no problems. She has a custom interior that has a high tech sound & heat deadening padding. The trunk is also fully custom carpeted and supports the battery in a very cool Moroso aluminum case. A removable Rally steering wheel, along with a few other anti-theft devices, helps keep her safe. This car is not for the faint of heart!! A working knowledge is a must. It handles well & performs! She is a True Street Brawler that is nothing but classy. Pictures are only a glimpse of her True Beauty. Owner motivated to sell.

Nuts & Bolts- (cont)

For Sale - Nevada

Additional Specs

1971 Road Runner Components: Comp Cams Pro Magnum Extreme Energy Hi-Lift .564 295/307 that can spin the engine above the 6500 RPM if you got the Guts!!, CNC Indy EZ 1 Aluminum Race Heads, Custom Intake manifold, Double Disc Clutch with secondary Flywheel, Aluminum Be Cool Radiator, Be Cool Dual Electrical Fans, Painless Multiple Circuit Fuse block, 140 Amp Internal regulator Chrome Alternator, Mini Hi-Tork Starter, Elect Door Locks, Quick Time Electric Exhaust Cutouts, 850 cfm Mighty Demon Carburetor, $\frac{1}{2}$ inch fuel system, Removable Grant Steering Wheel for Security, Hella Super High Intensive Driving Head Lights, Lakewood Steel Bell housing, Viper 650 Alarm, after market Performance Sway Bar, KYB Gas Shocks, DTS Dana 60 with Posi 3.73 rear differential gears, Strange 35 Spine axles, Stewart LBS Lock resistant brake Valves for the rear brakes, Custom Center Review Mirror, Sandon R-12 A/C Compressor.

This Engine was built to Perform!! With saying that, there is a small miss match with the Purpose of what I intended & what I Built.

I wanted a Custom Show, Street Car with Air Conditioning. With the Indy Race Heads, I was not able to build the custom A/C, Alternator Brackets that were True to the Upper RPMs, which leads to throwing the belts during a power shift above 4000 RPM. A few years ago I had Traumatic Brain Issues which led to major Therapy which caused me to lose the Ability to Design & Engineer Specialty Parts. As a result if you wish to have a Mopar Engine which could reach above the 900 HP THIS IS THE ONE TO HAVE!!!

But you would need to design new brackets or exchange the Indy heads for a set of Stock Style Aluminum Performance Heads, if you wanted to do A/C, or do another 440 Style of Engine. I have invested over \$6,000 in these Indy Heads alone, pushing \$16,000 on the entire Engine. The cam is very large and produces less than the vacuum needed to operate the brakes the way most people like, so a vacuum booster of some type should be used with this engine.

If I were to keep the Road Runner I would just sell the engine, pay someone to drop another 440 in her & pocket the change. A new engine with a lesser cam, would eliminate the need for a vacuum booster. The car has less than 1500 miles on her since being restored. I have also installed the spare tire in the upper middle of the trunk which adds to the Wow factor.

As a Note; the Opening Picture Shows the Hood Emblems as 383 which has been Custom Repainted to Show 512.

Contact Tom: e-mail Travler1971@aol.com or call (702) 249-2620

Nuts & Bolts- (cont)

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



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 Police Museum 5th Annual Guns & Hoses Car Show

Saturday November 3. Car show is located on the west side of Archibald, behind the KFC & Arco gas station. McDonalds is across the street, on the east side of Archibald. Meet in the parking lot just to the left of the car show behind Starbucks.

From the west on the 60 Fwy, exit at Archibald. Make a right onto Archibald & then another right at the signal at Oak Hill Dr. The parking lot will be on your left.

From the east on the 60 Fwy, exit at Archibald. Make a left onto Archibald & then a right at the signal at Oak Hill Dr. The parking lot will be on your left.



NHRA Racer's Party

Thursday November 8, 2018

6:30 - 8:30 PM



**931 Lone Hill Ave
Glendora, CA. 91740**

Located at 210 Fwy & Lone Hill Ave

**MEET NHRA MOPAR DRIVERS
AFTER A DAY OF WORLD FINALS
QUALIFYING**

FREE FOOD AND DRINKS AVAILABLE

Ft. Irwin Toy Drive

****TOY DRIVE BENEFITING FORT IRWIN
MILITARY FAMILIES****

**BRING ANY UNWRAPPED, UNOPENED \$10 TOY FOR A
DONATION**

COME BY AND SAY HI!

Racer's Party Info: Matt @ 909 599-3623 or mdeane@glendoradodge.com

Toy Drive Info: Mike @ 951 212-0817 or limedust70@gmail.com



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.

41715 Elm St. #301, Murrieta, CA 92562

Refreshments will be provided 12:00 to 1:00

MoTech Performance Shop Tours

Opportunity drawing with funds going to buy more toys

Toy Handouts at Ft. Irwin



Directions

From the North (15 & 215)

Exit 15 or 215 Fwy at Murrieta Hot Springs Rd and make a right. Go to Jefferson Ave. Make a left. Go to Elm Street & make a right. Make a right at the first driveway just past the cement company at 41715 Elm Street. Proceed to the facility in the rear complex.

From the South (15)

Exit 15 Fwy at Winchester Rd (79). Make a left onto Winchester Rd. Go over the 15 Fwy to Jefferson Ave. Make a right. Go to Elm Street & make a left. Make a right at the first driveway just past the cement company at 41715 Elm Street. Proceed to the facility in the rear complex.

- ❖ For more info or to confirm for head count purposes:

Mike 951 212-0817 / limedust70@gmail.com

- ❖ Please donate a new, unwrapped toy valued at \$10 or more for the Ft. Irwin toy drive (you are not limited to the amount of toys you donate)



& Inland Mopars

Ft. Irwin Toy Drive

Saturday December 1, 2018

9:00 AM-1:00 PM



RAMONA TIRE AND SERVICE CENTER

11836 FOOTHILL BLVD

RANCHO CUCAMONGA, CA. 91730

Located in the Home Depot Center at Foothill & Rochester

BENEFITING FORT IRWIN MILITARY FAMILIES

BRING ANY UNWRAPPED, UNOPENED \$10 TOY FOR DONATION

**FOR EVERY TOY DONATED, RECEIVE \$5 BACK IN RAMONA
TIRE STORE CREDIT & A DRAWING TICKET**

FREE FOOD AND DRINKS AVAILABLE

COME BY AND SAY HI!

More Info: Mike @951 212-0817 or limedust70@gmail.com