



SCAT PACK NEWS

Volume 25, Issue 3 – March 2019
Celebrating 25 years – 1994 to 2019



Inland Mopars Officers

President

Ken Hamer
714-300-5132
khamer3@roadrunner.com

Vice President & IECCC

Norma Johnston
310-351-6944
normaJ4949@hotmail.com

Treasurer

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

Secretary

Ed Sobiecki
909-987-6505
ednlinda@charter.net

Newsletter

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

Sergeant At Arms

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

Inland Mopars Volunteers

Webmaster

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

Facebook & Twitter

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

Instagram

Jason Gibbons
909-806-9409
jasonmiester32@gmail.com

www.inlandmopars.org



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President's Message

Ken Hamer

Mopar Top 20 Automotive Innovations

It is fairly common knowledge that Chrysler was once known as the "engineers" car manufacturer because of their innovation. Here is a list of their 'Top 20' in chronological order, how many were you aware of?

- Replaceable element oil filter (1924) - Standard since the 1930s on Chryslers, it took until 1962 to make them standard on all competitor cars (including Chevrolets). Chrysler also developed the full-flow oil filter (1946).
- The first mass-produced four-wheel hydraulic brakes (1924) - Engineered and redesigned entirely by Chrysler engineers, Lockheed supplied the components for several decades. It's so nice being able to stop when you need to... Imagine your brakes being as poor as your current emergency brake (rear wheel, cable operated) and you have some idea of how important four-wheel hydraulic brakes were for safety both then and now.
- Rubber engine mounts (1925) - Part of this includes the located center of gravity for the engine, which was "cradled" scientifically in rubber to eliminate or vastly reduce vibration felt by the driver and passengers. Prior to this, engines were simply bolted into car frames. **(Early top fuel dragster?)**
- Power brakes (1932) - This option helped reduce braking effort.
- Automatic overdrive (1934) - Developed by Chrysler, it was manufactured for them by Borg-Warner and supplied to competitors. Overdrive improves fuel economy and allows higher road speeds.
- Electric windshield wipers (1939) - Do any readers recall how miserable vacuum operated windshield wipers were? When you stepped on the gas to pass, the wipers stopped. Convenient. American Motors continued with the abomination until the early 1970s, and even some GM and Ford cars continued with vacuum-operated wipers until the '60s.

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MOPAR®

February Birthdays

(From the 062418 roster)

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

Jennie Frisby	*
Paul Roddy	*
Larry Torres	*
Scott Whiteman	*
Kim Strathman	*

*dates have been intentionally removed

***Cactus Cantina**
9 am breakfast, 10:00 am meeting
151 Alessandro Blvd
Riverside, CA 92508

****Cruise for Kids Car Show w/Ft Irwin toy drive**
Rancho Cucamonga

2019 MEETING SCHEDULE

January 6

February 3 (CC)*
 (Super Bowl Sunday)

March 3 (CC)*

April 7 (CC)*

May 5 (CSDR)

June 2 (Cruise for Kids)

July 7

August 4

September 1

October 6

November 3

December 1

Meeting 1st Sunday of the month except as noted

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Bits 'n Pieces – My take on this



Who is the real Hellcat here, Billy Whitson or the cat on the left?

Photo by Jerry Shory



President's Message (cont)

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- Hydraulic four-wheel disc brakes (1949) - Granted: They were not "caliper disc brakes" but more akin to what aircraft used at the time. Still, they were disc brakes. Difficult as it is to envision, these brakes were essentially "inside-out" versions of what came later. The finned discs rotated around a fixed inner disc that held the brake pads. These moved outward to contact the two sides of the rotating disc brake.
- Ignition key starting (1949) - Believe it or not, before this, there were various ways to engage the starter. Some makes required you to push a separate button on the instrument panel or on the floor, some required you to push the gas pedal or clutch pedal to the floor, Nash required you to pull up on the automatic transmission lever even into the mid-'50s.
- Resistor spark plugs (1949) - In order to eliminate radio reception interference.
- Padded dashboard (1949) - For safety, obviously.
- Power steering (1951) - This option was developed as a solution to aid parking with the new (extremely heavy) Hemi V-8 engines introduced that year.
- Curved side glass (1957) - Not only a styling advance, this feature allowed a wider interior with a slight curve to the inside of the door, which means more interior room for a given exterior size of car and also less glare for other drivers on the road from straight side glass in certain circumstances.
- First use of modern electronic fuel injection (albeit with an analog computer) (1958) - Optional on DeSotos and Chryslers, the Electrojector system was built for Chrysler by Bendix, which supplied fuel injection for some aircraft.
- Cruise control, called "Auto Pilot," (1958) - Who else remembers long, exhausting drives during the 55 mile per hour speed limit era? Can you imagine how much worse they'd have been without the option of cruise control? (Yes, 16 hours from here to Brigham City, Utah with no cruise. Didn't have a car with cruise until 1997.)
- Alternators instead of generators standard on some cars (Valiant, 1960), all U.S. cars (1961) - Generators didn't do a sufficient job in slow traffic or idle and modern cars' electrical demands began requiring sufficient electrical generation, which only the alternator could provide.
- First mass-produced car equipped with four-wheel antilock disc brakes (Imperial, 1971) - The 1966 British Jensen FF had this, but only a few hundred were built over several years at astronomical cost.
- Electronic ignition on all cars (1973) - This helped reduce emissions and also eliminated much of the old "tune up" periodic services every few thousand miles, reducing owner expense and also saving time.
- Onboard car computer (analog) to control the carburetor mixture and electronic ignition (1976) - This system was called "Lean Burn" and it aided fuel economy and reduced emissions.

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President's Message (cont)

Continued from Page 3

- Electronic voice alert (1983) - Yes, your car spoke reminders and warnings to you. In addition, it was a fully digitized, recorded human voice, not just a lame record of a voice like a child's string-pull talking doll of the era (as the Japanese "innovated" in the same era). Chrysler engineers developed EVA in Huntsville, Ala., where they also worked on space and defense programs.
- Modern cup holders (1983) - We can't forget how miserable cup holders were "back in the day" - because we still have them on our classic Mopars. Essentially, if you had any at all, they were simply depressions on the inside of the glovebox door on which you placed your small Styrofoam coffee cup. While the car was stationary. It was a very shallow depression.

Our club "UnHoliday" party is scheduled March 2nd at 5:00PM (a mere 4 hours after I received the president's message) at Marie Callendar's restaurant in Ontario. Followed the next day by our monthly club meeting at Cactus Cantina in Riverside at the usual times of 9:00AM for breakfast with the club meeting starting at 10:00AM.

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-February

The February 3, 2019 meeting of Inland Mopars at the Cactus Cantina, Riverside, was called to order at 10:00 AM by president Ken Hamer, in lieu of sergeant-at-arms Mike Counts absence.

Present: Tim & Diane Baer, Sil & Carol Brander, Lonnie & Robin Clabaugh, Sam Frisby, Joey Garcia, Ken & Judy Hamer, Michael Harding, BJ Hayden, Bill Heckman, Norma Johnston, Mike Keller, Ed & Linda Sobiecki, Larry & Franki Torres, and Bill & Debbie Whitson.

Absent: Steve & Beth Backer, Ken Benedict, Joe Bolin & Trish Anderson, Rick & Becky Cook, Mike & Camille Counts, Cliff Cummins, Jennie Frisby, Daemon Garcia, Jason & Cat Gibbons, Dan Hallisey, Donna Hayden, Gayle Keller, Steve & Lynda Kuramoto, Joseph Masters, Rob McLean, Chuck & Linda Merken, Wayne & Cynthia Parris, Paul & Kelley Roddy, Leo & Judy Rowden, John & Judy Smithson, Ken & Kim Strathman, Scott & Bea Whiteman, and Harry & Robin Windhorst

Ken advised all members that we have exclusive access to the room from 9:00 A.M. till noon. The Cactus Cantina is closing at noon today to prepare for a private Super Bowl party later today.

Happy Birthday wishes were made by Ken to the following members who have February birthdays: Ken Benedict, Bill Heckman, Rob McLean, Diane Baer, Jason Gibbons, Sam Frisby, and Gayle Keller.

Treasurer's Report - Sam gave the treasurer's report, updating monies collected in January, expenditures for January, and totals in the club's account and petty cash.

Social Media

- Club Website - Steve Backer-no update.
- Facebook - Mike Counts has reported that we have over 2000 total hits.
- Instagram - Jason Gibbons-no update.

New Business: Happy Birthday to our club members with January birthdays: Robin Windhorst (7th), Sil Brander (8th), Steve Kuramoto (10th), Judy Rowden (10th), Kelly Roddy (11th), Rick Cook (12th), Beth Backer (15th), Norma Johnston (24th), and B.J. Hayden (25th).

Prior Month Club Business & Past Events:

January

- January 5th - "Christmas in January" Toy Distribution - Ft. Irwin - Barstow. We received a "Thank You" card from DES Operations at Ft. Irwin (LtCol "RJ" Jackson, 1Lt Colton Begley, SgtMgr David Sweeney, and the rest of the unit).
- January 23rd-27th - Grand National Roadster Show - Pomona. Our seven car club display picked up the following awards:
 - Class 1100.0 Conservative Hardtop 1960-69, Class Award - Bill Heckman, 1966 Dodge Coronet
 - Class 1100.0 Conservative Hardtop 1960-69 Class Award - Bill & Debbie Whitson, 1964 Plymouth Fury
 - Class 1110.0 Conservative Hardtop 1970-79, 1st Place - Norma Johnston, 1970 Plymouth Barracuda
 - Class 1164.0 Semi Hardtop 1970-79, 1st Place - Lonnie & Robin Clabaugh, 1970 Plymouth Barracuda
 - Class 3320.0 Domestic Bracket Racer, 1st Place - Chuck & Linda Merken, 1963 Dodge 330
 - Class 3340.0 Super Stock, 1st Place - Sil & Carol Brander, 1959 Plymouth Belvedere
 - Class 3360.0 Super Gas, 2nd Place - Sil & Carol Brander, 2007 Chrysler "ET" Cruiser

Photos can be found in the February Scat Pack Newsletter.

Meeting Minutes-February (cont)

Continued from Page 5

Past Events (cont)

January (cont)

Other club members in attendance expressed how they enjoyed the volunteer activity "working" the show, as well as the opportunity to meet all kinds of people. There was a write-up about the Inland Mopars 25th anniversary in the event program. We have a copy of it in the February club newsletter. Also, Ed Sobiecki discovered an article in the online edition of Hot Rod magazine covering Mopars at GNRS, and featuring pictures of most of Inland Mopars entries. Mike will try to have this included in the next newsletter as well. Chuck Merken suggested that our club have a display at the next GNRS offering some chairs (and maybe tables) for guests, as did another club across from us at this year's GNRS. Will have to check to see what that will cost us.

Current and Future Club Business & Upcoming Events:

Ed Sobiecki, our new club secretary, made a request that the club consider purchasing an inexpensive laptop computer for him to use to take minutes at our meetings. Ed noted that his osteoarthritis becomes aggravated (and quite painful) from handwriting the minutes. He provided a doctor's letter to verify his claim. Ed presented his preliminary findings of the cost of this item to the club. Discussion: Ken said he has an old laptop at home that might serve the purpose. Norma said she would check with her brother-in-law, who services computers, to check the feasibility of this. Sam suggested that we just get another secretary.

Todd Jacobsen website updates: We have updated the electronic banner to show our 2018 Best of Show winning vehicle. We have updated the "Club Officer" portion of the website. We are updating the "Mopars in May" page this weekend. We are updating the club website to make it more responsive and better viewed on mobile devices.

February

- 3rd - Sil & Carol Brander's annual "Super Bowl" party. Carol is providing hot dogs this year because she wants to watch "her Rams" in the Super Bowl game. All club members invited - bring finger foods/snacks to complement the hot dogs.
- 9th - Dr. George car show, Indian Well Tennis Center. Limited to first 1000 pre-registered entries. Mike Keller went over options of when and where to meet: 7:15 A.M. in the parking lot across the street.

March

- 2nd - Annual club "Un-Holiday" Party. Marie Callendar's, Ontario, 5:00 P.M. Norma said that it will be \$26 per person for dinner. This includes salad, corn bread, & drink. Entrees include: Turkey breast, pot roast, or grilled salmon. Please bring a gift for either men (+ "Norm") or women, around \$25.
- 3rd - Club meeting at Cactus Cantina
- 9th - 33rd Annual H.E.M.I. car show in Phoenix, AZ.

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Meeting Minutes-February (cont)

Continued from Page 6

Upcoming Events (cont)

March (cont)

- 10th - Daylight Savings Time begins. Sil questioned whether this was still happening or not. Didn't we vote on this?
- 23rd - 8th Annual Bonita High School auto shop car show in La Verne.

April

- 7th - club meeting at Cactus Cantina
- 13th - 2nd Annual Champion Cooling car show, Lake Elsinore
- 13th - Annual Corn Feed car show, Chino
- 13th - 14th - Spring Fling, Woodley Park, Van Nuys
- 14th - (club event) 11th Annual Chaffey College car show, Rancho Cucamonga
- 20th - Cool Cruise car show, La Verne
- 25th - 28th - MATS, discussion about driving to Las Vegas as a group, also who is going to MATS?

May

- 4th - 14th Annual Edelbrock car show, Torrance
- 4th - San Dimas High School car show, San Dimas
- 5th - club meeting. Breakfast at Cactus Cantina, 9:00 A.M., meeting at CSDR 10:30. Bring your cars for photos for the website.
- 11th - MoTech Performance Open House, Murrieta
- 19th - Mopars in May at CSDR. The facilities agreement has been signed and approval received from the State. "Friends of CSDR" has been disbanded. Mike provided an update about the new charity for our donation. Apparently, CSDR doesn't have any "Friends" anymore.

Round Table:

Judy Hamer - Noted that Ron Borden's (former president of Inland Mopars) birthday is coming up. Judy also provided a knitted doily for Norma with a picture of "Baby" on it.

Norma Johnston - Thanked Jerry for cleaning "Baby" at GNRS. Her Nissan got rear ended on the way to GNRS, hit by a flatbed truck.

Bill Heckman - Went to the Nethercutt Museum. Discussed the vehicles and other exhibits stating that it is a worthwhile place to visit for car enthusiasts.

Larry & Franki Torres - Ran into Leo & Judy Rowden at a car show near Laughlin.

Michael Harding - Saw the Grand Canyon on his route to Barret-Jackson. His company 9 Champion Cooling Systems) will be donating a radiator to Mopars in May.

Meeting Minutes-February (cont)

Continued from Page 7

Round Robin (cont)

Mike Keller - Made a motion to sponsor a trophy for the Champion Cooling Systems car show. This item seconded by Bill Heckman. All members approved. Mike also stated that his truck engine has some problems, dropped valve seats, but not as serious as he thought. Mike also has some 2017 Mopars at Extreme Automotive & 2018 Mopars at MoTech Performance shirts.

Joey Garcia - picked himself up a new slant six engine.

There being no further business, the meeting was adjourned at 10:55 AM.

Respectfully submitted,
Ed "I digress" Sobiecki, Recording Secretary

Animal Funnies Submitted by Pat from Old Farts (we don't mean an old fart Sam)

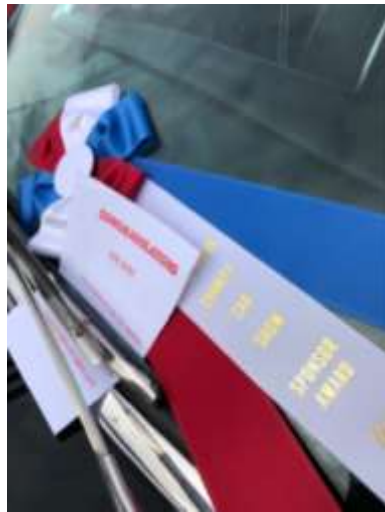


Dr. George Car Show

Photos by Debbie Whitson

I ended up in Torrance working the weekend so here is the show info as supplied by Debbie Whitson.

We were fortunate enough to win an award yesterday at Dr George. It was a sponsor trophy and the gentleman who picked the car did it in memorandum of a family member. His Dad has a car like Bills. Also Susie of HDM said that was really special to get from them. Even the award presenter made a comment about how prestigious it was to get picked by this family. I think it is one of the best ones Bill has received because it was in memory of a family member. The weather was a bit chilly in the morning but warmed up and the sun shown in the afternoon. No rain. Ken & Judy Hamer, Bill Heckman., Steve Backer, BJ Hayden (Sam's "driver" became Steve's "driver"), Lonnie & Robin Clabaugh, Sil and Carol Brander and, of course, Bill and Debbie Whitson, were in attendance.



Dodge Investigating Video Showing Pair of Dodge Demons Exploding on Drag Strip

submitted by Ed Sobiecki



© Dodge | YouTube | Olson's EcoBoost

The 840-horsepower [2018 Dodge Challenger SRT Demon](#) is the closest thing to a production drag racer that's ever been built—which is why [a slow-motion video](#) showing the rear axle exploding on two different Demons during an event in Texas last month has raised concern among owners and prompted an internal investigation at Dodge.

But there's more to the story than a simple failed part, involving both the development of the Demon and the science of drag strip preparation. *The Drive* talked to Dodge, the car club that organized the event, and the company that handled the surface prep at Houston Raceway Park to get the full picture.

A few weeks ago, the drag strip hosted a private hoedown for members of the Legions of Demons car club, giving owners a chance to bust out [those skinny front wheels](#) and go wild in a safe environment. According to the organizers, the ultimate goal was to give every car a legitimate shot at NHRA Top Fuel racer Leah Pritchett's stock Dodge Demon quarter-mile record of 9.65 seconds.

Crucially, the event was produced by a drag strip surface prep company called [Mass Traction](#), which also supervised track maintenance for Fiat-Chrysler during the Demon's development and knows how to maximize grip for the car. Forty-two stock Demons showed up for a run at the record, joined by five modified models for the hell of it. The result? Though no one topped Pritchett's mark, 38 of those stock cars made it into the vaunted nines. Unfortunately, the other four suffered catastrophic rear-end failures at launch, as did one of the modded cars.

The video, which *The Drive* can report has now been seen by Dodge's highest executives, shows the rear axle detonate on both the modified Demon and one of the stock models in brutal slow motion.

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Dodge Demons Exploding on Drag Strip (cont)

The first clip in the sequence features the hotted-up Granite car. Just as it rears back and lifts the front wheels, a shudder reverberates through the chassis. The front comes back down onto the track, now joined by the inner assembly of the rear differential, leaving a trail of gears, oil, and metal shards in its wake.

In the second clip, a stock Go Mango Demon struggles briefly with a balky transbrake—you can see it rock back and forth prior to the doomed launch—before suffering a similar fate as it leaves the line. This time, the failure appears concentrated near the front of the differential, possibly with the pinion gear. But the result is the same: A glittering, greasy mess, and a broken car.



© YouTube | Dodge | The rear differential from the 2018 Dodge Challenger SRT Demon, intact

The YouTube uploader's conclusion is that Dodge Demons are in dire need of a rear differential brace to better distribute the insane forces generated in launching a 4,200-pound car from 0 to 60 mph in 2.3 seconds. In other words, Dodge built a car that can't reliably handle the job it's designed to do. That seems logical—a 9.5 percent failure rate (4/42) on a basic launch over a single weekend sure doesn't look good.

Dodge declined to issue a statement, though as we mentioned up top, the automaker is formally investigating the matter. The two owners of the cars in question also declined to comment, while Legions of Demons organizer Byron Godbee filled in a few missing details for *The Drive*.

Dodge Demons Exploding on Drag Strip (cont)

Godbee said that the modified car was tuned to about 1,000 horsepower at the rear wheels and still utilized the stock differential, bolstered by a hefty brace. So it exceeded the diff's factory torque ratings; that alone doesn't guarantee a failure, but parts do break, as Godbee put it, even those [marketed as "race-hardened."](#)



© YouTube | Olson's Ecoboost | The no-longer-intact rear differential from the stock Demon in the video. Note the missing front half and pinion gear.

The problem with the stock Dodge Demons are more concerning. Godbee confirmed the owner in the video was staging on the line [using the car's transbrake feature](#), which involves keeping your foot planted on the throttle and holding the vehicle with one of the steering wheel shift paddles. As he was set, the system reportedly went into limp mode briefly before reactivating. Seeing it come back online with the throttle still pinned, he decided it was OK to launch. It was not.

More illuminating was our conversation with Mass Traction owner Brandon Mass, who told us he treated the drag strip surface at Houston Raceway to his company's highest standards for the event, getting as close as possible to the laboratory conditions he created to help max out the Demon during its development. And he also stationed the cameraman in the perfect position to capture the carnage, because in his words, he "knew it was gonna happen."

Mass pointed out that at any racing event, you're going to have at least one or two outliers that suffer some sort of catastrophic failure. It's just the nature of the game. But he also noticed something important as the Dodge Demon underwent testing: Cars that ran full-strength passes on lower-traction surfaces were more likely to break when they returned to [perfectly-treated pavement delivering maximum grip](#).

Dodge Demons Exploding on Drag Strip (cont)

There are a number of reasons why that could happen. Mass hypothesizes that the wheel and tire shake generated when launching on a less-than-ideal surface is causing microscopic stress fractures in the rear differential. Put that car back on a sticky surface that doesn't allow wheel spin or hop to dissipate any power, and the weakened structure suddenly experiences the full force of the launch.

"Our job is to prep the surface to the maximum that it can be, which exposes the weak points. That's why Dodge brought us in for testing," he said. "The Demon powertrain itself is bulletproof... but we did see if the car saw some prior trauma from a rougher launch, we would see part failures [on our treated surface]."

So, boom goes the diff. Mass thinks it's likely that the broken cars in Houston had previously been used on drag strips with a lower level of preparation, generating those tiny, fatal cracks in the drivetrain that revealed themselves on his ultra-grippy surface. Short of a final answer from Dodge's own investigation, that seems as likely a cause as anything. It certainly makes more sense than random chance or a systemic manufacturing defect on such a crucial part suddenly rearing its head.

And while the Dodge Challenger SRT Demon is surely a mechanical marvel, science can only do so much to contain the pure force pouring forth from that titanic supercharged V-8. Dodge itself advises owners to ease out of the warm-up line-lock burnout, because popping off the throttle can cause the softened tires to hook up instantly and snap something in the drivetrain. Other owners of stock models have found that the wrong combination of tires and track prep [can also provoke a failure](#). You can't engineer for everything at this level.

Though if it turns out that every Demon is especially susceptible to low-traction stress, that would be a much bigger problem for Dodge, one that might indeed be remedied by adding a differential brace. It wouldn't cost Fiat-Chrysler too much to whip one up for all 3,300 cars out there. As to other fixes, well, the Demon is already out of production. An easier but possibly more expensive route would be to extend or expand the drivetrain warranty in some way.

So overall, this video doesn't prove that the Dodge Challenger SRT Demon is doomed. But it does show that like any high-performance car, it's only as good as the stage on which it performs—which can enhance its strengths, worsen its weaknesses, or cast a harsh spotlight on the growing gap between the two.



An Obituary printed in the London Times.....Absolutely Dead Brilliant!!)

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,

- by his parents, Truth and Trust,
- by his wife, Discretion,
- by his daughter, Responsibility,
- and by his son, Reason.

He is survived by his 5 stepbrothers;

- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

Upcoming 2019 Events (Mopar & non-Mopar)

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

March Events

- 3: Inland Mopars Club Meeting, location Cactus Cantina
- 9: 34th High Energy Mopar Invitational, Phoenix
- 16: Surprise 80th Birthday Bash & FREE Car Show for Vince Vanni, Rancho Cucamonga
- 16: Hot Desert Mopars Meet & Greet, Palm Desert
- 16-17: The Classic Auto Show, OC Fairgrounds Costa Mesa
- 23: 8th Annual Bonita High School Auto Shop Car Show, La Verne



NEW for 2019!
Classic Cackle Cars



SATURDAY ONLY: Come out on Saturday and see nitro static and push car starts led by the famed "Swamp Rat 3".



April Events

- 6: Tucson Mopar Club Bi-monthly Car Show, Tucson
- 7: Inland Mopars Club Meeting, location Cactus Cantina
- 11-14: Spring Fling & related events, Van Nuys
- 13: Corn Feed Run, Chino
- 13: Champion Cooling Systems Classic Car Show, Lake Elsinore
- 14: Chaffey College Car Show, Rancho Cucamonga
- 20: Cool Cruise Car Show, La Verne
- 20: Hot Desert Mopars Meet & Greet, Palm Desert
- 26-28: Muscle Cars at the Strip, Las Vegas
- 27: Grace Yokley School Band Car Show, Ontario



Upcoming 2019 Events (cont)

April Events (cont)

Champion Classic Car Show
 3rd Annual
 Saturday April 13 2019
 32375 Computer Ct
 Vendor Booths 2nd Avenue North
 Sponsors: Champion Classic Car Show Awards, 32375 Computer Ct, Vendor Booths 2nd Avenue North, Champion Classic Car Show Awards, 32375 Computer Ct, Vendor Booths 2nd Avenue North.

SPRING FLING 33
 APRIL 13th & 14th, 2019
 www.cpwclub.com
 CPW Hotline (818) 789-1779
 CAR CLASSES

CHAFFEY COLLEGE PRESENTS
 11TH ANNUAL CAR, TRUCK AND MOTORCYCLE SHOW
 APRIL 13, 2019
 AWESOME PRIZE TABLE! SURPRISE AWARDS TO BE PRESENTED
 PRE REGISTRATION IS \$20; AND INCLUDES ENTRY FOR ONE VEHICLE, A GIFT BAG (WHILE SUPPLIES LAST), & ONE FREE MEAL. ***FREE TO SPECTATORS!***

COOL CRUISE CAR SHOW – La Verne, CA
 Saturday, April 20, 2019 – 04M Town La Verne, CA
 Produced by Flying Saucer - World's Largest Outdoor - Public Admission FREE
 VEHICLE REGISTRATION – COOL CRUISE CAR SHOW – La Verne, CA

MUSCLE CARS AT THE STRIP
 APRIL 26-28, 2019
 Autocross, Drag Race, Car Show, Manufacturer's Midway, Swap Meet and much more...
 SPECIAL GUEST Shinya "Chi Chi" Mitsuhashi

GYS BAND CAR SHOW
 Saturday, April 27, 2019
 10 AM - 2 PM
 2943 South Turner Ave. Ontario CA 91761
 CARS/TRUCKS \$20 - Motorcycles \$15 - Bicycles \$10
 AWARDS IN THE CATEGORY LISTED ON REVERSE SIDE (3rd/2nd places)

May Events

- 3-4: Show & Go, Riverside
- 4: San Dimas High School Car Show, San Dimas
- 4: Edelbrock Car Show, Torrance
- 5: Inland Mopars Club Meeting, location CSDR
- 11: MoTech Performance Open House, Murrieta
- 18: 5th Annual Lambs Fellowship Car Show, Lake Elsinore
- 19: Mopars in May at CSDR, Riverside **Ft. Irwin Toy Drive event

6th Annual San Dimas High School PT&F Car Show
 Open to all Makes and Models of vehicles
 Saturday, May 4, 2019
 9:00 P.M. - 2:00 P.M.
 888 W. Covina Blvd. San Dimas, CA 91773

2019 Edelbrock CAR SHOW
 SATURDAY MAY 4 9AM-4PM
 GARAGE GIRL PIN UP CONTEST
 LIVE MUSIC
 BEER GARDEN
 FOOD COURT
 KIDS KORNER
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Upcoming 2019 Events (cont)

May Events (cont)



Open House
Saturday
May 11, 2019



June Events

- 1: Inland Valley Street Rods Rally & Cruise, Ontario
- 1: Tucson Mopar Club Bi-monthly Car Show, Tucson
- 2: Kiwanis 9th Annual Cruise for Kids Car Show, Rancho Cucamonga
- **Ft. Irwin Toy Drive event
- 2: Inland Mopars Club Meeting, location Cruise for Kids
- 7-8: Rialto Rotary Run Whatcha Brung XXVI, Rialto

July Events

- 7: Inland Mopars Club Meeting, location CSDR
- 20: All American Car Show, Mopar Club San Diego, Encinitas

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



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 - Arizona

- 1964 Plymouth race car. Everything new. 452 stroker with Pro-Charger. Frame connectors, mini-tubed, full interior with headliner and door panels, '65 Dodge 8 $\frac{3}{4}$, new axles, roll cage, new gauges, water meth injection, fuel cell, too much stuff to list. Can't afford to race anymore, retired. Any information needed please call. Part trade and cash. Willing to deal with the right buyer. It needs to go to a good home.
- Call Ron at 909-615-4858



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

MOPAR **MAKING THE BEST CARS BETTER** **10% OFF LABOR**
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www.motechperformance.com

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

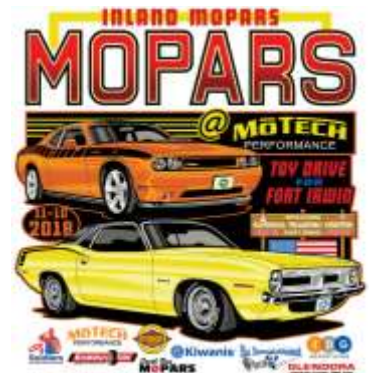
Misc

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

-
- 2018 Mopars at MoTech Performance shirts. Sizes; medium, large, XL, 2X, 3X & 4X \$20 with \$3 going to the Ft. Irwin toy drive fund.

Call or text Mike 951 212-0817 or e-mail

limedust70@gmail.com,



Mopar Events 2019

California, Arizona, Nevada, Colorado, New Mexico



Events are subject to change without notice. Please check all events prior to attending. Not responsible for changed or cancelled events.

Legend: *Italic or TBD, unconfirmed date*

- Jan 19 Palm Desert, CA, Monthly Informal Mopar Meet, www.hotdesertmopars.com
- Jan 26 Temecula, CA, All Beef Aside Cruise, Elite Mopars, @elitemopars
- Feb 2 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- Feb 9 Indian Wells, CA, Dr. George Show with over 40 Mopars, www.hotdesertmopars.com
- Mar 9 Phoenix, AZ, 33rd H.E.M.I. High Energy Mopar Invitational, Mopars Unlimited of Arizona, www.moparsaz.com
- Mar 16 Palm Desert, CA, Monthly Informal Mopar Meet, www.hotdesertmopars.com
- Mar 23 Pomona, CA, 2019 Spring Festival, Challenger, Charger, Magnum, Chrysler 300, So Cal LX, www.socallx.com
- Apr 6 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- Apr 11 Spring Fling Speed Festival, Chrysler Performance West, www.cpwclub.com
- Apr 12 Van Nuys, CA, Spring Fling Malibu Cruise, Chrysler Performance West, www.cpwclub.com
- Apr 13-14 Van Nuys, CA, Spring Fling, Chrysler Performance West, www.cpwclub.com
- Apr 20 Palm Desert, CA, Monthly Informal Mopar Meet, www.hotdesertmopars.com
- Apr 26-28 Las Vegas, NV, 2019 MATS (formerly Mopars at the Strip), www.matslv.com
- May 11 Murrieta, CA, 6th Annual Motech Performance Car Show & Open House, Motech Performance, 41715 Elm St, Suite 301, Murrieta, CA 92562, www.motechperformance.com
- May 11 Bakersfield, CA, The American Car, Truck & Bike Show, Mopars of Bakersfield, www.moparsofbakersfield.com*
- May 19 Riverside, CA, Mopars in May at CSDR, Inland Mopars, www.inlandmopars.org
- June 1 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- tbd Denver, CO, Mega Mopar Series at Thunder Mountain, Bandimere Raceway, www.bandimere.com*
- June 9 Cupertino, CA, Mopar Alley's 29th Annual Mopar Rally, 408 218-3831*
- June 15 Rio Rancho, NM, 22nd Annual Mopar Fest, Mopar Muscle Club of New Mexico, www.moparclub.com
- June 22 Rancho Cordova, CA, Mopars Day in the Park 26, Capital City Mopars, www.capitalcitymopars.com*
- July 19-21 Denver, CO, Dodge Mile High NHRA Nationals, Bandimere Raceway, www.bandimere.com
- July 20 Cardiff, CA, All American Car Show XIX, Mopar Club of San Diego, www.moparclubsandiego.net
- Aug 3 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- Aug tbd Reno, NV, Mopars on the Green held during Hot August Nights, A&W, 900 East Plumb Lane, Reno, NV, 775 825-8646, mikerae@sbcglobal.net*
- Aug 10 Centennial, CO, 21st Annual Mopars at the Mall, Colorado Mopar, www.coloradomopar.org*
- Aug 10 Torrance, CA, 15th Annual Rock 'N Roll Car Show, South Bay Mopars, www.southbaymopars.com*
- Sept 7 Sacramento, CA, Mopar Shootout Drags & Car Show, www.sacramentoraceway.com
- Sept tbd Lancaster, CA, Annual MoParty, Antelope Valley Mopars, e-mail: AVMoparty@msn.com or 661-943-3976*
- Oct 5 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- tbd Madera, CA, 25th Annual Fall Finale, San Joaquin Valley Mopars, www.sanjoaquinvalleymopars.com*
- Oct 26 Van Nuys, CA, Fall Fling at Woodley Park, Chrysler Performance West, www.cpwclub.com
- Nov 14 NHRA Drivers' Party & toy drive for the kids at Ft. Irwin event tentatively scheduled for Glendora Chrysler Dodge Jeep Ram, Mike @ 951 212-0817 or limedust70@gmail.com
- Nov 16 Mopars at MoTech Performance, Open House & Toy Drive for the kids at Ft. Irwin, Mike @ 951 212-0817 or limedust70@gmail.com
- Nov 16 Palm Desert, CA, Monthly Informal Mopar Meet, www.hotdesertmopars.com
- Dec 7 Tucson, AZ, Bi-monthly car show, Tucson Mopar Club, www.tucsondodge.com
- Dec 14 Palm Desert, CA, Monthly Informal Mopar Meet, www.hotdesertmopars.com