



# SCAT PACK NEWS

Volume 25, Issue 7 – July 2019  
Celebrating 25 years – 1994 to 2019



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## **President's Message** (none received at time of publication)

*The following was submitted by Pat from Old Farts Racing*

### *Rush Limbaugh Nailed This One*

I think the vast differences in compensation between victims of the September 11 casualty and those who die serving our country in Uniform are profound. No one is really talking about it either, because you just don't criticize anything having to do with September 11. Well, I can't let the numbers pass by because it says something really disturbing about the entitlement mentality of this country. If you lost a family member in the September 11 attack, you're going to get an average of \$1,185,000. The range is a minimum guarantee of \$250,000, all the way up to \$4.7 million. If you are a surviving family member of an American soldier killed in action, the first check you get is a \$6,000 direct death benefit, half of which is taxable....

Next, you get \$1,750 for burial costs. If you are the surviving spouse, you get \$833 a month until you remarry or die. And there's a payment of \$211 per month for each child under 18. When the child hits 18, those payments come to a screeching halt.

Keep in mind that some of the people who are getting an average of \$1.185 million up to \$4.7 million are complaining that it's not enough. Their deaths were tragic, but for most, they were simply in the wrong place at the wrong time. Soldiers put themselves in harm's way FOR ALL OF US, and they and their families know the dangers. (Actually, soldiers are put in harm's way by politicians and commanding officers.)

We also learned over the weekend that some of the victims from the Oklahoma City bombing have started an organization asking for the same deal that the September 11 families are getting. In addition to that, some of the families of those bombed in the embassies are now asking for compensation as well. You see where this is going, don't you?

Folks, this is part and parcel of over 50 years of entitlement politics in this country. It's just really sad. Every time a pay raise comes up for the military, they usually receive next to nothing of a raise. Now the green machine is in combat in the Middle East while their families have to survive on food stamps and live in low-rent housing.

Make sense?

However, our own U.S. Congress voted themselves a raise. Many of you don't know that they only have to be in Congress one time to receive a pension that is more than \$15,000 per month.

If some of the military people stay in for 20 years and get out as an E-7, they may receive a pension of \$1,000 per month, and the very people who placed them in harm's way receive a pension of \$15,000 per month. I would like to see our elected officials pick up a weapon and join ranks before they start cutting out benefits and lowering pay for our sons and daughters who are now fighting.



**MOPAR.  
July Birthdays**

(From the 061619 roster)

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

- Robin Clabaugh \*
- Lonnie Clabaugh \*
- Franki Torres \*
- Cat Gibbons \*

\*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**

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<b>2019 MEETING SCHEDULE</b>
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
<b>Meeting 1<sup>st</sup> Sunday of the month except as noted</b>

**Bits 'n Pieces – Mopars in May Continues**

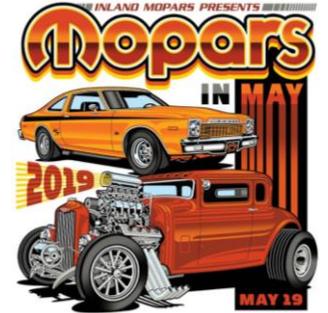
Mopars in May was again a success, despite the weather. With a lower car count it was decided to not do a 50-50 drawing and just concentrate on the opportunity drawing where all the money raised would be going to the CSDR Alumni Association. Again the opportunity drawing raised a little over \$1200, which was consistent with the past several years. Inland Mopars added to that amount and we presented the Alumni Association with a check for \$2000. In addition to that, Matt Deane of Glendora Dodge presented the Alumni Association a check for \$250 at the show. I know that doesn't sound like much but we managed to pay the bills and still help out the CSDR Cubs Engine Club (part of the Automotive program) with some of their needs. Accepting the itty bitty size check (forgot the big photo check) are Erlinda Miller of the CSDR Alumni Association & Brandon Bowdidge, Automotive Technology Instructor & Cubs Engine Club Advisor. The guy on the left needs no introduction. Mopars in May 2020 is May 17 at CSDR.



## Meeting Minutes-June (none received at time of publication)

### Mopars in May at CSDR (Part Two)

As usual the awards took longer than planned to put on paper for the presentation. We were still earlier than in the past. And as usual we basically jumped into the awards without thanking the members of Inland Mopars for the hard work they did, not only show day, but for the time spent the day before doing the prep work. Arrive time was 5:00am. Leave time was actually before 5:00pm. Until you actually put on an event, whether an all day show or half day cruise, you do not appreciate the amount of work, seen & unseen, that goes into that event. And if you have a little minor mess up, like forgetting to judge a class or missing an award which is unplanned, how it gets handled can make or break your event.

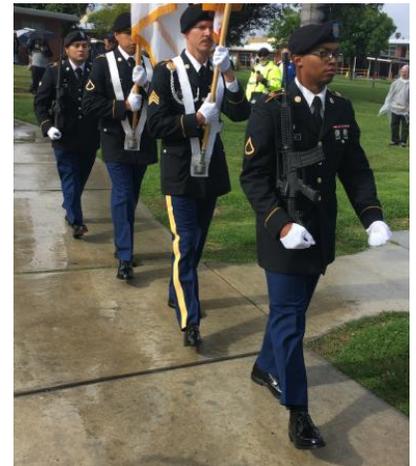


With the continuing judging assistance from the Mopar Club San Diego & Hot Desert Mopars, along with Inland Mopars, judging seemed to go fairly smooth. We have tried different forms of participant judging & no one is happy, especially the host club when we have to hear ...never mind, you already know. More photos. Photos will also be available at [www.inlandmopars.org](http://www.inlandmopars.org) at some point.

**Reminder; Mopars in May 2020 will be Sunday May 17 at CSDR. Put it on your calendar.**



Left: Karin Grance took home two awards with her '12 Dodge Challenger. She took 2<sup>nd</sup> place in the SRT class and was also chosen as the Charities Choice by the CSDR Alumni Association (photo: one of Karin's friends)



Right: We were honored to have the color guard from Ft. Irwin drive a couple of hours for the National Anthem. I hope they enjoyed the show since it stopped drizzling just for them. (photo: Jerry Shory, IM)



Ray Milliman and his boat, I mean '73 Chrysler Town & Country wagon, had plenty of space to carry home his MoTech Performance Pick award as well as the 2<sup>nd</sup> place in the C-body/300/Letter Cars Stock class award. And if that wasn't enough, he also won the special drawing for bringing a toy for the Ft. Irwin toy drive. (photos: Jerry Shory, IM)

# Mopars in May at CSDR (cont)

Continued from Page 3



'55 Chrysler 300 of Brad Brady took 1<sup>st</sup> place in the C-body/300/Letter Cars Stock. (left photo: Jason Gibbons, IM; right photo: Jerry Shory, IM)



(photos above: Jason Gibbons, IM)



(photos above: Jason Gibbons, IM)



(photos above: Jason Gibbons, IM; right & below: Jerry Shory, IM)

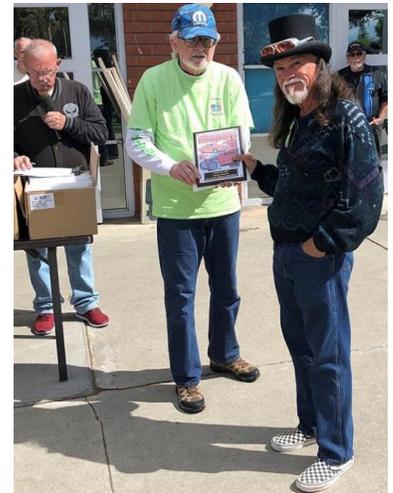


# Mopars in May at CSDR (cont)

Continued from Page 4



Left: Joseph Macias works on his award winning '66 Dodge Charger, getting ready to take 1<sup>st</sup> place in the B-body 62-67 Modified class. Middle & right: Robert Foley brought out his slightly yellow '63 Dodge Polara Max Wedge & managed to take 1<sup>st</sup> in the B-body 62-67 Restified class. (photos: Jerry Shory, IM)



Last month I incorrectly said Hip Jaramillo & his '24 Dodge 5-window coupe took 2<sup>nd</sup> place in the Pre-62 Modified class. He actually took 2<sup>nd</sup> place in the Special Interest class. That is what happens when you don't pull out the award winners list. (photos left: Jason Gibbons, IM, & right: Dave Pennington, HDM)



Left: Pre-62 Modified class 1<sup>st</sup> place winner Bill Clark & his super charged 4-dr '49 Dodge Coronet, and 2nd place winner Sam Dimatteo & his power adder equipped '51 Plymouth Cranbrook, right. (photos: Jerry Shory, IM)



Pre-62 Stock class 1<sup>st</sup> place winner Ron Allen with his '50 Plymouth Suburban 2-dr wagon (photos: Jerry Shory, IM)



## Mopars in May at CSDR (cont)

Continued from Page 5

B7 blue '71 340 Cuda of Peter Regan took 1<sup>st</sup> place in E-body stock. In the background is 2<sup>nd</sup> place winner in E-body stock Raul Trejo with a yellow '70 Cuda 383. Rounding out the E-body stock class is 3<sup>rd</sup> place winner Tim & Nita Clein with their red '71 Challenger convertible. (photos: Jason Gibbons, IM)



1<sup>st</sup> place E-body Restified winner Dean Rumpilla brought his '73 Dodge Challenger (photo: Jason Gibbons, IM)



Something you don't see every day, a '69 AMC Scrambler. Owned by Rachel & Hans Kahl, it took 1<sup>st</sup> place in the AMC class. (photo: Jerry Shory, IM)



1<sup>st</sup> place Special Interest went to Skip Vaughan with a '90 Dodge Dakota convertible. (photo: Jerry Shory, IM)



The Front Wheel Drive class was just about forgotten except by those entrants in that class. From the left, 2<sup>nd</sup> place winner Alfred Delcome with a '98 Neon SRT; center, 3<sup>rd</sup> place winner Taylor McHenry with a '97 Eagle Talon; right, 1<sup>st</sup> place winner Tom Travello with an '04 Chrysler PT Cruiser. (photo: Jerry Shory, IM)

More photos will be available at [www.inlandmopars.org](http://www.inlandmopars.org) - keep checking

## 2019 Ft. Irwin Toy Drives Start Again

2019 Toy drive schedule so far:

- May 19 - Mopars in May at CSDR, Inland Mopars
- June 2 - Cruise for Kids, Kiwanis Club of Rancho Cucamonga
- August 10 - Rock 'N Roll Cruise & Car Show, South Bay Mopars
- October-December - Fatburger, Montclair
- November 14 - Glendora Dodge
- November 16 - Mopars at MoTech Performance, Inland Mopars
- December 7 - Ramona Tire, Rancho Cucamonga



DEPARTMENT OF THE ARMY  
 HEADQUARTERS, UNITED STATES ARMY GARRISON  
 BLDG 237, B AVE, P.O. Box 105021  
 FORT IRWIN, CA 92310-5000

December 19, 2018

Office of the Garrison Commander

Inland Mopars Car Club  
 Mike Keller  
 1636 N Glenn Ave  
 Ontario, CA 91764

Dear Mr. Keller:

Soldiers and their Families epitomize what is best about America. Their willingness to make sacrifices in order to build a better future for others and preserve our way of life is a great strength of our Nation.

Donations have a positive impact on the lives of our Soldiers and their Families. On behalf of the Installation Management Command, I am pleased to accept your donation of toys to be given to Fort Irwin children. As you know, acceptance of this gift offer cannot be interpreted as an Army endorsement for any products or services.

This donation will benefit Soldiers and their Families who have given so much in service to our Nation.

Please accept my sincere appreciation for this very generous and thoughtful gift.

Sincerely,

Seth D. Krummrich  
 Colonel, US Army  
 Commanding



## Lonnie & Robin Clabaugh do it Again

You may remember back in the September 2018 Scat Pack news we did a blurb on Lonnie & Robin Clabaugh's '70 Barracuda with all the modern stuff being featured in the November 2018 *Mopar Muscle* magazine. Well they were recently featured in another magazine article, this time in the German publication *Chrom & Flammen*. If you read German, ask Lonnie if you can borrow his copy. It might be a little tough to see reprinted here. Otherwise just check out the photos.

Deutschland € 4,50 · Österreich € 5,30 · Schweiz CHF 8,50 · BeNeLux € 4,90  
 Slowakei € 5,90 · Portugal (cont) € 5,90 · Italien € 5,90 · Spanien € 5,90  
 Dänemark DKK 51 · Ungarn HUF 1950 · Tschechische Republik CZK 200

07/19 Heft Nr. 445  
 Juli 2019

**AMERICAN CAR SZENE LIVE**  
**CHROM & FLAMMEN**  
 GROSSE LESERUMFRAGE 2019  
 mit Gewinnen im Wert von 1.700 €

**600-PS-Mietwagen**  
 2019er Shelby GT-S

**1970er Plymouth Barracuda mit moderner Mopar-Technik**

**VIP Custom**  
 1940er Mercury  
 Pace Car Replica  
 1978er Corvette

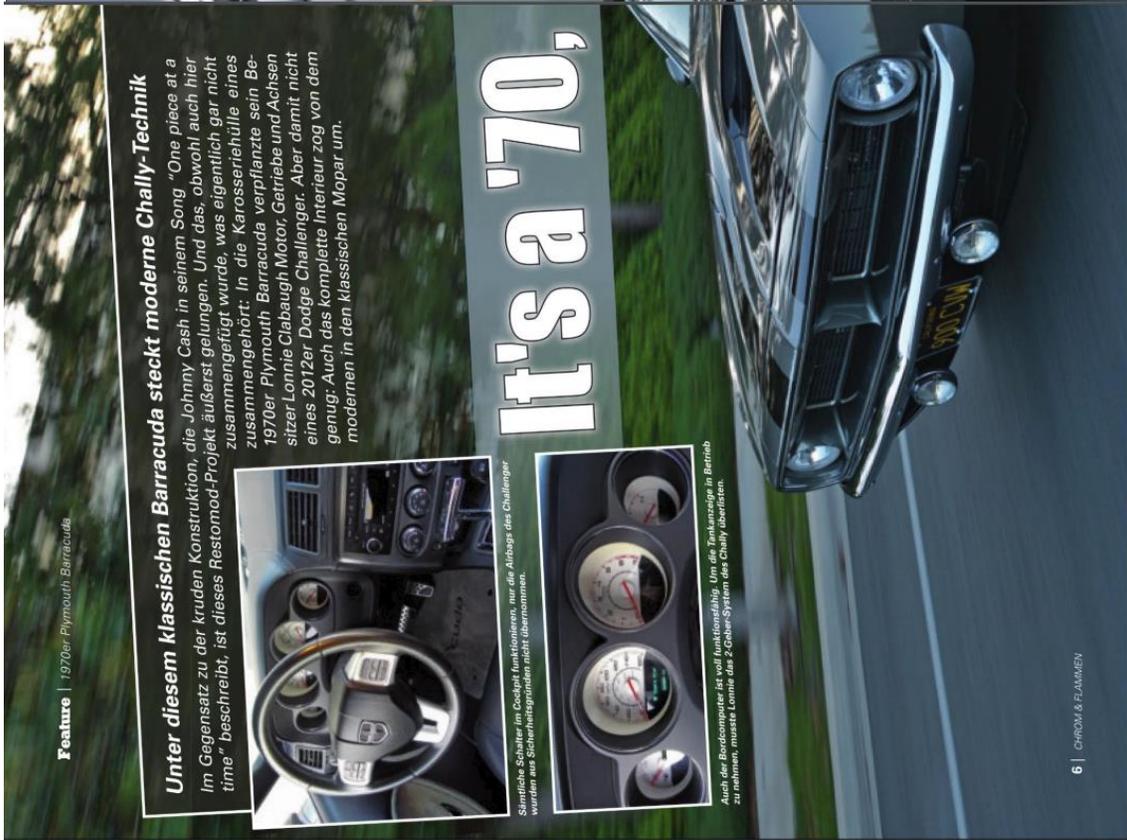
**Fahrbericht: Jeep Wrangler Rubicon**

Events: American Live +++ Musikbox- & Straßenkreuzer-Festival +++ Mo's Garage Drag Day

Continued on Page 9

# Lonnie & Robin Clabaugh (cont)

Continued from Page 8



Feature | 1970er Plymouth Barracuda

## Unter diesem klassischen Barracuda steckt moderne Chally-Technik

Im Gegensatz zu der kruden Konstruktion, die Johnny Cash in seinem Song "One piece at a time" beschreibt, ist dieses Restomod-Projekt äußerst gelungen. Und das, obwohl auch hier zusammengesetzt wurde, was eigentlich gar nicht zusammengehört: In die Karosseriehülle eines 1970er Plymouth Barracuda verpflanzte sein Besitzer Lonnie Clabaugh Motor, Getriebe und Achsen eines 2012er Dodge Challenger. Aber damit nicht genug: Auch das komplette Interieur zog von dem moderneren in den klassischen Mopar um.



Sämtliche Schalter im Cockpit funktionieren, nur die Airbags des Challenger werden aus Sicherheitsgründen nicht übernommen.



Auch der Bordcomputer ist voll funktionsfähig. Um die Parkbremse in Betrieb zu nehmen, musste Lonnie das 2-Gleisen-System des Chally überlisten.

Sitzanlage und Amsterdambrett  
wurden im Jahr 2012 für ein jüngeres  
Modell angepasst. Lonnie perfekt  
in den Barracuda ein.

## '12 Automobile

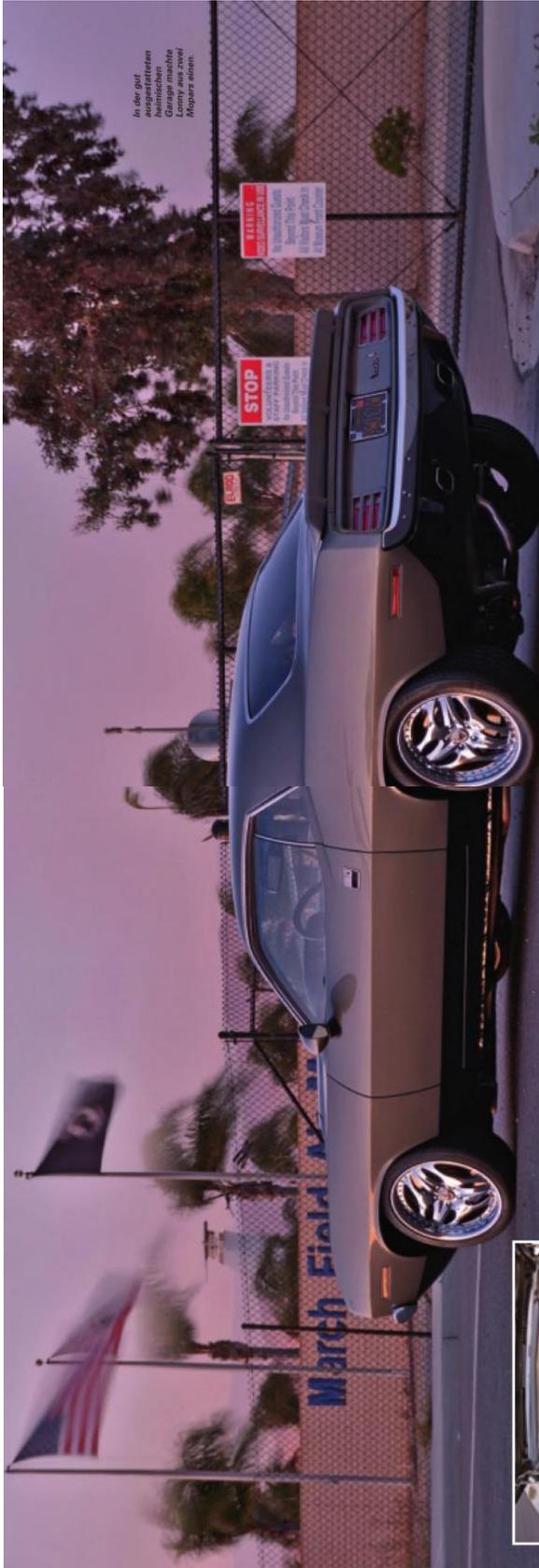
CHROM & FLAMMEN | 7

6 | CHROM & FLAMMEN

Continued on Page 10

# Lonnie & Robin Clabaugh (cont)

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In der gut ausgestatteten heimischen Garage mussten Lonnie und Robin Mopars einbauen.

Spenderfahrzeug verzichtete er. Bis auf wenige Ausnahmen startete Lonnie das Projekt eigenständig um. Er selbst sagt, dass er den Umbau in Angriff nahm, "um als Renner nicht auf dumme Gedanken zu kommen".

Unterstützt wurde Lonnie von seiner Frau Robin, die seine Liebe für Oldtimer teilt: "Robin ist noch verdrückt als ich. Wir haben zusammen elf Autos, von denen neun meine Frau gekauft hat." Robin ist außerdem ein eingefleischter Mopar-Fan, ihr erstes Auto war ein 1968er Plymouth Belvedere-Polizistenwagen. "Obwohl wir bereits einen 1968er Ford Mustang

Trotz kalifornischer Sonne war der Zustand miserabel: "Die Karosserie war ziemlich rostig und der Vorderwagen krumm", erinnert sich Lonnie. Ursprünglich sollte der in "Vitamin-C-Orange" lackierte und mit einem 318-ci-Small Block ausgerüstete Plymouth mit einem 440-ci-Big Block unter der Haube wiederaufsehen. Doch dann kam Lonnie ein anderer Gedanke in den Sinn: "Ich habe immer Restomod Cars bewundert. Wenn man ein paar gute Ideen hat, kann man so ziemlich alles mit so einem Projekt anstellen." Schnell war klar, dass ein moderner Mopar sich als optimaler



Das Antiblockiersystem wurde als Teil der Bremsanlage gleich mitverpflanzt, auch wenn es eigentlich von einem anderen Spenderfahrzeug stammt.

Technispendor anbot. Robin war von dem Plan direkt begeistert und fand schon bald einen verfallenen 2012er Dodge Challenger RT mit nur 30.000 Meilen, auf dem Zähler und unversehrem Antriebsstrang.

Für einen überschaubaren Kurs wechselte der Chally den Besitzer, der Verkauf nicht benötigter Teile drückte den Einsatz weiter. "Eigentlich wollten wir nur den Motor und das Getriebe verwenden, aber als ich mir den RT genauer ansah, fiel mir auf, dass man mit ein wenig Geschick die vorderen Federbeine und die Einzelradaufhängung der Hinterachse verwenden könnte", erzählte er. Während der Umbauarbeiten sah ich mir auch den Innenraum immer wieder an. Das Interieur war sehr gepflegt, und es wäre eine Schande gewesen, nichts daraus zu machen. "Dieses Mal war Robin ein wenig skeptisch, ob sich Lonnie da nicht zu viel vorgenommen hatte, gab ihrem Gatten aber trotzdem grünes Licht für den Umbau.

Zunächst musste die Barracuda-Karosserie instandgesetzt werden. In seiner gut ausgestatteten Garage besaß Lonnie die Postenschäden und richtete das Chassis "in Inten-net fand ich alle nötigen Daten, um die Karosserie wieder sauber und gerade herzurichten". Dann begann er mit dem Einbau der Challenger-Komponenten, wobei er Schritt für Schritt vorging: "Ich fing mit den Federbeinen der Vorderachse an.



Die Spritzwand gestrichelte der Tüfler komplett neu, um die originale Karosserie die originale Bleckpunkte nicht erhöhen werden.



An die Rahmen des Barracuda schweißte Achskomponenten, um die originale Karosserie die originale Bleckpunkte nicht erhöhen werden.

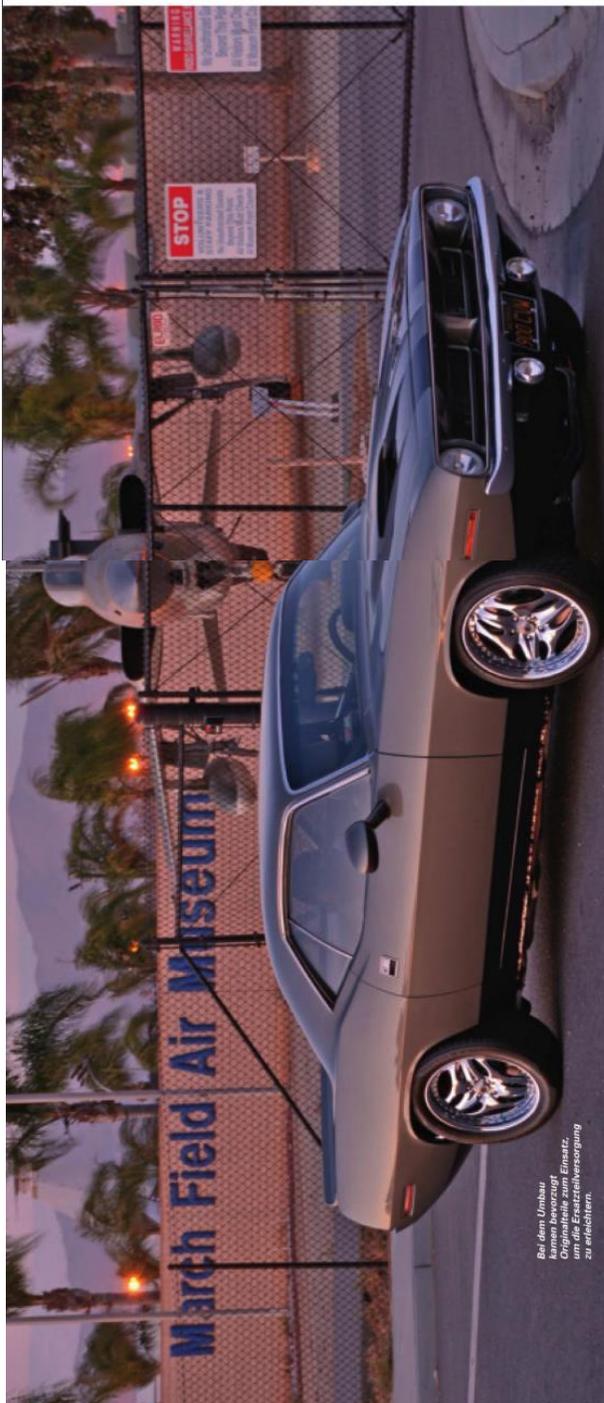


Ursprünglich sollten nur Motor und Getriebe des 2012er Challenger übernommen werden, im Laufe des Projekts wurden die Umbauarbeiten jedoch deutlich umfangreicher.

Heutzutage nimmt man als Neuwagenkäufer Features wie eine Bremsanlage mit ABS oder eine Klimaautomatik als selbstverständlich hin, auch Annehmlichkeiten wie Sitzheizung und ein Radio mit Satellitenempfang und Bluetooth-Anbindung sind gern gesehen. Doch all das und noch mehr hat auch Lonnies beinahe 60 Jahre alter Plymouth zu bieten: "Sogar die Testen am Lenkrad und die Schaltpedale funktionieren." Lediglich auf den Einbau der Airbags aus dem

# Lonnie & Robin Clabaugh (cont)

Continued from Page 10



Bei dem Umbau kamen bevorzugt Ersatzteile aus der Ersatzteilversorgung zu fächeln.

Dann passte er den 5,7-Liter-Hemi des Challenger sowie das dazugehörige Funfgang-Automatikgetriebe in die Barracuda-Karosserie ein und arbeitete sich schließlich bis zur Hinterrachse vor. Weil der Barracuda einen acht Zoll kürzeren Radstand hat als der Challenger, musste die Gelenkwelle entsprechend gekürzt werden. Die nächste Aufgabe bestand darin, die Hinterrachse des Challenger mit ihrer Einzelradaufhängung so in der Karosserie wie vorgesehen mit dem Antriebsflansch des Differenzials fluchte. „Für den Hilfsrahmen der Hinterrachse fertigte ich spezielle Halter, außerdem habe ich Rahmen und Karosserie verstärkt, um die Verdrehung zu minimieren.“

Auch die Spritzwand musste Lonnie komplett neu bauen. „Ich habe versucht, die originale Spritzwand zu verwenden, es waren aber so viele Änderungen nötig, dass ich die Blechplatte einfach heraus-

geschnitten und eine eigene entworfen habe.“ Hierbei musste er bereits Rücksicht darauf nehmen, dass später auch das Challenger-Armaturenbrett in den Barracuda einzubauen sollte. „Man muss immer drei Schritte vorausplanen, sonst findet man sich schnell Probleme ein.“ Tatsächlich stellte die Anpassung des Armaturenbretts und der dahinterliegenden Technik die größte Herausforderung des Umbaus dar. „Das sperrige Heizungs- und Klimasystem unterzubringen, war äußerst schwierig. Auch war es nicht einfach, alle Halter und Verstrebungen für das gekürzte Dashboard herzustellen. Denn nachher sollte ja alles aussehen wie ab Werk“, schildert der stolze Besitzer.

Angesichts dieses hohen Anspruchs, den Lonnie unserer Einschätzung nach voll und ganz erfüllte, ist es verblüffend, dass er nur knapp zweieinhalb Jahre für das Projekt brauchte. Das Ganze wird

Text: Frank Mundus  
Fotos: Richard Trussell

Mehr Bilder und Infos findet ihr auf [www.facebook.com/haenssler-rott](https://www.facebook.com/haenssler-rott)

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**1970er Plymouth Barracuda**

**Motor:** Chrysler-Generation III Hemi-OHV-V8, 346 ci, 6.654 ccm, 375 PS bei 5.200 U/min, 542 Nm bei 4.200 U/min, Bohrung x Hub in mm 99,5 x 90,3; Verdichtung 10,5:1, S&W Shorty Headers (Fächerkrümmer)

**Kraftübertragung:** Funfgang-Automatikgetriebe W5A580, gekürzte 2012er Challenger-Gelenkwelle, Hinterradtrieb, Achsübersetzung 3,06:1

**Vorderrachse:** (aus 2012er Dodge Challenger R/T) Einzelseladaufhängung an oberen und unteren Gussquerlen, Schraubenfedern, Teleskopstoßdämpfer, Querstababsorber, Servolenkung aus 2012er Challenger

**Hinterrachse:** (aus 2012er Dodge Challenger R/T) Einzelradaufhängung in Mehrlenkerkonstruktion, Schraubenfedern, Teleskopstoßdämpfer, Querstababsorber

**Bremsen:** Scheibenbremsanlage mit ABS aus 2012er Dodge Challenger R/T

**Räder:** Dreiteilige Leichtmetallräder Asanti "AF Series" in 8 x 18"

**Reifen:** General Tire "G-Max" in 215/45 R18 vorn und 235/55 R18 hinten

**Karosserie:** verstärkt durch "Torque Boxes" und "Frame Extensions", original geformte Federbeine für höheren Ergänzungsrahmen, selbstfertige Spritzwand, Aufnahmen und Unterbau für gekürztes Challenger-Armaturenbrett

**Interieur:** angepasste 2012er Dodge-Challenger-Innenausstattung mit Sitzanlage, Türblech, Armaturenbrett, Lenkrad und Dachhimmel



## 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  
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### 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

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## 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

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### 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.

### **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](mailto:leatherman.mary@gmail.com)

- Looking for a '69 GTX convertible lense for the dash. No more info than that.

Contact Smilin' Ed: cell: 702-807-1408 or e-mail [moparsoflasvegas@cox.net](mailto:moparsoflasvegas@cox.net)

### **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](mailto:kpellis358@aol.com)

- Set of 4, 14 inch BB 1972 Plymouth Rally Wheels, tires, caps & trim rings. Were on a Barracuda. \$500 or offer.



Call Don Driftmier at 951-206-5731 or e-mail [ddriftmier@nhepictures.com](mailto:ddriftmier@nhepictures.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](mailto:kpellis358@aol.com)







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## 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. Asking \$18k. The car is in Westminster, CA.

Call Randy at 714-661-9313 or e- mail [rduston@att.com](mailto: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

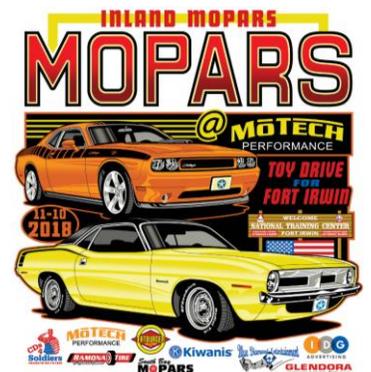
- Set of 2 M/T ET Street radials with tubes, 270/60R15, 28 inches tall X 9 ½ inches wide, mounted on chrome 8 inch wide Mopar wheels, \$150.
- Set of 2 M/T ET Street slicks with tubes, 26 X 11.6 15LT, mounted on chrome 8 inch wide Mopar wheels, \$100.

Call Sil at 951 654-4423 & leave a message

- 2018 Mopars at MoTech Performance shirts.  
Sizes; medium, large, XL, 2X, 3X & 4X  
\$10 with \$3 going to the Ft. Irwin toy drive fund.

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

[limedust70@gmail.com](mailto:limedust70@gmail.com),



## **Nuts & Bolts- (cont)**

### **For Sale - Texas**

#### **1969 Dodge Dart Swinger! - \$25,000**



- This is the real deal LM23P car and is super clean. No rust anywhere that I could find!!! This is a real, Y2, Sunfire yellow car. Body panels are believed to be all original. The undercoating of the car looks to be original. The original 340 motor is long gone. It now has a 360, stroked to 408 and runs very strong. It has a brand new MSD billet distributor with MSD 6-AL box for added spark. A new mechanical fuel pump has been added, TTI Shorty headers into dual exhaust with an H pipe and new exhaust with chrome tips out the back. It has a Holley 750 double pumper carburetor sitting on top of an Edelbrock RPM Airgap intake, brand new spark plugs, recent oil change and MSD plug wires. The new alternator has been wired for a one wire hookup. The sound is incredible!!! The Dart drives and rides very nice!

It's had the column shifter transferred to the floor with an added console. The newly covered bucket seats were added for a more sporty look. The seats, carpet, headliner and dash all look great!!! There is an added oil pressure gauge that stays at 60 pounds of pressure. The blinkers, headlights, radio and wipers all work as they should.

The 727 automatic transmission shifts excellent. The trans has a reverse valve body. It has a 7 quart deep oil pan. Rear has 3:23 gears. The original 4 1/2 inch drum brakes have been kept original.

The car comes with 2 build sheets. It has the original fender tag and plenty of receipts of what was added or repaired. The car will come with original dog dish, poverty cap wheels and new tires. The new Cragars and tires do not come with the car but will be available for sale separately.

Continued on Page 18

## Nuts & Bolts- (cont)

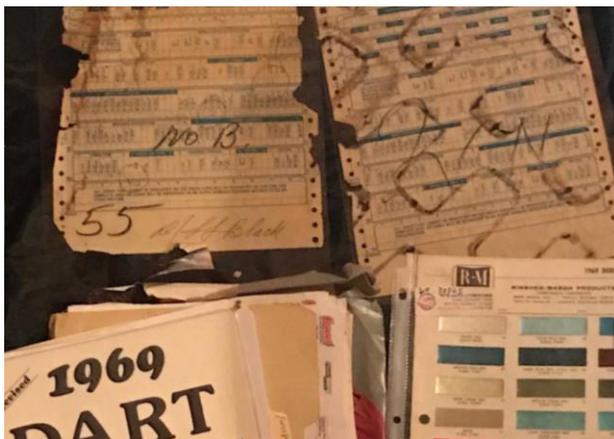
### For Sale – Texas (cont)

FENDER TAG :

C31 G33 L31 R11 V8X END

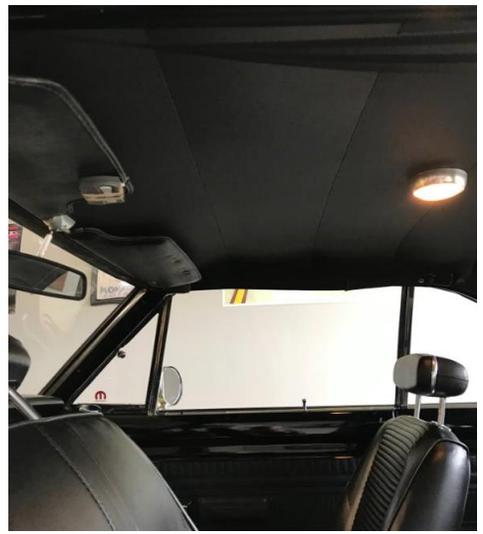
Y2 Y2 L2X X9 129 179813

E55 D32 LM23 P98 279918



Continued on Page 19

**Nuts & Bolts- (cont)**  
**For Sale – Texas (cont)**



Call or text Mark at 214-497-3090 or e- mail [surefire1333@yahoo.com](mailto:surefire1333@yahoo.com)