

Subj: **E-NEWSLETTER MARCH 2009**
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 From: [NSabol](#)
 To: [NSabol](#)



MARCH 2009

STAFF MEMBERS:

PRESIDENT- Eldon Smith	360-658-1925
VICE-PRESIDENT- Frank Carter	425-218-9775
SECRETARY: Mike Sabol	425-743-9310
TREASURER: Pete Holbrook	425-823-4433
SGT OF ARMS: Dave Peterson	425-743-7980
MEMBERSHIP DIRECTOR: Lynn Dotz	360-657-7141
NEWSLETTER EDITOR: Nancy Sabol	425-743-9310
EVENT COORDINATOR: Dave Haberkorn	425-745-8546

MEETINGS:

Last Tuesday of every month at Alf's Pizza on 196th in Lynnwood.

Meeting time is 7:30 pm to 9:00 pm

A 10% Club discount is being offered at Dwayne Lane's in the Parts Department.

(If you own your own business, and would like to offer a discount to club members, please contact me by e-mail.)

EDITOR'S CORNER:

Well, it's March already, and we're another month closer to Spring Round-up. Plans are moving forward and things are shaping up for this to be our best show ever. Please don't just sit by and watch the activities from your easy chair. Step up and volunteer your services to help make this a great show. Come to the meetings, and do your part.

I'd like to bring up a discussion that began at our February general meeting. A member stood up and stated that the reason the club membership is so small, is because I, as the newsletter editor, refused to send the newsletter out as a hard copy. In other words, it is my fault that we have such a small club. When I tried to defend myself at the meeting, I was shouted down by the member, and also by a person who, I have since discovered, is not even a current dues paying member. I would like to now be allowed to answer these accusations.

For over two years, our club had no newsletter, because no one would agree to step up and take on the job. The previous two newsletter editors had been, guess who, myself and my son Jim. Jim had to give up the job because he and his wife just had a new baby, and I stepped down, because I needed a break from being a staff member. I have been a member for about twelve years, and have been in a staff position every year since I began, including club President for two years.

After trying, unsuccessfully for two years, to recruit a new newsletter editor, I finally stepped up, again, and said I would take on the job again, but only as an E-newsletter. The response was all positive when I submitted my proposal to the general membership, in a series of e-mails. I even went so far as to personally make phone calls to the only three members who had not given us their e-mail addresses. After leaving several messages on answering machines, saying I would be happy to send printed hard copies to them if they had no computer access, and receiving no responses, I came to the conclusion that these members didn't care about receiving a newsletter. Now, one of these same members, I am told, says the reason he and his family won't renew their membership, is because I refuse to mail out hard copies. Hello !! What part of "you were offered hard copies", is not understood?

After sending out the first two issues, in October and November, I also printed the complete newsletter, in all it's glorious color, and brought several copies to the general meeting, to hand out to any member who had not received one by e-mail. By doing this, I used almost a full ream of paper, and the four full ink cartridges in my printer. There were no members at the meetings who had not received the newsletter, so in essence, I wasted my ink and paper. I have not charged the club a penny for supplies, since being reimbursed for the cost of a new printer.

It is so very easy for certain members, and non-members to throw out criticism about the way some things are done, like the newsletter, but where are these same persons when we are desperately begging for someone to step up and give a little of their time to making their club work. The same few members are the only ones to ever take on the tasks. You few know who you are, and I don't need to name names, and the criticizers also know who you are, without the use of names.

What I want to say is, if you're not a paid up member, or you are a member who never bothers to actually volunteer your services, and follow through, except to offer suggestions and criticisms, then you have no right to dictate to those of us who do all the work. In other words, PUT UP OR SHUT UP!

Now, as I step off of my soapbox, I have one other piece of information for anyone who has not renewed your club membership. Up til now, I have included all Mopar fans and friends, past and present, when I send out the monthly newsletter, and other articles and sometimes humor, that are mostly related to our joint passion, the classic car. As of this month's newsletter issue, that will stop.

Starting April 1st, if you are not a current club member, you will no longer receive my newsletter. As far as the other car related information I send, that will depend on you. If you want me to keep sending it, tell me, otherwise I will assume you don't want to receive it anymore.

I'm really sorry if my editorial offends anyone, but I am totally fed up with being slapped in the face after all I have given to this club, and it's members.

NANCY
NEWSLETTER EDITOR

PRESIDENTIAL PONDERINGS:

Hi Mopar Fans,

It was great to see a big turn out of members at the last general meeting on 2/24/09. Let's keep that going.

I'm still considering the adopt a highway program. I will talk more on it. I'm also looking into the highway rest stop snack bars. This can be a huge money raiser for the club to help support the food bank adopt a family program, and other agencies. I'll let you know more on that.

Next month's staff meeting is on 4/22/09, at Crystal Creek Cafe, 7:00pm.

Next General meeting is 4/28/09, at Alfies, 7:30pm.

So see you at the meeting.

Your Prez

Eldon

FROM THE SECRETARY:

Mopar General Meeting Feb. 24, 2009

Meeting called to order at 7:35 P.M.

Secretary read minutes from last meeting.

The Vice President has flyers for several upcoming shows and events.

The Treasurer reports that we have \$1377.12 in checking, \$34.74 in savings and \$26.02 in Watermark Credit Union.

The Sgt. at Arms said we have \$30 for the 50/50 raffle and he also has some cheese wheels to raffle off.

The Membership Director reports that we now have 41 members. She also said she has the cards that you can put on cars you see or hand out to people with info for joining the club. She said that Chris hopes to have the website up and running by Feb. 28.

The Newsletter Editor requests that you let her know if you don't get the newsletter for some reason and she will try and get you one.

Tom and Tamara will provide the feature car for March.

Nancy also said she will put upcoming events in the newsletter when V.P. Frank Carter provides them.

Show Chairman Dave H. reports \$2543.91 in show fund. He also has flyers to take to businesses to put up to advertise the show.

He brought the Best of Show trophy for everyone to look at and said we have 50 classes in this years show.

Dave also brought a schematic of Mariner High School and the grounds for everyone to check out. He still needs help in putting on the show and that we will have a meeting at Mariner on Mar. 21 at 9:00 to lay out the parking for the show. All are welcome and the more the better.

Lynn mentioned that the trophies have been paid for. She also said that to sponsor one of the specialty trophies it will cost \$75 and to sponsor a set of class trophies will be \$60. Any business that sponsor a trophy will be announced at the show.

President Eldon Smith is still checking into the Adopt a Highway program and also mentioned running the coffee shop at a rest stop to help raise money for the club. More on this later.

The next Staff meeting will be Mar. 25, 7 P.M. at Crystal Creek Cafe and the next General meeting will be Mar. 31 7:30 P.M. at Alfys.

Talked about the Mopars at the Strip show coming up in March and also mentioned the Hot August Nights show in Lewiston Id.

Frank Costa wanted to know if the newsletter could be mailed out if people wanted to receive them that way instead of on line. Nancy said she could do this on a very limited basis since it would cost a lot more to do it that way. She also said that before she started doing the newsletter on line that everyone agreed that it was a good way to do it and that it would be done this way.

For Sale:

One of ours members, whose name I did not get has a 72 Demon for sale for \$14,800 and a 69 Dart, 383 4-speed for \$9,600 which needs restoring.

Tom and Tamara have a 65 Belvedere for \$2000.00

Ken Johnson has a rear end set up for sale.but did not give price.

Dennis Brevik has a deck lid for a 64 Coronet and Frank Carter has a Dana 60 for sale.

To Buy:

Colin Asquith needs 64-65 B-body armrests.

Raffle was held and meeting was adjourned at 8:45 P.M.

FEATURE CAR:

Let's start with introductions. We are Tom and Tamara Ottinger. Our car is a 1973 Plymouth Scamp. It has a HP 440 727 auto with 323 Sure Grip. We lived in Bothell when we joined the club (mopars unlimited) in 1994. I (Tom) grew up with a lot of mopars in the family. My father had a few hemi cars and even owned a 1970 TA. I remember when my parents bought a brand new 1968 Plymouth GTX (440). My dad was also a member of mopars unlimited but has since passed (RIP). One of my favorite memories was back in 1969 when my dad blew up a 426 hemi. He was racing my mom down Avondale road. At that time my brother and I were riding with my mom in the 68 GTX. My dad was driving a 1966 or 67 hemi charger with a 4 speed. Try doing that today.

It all started with my father wanting to part out a 77 Cordoba that had a transplanted HP 440 under the hood. I told him that I wanted the engine and transmission. Here is where it starts. After getting the engine home it was time for the search for the right car to put it in. My good friend Greg Graham (also a member) said to put that engine in a small car like a dart or something.

The search started with the want ads in the local papers (the internet not an option back then). There it was an ad for a 1973 Plymouth Scamp. The ad said runs and drives. Slant six 3 speed manual on the floor. I took two friends with me to look at the car. When we got there both my friends looked at each other and laughed. They thought I was crazy buying a piece of #\$\$%. I was saying stuff like wow, look at the chrome its all here. They continued to laugh. I bought the car for 450.00 dollars. Who's laughing now?

We continued to drive the car while we were looking for all the V-8 conversion parts. At that time the Schumacher style motor mounts weren't available for a 1973 K-frame. We finally found a K-frame and the 8 3/4 rear end in Olympia. Time went on and on. In 1995 Tamara and I got married. We bought a house in Renton and like most people; we put car projects (the Scamp) on hold. New house meant new house projects.

The end of March 1996 (Tabs were to expire the next day) was the last day the car was driven with a six banger. The next day the 225 six was pulled out and sold. It took me about a year to do all the engine and bodywork. My cousin and I painted the car in our garage in April 1997. Tamara chose the bright color (sub lime).

Our goal was to finish the car and show it for the first time at the spring-round up (May of 97). Can you imagine the pressure? It was the Friday night before the show trying (learning how) to put the trunk stripe kit on. That was fun (ha ha). We did get done and were able to show. In July 1998 while driving to a family get together, we spun a main bearing. At that time Tamara and I were both working, so we decided to have the engine rebuilt by professionals (Aussie Performance in the Burien area).

Engine specs are as follows.

10 to 1 compression
1972 hp 440 block bored .030 over and zero decked.
Six pack rods with Keith Black Quench top Pistons.
Oversized Valves (Intake .214 exhaust .188).
Ultradyne Cam
Duration at .050 "Intake 231 Exhaust 239 with lobe separation at 108.
Valve lift, Intake .485 and exhaust .507.
Balanced and blue printed

Our engine builder said it should put out about 500 horses. We now have additional cars awaiting the same attention the scamp got. Only time will tell how they turn out. Thanks to all our friends and to all our club members for the encouraging support. We do enjoy showing and driving this car it is quick and fun.

Tom and Tam (AKA T-N-T)



MEMBERSHIP:

**Mopars Unlimited Seattle Chapter
Membership Application**

**FROM THE CLASSICS, ANTIQUES AND MUSCLE CARS TO THE NEW SPIRIT OF
PERFORMANCE AND BEYOND**

Our purpose is to promote the preservation and restoration of motor vehicles produced by the Daimler / CHRYSLER Corporation and to provide a common meeting place for the membership to accomplish the purpose of the organization and promote goodwill among themselves and their sport.

Please Print Or Type

Date: _____ New or Renewal Membership? _____
 If Renewal, Year of Original Membership? _____
 Member Name _____ Age _____
 Co Member Name _____ Age _____
 Street Address _____
 City _____ State _____ Zip Code _____
 Phone (____) _____ - _____ Email _____
 Member's Occupation _____
 Co Member's Occupation _____
 Mopar's Owned: _____
 Non Mopar's Owned: _____
 What Special Skills do you have that might benefit the club? _____
 Who or What encouraged you to join Seattle Mopars Unlimited? _____

If you are under the age of 18, for club insurance purposes, we must obtain your parent or legal guardian's signature prior to acceptance of membership with the Seattle Chapter of Mopars Unlimited.
 Parent or Legal Guardian's Signature _____

Meetings are held on the LAST Tuesday of the month (Except December) at
 Alf's Pizza 4820 196th S.W. in Lynnwood.

Membership Rates

New Member, January – May	\$25.00
New Member, June – September	\$22.00
New Member, October – December	\$31.00 (Includes The Entire Next Year)
Additional Member	\$5.00
Renewal	\$25.00 (ALL memberships Expire Jan 1)
Additional Member Renewal	\$5.00

Make Checks payable to: "Mopars Unlimited"

Membership Includes: Membership Plaque, Membership Card, Club Window Decal (new members only), Monthly Newsletter, Free advertising in the Newsletter, and Discounts at participating businesses.

Mail Completed Application and Check to

Mopars Unlimited
 Membership Director
 P.O. Box 815
 Lynnwood WA 98046

Do Not Write Below Line _____ Do Not Write Below Line _____
 Check # _____ Processing Date _____
 Membership # _____ Co membership # _____ Expiration Date _____

EVENTS:**Show Update:**

Show Staff meeting at Mariner HS was held at 9:00 AM on Saturday march 21st. Approximately 9 members showed up to assist in the show layout project.

Bill has graciously volunteered to be Parking Guru, Doug is the Swap Meet Czar and Pete is compiling registrations. 12 cars and 4 Swap Meet spaces are already in!

We have two food vendors signed up: Bumpus Catering for Coffee & Donuts in the morning, full menu for lunch and Ron Gipson BBQ of Everett for lunch.

We have designated 50 classes for multiple trophies including expanded LX classes.

Trophies and T-Shirts have been ordered and anticipation is building. Still plenty of time to volunteer to help at this year's show.

See you at the General Meeting on Tuesday, the 31st!

David Haberkorn
2127 146th Pl SW
Lynnwood, WA.98087
425-745-8546
206-852-2441 (Cell)

Class #

Vehicle #

Staff Use Only

'09 All-Mopar Spring Roundup Show & Swap Registration

Name (Please print): _____

Address: _____

City, ST/Province, and Zip Code/Mail Code: _____

Phone Number (____) ____ - _____ Email Address: _____

Vehicle Information

Year: _____ Make: _____ Model: _____

Engine: _____ Stock _____ Modified: _____ Mileage: _____
(Mileage is required for daily driver class. Optional for all other Classes)

For additional cars, use separate form(s)

Show Vehicle Pre-Registration	\$15.00	\$ _____
Show Vehicle Registration, Day of Show (June 7, 2009)	20.00	\$ _____
Swap Meet, Pro Premium Parking (must pre-register)	50.00	\$ _____
Swap Meet, Amateur (\$25.00, DOS \$35.00)		\$ _____
T-shirt (Medium, Large, & Extra Large)	____ @ 15.00	\$ _____
T-shirt (XX Large, & XXX Large)	____ @ 17.00	\$ _____
Total		\$ _____

Mail registration form and payment in US Funds (No Cash, please!) to be received by May 30, 2009 for Pre-registration discount to:

All-Mopar Spring Roundup
C/O Dave Haberkorn
2127 146th Place S.W.
Lynnwood WA 98087-5935

In consideration of the right to participate, participants and spectators, by attending, release and discharge Mopars Unlimited Car Club – Seattle Chapter, all event sponsors, the City of Everett, the Mukilteo School district, and their officers, directors, employees, agents, representatives and anyone else connected with the management or presentation of the All Mopar Spring Roundup of and from any and all known and unknown damages, injuries, losses, judgements and/or claims from foregoing entities, firms, persons, and bodies of and from any and all liability of or resulting from the conduct of participants taking part in this event. No alcoholic beverages allowed. Mopars Unlimited reserves the right to remove any vehicle from any class and place it in a more appropriate class at any time during registration or judging. Mopars Unlimited reserves the right to restrict entrants and or their guests due to behavior deemed unacceptable during any and all activities of this show, including the right of eviction from the premises if necessary. Exhibitions of speed will not be tolerated. I have read and agree to above terms.

Signature: _____ Date: _____

TREASURY NOTES:

March '09 Treasurer's Report.

During the Month of March I was able to deposit \$313.00 from membership dues and raffle earnings into the General Fund, therefore as of March 18th we have \$1,690.12 in the B of A checking account, \$334.92 in the B of A Savings and \$26.02 in the Watermark Credit Union account for a grand total of \$2,051.06 in General Funds. We are solvent and all bills are paid.

Pete Holbrook
Treasurer

FROM THE VICE-PRESIDENT: UPCOMING EVENTS FOR APRIL

Events for April:

- 2 - 5 Portland Swap Meet 503-823-7223
- 12 - Season Opener Bremerton Raceway 360-674-2280
- 12 - Emergency Vehicle Show XXX Issaquah 425-392-1266
- 18 - Mt. Vernon Swap Meet Skagit Co. Fairgrounds 360-421-1407
- 24 - 26 Mild to Wild Car Show Tacoma 253-539-3929
- 25 - 26 Spring Fling Woodley Park Van Nuys CA 818-759-1779
- ...plus many others found in the 2009 Pacific NW Calendar of Events
- Happy Motoring....

Frank Carter

MOPAR TRIVIA 2:

1. Yeah, we all know that TV detective Nash Bridges drove a 'Cuda convertible. What earlier TV detective drove one?

Answer: Mannix. During the 1972-73 season Mannix's car (a 1973 Plymouth Cuda convertible) were actually three 1971 models updated (by changing the grill/headlights, hood, and taillights panel) to look like a 1973 Cuda, as Plymouth no longer made the Cuda as a convertible, and driving a convertible had been a Mannix trademark since the show began.

2. In the TV show, The Brady Bunch, the Bradys all drove Chrysler Corporation vehicles (until the final season). Mike Brady drove a 1968 Dodge Polara convertible in the pilot; a 1969 Plymouth Fury III in years one and two; a 1971 Plymouth Barracuda convertible in year three; a 1972 Plymouth Barracuda convertible in year four (actually, a modified 1971 model), and a 1973 Chevrolet Caprice convertible in year five. Carol, on the other hand, drove only two vehicles: a 1970 Plymouth Satellite wagon, and a 1971 Plymouth Satellite wagon (which took the "bunch" on their infamous Grand Canyon trip). The vehicles were loaned to Paramount by the Chrysler Corporation for filming.

3. NASCAR had to change the rules twice to curb the dominance of the Superbird.

- o In 1970, NASCAR raised the production requirement from 500 examples to one for every 2 Manufacturer's dealers in the United States; for Plymouth, that meant having to build 1,920 Superbirds.
- o The rules implemented for the 1971 season limited the aero cars to an engine displacement of no greater than 305 in³ (5.0 L) or they had to carry much more weight compared to their competitors.

4. During Plymouth's last model year, 2001, only the Neon remained in the Plymouth line. The Prowler became a Chrysler. The Breeze was dropped as Chrysler issues a redesigned Chrysler Sebring sedan to replace the Chrysler Cirrus. The PT Cruiser was launched as a Chrysler, though it was originally planned to be a Plymouth. The final Plymouth, a Neon, was assembled on June 28, 2001.

5. There is some dispute concerning the car in the movie Christine. Most say the car was a 1958 Plymouth Fury. However, others suggest that it was a 1958 Belvedere with a 350 cu. in. Golden Commando engine option. Because Furys only came in Buckskin beige with anodized gold trim including the grille. The grille "V" was silver on Furys. Christine on the other hand had anodized silver trim with a gold grille "V". This was the trim for a Belvedere.

6. The Dukes of Hazzard (can't have trivia with mentioning The Dukes of Hazzard): Stats that maybe you haven't heard:

- o Total # of Dodge Chargers Used during Original Production: 240
- o Total # of Dodge Chargers To Survive Production: 18 (Warner Brothers gave 17 away to private owners in 1993)

7. Where is the headquarters of the Chrysler arm of DaimlerChrysler located?

Answer: Auburn Hills, Michigan. Chrysler Corporation's headquarters were located in Highland Park until the early 1980s, when

they were moved to Auburn Hills. American Motors, which Chrysler purchased in 1987, was headquartered in Kenosha. The Mercedes division of DaimlerChrysler is headquartered in Stuttgart.

NOTE: Eighty percent of the Chrysler Group was sold to Cerberus, a private equity firm, in August, 2007.

8. Why did Walter P. Chrysler like the name Plymouth for his new 1928 product? Show Answer Answer: The name recognition of Plymouth Binding Twine, used by farmers on hay bales, was the key to Chrysler's choice.

9. The first motor vehicles used in actual combat by the U.S. Army were the 1916 Dodge touring cars in which forces under the command of Brig. Gen. John "Black Jack" Pershing pursued and engaged Pancho Villa following Villa's raid on Columbus, N.M., March 6, 1916. A young Army lieutenant, George S. Patton, saw his first motorized combat as a member of this "punitive expedition." Villa was a Dodge guy, too, and Pershing's expedition failed to capture him. Villa's end came seven years later in 1923 in the town of Parral, where he let down his guard for a moment. He drove his Dodge out of town on a predictable route – one where a band of armed assassins waited until he rounded a corner, then fired hundreds of shots into the car, killing Villa and his bodyguard.

10. Jan and Dean sang about the "Little Old Lady From Pasadena." What car did she drive? Show Answer Answer: "Shiny red Superstock Dodge," probably a 1964 426 Max Wedge Polara.

11. An advertising copywriter in 1914 made history when they found the perfect word to describe Dodge cars. Dependability was never in a dictionary before it was in a Dodge advertisement. Now the word, just like the car, is known the world over. 12. So, what does the "P" in Walter P. Chrysler stand for? Answer: "Percy."

NEWS ARTICLE:

<http://detnews.com/article/20090327/AUTO01/903270354/1148/Obama++Auto+aid+to+come++but+with++painful++changes>

WASHINGTON -- President Barack Obama said Thursday his administration will provide the struggling auto industry with some additional aid -- but with tough conditions.

An announcement is expected Monday, before Obama leaves for Europe on Tuesday.

"What we're expecting is that the automakers are going to be working with us to restructure. We will provide them with some help," Obama said during a town hall meeting at the White House. "I know that it is not popular to provide help to autoworkers or auto companies. But my job is to measure the costs of allowing these auto companies just to collapse, versus us figuring out, can they come up with viable plans?"

Obama said much of the government's willingness to offer additional aid is contingent on General Motors Corp. and Chrysler LLC making "some pretty drastic" and "painful" changes.

"I think it is appropriate for us to say: 'Are there ways that we can provide help for the U.S. auto industry to get through this very difficult time?' But the price is, you've got to finally restructure to deal with these long-standing problems."

Obama's auto task force is expected to give its initial assessment of GM and Chrysler's viability Monday, as part of the terms of \$17.4 billion in government loans the automakers have received. The task force is expected to lay out a firm timetable for concessions by bondholders and the United Auto Workers.

Sen. Debbie Stabenow, D-Lansing, said she thinks new conditions will be attached to additional aid.

"I think it won't be anything surprising, actually," Stabenow said. "I think it'll be pretty much what we're continuing to deal with: overcapacity."

Detroit's Big Three automakers have cut more than 100,000 jobs since 2006. At GM alone, more than 60,600 hourly workers have agreed to buyouts or early retirements, while it is cutting another 10,000 salaried jobs worldwide by the end of next

month.

Rep. Thaddeus McCotter, R-Livonia, called Obama's comments Thursday a "hopeful sign" that the president would not endorse bankruptcy as a solution.

Obama repeated that all of the stakeholders -- workers, shareholders, creditors, suppliers, dealers -- will have to give "a little."

GM and Chrysler have received \$17.4 billion in federal loans and have sought another \$21.6 billion. The Treasury Department also is debating whether to approve a deal to sell 35 percent of Chrysler to Fiat SpA in a noncash deal.

"At this moment, we have no agreement to announce," Fiat said in a prepared statement Thursday.

The automaker "continues to engage in constructive dialogue with the President's Automotive Task Force and Chrysler, and we remain optimistic that an agreement can be reached that is mutually beneficial to Fiat, Fiat's shareholders, Chrysler and the U.S. taxpayers if all stakeholders involved are willing to do their part.

"We continue to believe very strongly that placing Fiat's environmentally friendly small car technology and platforms in Chrysler's plants would create a financially stronger car company with the ability to help preserve American jobs and meet the growing demand for smaller, more fuel efficient cars."

Obama warned that he would not risk more taxpayer money, saying unless the automakers are "willing to make the changes and the restructurings that are necessary, then I'm not willing to have taxpayer money chase after bad money."

Obama said a domestic auto industry is essential.

"We need to preserve a U.S. auto industry. I think that's important," he said. But he said the need to preserve the millions of jobs that could be lost to a failure of the industry must be balanced with his obligations to the taxpayers.

"There has been a lot of mismanagement in the auto industry over the last several years," Obama said.

The task force may also weigh in on the idea of government incentives to spur new car sales.

CLASSIFIEDS:

For Sale:

- Hooker B-Body small block headers. New. Painted but never installed on car. \$100.00
- '70 B burnt orange glove box door. \$25.00
- '70 B burnt orange lower center dash piece, non-AC. \$35.00
- '71 Road Runner / Satellite upper vinyl rear trim panels, blue. \$25.00
- '71 RR/GTX/Sat front fenders. Several sets in varying condition. Starting from \$100.00 per fender.

Garth
(206) 448-3311

Nancy
Could you put this in the newsletter and send it out to others who might be interested?

A friend of mine is selling his 1964 Chrysler New Yorker 4dr Hardtop. He is asking \$4500.00. The car runs and drives nice, if

went on several trips to Spokane and Portland over the summer with no problems. The car has the 413 and automatic, and the body is in good shape. It hasn't been restored, but it is a good original car. Call Mark at 425-466-5205 for more information.

Chris Mayfield

[HUGE MOPAR Collection For Sale !!!!! 500 Pieces !! VIPER GTX HEMI CUDA](#) Nancy, Here is a guy selling his Mopar collectibles.....apparentlly he has over 500 pieces.....something there for every member in the chapter and then some !!!!
 Ray

MOPAR MEMORABILIA:

Here is a web site that was sent to me by a club member. I'm putting it under classifieds because It might have something for sale related to Mopar Memorabilia. Nancy

Hi Nancy and Mike, A couple of years ago when I was at Spring Fling with Gary and Dave, we went to see a collection of 66 - 71 mopar memorabilia in So. Calif. and I don't know if I told you or the club about the site. (www.stevenjuliano.com) or his email rapidduster@aol.com. Its some site. Frank

FOR SALE:

1972 Plymouth Duster, 225 Slant six, automatic Torqueflite transmission
 Rallye Wheels; New Brakes; rare snake skin vinyl roof; no rust; only 110,000 miles
 Needs new wiper switch; rear trunk seal; interior work

I am the second owner of this classic car, and guarantee that it has never been in an accident. It has been kept running, licensed, and insured, and has been used many times as the family "loaner car" when alternate transportation was needed.

I am asking \$2800.00, but I am willing to consider a reasonable offer.

Contact Nancy, at 425-359-1867 or nsabol@aol.com



YOUR MONTHLY HUMOR FIX:

Disorder in the American Courts

These are from a book called 'Disorder in the American Courts' and are

things people actually said in court, word for word, taken down and now published by court reporters that had the torment of staying calm while these exchanges were actually taking place.

----- ATTORNEY: This

myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

----- ATTORNEY: Now

doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the twenty-year-old, how old is he?

WITNESS: He's twenty, much like your IQ.

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you shitting me?

ATTORNEY: So the date of conception (of the baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: getting laid

----- ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS : Your Honor, I think I need a different attorney. Can I get a new attorney?

----- ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.

----- ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Unless the Circus was in town I'm going with male.

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral.

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 p.m.

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

----- ATTORNEY: Are you qualified
to give a urine sample?

WITNESS: Are you qualified to ask that question?

----- And the best for last:

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.

THINK ABOUT IT! MOST MEMBERS OF CONGRESS ARE LAWYERS.

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