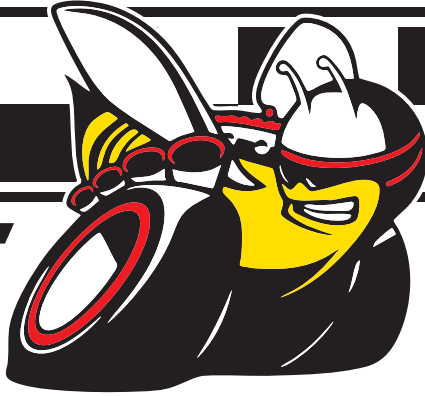


THE BEE



Get Ready for
**MOPAR
RALLY!**
Calling All Members!

2024 Best in Show
1970 Challenger R/T
owned by Glenn S
Story on page 5



PRESIDENT'S MESSAGE BY GARRETT BRISBEE



Hello, fellow Mopar Alley members! It's been an awfully long time, but the *Mopar Alley Bee* is back! Thanks to our new newsletter editor, Max Heim, for stepping into this long-vacated position. There are many changes happening at Mopar Alley that we, the membership, should be excited about. Along with the newsletter, there will be a new *website* with some great features that make it worth visiting and revisiting. We have a show date for the *Mopar Alley Rally* and we're in the process of getting other events organized thanks to our new activities director, Alex Mejia. So many things to talk about, but where to start? How about with some introductions?

Well, my name is Garrett Brisbee and I'm the new Mopar Alley president. I first joined Mopar Alley in 1993, back when the club was meeting at Vesuvio's Italian restaurant in Santa Clara.

I've had my black '73 Duster since I was sixteen years old and it's been to most of the Mopar Alley Rallies over the years.



Along with the Duster I also have a '68 Barracuda fastback and a few Cummins-powered Rams. I recently heard about Mopar Alley's potential demise and decided it was time to step into an officer's position in order to revive the club and get us moving in the right direction. I, along with the other new officers, all have the same goals for the club.

Our goals are to continue organizing the Mopar Alley Rally, hold regular meetings, have Christmas parties and plan other get-togethers.

Who are the other officers, you ask?

I'll briefly introduce you to all of the officers, but I'll let them do a more formal self-introduction in a later issue of the Bee.

Art Thomas is stepping up as vice president of the club. Art is a former police officer, now retired, that has some truly awesome cars, both older and new. He's been a member of the club for many years, and his officer's persona will help greatly if meetings get too rambunctious.

Eric Weaver has been with the club essentially since its inception. He is taking over the treasurer's position. Eric has a great business background and an easy demeanor that suits him well for the role. Eric has many, many cars in his collection. But never more than his wife will allow.

Chris Bryan is now our membership officer and is getting off to a great start. He's been busy combing through lists of members, former members and potential members to create an up-to-date database for us to use. Chris is one of the original members of the club and has a copy of every Mopar Alley Bee published! He's a fellow A-body guy, which is an added bonus (well, for me).

Wade Ogle is the new publicity officer for the club. Wade recently retired and is not one to sit around idle. He has been talking with potential show sponsors and doing lots of leg work getting the show details worked out. Wade has been with the club for several decades and has one of the finest collections of cars under the sun. Wade's professionalism and business sense is a welcomed asset to the club.

The aforementioned **Max Heim** is in the role of newsletter editor. His drive to bring the newsletter back as the face of our club resonates with us all. He's also an A-body guy, having a fastback '67 Barracuda (yay!). It seems like any search for knowledge on A-body topics online lead to Max. If you have a topic of knowledge you would like to share in the newsletter, let Max know as we're looking to bring back "Tic-Toc-Tech" with new content.

(CONTINUED FROM PAGE 2)

Henry Santana is our new resource officer. Henry knows everybody in the valley that works on cars for a living. He is the perfect fit for this role. Just days after becoming the resource officer he was knocking on doors and busy getting the membership deals and connections. Henry is always helping out at our shows and will continue to find ways to make Mopar Alley membership a valuable tool.

Our activities director position is now filled by **Alex Mejia**. Many of us know Alex as the guy that organizes awesome cruises and other events around the bay area. Alex has some really cool cars, but I'm personally fond of his white '70 Challenger. If you've got ideas of an outing or venue you're interested in, let Alex know!

That leads us to our chairperson, **Judy Watkins**. Everybody knows Judy, to the point she doesn't really need a last name. Judy is everywhere with her blue '72 Cuda. If there's a show that allows Mopars, Judy is there! I cannot believe how many times I've run into her along the western states. Judy is also active in the Saturday Night Cruisers. She brings many years of Mopar Alley leadership and history with her.

Again, it's great to have the club's leadership in such capable hands. But, before I forget, I want to thank all of the previous officers and ambassadors of Mopar Alley.

They carried the torch and provided many decades of shows, meetings, outings and friendships. Each and every one of them brought something to the table when needed. I especially want to thank **Phil Schlaefer** and **Thomas Schwartz**. These two managed the club as a duo by themselves. That's a LOT of work for two people.

Lastly, please help out if you can. Whether at the show, meetings, events or taking an active role in something like the website, your help is appreciated! This is OUR Mopar club!



Membership Report

These members have recently joined or renewed their memberships. Thank you!

1040	John Winslow
1087	Chris Bryan
1132	Joseph Sunzeri
1204	Gil Garcia
1215	Garrett Brisbee
1301	Frank & Julie Guzior
1305	Ken & Lorraine Watanabe
1402	Glenn Sparks
1426	Eric Weaver
1439	Rico Petrin
1483	Debi Hesselein-Leary
1506	Ron Solin
1522	Chuck Borzileri
1526	Chris Walter
1575	Wayne Pittman
1585	Greg Ely
1626	Dan Graeber
1735	Wade Ogle
1769	John Garis
1780	Judy Watkins
2038	James Bonander
2161	Doug Brentlinger
2172	Art Thomas
2201	Patrick Gifford
2209	Steve Bush
2222	Edward Carrington
2240	Ed Serafino
2255	Max Heim
2274	Louis H. Taylor
2313	Juan Contreras
2316	Alex Mejia
2328	Dane Lewis
2356	Henry Santana
2357	Michael Reis
2361	Rose Burch
2365	Steve Palmer
2381	Kevin Kan
2382	Wes DeLap
2390	Mark Allen
2392	Joseph Mejia
2393	Gary Chong
2394	Ray Montoya

To join, contact: membership@moparalley.club

EDITOR'S RAMBLINGS BY MAX HEIM



Hello, Mopar Alley members! Welcome to the new "Bee". I'd like to introduce myself as your new editor.

My name is Max Heim. I have been bringing cars to the show since the early 2000s. I joined Mopar Alley in 2012, but I stopped participating after my Barracuda was rear-ended and wound up in various stages of disassembly for over 9 years.

The first car I bought with my own money was a 1967 Dart GT, for the princely sum of \$150 —which I had to pay in installments.

It was an attractive EE-1 dark blue, but it was so battered that the previous owner had named it the "Dodge Dent". It featured a 273 2bbl with over 200K on the clock, and a front end so loose that it weaved down the highway with no steering input whatsoever.

The first car I wrecked was my dad's 1967 Barracuda fastback, tangling with a taxi at a steep blind intersection on a hill above downtown Seattle.

My uncle took me to the wrecking yard and we got it back on the road, but soon after I moved to California my father called and asked me to "come and get this car and fix it." So I did, and pawned the Dart off on my San José roommate for \$50. This Barracuda is the one I still have—a Commando 273 with column shift, bench seat, manual steering and manual disk brakes.



My father passed in 2012, and it was only about a week later that the Barracuda was rear-ended. Due to years of a leaky trunk seal up in the northwest, the trunk floor, quarters and dropdowns all had to be replaced. New sheet metal was (mostly) fitted when the shop went bankrupt. The (former) shop owner took the car home and promised to finish it. Some work was done, but eventually in 2022 my buddy convinced me to go get it with his trailer and take it to his bodyman. Good call — 30 days later it was being prepped for paint.

Meanwhile, I had come into possession of my father's other Barracuda — a 1967 convertible with a leaning tower of power.

I upgraded the brakes and suspension, freshened the paint and interior, and took it to shows and on a few vintage rallies. But when the fastback was completed, I had to make a choice, and I wound up selling the convertible to a friend (who has just dropped a 340 into it — look for it at the show this year).

So that's a little bit of my Mopar story. Now I'd like to hear yours. I plan to run regular "My Car" and "My Project" stories, so if you're up to jotting down a few sentences and sending in a nice, clear photo (at least 2MB size preferred), we'll make sure to get it into an upcoming issue. Address it to editor@moparalley.club

I'd also love to get new tech content —details of your engine swap, suspension upgrade, or a new product you tried and would like to recommend.

Meanwhile, I'm kind of inventing this newsletter format on the fly, so any comments and suggestions will be gratefully received. The goal is to make it work as a communication tool and fun resource for all our members, so let it rip!

And make sure to read Garrett's President's Message —he has lots of great news about this year's club! Hope to see you at the Mopar Rally — until then, Mopar On!



COVER FEATURE



Attendees at the 2024 Mopar Rally drooled over this gorgeous blue 1970 Challenger, and the judges were impressed enough to award it Best in Show. And if you aren't jealous enough already, check out the tale of how the owner acquired this rare beauty! Here's the story in Glenn's own words:

"So back in 1995 on a Friday, I called a phone number my friend gave me..."

"...about a married woman who had a big block 6-pack intake and carbs for sale that lived nearby in Union City. I found she was also selling lots of additional parts stored away inside her garage, too. Realizing I didn't have all the cash on me and we both were rushed for time, she told me to come back on Sunday. Well, I found all my parts were moved out of the garage into the front living room and asking why, she said they had to put a special car in there yesterday that was fresh out of the body shop!

'It's not running yet but we need to sell it now, are you interested in taking a look at that too?'

Sure, but why the big hole in the hood? I thought, can't be a Shaker car!

Well, it's a real 1970 440+6 4-speed Challenger R/T with a factory N96 Shaker hood option (1 of 180 built

Lucky Find

Glenn and his 440 Challenger R/T



that year), EB7 dark blue, white longitudinal stripes, AM/FM multiplex radio among other cool options.

Yup... the 6-pack stuff belonged to this car! She had just placed an ad that was coming out in the Auto Trader on that Wednesday, too, very fortunate for me! Wow, that was 30 years ago... and I got it running and driving in 3 weeks and I still own it.

And now it's in the Shaker Registry too! Crazy... talk about dumb luck!!!"

— Glenn S.



Save the Date! The 33rd Annual
MOPAR RALLY
will be on Saturday, July 12, 2025
at De Anza College, Cupertino, CA

MEMBERS FORUM *THIS MONTH'S CONTRIBUTOR: CHRIS BRYAN*

This piece first ran in the Bee back in the beginning... 1992 to be precise... but it seems to still have relevance to the club today. Take it away, Chris...

There are three main purposes for our MOPAR Car Club, all of which are for the members to share in attaining increased recognition for their cars and increased recognition for our MOPAR Club. The purposes are:

1. To assist MOPAR car owners with help in the preservation and restoration of their vehicles by providing information, literature and parts location assistance.
2. To promote increased interest in older MOPARS.
3. To make owning a MOPAR an enjoyable and proud experience.

These purposes, together with our goals are in keeping with the high standards that are demanded of MOPAR enthusiasts. Dues paying members of our organization will reap triple benefits by joining forces with others who share a common interest in MOPARS. Club membership will help the individual member learn more about the car he owns plus he will learn more about restoring his MOPAR and will have the opportunity to enter the completely restored MOPAR in club activities and shows.

Clubs, however, are made up of people. It is these people, our members, who provide assistance, help to promote the hobby and who participate in the group activities. By this, it is clear that the success of the MOPAR club totally depends upon having its members working hard to achieve the common goals and objectives. This places a great deal of responsibility on the part of both the general membership and those who serve as officers.

Our MOPAR club can only prosper and succeed if its members — both officers and active members (and we stress ACTIVE) — unite together to put

the common good above all personal concerns. The ingredients in a successful club include sharing both the work and the benefits and doing this in both a selfless and responsible manner.

Club officials must do everything possible to involve the members in the activities that relate to everyone and to recognize that the needs of all supersede the needs of an individual. This includes putting "politics" aside and not abusing the privileges or the prestige that comes with serving as an officer. Being an officer means hard work and dedication to follow through with the purposes of our MOPAR club.

The officers do play an important role in ensuring that each member can find the assistance and resources needed in preserving and restoring his or her vehicle. The officers should also see to it that members are informed about historical facts, technical tips, and sources for parts when the need presents itself.

In addition to this, they must work hard to motivate member activities and see to it that all events are carried out in a smooth and efficient manner.

At the same time, the individual members of our MOPAR club must do their part and contribute their ideas, their energies and their talents toward the attainment of our club aspirations, goals and objectives, both short-term and long-term. This means, for our members, a wide variety of areas. It means attending and participating in meetings, paying dues on time so that our financial picture is bright, volunteering for jobs and completely finishing assigned tasks on-time and with enthusiasm, and casting votes in the annual elections.

Taking a MOPAR out to a show in hopes of winning a trophy is great. But it should be secondary in reference to helping our MOPAR club to achieve our objectives and to survive and grow. This helps us all. It is what a great club is all about.

And THINK MOPAR!



MOPAR RALLY



Mopar Alley's 33rd Annual Mopar Rally
Saturday, July 12, 2025
De Anza College, Cupertino, CA
Gates open at 7:30am

Judged Classes • "Top Gun" Class • Swap Meet • Food Trucks • Raffle Prizes
• Car Corral • Show T-Shirts • Special Mystery Mopar Unveiling Event •
Get a Selfie Sitting in a '71 Hemi Cuda Convertible & Win a Ride!

This year we are trying out a simpler class structure, and have added some special events we hope you will enjoy. Entrants please fill out your feedback form and let us know what you think!

Vintage Mopar Classes (through 1989)

- A. A-Body Dodge & Plymouth
- B. B-Body Dodge & Plymouth
- C. E-Body Dodge & Plymouth
- D. Vintage Open (Dodge, Plymouth, Chrysler, Imperial, De Soto, Jeep, AMC & trucks)

Modern Mopar Classes (1990 – present)

- F. Modern Challenger
- G. Modern Charger
- H. Modern Open (Chrysler, Plymouth, Dodge, Ram, Prowler, Viper)

Notice: Classes may be subject to change based on the number of pre-registration entries received.

FREE SPECTATOR ADMISSION! Bring the family! Note: De Anza now charges for spectator parking on-site.

NEW PERKS FOR PRE-REGISTRATION! Register by June 30 to receive these benefits:

- Discounted entry fee or swap meet fee
- Centrally-located reserved space under the solar panels (in the shade!)
- Separate show entrance for pre-registered cars – no waiting in line!

NEW "MADE IN THE SHADE" POLICY! All entrants and swap spaces will be located in shade under the solar panels, on a first-come, first-serve basis. Late arrivals may overflow into unshaded areas. Arrive early!

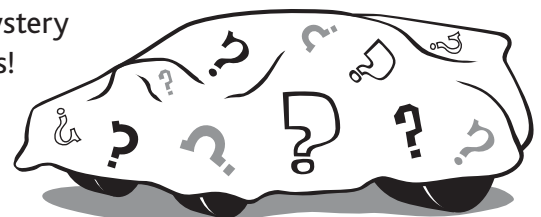
Get a Selfie Sitting in a REAL '71 Hemi Cuda Convertible!

Buy a ticket to get a photo of yourself in this 1-of-12 \$3.5 million Hemi Cuda convertible, and you'll be entered in a raffle to get a RIDE in it around the show field! Details to come.



Watch Us Reveal a Mystery Mopar!

Is it a new custom build? A mega-bucks restoration? An ultra-rare barn find? Find out when we pull the cover off at the first public appearance of one of our Mystery Mopars!



MEMBER RESOURCES

Our Resources Officer has arranged discounts with the following vendors. Make sure to mention Mopar Alley!

- Ace Automotive & Fuel Systems** . . . Carburetor, fuel injection, electrical, tune-up
975 Richard Avenue, Santa Clara 95050 www.acefuelsystems.com (408) 727-0884
- DeLeon Dyno Performance** Specializing in muscle car dyno tuning and builds
1439 Laurelwood Road, Santa Clara 95054. @deleon_dyno_performance (408) 816-7779
- EFI Expert** Holley & FAST sales, training & tuning
. www.efiexpert.com (209) 247-6497
- FIX AUTO Santa Clara** Collision repair
3160 El Camino Real, Santa Clara 95051 (408) 246-3544
- Gonzalez Tires** Tires & alignment
836 W. Evelyn Avenue, Sunnyvale 94086 (669) 248-5003
- ROOT Autoworks** Brakes, tune-ups, general repairs
1214 Norman Avenue, Santa Clara 95054. www.rootautoworks.com (669) 500-5507
- Sounds of Speed Performance** Complete auto service & custom exhaust (408) 987-9553
- Top Tech Tools** Automotive tools & equipment (408) 679-0604

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Mopar Alley on the Web
www.moparalley.club



Mopar Alley on Facebook
[www.facebook.com/
groups/902913221036719](https://www.facebook.com/groups/902913221036719)



Mopar Alley on Instagram
[@mopar_alley_car_club](https://www.instagram.com/mopar_alley_car_club)

NEXT MEETING

5PM, March 15, 2025, at **Luigi's Pizza & Pasta**, 2495 Winchester Blvd, Campbell 95008. Officer's meeting at 3:30.