MOPAR EXPRESS

President's Report

What Do We Want GFV Mopars to Be?

As I sit down to write this month's President's Report, I've been thinking a lot about a conversation that has taken place within our club. A member recently expressed the feeling that GFV Mopars doesn't do enough throughout the year and that, from their perspective, our biggest focus is Mopar Madness. That feedback deserves to be heard.

It also made me ask a very important question: **Are we a car-show organization, or are we a car club that also puts on a great car show?**

For me, the answer is very clear. **We are a car club.**

Mopar Madness is an incredibly important part of who we are. It is something our club has built over many years, and I am extremely proud of what our members accomplish every year. But our club should be about much more than one day on the calendar. We should be getting our cars out. We should be driving together. We should be meeting other car enthusiasts. We should be creating memories with our families and fellow members. And, most importantly, we should be having FUN with our Mopars.

A New Direction for GFV Mopars

I would like us to start building a more active, year-round club activities program. It doesn't have to be complicated, expensive or require months of planning.

My goal is simple: **Give our members more opportunities to participate in something together.**

I would like to see us work toward having at least one club activity each month from spring through fall, along with a Christmas event. That could mean a cruise, a BBQ, a garage or shop tour, a Cars & Coffee gathering, a tech night, a social dinner or simply organizing a group of GFV Mopars to attend another local car show together.

Introducing "Mopar Miles"

One idea I'd like us to develop is a recognizable GFV Mopars cruise program, something along the lines of **Mopar Miles**. Imagine a group of our cars meeting at a designated location, heading out together and enjoying some of the incredible roads and scenery we have right here in the Fraser Valley and beyond.

We could explore places such as Fort Langley and Derby Reach, Mission and Hatzic, Chilliwack and Cultus Lake, the Fraser Canyon, or even make a destination visit to places like the B.C. Vintage Truck Museum. And we don't need to make every cruise a major production. Sometimes it can simply be: Meet up. Driver's meeting. Fire up the Mopars. Cruise. Stop for lunch or ice cream. Go home with a smile. That's what car clubs are supposed to be about.

Mopars Unlimited is a non-profit car club dedicated to the restoration and preservation of Mopar cars and trucks

PRESIDENT'S REPORT - PART 2

Let's Show Up Together

Another opportunity is attending other people's shows and events. Rather than everyone arriving separately, why not choose a meeting point and have our members cruise in together? Imagine seeing 20 or 25 GFV Mopars arriving at another local car show as a group.

That's visibility. That's camaraderie. That's promoting car culture. And that's something that makes our members feel like they belong to something.

A GFV Mopars Summer BBQ

I'd also like to see us establish an annual **GFV Mopars Summer BBQ**. This wouldn't be another show. No judging. No trophies to organize. No vendors. No sponsors to chase. No months of preparation. Just our members, their families, their Mopars and a great afternoon together.

We could have a People's Choice member car, some fun trivia, door prizes, a 50/50 and some lighthearted awards. Maybe we recognize the member who has owned their Mopar the longest, the best Mopar story, or even the member with the best breakdown story! The point is simple: **Come out. Bring your family. Bring your car. Relax. Get to know your fellow members.**

Christmas Can Be About More Than a Dinner

I'd also like us to rethink our Christmas activity. There are several directions we could take, a Christmas dinner and awards night, a Christmas lights cruise followed by dinner, or perhaps something that combines our love of Mopars with the charitable spirit we've developed through Mopar Madness.

A **Mopars Give Back Christmas Cruise** could be something really special. Imagine our Mopars loaded with toys or food, meeting up and travelling together to deliver those donations to a local organization, followed by dinner together. Our club has always had a strong charitable side, and I think carrying that spirit beyond Mopar Madness would be a wonderful thing.

This Cannot Be the President's Job Alone. There is one thing I want to make very clear. **I cannot, and should not, organize all of this myself.** If we're going to become a more active year-round club, it needs to belong to all of us.

I'd like to see us establish an **Activities/Cruise Committee**, with a couple of members who enjoy planning drives and social events taking the lead. The executive can establish the overall calendar and provide support, but the members should have a voice in what we do.That also gives more of our members an opportunity to get involved without taking on the enormous responsibility that comes with organizing Mopar Madness.

Looking Ahead, The goal isn't to fill every weekend on the calendar. **The goal is to give our members choices.** Maybe you can make five events. Maybe you can make one. Maybe you bring your spouse, your kids or your grandchildren. Maybe you simply want to get your Mopar out of the garage and go for a drive with a group of people who understand why that's important. That's okay. What matters is that there are opportunities. Because when someone asks, **"What does GFV Mopars do?",** I want the answer to be much bigger than: "We put on Mopar Madness." **I want the answer to be: "We're a group of Mopar enthusiasts who get together, drive our cars, support our community, make new friends and have a hell of a lot of fun doing it."** Mopar Madness will continue to be one of the cornerstones of this club. But let's build something around it.

Let's get the cars out. Let's get the members together. Let's promote car culture.
And let's make GFV Mopars a club people are excited to belong to. See you on the road!

Loré
President, GFV Mopars Unlimited

DID YOU KNOW?

The Heartbeat of Modern Mopar: What Happens to Brampton Assembly?

A personal look at the Ontario plant that built our Magnums, and helped shape a generation of Mopar muscle

There are some places that are more than just buildings.

For the Mopar community, **Brampton Assembly Plant in Brampton, Ontario, is one of those places.**

And right now, its future is uncertain.

On August 14, 2026, Unifor announced that Stellantis is seriously considering closing and selling the Brampton Assembly Plant. Stellantis has not issued a formal closure announcement. Instead, the company has confirmed that it is exploring options for what it calls a “sustainable manufacturing solution” for the facility, including discussions that could lead to a sale.

So, before the headlines start saying *“Brampton is closed,”* let's be clear: **it isn't officially closed. But the possibility is very real, and the implications are enormous.A Plant With Deep Mopar Roots**

Brampton Assembly opened in 1986 under American Motors Corporation. Chrysler acquired AMC the following year, and the facility became part of the Chrysler family that eventually became FCA and, today, Stellantis.

Over the decades, the plant produced an incredible list of Canadian-built vehicles, including the Eagle Premier, Dodge Monaco, Eagle Vision, Chrysler Concorde, Dodge Intrepid, Chrysler 300M and, eventually, the modern rear-wheel-drive Mopar cars that many of us know and love.

Then came the **LX platform**.

Beginning in 2004, Brampton began producing the Chrysler 300 and **Dodge Magnum**. The Dodge Charger followed in 2005.

And that's where this story gets personal for me.

My Magnums were built at Brampton.

Every time I look at my cars, I am looking at something that came out of that Ontario factory. They aren't simply vehicles I own. They are pieces of Canadian automotive history.

The Dodge Magnum was produced at Brampton from 2005 until production ended in late 2007. The plant also went on to build the Dodge Charger, Chrysler 300 and Dodge Challenger.

For those of us who fell in love with the LX platform, Brampton wasn't just a factory.

It was where the modern Mopar revival came to life.

DID YOU KNOW?

And Then Came the Muscle

The significance of Brampton goes even deeper.

The factory produced the cars that brought rear-wheel-drive performance back into the Chrysler/Dodge lineup after years of front-wheel-drive vehicles dominating the market. The 300, the Magnum, the Charger, and the Challenger.

These cars became a defining chapter in modern Mopar history.

And the Magnum in particular was something special. It took the aggressive styling and rear-wheel-drive architecture of the LX platform and put it into a wagon. For many enthusiasts, it was unlike anything else on the road.

And yes—**those Magnums came from Brampton, Ontario.**

What Happened?

The most recent chapter is considerably more complicated.

Brampton stopped vehicle production in December 2023 after the final Charger, Challenger and Chrysler 300 production ended. Stellantis then planned to retool the facility for the next-generation Jeep Compass. But that plan changed.

Retooling was paused, and Stellantis ultimately announced that future Compass production intended for the Brampton facility would instead move to its plant in Belvidere, Illinois. The change came amid the enormous disruption caused by U.S. trade and automotive tariffs. That left thousands of Canadian automotive workers wondering what would happen next.

At its peak, Brampton Assembly employed roughly 3,000 people. About 2,200 workers were affected when the plant was idled. And this isn't only about the people who work inside the factory.

It affects suppliers, transport companies, local businesses, families, and an entire community whose identity has been tied to automotive manufacturing for generations.

Canadian Investment Is Also Part of the Story

There is another important piece that cannot be ignored.

The Canadian and Ontario governments committed significant financial support toward Stellantis' manufacturing investments, including the planned retooling of Brampton.

The Canadian government has subsequently challenged Stellantis over its decision to move the Compass production plans to the United States and has sought to protect Canadian jobs and its investment.

That makes the possibility of selling the plant particularly significant.

Canada didn't simply watch this factory operate from the sidelines.

Canadian taxpayers have invested in its future.

DID YOU KNOW?

What Happens Next?

That is the big question.

Unifor says it will take the issue into upcoming contract negotiations with Stellantis. The union represents the workers at Brampton and other Stellantis facilities in Canada, and the current collective agreement expires in September. The federal government is also involved and has said it is working with Stellantis, Unifor and Ontario to try to keep manufacturing at the site. Stellantis, meanwhile, says it is looking for a sustainable manufacturing solution.

So, as of today, **the doors aren't officially closed forever.** And perhaps that's the most important thing to remember. There is still a chance that Brampton could build vehicles again.

But For Me, It's Personal

When I hear about the possible sale of Brampton Assembly, I don't just think about a giant industrial building in Ontario. I think about my Magnums. I think about the people who stood on that assembly line and built them. I think about the engineers, welders, painters, assemblers, inspectors, suppliers and countless other people who played a part in turning sheets of metal and thousands of components into the cars that eventually found their way into our garages.

My Magnums started their lives there.

That makes Brampton part of my Mopar story. And I know I'm not alone. There are thousands upon thousands of Canadian-built 300s, Magnums, Chargers and Challengers sitting in garages, driveways and car shows across North America, and around the world. Every one of them carries a little piece of Brampton with it.

Before We Say Goodbye…

I hope we're not saying goodbye. I'd much rather see the lights come back on. I'd rather see Canadian workers walking through those doors again. I'd rather see another generation of vehicles rolling off that assembly line. Because factories can be sold. Buildings can change owners. Production lines can be moved.

But **the history created inside those walls cannot be erased.**

Brampton Assembly helped put modern Mopar back on the map.

It built the cars that brought a whole new generation of enthusiasts into the Mopar family.

And for people like me, it built cars that became much more than transportation.

It built our Magnums.

So for now, the question isn't *"When did Brampton close?"*

The question is: **What are we going to do to make sure Brampton gets another chapter?**

Loré Arens
GFV Mopars Unlimited Car Club

Sources: *Reuters, Unifor, Stellantis/FCA Canada historical plant information, and Government of Canada automotive manufacturing records.*

DID YOU KNOW?

Hey, We realize that many areas are experiencing Wild Fires and way too many stressful evacuations. Our thoughts are with you.Over the years, (my family) I have been evacuated twice and on alert one, terrible situation.

The SVABC Mid Season Report in now available on our web site.
There is two parts plus a page of Video links. We do much more than reports, this is a gathering of reporting from our members. How STRONG the HOBBY is . Enjoy.

Here is the password **CoolRides26** the C&R are capitals
Sign on Web Site www.sva.bc.ca
Click on Reports
Scroll down to 2026 Mid-Season Report double click on Part1 then then Par2 or Links

Really Appreciate Your Support
Your Director & Rep Team

Take Care
Bob Kelly
SVABC
bobsuek@shaw.ca
250-488-5646

NEWS FROM THE YOUNG GUNS

Hi everyone, it's been a little while! A lot has been happening at Young Guns Garage and I wanted to give you a bit of an update.

- **We hosted a car show last week and it went incredibly well!**
  - We packed out Montana's Langley as a fundraiser/community night and it blew away our expectations. Awesome seeing so many people there
- **We blew up the engine in our drift car**
  - The engine was old and kind of expected, we're already building the next one!
- **After 6 months of chasing we got the Lexus LS430 running again**
  - A small job turned into a big one, but it was really cool seeing everyone come together and get it done
- **Some nights we've just been hanging out in the shop and connecting**
  - I can often get very focused on the tasks we need to do, but some nights have been more chill and it's been nice
- **A group of guys went on a 4x4 camping trip**
  - It was an epic 3 day trip up to some hot springs near Harrison. Everyone had a blast

FOR SALE OR LOOKING FOR

James Bligh <jimmymaq62@gmail.com
Hello, I'm looking for a 440 crankshaft, preferably steel.

We Need Your Help

Finding the right components has become the biggest challenge, and I'm hoping our Mopar family can help locate:

- Chrysler 300 SRT8 front fascia
- Left & right front fenders
- Hood
- Left & right headlights
- SRT grille
- Radiator/core support
- Front-end brackets, hardware and related components

If you know of a 300 SRT8 being parted out, have any of these components tucked away, or know someone who might, I'd love to hear from you.

Every part brings Project Blackbird one step closer to becoming reality.

Preserve the Legend.
Build the Tribute.
Honour the Heritage

Thank you for helping make Project Blackbird a reality!
Loré Arens
President, GFV Mopars Unlimited

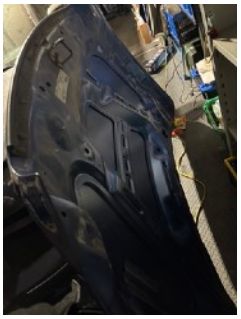
FOR SALE – 2015 DODGE RAM 1500 OEM HOOD

$550 OBO

Original OEM hood from our **2015 Dodge Ram 1500**. We replaced it with a Sport hood, so this one is now available. The hood is in **excellent condition**, straight and very clean, with a beautiful factory blue finish. It has a few small rock chips and minor marks from normal road use, but **no major dents or structural damage**.

- OEM factory hood
- Fits 2015 Ram 1500
- Factory blue finish
- Excellent overall condition
- A few rock chips
- Stored indoors
- Being sold only because we upgraded to a Sport hood

Located in **Rosedale, BC**.
Local pickup only.



Contact: **Loré** (lorerens@gmail.com)

GFV MOPARS UNLIMITED CAR CLUB

AL GROHMANN STORY - one of our own

Fifteen Minutes to Leave: An Okanagan Fire Story

We left the Lower Mainland for what we thought would be a simpler life, less traffic, more sunshine and, most importantly, less stress. We got two out of three. We knew the Okanagan had a reputation for wildfires, but we had no idea this one would be literally knocking on our door.

It began on a Friday evening. We heard emergency vehicles racing along Highway 97 toward Summerland. Then we smelled the smoke. Something in our instincts told us this wasn't going to be an ordinary night.

Thankfully, our neighbours in Peachland offered the advice that would soon prove invaluable: **"Go home and pack some things."** They were right.

In the very early hours of the next morning came the knock on the door nobody ever wants to hear. **"You have 15 minutes to collect your stuff and leave."** Fifteen minutes. Suddenly, the things that seemed important became impossible to prioritize. There were valuables to grab, a Mopar sitting in the garage, and, of course, the new home we'd just bought. What do you take when you're told you may not see your home again? Eventually, the decision was simple: grab the essentials and go. Passports. A few clothes. A toothbrush. And the dog. Then we drove away at approximately 4:30 in the morning, with no idea whether we would return to the home we knew or to a house that had been reduced to a shell, and not knowing whether the car in the garage would still be there either. Where do you go at 4:30 in the morning? For us, the answer came through people.

The volunteers at the emergency shelter were extraordinary. Walking into the shelter was overwhelming: hundreds of evacuees were sleeping on cots, many facing the same terrifying uncertainty we were. People had left their homes with little more than what they could carry, wondering whether those homes would still be standing when they were allowed to return. We were fortunate to have family in Vernon who could take us in.

But as the days passed, we became increasingly anxious to get home. Daily briefings offered little hope that we would be returning anytime soon. Eventually, we spent another three days at my cousin's condo in West Kelowna, waiting and watching for any indication that the situation had changed.

Then finally, the alert we'd been waiting for arrived. **The mandatory evacuation had ended for our area.**

We could go home. And when we did, we discovered something we had desperately hoped for: our home was safe. Everything was just as we'd left it. We had been incredibly fortunate.

The government's ESS (Emergency Support Services) helped us financially during the evacuation, and the support we received from our community made an incredibly difficult experience easier to bear. We really had little to complain about. But we couldn't forget the people who hadn't been as fortunate.

Our neighbours in Summerland faced a much different reality. While the town itself survived, the surrounding areas took a tremendous hit. Watching the devastation unfold was heartbreaking, particularly knowing how easily it could have been us.

Every day, we think about the people of Summerland and the communities affected by the fire. Because when you're told you have 15 minutes to leave, you realize how quickly circumstances can change. You also discover something else. You discover what a community is made of.

Throughout the evacuation, Okanagan residents opened their homes, offered assistance, donated necessities and stood beside strangers who suddenly needed help. Volunteers worked tirelessly. Families took in evacuees. People gave whatever they could. In moments like these, people often say that a community "comes together." In the Okanagan, we saw what that really means.

People literally gave the shirts off their backs to help those in need. Our fire experience changed the way we look at our new home. We came here searching for sunshine and less stress, but we found something far more meaningful: a community that looks after its own. We were lucky. We were safe. Our home was still standing. And for that, we are profoundly grateful. But we're also grateful to the people who helped us when we didn't know what the next morning would bring.

I can say it without hesitation: **I am a proud Okanaganer.**

ONGOING EVENTS

Mopars Unlimited Car Club
General Meeting

July 15th, 2026 @ Ricky's Walnut Grove

?? members in attendance

Called to order @ 7:00pm

Mopar Madness:

- Had a glitch with the Clover machine we had borrowed for card transactions so we don't have a final tally of funds raised
- Looks like approximately $1000 will go to each of our 4 charities this year
- Overall feedback has been positive
- Volunteers from Young Guns Garage were really helpful
- Should have had a free parking sign for spectators (or a sign saying parking by donation), lots of spectators
- 156 cars in total
- Reporter from Langley Advance was there
- There were 3 sink holes that Kwantlen should be aware of, someone got hurt
- Vendors seemed to do OK
- Food vendors were happy
- Parking seemed to go smoothly
- Some people chose not to buy raffle tickets because they were not planning to be present but that is a requirement for that particular lottery license
- Need better signage & a donation box for spectators

Charger EV

- One of our show participants, Frank, spoke about his Charger EV
- He has always been a Mopar guy so wanted the EV as soon as it was available

50/50 raffle held

Meeting adjourned @ 8:16pm

🏁 Behind the Scenes: Executive Update 🏁

Mopars Unlimited Executive Meeting

August 5th, 2026

Attendees: Jaylene, Brian, Loré, Bruce, Garry K, Garry P, Scott, Al

Absent: Judy, Emmanuel, Gary B, Vern

Meeting called to order @ 6:55pm @ Ricky's Walnut Grove

Mopar Madness

- Loré was able to get the Square finances sorted out with Amy
- Still waiting on the final invoice from the Badass Garage
- Need to look at the package for sponsors before next year
- Loré has asked Gary B to go through the sponsors & what was covered
- Many of the photos taken at the show are blurry. Need to find someone to take photos next year
- Want to try & book KPU Langley again for next year
- Jaylene emailed participants who were at Mopar Madness to thank them for attending & invite them to join Mopars Unlimited
- Suggestion to have tents, tables & chairs available
- Should blow up the tire before the show to ensure there are no holes, etc

Mopars Unlimited Events

- Need to look at planning some club events
- Cruises, picnics, garage tours, etc
- Planning a club BBQ with a potential date of Sept. 26th. Details to come

Christmas Dinner

- Looking at options to have a dinner at a restaurant instead of a hall
- Emanuele is going to look into Adrian`s at the Airport & a few other options

Club Collection

- Many items that the club has collected over the years that we aren`t using anymore
- Suggestion to create a list & sell it
- We will look at this at the BBQ & decide what to do

Meeting adjourned @ 8:01pm

CLUB INFORMATION

GFV MOPARS UNLIMITED CAR CLUB MEMBERSHIP

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

2025 CLUB DIRECTORS

President: Loré Arens
Vice Presidents: Garry Keay
Bruce Johnston
Treasurer: Gary Burgess
Secretary: Jaylene Smillie
Membership Director: Scott Hampton
Sergeant at Arms: Garry Payne
Newsletter Editor: Loré Arens
Stores: Judy Burgess
Events Director: Al Grohmann
Web Master:
Directors at Large: Brian Simmons
Vern Keith
Emanuele Porra

CLUB MEETS every 3rd Wednesday of the month except for December & January at Ricky's Restaurant in Walnut Grove (8720 202 st. Langley, BC) @ 7:00 PM

MEMBERSHIP DUES: $30.00

TREASURY REPORT: available to members by request to the Treasurer or attending the monthly meetings.

NEWSLETTER:
Please email your event photos / stories to:
mopars.vancouver@gmail.com

Web Site: ***Mopars Unlimited, Vancouver***

Club Email Address:
mopars.vancouver@gmail.com

DISCOUNTS OFFERED TO MEMBERS

ABBOTSFORD CHRYSLER DODGE JEEP RAM (20%)	30285 Automat Dr. Abbotsford	(604) 857-1000
JOURNEY CHRYSLER (15%)	Christmas Tree Way. Coquitlam	(604) 469-5600
WESTCAN AUTO PARTS PLUS	Use "Cuda Automotive".	All Stores
LANGLEY CHRYSLER JEEP (20%)	19418 Langley By-Pass	(604) 530-2104
LORDCO	Present Discount Card Account # 66727	All Stores
UAP / NAPA	20053 B Industrial Ave. Langley, BC	"Preferred Customer"
YEAR ONE		1-800-932-7663
KMS C.A.R.S PARTS	933 Upper Ave. Coquitlam	(604) 522-5593
DETAIL GARAGE LANGLEY (10%)	8948 202 St. Unit 8 Langley	(604) 371-3242
DETAIL GARAGE SURREY (10%)	7488 King George Blvd. Surrey	(604) 593-7330
GO Richmond Chrysler - Talk to Graeme Gillespie.	5491 Parkwood Way (Richmond Auto Mall)	(604) 273-9621

To be revised as other vendors offer discount.

CLUB MEMBERS BUSINESS CARDS

ONGOING CAR EVENTS

🚗 A&W car meets I could verify

1. A&W Tsawwassen Commons — Friday nights
Every Friday, approximately **4:30–9:00 PM**, weather permitting, from late March through early October. This is the strongest A&W meet I found. It's known as **Cruisin' the Dub** and attracts classics, muscle cars and modern builds.

2. A&W White Rock — Wednesday nights
The A&W at **22nd Avenue & King George Boulevard** has a Wednesday evening meet, listed for **May 7–September 2, 2026**, **5–8 PM**, with a DJ.

3. A&W Maple Ridge — Thursday nights
This one is particularly interesting because **the A&W at 22805 Lougheed Highway** has a history of Thursday-night summer classic-car **Show & Shine** gatherings. Current business information specifically mentions the Thursday-night car gatherings as a local summer tradition. A&W Canada

Our current verified/likely list

- **Wednesday:** A&W White Rock — 5–8 PM
- **Wednesday:** Hugs in a Mug, Abbotsford
- **Wednesday:** Tim Hortons United Boulevard, Coquitlam
- **Thursday: Kal Tire, Lickman Rd & Progress Way, Chilliwack** — 6 PM onward, weather permitting
- **Thursday:** Tim Hortons Richmond
- **Friday:** A&W Tsawwassen — 4:30–9 PM
- **Friday:** KMS Tools Abbotsford — 5–9 PM

🏁 WHERE THE CARS ARE — AUGUST

Wednesday: Cars & Coffee — Abbotsford
Thursday: Kal Tire — Chilliwack
Friday: Cruisin' the Dub — Tsawwassen
Saturday/Sunday: Check our event calendar for local shows and cruises.

Why not take your Mopar out and join them?

And if enough GFV members are interested, we'll pick a night and **meet up and cruise in together!**

UPCOMING EVENT

FRIDAY NIGHT CAR CULTURE

Want to get your Mopar out on a Friday night?

192nd Street, Surrey — informal enthusiast gathering.
Mission Raceway Park — Friday Night Street Legal drag racing.

Grab your car, bring a friend and go see what the local car community is up to!

🏁 How About a Night at Mission Raceway?

What do you think about getting a group of GFV Mopars together and heading to Mission Raceway for a Friday Night Street Legal?

We could pick a Friday, meet up somewhere in the Valley and cruise to the track together. We don't have to organize anything—we just show up, enjoy some racing, check out the cars and spend an evening together.

Would you be interested? Let us know!

Maybe this could become one of our regular **Mopar Miles** outings.

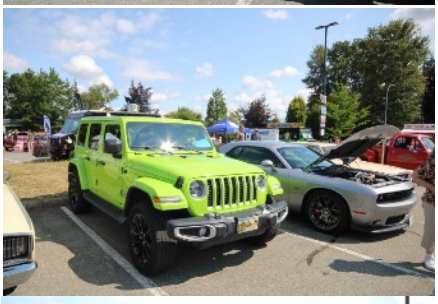
🏁 The remaining Friday dates

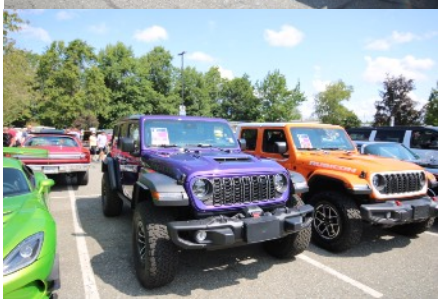
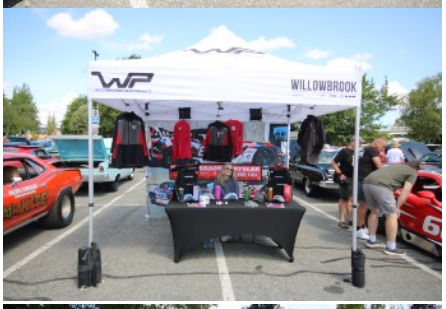
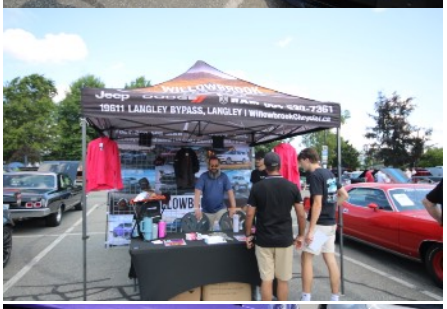
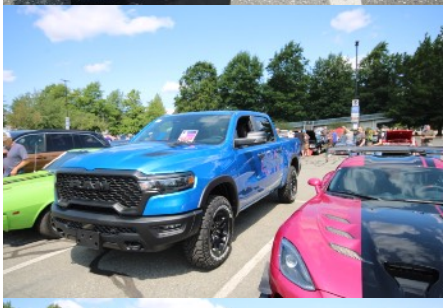
The official 2026 schedule shows:

- **Friday, August 28** — Friday Night Street Legal
- **Friday, September 4** — Friday Night Street Legal
- **Friday, September 11 — Friday Night Drift & Drag**
- **September 18–20** — Farmer Memorial / Mission Finals weekend Mission Raceway ... +1

And there's a really nice GFV angle here: **Mission residents can get free admission to the Mopac Friday Night Street Legal drags with government-issued photo ID showing a current Mission address.**

2026 MOPAR MADNESS PHOTOS





2026 MOPAR MADNESS PHOTOS