

# MOPAR EXPRESS



**Hi everyone,**

I hope you all had a wonderful summer!

**Fraser Valley Tour**

This year, Brian and I decided to get more involved in the car scene, and what a ride it's been so far. Even though we've had a few cars for awhile, I had never actually shown them or entered them into events until now.

We started by taking my 1999 Turbo Eclipse GST on the Fraser Valley Tour. The run began at BCIT and wound its way to the Hope Slide, with plenty of twists, turns, and pit stops along the way. It was an absolute blast and a great way to kick things off.

**Lordco BC Lions Show**

Next, we brought one of my SRT8 Magnums to the Lordco BC Lions Show at BC Place. The day started off with heavy rain and looked a bit grim, but the skies cleared, the sun came out (I even managed to get a sunburn!), and the event turned out fantastic. Best part? We got into the Lions game afterward for just \$25 a person—with free parking thanks to the show! We met some great people and made some great memories.

**The Badass Garage Open House**

Later that month, we headed to Amy's "The Badass Garage" Open House, which was every bit as fun as it sounds.

**Langley Cruise-In**

And to top it off, we finally went to the Langley Cruise-In for the first time, bringing the Magnum along with the BCHRA group. We parked beside a stunning custom rod from Kamloops running a 354 Hemi—just gorgeous. The weather was perfect, the crowd was great, and the day was full of energy. Of course, things got even more interesting when that beautiful rod beside us wouldn't start at the end of the show. With the help of friends, spectators, and a lot of determination, we managed to get it loaded onto the trailer just 20 minutes before they reopened Fraser Highway. Talk about teamwork—it was the perfect ending to an unforgettable day.

**Your Summer Stories**

Now I'd love to hear about your summer adventures! Please share your stories—we all have great ones to tell.

**Christmas Party**

Don't forget: our Christmas Party is coming up on November 29th. More details will be shared soon, so mark your calendars.

Safe travels, Loré  
President, Mopars Unlimited

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

# DID YOU KNOW?

## Updated Collector Vehicle Tariff - Canada tariff news for antique cars / motorcycles updated 9/7/2025

On [September 1, 2025](#), Canada officially removed the retaliatory surtax on antique and vintage vehicles over 25 years old that are imported from the United States

This update provides significant relief for classic car enthusiasts after a period of confusion and high fees earlier in the year.

Timeline of 2025 tariff changes

- **March to [August 2025](#):** Canada implemented a 25% retaliatory surtax on certain U.S. goods, including some vehicles. This was in response to U.S. tariffs on Canadian products. Despite the standard 15-year exemption under Transport Canada's rules, many importers of U.S.-made vintage cars over 25 years old were mistakenly charged the 25% surtax at the border.
- **[September 1, 2025](#):** The Canadian government amended its tariff orders, specifically repealing the surtax for a number of items, including vintage vehicles. This change is retroactive, allowing importers who paid the surtax between March and August to apply for a refund.

How the rules work now

- **Surtax-free for vintage cars:** Vehicles originating from the U.S. that are 25 years old or older can now be imported without the 25% retaliatory surtax. This makes the process much more affordable for classic car buyers.
- **Potential refunds:** Importers who paid the surtax on eligible vintage vehicles imported between March and [August 2025](#) can submit a correction to the [Canada Border Services Agency \(CBSA\)](#) to claim a refund.
- **Standard duty still applies:** While the surtax is gone, the standard 2.5% duty rate for vehicles from outside North America still applies to non-exempt cars.
- **15-year exemption:** The standard Transport Canada rule remains in effect, which states that vehicles 15 years old or older are exempt from the *Motor Vehicle Safety Act*. The recent surtax issue specifically impacted cars older than 25 years, and this has now been corrected.

What antique car collectors should do

- **Confirm vehicle age:** Before importing, verify the vehicle's age by its manufacturer's label to ensure it is over 25 years old.
- **Consult a broker:** For complex situations, it can be beneficial to work with a customs broker who is aware of the recent rule changes to ensure a smooth import process.
- **Apply for a refund if applicable:** If you imported and paid the 25% surtax during the affected period, gather your documentation and contact the CBSA to begin the refund process.

## Support Documents; tariff act exemption information for 25 years & Older Vehicles and Related Parts

Motor vehicles that are eligible for consideration under tariff item **9966.00.00** must satisfy the following criteria:  
1. (a) The vehicle must be more than 25 years old at the date of importation. This is the actual month and year of manufacture rather than the model year. 2. (b) The vehicle must be of a type cited in the tariff item.

This memorandum outlines and explains the Canada Border Services Agency's policy respecting the interpretation of tariff item 9966.00.00 of the [Customs Tariff](#) and the goods that are eligible for consideration under this tariff item. CONTINUE NEXT PAGE

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## Legislation

### [Customs Tariff](#)

**9966.00.00** The following vehicles, manufactured more than 25 years prior to the date of importation, and articles for use solely or principally with those vehicles:

- Road tractors for semi-trailers;
- **Motor vehicles principally designed for the transport of persons or goods (other than vehicles specially designed for traveling on snow, golf cars and similar vehicles, and dumpers designed for off-highway use);**
- Fire fighting vehicles;
- Motorcycles (including mopeds), cycles fitted with an auxiliary motor, and side cars.

## Guidelines and General Information

### Motor Vehicles

1. Motor vehicles that are eligible for consideration under tariff item 9966.00.00 must satisfy the following criteria:
  - (a) The vehicle must be more than 25 years old at the date of importation. This is the actual month and year of manufacture rather than the model year.
  - (b) The vehicle must be of a type cited in the tariff item.
  - (c) The vehicle must conform to its original appearance and configuration that existed at the time of manufacture.
2. Street rods and updated vehicles are modified and are no longer in their original configuration. These units would not qualify for consideration under tariff item 9966.00.00. Modifications such as improved brake systems and other changes required to have the vehicles conform to new safety standards would not necessarily exclude them from tariff item 9966.00.00.
3. For the purpose of administering tariff item 9966.00.00, the terms "golf cars" and "golf carts", as found in the English version of the [Customs Tariff](#), Explanatory Notes, and Memoranda D series are to be considered interchangeable.

### Articles

4. Tariff item 9966.00.00 also provides duty-free importation of articles for use in vehicles that would qualify for consideration under this tariff item. Eligible articles are limited to those solely or principally for qualifying vehicles and would have to be in keeping with the original appearance and configuration of the vehicle. These may be either original articles or reproductions.
5. Articles that incorporate modern safety features or other technological developments can be considered under tariff item 9966.00.00, provided that they are solely or principally for use with qualifying vehicles and do not compromise the original configuration of the vehicle. An example would be disc brakes designed specifically for a 1936 Chevrolet Coupe.
6. General purpose articles that can be used in vehicles covered and not covered under tariff item 9966.00.00 are not eligible for consideration.

### Additional Information

7. For certainty regarding the tariff classification of a particular good, importers may request an advance ruling. Details on how to make such a request are found in [Memorandum D11-11-3, Advance Rulings for Tariff Classification](#).

8. For more information, call contact the [CBSA Border Information Service \(BIS\)](#):

Calls within Canada & the United States (toll free): **1-800-461-9999**

Calls outside Canada & the United States (long distance charges apply):

1-204-983-3550 or 1-506-636-5064

TTY: **1-866-335-3237**

[Contact Us online](#) (webform)

[Contact Us](#) at the CBSA website

Special thanks to all that participated.

SVABC Pres,  
Gordon

# DID YOU KNOW?

## 5 Solid Reasons To Buy a Used Dodge Magnum SRT-8

Though two decades have passed since it first went on sale, the Magnum SRT-8 remains a badass wagon with a healthy dose of muscle and here are five solid reasons why you definitely should buy one.

In 2004 (for the 2005 model year), Dodge revived the Magnum nameplate and slapped it on the wagon companion of the brand-new, sixth-generation Charger. Based on the same LX platform as the new Charger and the more upscale [Chrysler 300](#), it was by all means a more-than-decent wagon, but due to the rise of SUVs, it only survived on the market until the end of the 2008 model year. Nevertheless, the Magnum is best remembered for its devilish high-performance version dubbed SRT-8.

Based on a 2003 concept with the same name, the Magnum SRT-8 made its debut at the 2005 Los Angeles Auto Show and went on sale several months later. Developed by Chrysler's Street and Racing Technology (SRT), the [high-performance version](#) joined the corporation's four-door muscle lineup along with the SRT-8-badged Charger and Chrysler 300C.

Like its siblings, it featured distinct visual improvements, a revamped suspension system, larger Brembo brakes, and, last but not least, a potent 6.1-liter HEMI V8.

Despite being one of the most impressive high-performance wagons in its price range, the Magnum SRT-8 failed to sell as well as its siblings and, along with the entire Magnum range, rode off into the sunset in 2008.

Today, the Magnum SRT-8 remains an underrated yet impressive high-performance wagon, and if you're a fan, here are five solid reasons to buy one.

### 1. It still offers legitimate muscle car performance

As I mentioned before, the [Magnum SRT-8](#) was launched twenty years ago, so naturally, you can't blame people for calling a 20-year-old car outdated. Though that might be true when talking about features like the infotainment system, there's nothing outdated about the SRT-8's performance.

Under its hood, which comes with a sexy scoop on the face-lifted 2008 model, the SRT-8 hides a 6.1-liter HEMI that used to be one of the most impressive high-performance V8s of the pre-Hellcat era. Rated at 425 hp and 420 lb-ft (570 Nm) of torque, the motor still offers plenty of power for today's standards, helping a bone-stock Magnum SRT8 achieve a quarter-mile run in the low 13-second range. So, even twenty years after its introduction, the high-performance wagon still packs a punch.

### 2. It's practical

Okay, so the fun factor is guaranteed by the old, but still potent 6.1-liter HEMI, but, unlike a Mustang, a Camaro, or a [Challenger](#) of the same vintage, performance doesn't come with many sacrifices.

Like its Charger and 300 siblings, the Magnum SRT-8 comes with four doors and adequate leg room for rear passengers. However, it's a full-size wagon, so it also comes with more cargo room than any other modern muscle car. Yes, I know, purists will hate me for calling the SRT-8 a muscle car, but while its muscle car status is debatable, the fact that it's one of the most practical used performance vehicles in its price range is clearly not.

### 3. It's still affordable

Back in 2006, those who wanted to buy a Magnum SRT-8 had to pay at least \$37,995 for the privilege. Counting inflation, that's \$59,870 in 2025 money. Today, you can find one in great shape for around \$20,000, while a flawless example with few miles rarely exceeds \$40,000. While that's not necessarily a small amount, it's certainly a great price for a rare muscle wagon that's bound to become a future classic.

### 4. It's a future classic

That brings me to the fourth reason why you should consider buying a Magnum SRT-8 these days. As I mentioned before, the high-performance wagon was only available for three model years. Dodge produced 2,720 examples in the first year, 885 in the second year, and a mere 240 in the final year. That brings the total to just 3,845 units, which makes the Magnum SRT-8 quite rare. Furthermore, prices have been on the steady ride and since it's guaranteed to be a [future classic](#), buying one today might prove to be a good investment in the long run, especially if you keep the car stock and take care of it.

### 5. It's relatively cheap to maintain and benefits from strong aftermarket support

While daily driving a Magnum SRT-8 will require you to spend a lot of money on gas, you won't have to spend an obscene amount on maintenance. The model is not known for its bombproof reliability, but, over the last 20 years, owners haven't reported frequent, or major [reliability](#) issues either. Furthermore, unless you live outside North America, you won't have trouble finding or buying spare parts for the SRT-8.

Lastly, if you want to squeeze more performance out of the wagon, there's plenty of aftermarket support to do just that. You can also take the engine swap route and give it a [Hellcat](#) and, while you're at it, you can also swap a Challenger front end on it to transform it into the ultimate Mopar wagon. In conclusion, the Magnum SRT-8 is without a shred of doubt a must-buy for those of you who like high-performance wagons and good ol' American V8 power.

**That's why I own 2 of them, lol.**

## DID YOU KNOW?

Dodge is returning to NASCAR in 2026 through the Ram brand starting in the NASCAR Craftsman Truck Series, with a long-term goal of returning to the Cup Series in the future. Ram has officially partnered with Kaulig Racing as their anchor team for the 2026 Truck Series season. While the immediate focus is the truck series, there is a stated intention for a future return to the Cup Series, potentially around 2028.

Key details of the return:

- Series: The return begins in the NASCAR Craftsman Truck Series.
- Manufacturer: The brand participating will be Ram, which is part of the Dodge/Stellantis umbrella.
- Anchor Team: Kaulig Racing has signed on as Ram's first factory-backed team for the 2026 Truck Series season.
- Future Plans: Dodge also intends to return to the Cup Series in the future, possibly by 2028, with a new engine and the new Charger model.

Why now?

- NASCAR's Growth: The Craftsman Truck Series offers a more accessible entry point into NASCAR for new manufacturers.
- Ram's Truck: Ram's focus on trucks makes the Truck Series a natural fit for their re-entry.
- Long-Term Commitment: The partnership with Kaulig Racing provides Ram with an immediate presence in the truck series, which can serve as a stepping stone for a future Cup Series endeavour.



# DID YOU KNOW?

Stellantis has officially relaunched its high-performance **SRT (Street and Racing Technology)** division in July 2025, led by **Tim Kuniskis**, who also oversees American Brands. The division is rebuilding its engineering team with the goal of unifying high-performance efforts across Chrysler, Dodge, Jeep, and Ram brands to deliver future SRT vehicles with enhanced power, aerodynamics, and handling. This revival is expected to bring back fan-favourite models like the **Hellcat** and may also lead to new SRT versions of various Jeep, Ram, and potentially even Chrysler models.

## Key Aspects of the Relaunch

- **Leadership:** Tim Kuniskis, CEO of Ram and formerly head of Dodge, is leading the re-established SRT division.
- **Unified Performance:** The goal is to bring together the best powertrain and vehicle dynamics engineers from various Chrysler brands (Dodge, Jeep, Ram, Chrysler) to form a single, dedicated SRT engineering team.
- **Product Focus:** The revived SRT division will focus on vehicles that push performance boundaries, including potential returns of classic nameplates and new SRT-branded versions of existing and upcoming models.
- **Motorsports Integration:** The SRT team will also have oversight of Stellantis' North American motorsports initiatives.

## Why the Relaunch Matters

- **Reconnecting with Fans:** The SRT revival aims to reconnect with Stellantis' loyal performance enthusiast audience, which includes many Mopar fans.
- **Future Performance Cadence:** Kuniskis indicated that the SRT reestablishment is a crucial step in the company's broader product launch plan, which promises "more performance than we've ever seen before".
- **Return of Iconic Models:** The relaunch has fueled excitement for the return of high-powered models like the SRT Hellcat, which are expected to re-enter production.

## Potential Future SRT Models

- **Dodge:** Potential SRT versions of the Charger and a revival of the Viper or Challenger.
- **Jeep:** SRT variants of models like the Wagoneer S or Grand Wagoneer.
- **Ram:** The possibility of a new SRT-badged Ram truck.
- **Chrysler:** A new stealth SUV as a Durango replacement is being considered.



While most folks recognize the Dodge Challenger SRT Demon, it's not the only high-performance vehicle in the Dodge Challenger SRT Demon. (Image Credit: [Source])



# CAR CLUB MEETING MINUTES

**August 20th, 2025 at Ricky's Walnut Grove**

**?? members in attendance**

**Called to order @ 7:00pm**

Loré's Chat

- Loré attended the BC Lions Show by Lordco
- she had a call from a lady who has owned a car since new in 1974 & has gotten a scratch, wondering how to have it repaired

Mopar Madness Debrief

- need to have sales tent set up & ready earlier
- people seemed happy with the classes
- 2 swap people ended up in the vendor area, vendors were spread out a bit, seemed to work out well
- need to have water for volunteers and we were supposed to have lunch for volunteers but The Lodge didn't know about it
- changes to come to the map, plan to rope off the lot better to allow us to spread out the show & charge spectators for parking
- need to specify the charity we are supporting in advance, suggestion to have a banner made
- having the Square for debit/credit transactions was helpful. No need to have one at registration since it requires a connected device to use it. There is an ATM in the arena & people can also send an e-transfer
- plaques have been given to the sponsors that donated a minimum of \$100
- Executive Members talked about the goody bags - not much in it this year due to fewer donations so decided not to have bags next time, just provide each registration with our show pamphlet & a dash plaque
- T-shirts had mixed reviews - some people didn't want black, need a few larger sizes, toddler shirts sold well, many women wanted shirts, 69 shirts left over in large & XL
- metal signs featuring Mopar Madness sold within minutes
- would like to possibly move the show to Kwantlen University Langley but they wouldn't give us a price for the security guard they said we needed for the event so stayed with George Preston
- Loré has purchased 10 raffle boxes for our raffle prizes instead of the cardboard ones we used this year

**BREAK**

50/50 draw held

Meeting adjourned @ 8:02pm

# EXECUTIVE MEETING MINUTES

**September 3rd, 2025**

**Attendees:** Jaylene, Brian, Loré, Scott, Vern, Garry P, Bruce, Jim, Garry K., Al

**Absent:** Emmanuel, Karin, Gary B

Meeting called to order @ 6:48pm @ Ricky's

Finances

- SVABC membership renewal was missed this year. Jaylene will send the renewal in the next few days
- Discussion about having a clearer picture of the finances each month. The treasurer should provide a breakdown at each month's meeting - what goes in, what goes out, etc

2026 show planning - July 12th, 2026

- Loré shared an option for the show artwork based on a previous shirt design. She will send out to all executive so we can take a closer look & provide feedback. Suggestions so far is to change the lettering, remove the animals and the "waa" to make it less busy
- Garry K showed off some of the backs of shirts that we have done in the past, highlighting sponsors more than last year. Voted & agreed to have a roadrunner ghosted behind the sponsors
- Need to have some womens shirts
- Going to try to contact Kwantlen Langley now to secure that venue. Loré will contact Stephanie who is the president of the Falcon Club, who uses that venue
- Have pre-order of t-shirts available on the website along with pre-registration
- Discussion about having a separate website for pre-registration & possibly offer a discount

Christmas Dinner

- Garry K spoke to Jeremy at The Lodge who said we could have an event somewhere between \$35 & \$45 per plate but he will contact the manager to get the menus before we decide
- Volunteers at Mopar Madness will have their Christmas dinner paid for, regardless of whether or not they are members
- Suggestion to have everyone who will receive a free dinner pay a \$20 deposit and get the money back at the dinner to ensure they attend
- Executive will go to dinner at The Lodge
- Talked about having a gift exchange/steal game

Young Guns Garage

- Based in Surrey
- Auto projects, life skills & community building
- Potential for Mopars Unlimited to help support the program
- More information to come. Loré will ask one of the staff to come & present to the club

Meeting adjourned @ 7:56pm

# UPCOMING EVENTS



SUNDAY-November-2nd-2025

The Kruiise route to be announced on website/facebook!!  
Meetup will be Barn, leaving at 10am ! Get your  
registration form when you get there!! Only the first  
150 get an event shirt!! We will go to the KPU Langley  
L1/L2 parking lots and into the KPU auditorium for all  
the ceremonies

- The Greater Vancouver Car Club Council invites one and all to attend the 2025 KRUISE FOR KIDS!! Decorate your car, decorate yourself!!
- T-shirts for the first 150 registrations only!, K4K decals for all, Trophies for Best Decorated Vehicle, and Best Club Turnout, and Best Driver & Crew !!

ALL we ask of you... is to donate at least ONE brand new toy (unwrapped) per entrant (NO stuffed pls), and we encourage all Car Clubs and individuals to make cash/cheque donations. All toys and donations go directly to The Lower Mainland Christmas Bureau at the event for distribution.

For more info contact Rick @ 604-306-4329, or [www.kruiiseforkids.com](http://www.kruiiseforkids.com)  
for further info

## WANTED

**Rick Overes**

**Car is painted.**

Looking for replacement fender turn signals for a '72 Barracuda

Also need

- Door belt moldings
- Door weatherstrips
- Truck weather strip
- trunk tail panel trim kit

Anyone have anything in their collection ?

Kind regards,

Rick Overes, CPA, CGA

Office 604 987 9515

Direct 604 506 8601

## 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: Karin Miki  
Events Director: Al Grohmann  
Web Master: Jim Miki  
Directors at Large: Brian Simmons  
Vern Keith  
Emanuele Porra

#### **Club Mailing Address:**

Mopars Unlimited Car Club  
Box 239, Suite 800, 15355 - 24 Avenue,  
Surrey, B.C. V4A 2H9

**CLUB MEETS** every 3rd Wednesday of the month  
except for December & January at Ricky's  
Restaurant in Walnut Grove (8720 202 st. Lang-  
ley, 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](mailto:mopars.vancouver@gmail.com)

**Web Site:** [Mopars Unlimited, Vancouver](http://Mopars Unlimited, Vancouver)

#### **Club Email Address:**

[mopars.vancouver@gmail.com](mailto:mopars.vancouver@gmail.com)

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### 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



**B.A. Trucking**  
**SAND GRAVEL TOPSOIL LANDSCAPE SUPPLIES**  
**BERT WARKENTIN      604-857-0960**



**KEITH SERVICES**  
 AUTO AIR CONDITIONING • CONSULTING SERVICES  
**VERN KEITH**      WHITE ROCK, BC  
 CELL: (604) 351-8158  
 radacguy@telus.net



**Telephone:** (604) 768-7500  
**E-Mail:** info@thebadassgarage.com  
**Address:** 8536 Shook Rd, Mission, BC V2V 7L8

**Jan Sattan**  
*Jan's Custom Upholstery*  
  
 Quality Craftmanship • Factory Trained Technician  
**T: 604-715-5810**      12117 86 Avenue, Unit E  
**F: 604-598-8700**      Surrey, BC V3W 3A8  
**E: jsu.nd@ho@mail.com**



*Jendorvalour Kennels*  
 Bouvier des Flandres  
 jendorvalour@outlook.com  
 Facebook: Jendorvalour Bouviers



**DENT VISION**  
 Mobile Paintless Dent Repair  
**Tan Huynh**  
 info@dentvision.ca | 604 307 2121



**THREE**  
 1.604.626-5509  
 lorearens@gmail.com  
 The Science of Cellular Absorption