

Family Influence

John and Sonja Lynch love their 1970 Dodge Super Bee convertible, even if it is a Mopar product.

“I’m a GM man, I don’t like Chrysler products,” was the first thing John said about his Super Bee.

John went to the collector car auction in Tea the fall of 1999 to get a muscle car. While he was thinking of Oldsmobiles, Chevys and Pontiacs, his only criterion was that he wanted it to be a convertible and have lots of horsepower. But the only convertible there with big power was this 1970 Dodge Super Bee.

He had the final bid at \$10,000 and got the car. This was just before Mopar values took off, he noted. Now, this GM man had a Mopar.

“I took it home, took Sonja over to get ice cream and we fell in love with it,” he said.

Suddenly, this GM man started coming up with excuses for Mopar. It was just the styling he didn’t like, he actually always did like the Mopar engines and transmissions, he now says. “I always loved the sound,” he said.

But there was a little more to it than just happenstance. It turns out, their son is a Mopar fan and happened to already own a 1970 Dodge RT. As John considered the purchase of the Super Bee, he knew his son would know this car and would be a close, valuable resource to help him work on it. And it would enable him to share his son’s interest in things Mopar.

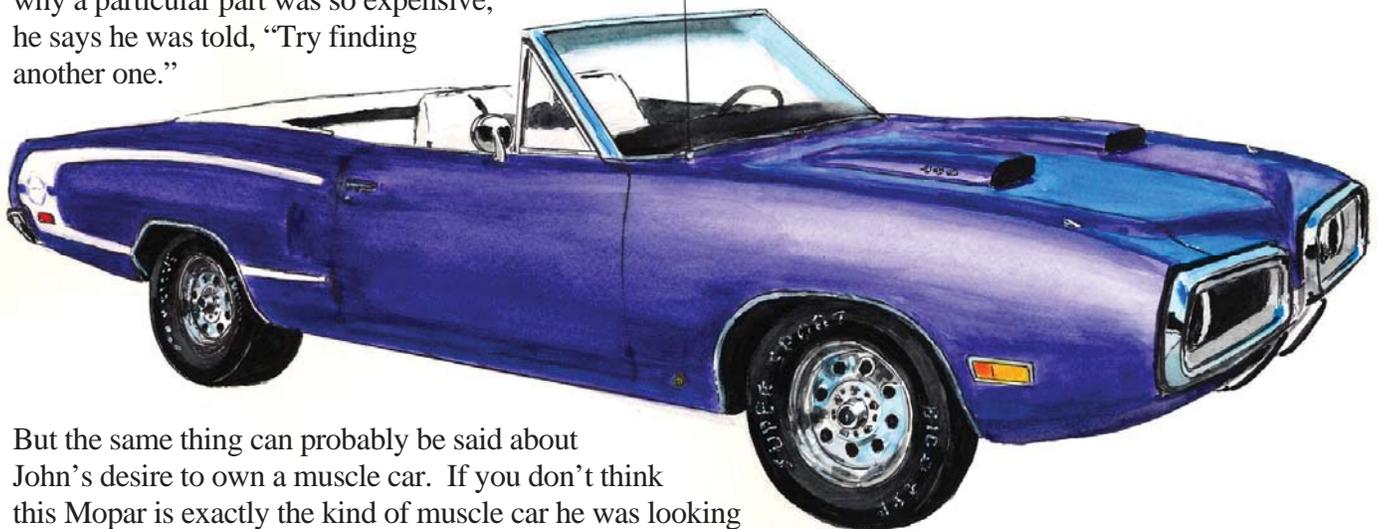
He said this isn’t his first Mopar, as he had a 1966 Dodge Charger in 1967 with the 383, but didn’t like it. But he’s converted now.

This 1970 Super Bee has the 440 c.i. mill with the Six-pack set-up. It also has headers and an automatic transmission, plus power steering and power brakes. It still has the original AM radio, but under the dash is an after-market stereo system for more and improved musical options.

John notes that it was decorated with the “half C stripe” instead of the more common full C stripe. But it’s hard to say anything is common about this car considering only 53 convertible Super Bees were made in 1970, based on information John has received.

This car had 78,000 miles when John and Sonja got it, and they’ve added another 11,000 miles to that.

After enjoying the car for a while, John decided to have it completely restored. But as that work progressed, it quickly became evident that he had a good, solid car with no signs of previous repairs to the body. But he also discovered that many of the parts, particularly in the trim, are exclusive to that year. That makes them not only hard to find, but expensive when he does find them. More than once, when John asked why a particular part was so expensive, he says he was told, “Try finding another one.”



But the same thing can probably be said about John’s desire to own a muscle car. If you don’t think this Mopar is exactly the kind of muscle car he was looking for, try finding him another one.