

# Mopar Connection

ISSUE NO. 3

JULY/AUGUST 1994

A lot has happened in the Black Hills Mopars Club in the last couple of months, to keep everyone occupied.

On May 1st we had our club sponsored 'Mini' Show-n-Shine and Mopar Run to Garbanzo's. The turn-out was great and we had lots of fun! We had plenty to eat and had a chance to get to know one another better. We also found out how fast Bob drives!

May 21st was our club picnic and what a ball (whiffle that is) we had. Hamburgers and roasted weenies were provided by the club while the salads and desserts were brought by everyone. We had such a variety, no one knew where to start. We hope to have another picnic before the snow flies.

June 4th and 5th we took 4 cars to Gillette for their Classics & Customs Auto Show with David Hartley of Spearfish blowing a motor 12 miles east of Moorcroft. Even though the car didn't make it, David showed up to support us. We didn't take home any trophies, but we had a great time anyway.

The All Car Rally in Belle Fourche was held June 10-12. Six club members attended the event with a club participation award going to our club. Lots of beer was consumed and a great time was had by all.

This weekend was also the date for the Western Mopar Meet at Bandimere Raceway in Denver. Jerry and Barb Big Eagle took their car down for the event. Jerry and Barb met mopar guru Gaylen Govier. To say the least, Jerry was impressed.

July 9th was the Black Hills Rod Run Car Show in Motel Park by Canyon Lake. Phil and Heidi's 'Cuda and Bob and Martha's GTX were the only club participants. The cars got a once over but the street rods dominated the interest.

We have lots of other events in the next few weeks to finish summer, so check the calendar and come on out and have some fun!

## BOB'S MOPAR THOUGHTS

Time...There is never enough of it in a day, not enough days in a week. I live for last minute projects and running out of time. A perfect example is this week before Mopars In The Hills Car Show. I have put in late nights working on my 'Cuda. I needed to get the interior together, get it running, most of the electrical, painting the taillight panel, putting the hockey stick stripe on, and just plain detailing. I've been so involved in the car that Martha has refused to talk to me until I finish it - 9:00 AM Saturday before the show! Maybe I should prolong the project, it could make for a perfect marriage!

The Beatles said it in one of their songs, "Eight Days a Week", if only that could be, an extra day is what I need to relax - but who's got time?

Until next time. Mopar to ya!

## BLACK HILLS MOPARS OFFICERS

<b><u>PRESIDENT</u></b>	<b>Bob Watkins</b>	787-		
<b><u>VICE-PRESIDENT</u></b>	<b>Darren Witt</b>	343-		
<b><u>SECTREASURER</u></b>	<b>Dan Schiermiester</b>	341-		
<b><u>BOARD OF DIRECTORS</u></b>				
	<b>Phil Schmidt</b>	341-		
	<b>Don Schmidt</b>	787-		
<b><u>CLUB DIRECTOR</u></b>	<b>Martha Watkins</b>	787-		

Please feel free to contact any of the officers with any questions or suggestions you may have.

MOPAR CONNECTION is the bi-monthly newsletter of the Black Hills Mopars. The newsletter staff reserves the right to edit or reject any article or ad submitted for inclusion in the newsletter.

## THE GOAL OF OUR CLUB

Black Hills Mopars is a group of automotive enthusiasts dedicated to the promotion and preservation of the Chrysler Corporation vehicles, regardless of age or model. Our members gather for the purpose of enlightening each other and members of the community on matters concerning Chrysler vehicle features, parts availability, restoration, and technical information. We are also dedicated to ensuring a presence at local car shows and swap meets, and we serve as a central information point for Mopar car shows, races, and swap meets throughout the region. Ownership of a Chrysler Corporation vehicle is not required, but it sure makes it a lot of fun!

## MOPAR SPOTLIGHT

In this section of our newsletter, we feature a club member and his or their car. For this issue we picked Phil Schmidt and Heidi Borgheirnc's 1970 Plymouth 'Cuda.



**Owners:** Phil Schmidt & Heidi Borgheirnc

**Ride:** 1970 Plymouth 'Cuda

**Power train:** 340 with a 727 Torquflite Automatic

**Exterior:** FK5 Deep Burnt Orange Metallic applied by Neumillers Auto Body with black interior. The front buckets and back seat were recovered by Phil's sister.

**History of the Car:** Phil and Heidi are a throw-back from the 70's - peace, love, and the pursuit of happiness. Their love is shown in the 'Cuda and happiness is found driving it around. Peace is just what Phil and Heidi find out among the stars and trees. This fish needs no water for swimming!

## SUMMER TIME EVENTS UPDATE

### \*CLUB SPONSORED EVENTS

#### JULY

30 Dakota Territory Car Show  
Bowman, ND

#### AUGUST

20 7:00 MEETING AT BLACK HILLS POWER AND LIGHT  
20-21 Street Masters Dam Run  
Pierre, SD

#### SEPTEMBER

17 \*Black Hills Mopars Poker Run/Meeting  
3pm at Baken Park Parking lot  
80-90 mile course, \$5 a hand  
50% payout to best 3 Hands

18 7:00 MEETING AT BLACK HILLS POWER AND LIGHT  
Moparama at Ted Tufty Dodge, Sioux Falls

#### NOVEMBER

19 7:00 MEETING AT BLACK HILLS POWER AND LIGHT

#### DECEMBER

3 7:00 Christmas Party (Location to be Announced)

#### JANUARY

21 7:00 MEETING AT BLACK HILLS POWER AND LIGHT  
Items will include election of officers, schedule of events for 1995,  
and much more.

# Dodge Podge

By Jim Peterson

This time I will try to surprise you with some unusual A-body trivia.

Everybody knows about the '68 Hemi Darts and Barracudas, but did you know that for '69, 440 powered Dart GTs and Barracudas were available? Around 100 were built by Hurst Performance for Grand Spaulding Dodge. Okay, so you already knew that. These cars were Y39 special order 383s and came with Torquflites, 3.91 gears, and 10-inch drum brakes. However, did you know that 40 more Darts were produced for Saddleback Dodge, a dealer in California, with 440s and 3.55 gears? Reportedly, five of these had Six-Packs.

Haven't stumped you yet? In 1969, Mother Mopar released the "Cuda 340" model. This nameplate came about just months before its introduction. This model was originally slated for production as the "Mopar 340."

In 1971, Mr. Norm's Dodge in Chicago built special 340 GSS Darts and Demons. Nobody seems quite clear on whether the moniker stood for Grand Spaulding Special or Sport. These cars used Paxton Superchargers and were said to be built to counter high-perf generic motors cars produced by cross-town rival Nickey Chevrolet.

Ever seen a Dodge Dart Lite or a Plymouth Feather Duster? These vehicles came with slant sixes and were usually overlooked. What makes these cars neat is the fact that they utilized aluminum hoods, decklids, and bumper reinforcements. You'll look twice the next time you see one of these in a junkyard.

In 1976, Chrysler offered a Valiant Police Pursuit model. While not very gratifying to look at, these cars had many interesting heavy-duty pieces. Besides the E58 360 4-barrel, these units had a rear anti-roll bar. This was the only A-body ever produced with such an option. Also, heavy-duty torsion bars and leaf springs were used which were 30% stiffer than even the big '68 383 parts. All of these parts should fit the earlier A-bodies.

For those of you who could care less about the trivia and just want to go fast, here's a little info that I dug up that might help. The big block, A-body K-member is no longer available from Direct Conn...Err, Mopar Performance. So, if you want a B or RB engine in your Dart, you need to make it yourself. Here's what you'll need:

1. '74-'76 A-body small block K-member
2. '74-'78 full size big block motor mounts

Part #'s :	Driver's side	Pass. side
	3642 815	3642 814
	3817 125	3817 124
	3817 117	

(These #'s are stamped into the mounts)

3. Patience

The driver's side mount needs to be moved back 1 inch. Accordingly, the passenger side mount needs to be moved back 3/4 inch. It is essential that the angle of the mounts be kept the same as before. I suggest tack welding and trial fitting everything before final welding. Don't forget to make sure the rear trans mount lines up correctly! This procedure is how the originals were made. One last thing, this setup uses the newer style spool type mounts.

'Till next time...



## CLASSIFIEDS



### FOR SALE:

440 Engine, 1971 Standard Horsepower, Rebuildable - \$100



1980 R/T Aspen, white with red interior, 318 Engine, Automatic Transmission, Air Conditioning, AM/FM Radio, No Rust, Complete and Restorable - \$1200

Call Doug Gould @ (307) 746- 



1969 Dart Swinger, Original 340 car, B5 blue with white stripe, extra dash with gauges and parts car - \$400

Call Dale @ (605) 223- 

1968 Satellite, Good 318 engine and tranny, Factory A/C with everything under the dash complete, body is virtually rust free.

Call Andy @ 343- 

1978 Dodge Super Coupe, incorrect 360 engine but includes numbers matching 360, 15 X 8 wheels, bucket seats with console, A/T - \$2200 OBO

Call Bob @ 787- 

Aluminum 440 Torker Intake - \$120

Cast Iron 440 Intake - \$20

Big Block M/T valve covers - \$40



1969 Road Runner grill - \$35

Holley R-6528 4-barrel carb - \$20

Holley R-6828-1 2-barrel carb - \$10



Call Darren @ 343- 

1987 Dodge Shadow ES, 2.21 Turbo, 5-Speed, less than 46,000 miles, 1 owner, excellent condition, loaded and very fun, Modern Muscle Car

Call Dan @ 341- 

### WANTED:

1970 Dart front clip (hood, fenders, grill, and bumper)

Call Shannon @ 787- 

1973 Charger grill, left fender, and hood.

Keystone Rims 15 X 5 or 15 X 6.

Call Darren @ 343-