

MOPAR CONNECTION

The Newsletter of the Black Hills Mopars

Edition 70

www.blackhillsmopars.org

Fall 2009

Liberty Fall Fling!

By Scott Rudge

The Black Hills Mopars and Liberty Chrysler held their 4th Annual Fall Fling Car Show on Saturday September 26th. Late September weather can be tricky sometimes, but Saturday proved to be an excellent day for the show – mostly sunny and highs around 80 degrees! The show went well and the car count was super. We had 39 cars registered this year – up a dozen from last year! The car categories were expanded from previous shows, and since our event is held at Liberty Chrysler & Jeep, we also added a Jeep category to the trophy lineup. The hardware was doled out as such:

| | |
|-------------------------------|--|
| Dealer's Choice: | Bob's 1971 Dodge Superbee. |
| People's Choice: | Charlie's 1967 Plymouth Barracuda Convertible. |
| Top 3 Classic 1967 and Older: | Erich's 1964 Plymouth Belvedere. Dwayne's 1966 Plymouth Sport Fury. Richard's 1934 Plymouth Coupe. |
| Top 3 Muscle 1968 thru 1972: | Martha's 1970 Plymouth 'Cuda. Chico's 1972 Plymouth Satellite. Rich's 1968 Plymouth Roadrunner. |
| Top 3 Late Model 1973 and Up: | Mike's 1977 Plymouth Roadrunner. Charlie's 1973 Plymouth 'Cuda. Mike's 2007 Dodge Charger R/T Daytona. |
| Top Truck: | Casey's 2002 Dodge Ram 1500. |
| Top Jeep: | Michael's 1997 Jeep Wrangler. |
| Top Paint and Interior: | Jack's 1971 Plymouth Duster. |
| Top Engine: | Bob's 1971 Dodge Superbee. |

Thanks to Don and the Liberty Chrysler crew for preparing the lot for the show, and Erich for firing up the grub. Thanks again to all of the club members that helped out with the show. Mary, Arvid, Scot, Bryan, Jeremy, Larry, Kevin and Ed for the initial set up, lining up the cars, and helping out with all the other aspects of the show. A special thanks goes to Rebecca, who managed to sell at least a dozen of our old can coozies during the show, while driving her daddy nuts.

Like last year, the club followed up the Fall Fling car show with a poker run. Contestants started at Canyon Lake Park and followed highway 44 west to Johnson Siding. The route turned back east across Norris Peak Road to Nemo Road, then north to Nemo. The final stretch into Sturgis was via Vanocker Canyon, where the colors were just starting to show up. Everyone enjoyed pizza and such at the Pizza Barn, and the poker hands were thrown down on the table. The best hand and winner of \$50 was Todd, second place and \$30 went to Scot, and third place and \$20 was handed over to Terry.

Rushmore Cave and Ruby House Outing

By Scott Rudge

Thanks to Ed for setting up this very interesting club outing. About a dozen club members and their families and friends cruised on over to Rushmore Cave at Hayward on Sunday September 20th. We purchased our discount tickets, and followed the tour guide down into the cave. A majority of the tour was fairly easy, but there were several sections where it got a little tight, and there was some steep stairs and even one ladder section during part of the tour. Even though it was cool in the cave, the stairs and the pace of the tour kept most everyone warm. All in all, it was a very interesting experience. After the cave tour, club members cruised on over to Keystone and had supper at the Ruby House. Thanks again to everyone that participated, and maybe we will do another club outing like this next year.

T-shirts! T-shirts! T-shirts! T-shirts! T-shirts! T-shirts! T-shirts!

Come one, come all. Support your club with a purchase of a car show T-shirt. The club has 3 XL T-shirts left from last years Liberty show (Roadrunner), 1 XL from the DodgeTown show (Li'l Red Express), and a few medium and large T-shirts available from this year's Liberty show(Plymouth Makes It). They only run \$15, and the proceeds go towards club events like the Fall bowling get together, and the January club X-mas/B-day party. Proceeds also go towards club expenses such as car show necessities, club website hosting fees, and licensing the club trailer. So show us some green, and support the club with your T-shirt purchase. (By the way, this year's Liberty shirts are way cool!) If you want to purchase one of these shirts, either come to one of the club meetings, or give me a call, and I will try and get them to you somehow. Scott – 430-4792.

History of the LA Engine (Part 2)

Chrysler started off slow in the development of a “race” small block or LA engine, due to the success of Chrysler Big-Block equipped cars. Chrysler knew that if they could develop a small block race package, it would win both on the track and in the dealerships with higher sales of the compact A-body cars. 1966 marked the first year a small-block “race” package debuted, a 275 HP, 273 c.i. engine. The D-Dart was the only over one horsepower per cubic inch engine in production.

In 1970, Chrysler decided that SCCA Trans-Am racing was a way to showcase the capabilities of the 2 year old 340 c.i. engine. Trans-Am racing was about factory pony cars, such as the Chevy Camaro and the Ford Mustang, racing on road courses throughout America. SCCA rules only allowed 305 c.i. in 1970, so the 340 was “detuned” to 305 c.i. and was run in either a Dodge Challenger or a Plymouth ‘Cuda. According to SCCA timing, the Chrysler backed cars were the fastest cars on the track, even with a chunk of engine displacement gone!

By the mid 1970’s, with Trans-Am racing on the downswing, Chrysler was focusing on replacing the big-block NASCAR engines with small-block power. Chrysler had already removed big-block availability from almost all passenger cars by this time. They developed a 355 c.i. NASCAR motor for Petty Enterprises to battle with Ford and Chevy’s newest offerings. The combination proved to be a reliable winner, but it went unnoticed by many. The last win for a small block was when Richard Petty won in Daytona with a 355 c.i. powered Dodge Magnum. Kyle Petty won the ARCA 200 the same year in a one of Petty’s prepped Dodge Magnums.

In 1975, Chrysler’s NASCAR efforts were still winning races, but the automotive press was focusing much more on drag racing. Big-block power was still at the top and the Chrysler engineers wanted to change all of that with a 360 small-block package to run in the Super-Stock class. Mid-way through the first season it became apparent that to showcase all of the potential of LA engine power, it was necessary to run in the Modified class. Super-Stock and Stock categories, at that time, placed weight penalties every time you made a quicker pass. In 1976, Chrysler developed the W-2 head design and used it in Modified racing. The 340 was a 295 cubic inch version with W-2 heads. After two years of running in that class with basically no attention being paid, Chrysler took the race proven combination into the Pro-Stock arena. Bob Glidden’s 340 powered Arrow went almost undefeated in the 1978 season.

That concludes the history of the LA or small block Mopar engine. It is still one of the best engineered and most reliable engines ever built, and when in the right hands, they can be a winning combination!

www.blackhillsmopars.org

The Black Hills Mopars website continues to grow with more club car show pictures, more Member's Rides, and other Mopar related things. I keep it updated with the latest club activities and club meeting schedule, so you can know when and where the action is. You can access old newsletters, important Mopar links, the Club Swap Meet, and other important items. Over time, I hope more members use the Club Swap Meet page, to help other members acquire those much needed parts and accessories. I am also working to expand the Mopar reference section to include a ton of technical info on our cars. Make sure you take a look and let me know if there is anything else you would like to see on the site. This is a way cool website all about us!!!!

Mopar Trivia Take 3

By Jeremy Farr

1. Every 1969-70 Mopar passenger car line was made available with multiple (6 barrel) carburetors, except one. Which one was it?
 1. A-body
 2. C-body
 3. E-body
 4. B-body

2. In what year did Dodge debut the Viper?
 1. 1993
 2. 1992
 3. 1996

3. Richard Petty won almost all of his 200 career NASCAR wins in Mopar products, but he was not driving for Chrysler on his 200th win. What kind of car did he win his 200th and final career win in?
 1. Oldsmobile
 2. AMC
 3. Buick
 4. Pontiac

4. What was the nickname given to the Dodge Ramcharger during its development?
 1. The Mule
 2. The Rhino
 3. The Camel
 4. The Buffalo

Westside Sonic Cruise Night

By Scott Rudge

A couple of Sonic Cruise Nights were held this year, one in July and one in August. They were held on short notice with the word going out via the club website and e-mail. I would like to hold this event again next summer, probably once a month from June through September. So keep your eyes out for the announcements on the website.

Still Looking for More Emails

By Scott Rudge

Keep those E-mails coming! I made some better calculations, and E-mailing the newsletter to members saves the club about \$4.00 a year per individual. Right now, about 25 club members get their newsletter through email, saving the club close to \$100 each year! This frees up some extra cash for club parties, etc. It also allows me to send out short notice announcements in between newsletters for last minute activities, such as the Sonic Cruise Night. **YOU WILL NOT** be spammed with stupid jokes or chain letters, and everyone is blind-carbon-copied so that not even other club members see your e-mail address. It will be for club/car related business only. Those that really want to see the Newsletter in their mailbox and/or don't have good computer access, don't worry – we will keep mailing them out for you. But, if you would like to join the cyber revolution, just zap me an email at scott.rudge@gmail.com Thanks!

Trivia Answers

By Jeremy Farr

Answers: 1. (1) A-body 2. (2) 1992 3. (4) Pontiac 4. (2) Rhino

Barrett Jackson Las Vegas 2009

By Scott Rudge

Once again, a lot of eye-candy rolled across the stage at Barrett Jackson Las Vegas this year. Some decent prices were seen for Mopar products with some strong prices showing up for earlier models and some later models. My spotlight car for the auction was the 1966 Dodge Dart 2-door hardtop that was hammered away for \$14,300 (Includes 10% buyer's fee). Seem a little high for a basic Dart? Here's the story that goes with it: This car is a one owner, showroom condition, all original survivor with only 87,000 miles on the odometer. The 87-year old gentleman bought the car brand new in 1966 from Howard Taylor Dodge in San Diego. When asked how he kept the car in its current showroom condition, his reply was this: "I never drove it to work to be sitting outside all day. I never, ever parked in a shopping center parking lot for possible exposure to other cars attacking it. And last but not least, I never let my wife drive it."

Here are the final prices (10% buyer's fee included) for the Mopars at the Auction.

| Lot# | Year | Make | Model | Final Price |
|-------|------|----------|------------------------------------|---------------|
| 34 | 1997 | CHRYSLER | TOWN & COUNTRY LX CUSTOM VAN | \$ 8,525.00 |
| 643 | 1934 | DODGE | K 20 CANOPY EXPRESS TRUCK | \$ 41,800.00 |
| 349 | 1959 | DODGE | D500 2 DOOR HARDTOP | \$ 36,300.00 |
| 626 | 1966 | DODGE | DART 2 DOOR HARDTOP | \$ 14,300.00 |
| 12 | 1966 | DODGE | POLARA STATION WAGON | \$ 8,525.00 |
| 111 | 1967 | DODGE | CORONET R/T CONVERTIBLE | \$ 30,800.00 |
| 397.1 | 1968 | DODGE | CHARGER 2 DOOR HARDTOP CUSTOM | \$ 85,250.00 |
| 691 | 1969 | DODGE | CHARGER BO DUKE'S GENERAL LEE | \$ 258,500.00 |
| 69 | 1969 | DODGE | SUPERBEE 2 DOOR HARDTOP | \$ 33,550.00 |
| 397 | 1970 | DODGE | CHALLENGER 2 DOOR HARDTOP CUSTOM | \$ 59,400.00 |
| 101 | 1971 | DODGE | CHALLENGER R/T 2 DOOR HARDTOP | \$ 55,000.00 |
| 368 | 2001 | DODGE | VIPER ACR COUPE | \$ 46,200.00 |
| 12.1 | 1940 | PLYMOUTH | DELUXE 2 DOOR SEDAN | \$ 14,300.00 |
| 60.1 | 1957 | PLYMOUTH | FURY 2 DOOR HARDTOP | \$ 20,900.00 |
| 60.2 | 1958 | PLYMOUTH | FURY 2 DOOR HARDTOP | \$ 28,600.00 |
| 660 | 1960 | PLYMOUTH | FURY 2 DOOR CONVERTIBLE | \$ 61,600.00 |
| 400 | 1960 | PLYMOUTH | FURY 2 DOOR CONVERTIBLE | \$ 66,000.00 |
| 26.1 | 1967 | PLYMOUTH | BARRACUDA 2 DOOR COUPE | \$ 13,750.00 |
| 387 | 1967 | PLYMOUTH | GTX CONVERTIBLE | \$ 57,200.00 |
| 99 | 1968 | PLYMOUTH | GTX 2 DOOR HARDTOP | \$ 28,600.00 |
| 378 | 1969 | PLYMOUTH | ROADRUNNER 2 DOOR HARDTOP | \$ 53,900.00 |
| 405 | 1970 | PLYMOUTH | 'CUDA RESTO-MOD | \$ 66,000.00 |
| 670 | 1970 | PLYMOUTH | HEMI 'CUDA RE-CREATION | \$ 77,000.00 |
| 662 | 1970 | PLYMOUTH | 'CUDA COUPE | \$ 81,400.00 |
| 719 | 1970 | PLYMOUTH | HEMI 'CUDA CUSTOM | \$ 81,400.00 |
| 680.1 | 1970 | PLYMOUTH | HEMI 'CUDA CONVERTIBLE RE-CREATION | \$ 148,500.00 |
| 341 | 1971 | PLYMOUTH | ROADRUNNER COUPE | \$ 27,500.00 |
| 76 | 1971 | PLYMOUTH | ROADRUNNER 2 DOOR HARDTOP | \$ 44,000.00 |
| 98 | 1972 | PLYMOUTH | 'CUDA 2 DOOR HARDTOP | \$ 26,400.00 |
| 394.1 | 2000 | PLYMOUTH | PROWLER CUSTOM ROADSTER | \$ 132,000.00 |
| 333.1 | 2001 | PLYMOUTH | PROWLER 2 DOOR CONVERTIBLE | \$ 39,600.00 |

Swap Meet

Bob Watkins discount parts warehouse (787-5695):

- ? 1970-1972 Dart deck lid. \$75.
- ? 1970-1972 Duster hood. \$75.
- ? Big block 906 heads, disassembled, cleaned and checked for cracks. \$30.
- ? 440 bare block standard bore, \$150.
- ? Autometer Monster Tach, \$45.

FOR SALE:

For Sale: 1979 Dodge Club Cab ¾ Ton, 2wd, 16" wheels, 360 4spd, sliding rear window, 2 gas tanks. Body is fair, runs good. Dependable work truck, \$1,200 OBO. Scot @ 348-8948.

For Sale: 24 Volt battery charger. Brand new – never used. Retail for \$400, will sell for \$200. Scot @ 348-8948.

For Sale: Carter AFB 4131S from 1966 440 engine, \$30. Bryan @ 923-5698.

For Sale: Comp Series AFB 625cfm with electric choke, \$75. Bryan @ 923-5698.

For Sale: Edelbrock Torquer 360 intake, \$75. Bryan @ 923-5698.

For Sale: Black full-box liner 8' for 1993 Dodge, \$60 - Arvid@720-5575.

For Sale: OBX Racing Sports Stainless Steel Exhaust Manifold Headers for the 05-09 Dodge Magnum, Charger, 300C, and Challenger 5.7L Hemi V8 (Part #N/A). Fits ONLY 2005 to 2009 Dodge Magnum, Charger, 300C, and Challenger 5.7L Hemi V8 models. Brand new never installed. Includes all gaskets necessary for the install, \$350 OBO - Jason@359-3419.

For Sale: One set of Headman B-body small block headers that are used but don't leak, \$100 OBO - Jason@359-3419.

For Sale: Mid to Late 70s transfer case and front axle (3.54 ratio) for ½ ton pick-up or Ramcharger, \$75 OBO. Kevin @ 484-4516.

For Sale: Early 60's Chrysler Imperial/Fury radio - \$200 - Larry @ 721-1663.

For Sale: 2 Roll bars for A-body, \$100 ea or trade, Larry @ 721-1663.

For Sale: ****PRICE REDUCTION**** Fits 1997 and similar Dodge Dakotas: White fiberglass tonneau hard cover with lift cylinders: \$400, Black drop-in bed liner: \$75, Chrome diamond plate bed-rail protectors: \$75, Heavy-duty strapping rail: \$50 OR ALL for \$500 or trade for good quality snow blower. - Jim @ 718-2680.

For Sale: 1972 Dart Swinger, Jerry @ 863-8072.

For Sale: 1974 Dart Swinger, Jerry @ 863-8072.

For Sale: 1975 Dart SE, has front-end damage, Jerry @ 863-8072.

WANTED:

Wanted: Wire harness for a rally dash for a 1970 Plymouth Duster - Larry @ 721-1663.

Wanted: Bucket seats for 1967 Satellite/GTX - Scott @ 430-4792.

Wanted: Front bumper for 1967 Belvedere/Satellite/GTX - Scott @ 430-4792.

Wanted: 73-76 A-body front disc brake set-up – Scott @ 430-4792.

Wanted: Front clip for 1975 Dart SE – Jerry @ 863-8072.

LOST and FOUND:

Two wooden poles for the club dartboard game.