

MOPAR CONNECTION

The Newsletter of the Black Hills Mopars

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Summer 2009

Dodgetown!

By Scott Rudge

What can I say? This year's show at Dodgetown was a huge success! The car count early in the game was about average, but the cars just kept rolling in. By early afternoon, we had 48 cars officially registered with several more on display. Eddie mixed in a couple of new Challengers and a Charger to add some variety. The food went out the door well, and T-shirt sales were brisk. The weather was pretty good with the exception of a little wind. After Scott and Mary tallied the votes, the results were:

Dealer's Choice: Jim Statham's 1964 Plymouth Sport Fury

People's Choice: Jack Janis' 1971 Plymouth Duster

Top 4 1969 & Older: Gary Kuchar's 1961 Dart Phoenix
Sam Brewer's 1969 Plymouth Roadrunner
Cory & Tess Voyles' 1969 Plymouth GTX
Ken & Sue Haden's 1969 Dodge Charger

Top 4 1970 & Newer: Brett Sargent's 1970 Plymouth 'Cuda
Kirk Sargent's 1970 Dodge Coronet R/T
Juan Paz's 1970 Dodge Challenger
Bob Watkin's 1971 Dodge Superbee

Top Truck: Wayne Gamroth's 1960 D100

This year's Bruce Urquhart Memorial Award goes out to Larry and Nancy Haney. Larry and Nancy make several meetings throughout the year, and have helped out at several shows. Their continued support to the club is very much appreciated. The club could not put on the car shows that we do without volunteers such as the Haneys. Thanks again!

Thanks to Martha for taking the com for the awards presentation. I am learning a great deal in this first year of being a club officer. Having experienced club members step up and help out is greatly appreciated as I learn the ropes.

Thanks also to Eddie and his crew for their assistance in putting on the Dodgetown show.

Westside Sonic Cruise Night

By Scott Rudge

Its short notice, but let's give it a shot. Get your Mopar out of the garage and cruise it on down to the West side Sonic on Jackson Blvd for some burgers or ice cream. Let's shoot for around 8 pm this coming Tuesday, July 28th. Get out and show your Mopar Muscle!

Mopar Trivia Take 2

By Jeremy Farr

This issue's trivia game focuses on the 1970 model year.

1. How many 340 Plymouth Dusters were produced (total) in 1970?
 - A. 11,362
 - B. 15,978
 - C. 30,543
 - D. 21,799
2. The 1970 Sport Fury GT had what nickname given to it by the Plymouth design staff?
 - A. The "Star Ship"
 - B. The "Land Barge"
 - C. The "Q Ship"
 - D. The "Sport GT XL"
3. Mid-1970, Dodge offered the Challenger in a low-buck, stripped down version to boost slumping sales. Often equipped with a 198 slant six, 3 speed on the floor and Barracuda front seats, what were these models called?
 - A. The Challenger "Special Edition"
 - B. The Challenger "Deputy"
 - C. The Challenger "Sidekick"
 - D. The Challenger "Mileage Maker"
4. Richard Petty raced a Dodge Charger in 1970.
 - A. True
 - B. False
5. AAR was short for All American Racers and was badged on 340 6bbl Cudas in 1970. AAR was a race team started by what racing icon?
 - A. Mario Andretti
 - B. A.J. Foyt
 - C. Parnelli Jones
 - D. Dan Gurney

Mopars at the Roling's

By Scott Rudge

Mopars at the Roling's was hosted at...of course the Roling's. Thanks to Jim and Kathy for opening up their home in Piedmont for Black Hills Mopar Club members to hang out and swap stories. Around ten club members took up the invitation in May to descend on Jim's place. The weather was pleasant with only a light jacket required later in the evening. I want to thank Jim and Kathy again, and hope that they are up to hosting again in 2010.

Still Looking for More Emails

Emailing the newsletter to members saves the club about \$2.50 to \$3.00 a year per individual. Right now, about 25 club members get their newsletter through email, saving the club close to \$75 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, etc. YOU WILL NOT be spammed with stupid jokes or chain letters. It will be for club/car related business only. If you would like to join the cyber revolution, just zap me an email at scott.rudge@gmail.com Thanks!

Mile High Nationals

By Scot Rathert

July means summer...and the Mile High Nationals sponsored by Mopar. A religious pilgrimage of sorts for me. There's nothing like rolling down C-470 and spotting the track perched on the mountainside...thousands of windshields sparkling in the sunlight...I can almost smell the nitro fumes before I get there.

This years Nats were cause for some worry though. With Chrysler going through bankruptcy I couldn't help but wonder if Mother Mopar would be there at all. I breathed a sigh of relief as I closed in on the track and saw the familiar Mopar banners adorning the fences. Yes!! Everything was right with the world...or was it? There's no question Mopars presence was diminished this year. No corral of new cars & trucks to scope out...no big red Dodge semi with the NASCAR Pit Challenge game and the pretty girls handing out bandanas and brochures...no prototypes to drool over. The Sunday finals had always included a parade of new Chrysler products rolling down the return road for all to ooh and ahh about...this years parade consisted of 2 pickups...feeble at best. I spoke to a Mopar rep and asked him #1: where were the factory race Challengers I had expected to see everywhere? and #2: would Mopar continue to sponsor this event? (the relationship between Mopar and the Mile High Nats is the longest continuous sponsorship in motorsports). On the factory drag Challengers I was told the plant that manufactures the bodies had been closed due to the companies financial problems and was just beginning to gear up for production again...the rep said 180+ buyers have placed orders for the cars and Dodge would try to produce 50 this year. On the

sponsorship question he looked me in the eye and told me if I asked any Mopar employee there they would all express the fervent desire to see the current partnership with Bandimere Speedway continue indefinitely...but he admitted it wasn't in his hands and the Chrysler hierarchy hadn't made a decision yet.

As an editorial note I'd like to say I think Mopar blew a golden opportunity at the Nats. They had a chance to put their best foot forward and show people they were a vibrant company with a bright future. They passed.

The races themselves were fantastic. In a departure from years past they had night qualifying Fri and Sat instead of just Fri. The weather threw a few monkey wrenches in but it worked out for the best...rain delays Fri night caused qualifying to end 2+ hours later than scheduled but that meant they were running in cool heavy air and track records were set in all classes. Six pro stock cars broke into the 6 second range for the 1st time on the mountain--no small feat for 5800 feet above sea level. Several Dodges were in the pro stock field but the Mopar sponsored Dodge Stratus of Allen Johnson was king of the mountain holding the top qualifying spot until the last pass of Sat night when Mike Edwards squeaked into the top spot by .007 seconds. Sunday was all Mopower though...Allen Johnson marched through the field and won his sponsors event for the 2nd time in the last 3 years (he finished 2nd last year). Johnson is 5th in the points and only 1 round of racing out of 4th.

Funny car saw Ron Capps in his Dodge Charger flopper score a win...drawing him into a tie with Ashley Force-Hood for the points lead when he beat her in the finals. Capps was #1 qualifier with a track record 4.121 during the cool evening qualifying and defeated Ashley with a 4.187@297 mph to her 4.231@296 mph.

Antron Brown won the Top Fuel class from the pole with a 3.944@295 mph to defeat Doug Kalitta's aborted run of 11.363. Antron leads the points with Tony Schumacher hot on his heels. For those of you who've never experienced nitro racing in person.....shame on you! Words can't describe it and watching it on TV is a pathetic substitute for the real thing. I urge all who haven't to try and make the pro races at least once. Tix, souvenirs, lodging, food and gas set me back about \$400...start saving your nickels and dimes now.

Pro Stock Motorcycle was an all Harley final with points leader Eddie Krawiec besting his teammate Andrew Hines who turned on the red light by 8 thousandths of a second. Krawiec's winning pass was 7.450@175 mph (and his reaction time was .001 seconds from perfect).

All in all I (as usual) had a blast. I don't think I managed to inhale enough nitro fumes to last me a whole year but I'll manage somehow. Here's hoping those Mopar flags are still fluttering in the breeze next year! Scot

P.S. I can't help it...I have to brag. My '99 Neon R/T racked up 1170 miles that weekend and averaged 38 mpg. I wuv my car!



Allen Johnson laying down some fresh rubber at the Mile High Nats.

Car Show Schedule

- July 25th 9th Annual CoolPine Cruisers Car Show - Custer, SD.
- August 7th -9th Mopar Nationals - Columbus, OH.
- September 26th Liberty Fall Fling – Liberty Chrysler, Rapid City.

Trivia Answers

1. D Its often thought the Duster is what made the sales of the Barracuda and Challenger slump
2. C Plymouth thought it was more of a “sleeper” muscle car than the GTX or Roadrunner
3. B Deputy’s had rear windows that couldn’t be rolled down and/or radio deleted
4. B Petty ran a Plymouth Superbird in 1970 and switched back to a Charger in 71
5. D AAR Cudas and T/A Challengers were built to run in SCCA Trans-Am races against Camaros and 302 Boss Mustangs. The 340 had to de-stroked to 302 C.I. to meet engine requirements and has a specially built 4 speed transmission for racing.

Swap Meet

Bob Watkins discount parts warehouse (787-5695):

- ? 71-74 B and E body automatic console. \$100.
- ? 1969 Superbee taillights, complete. \$65.
- ? 1970-1972 Dart deck lid. \$75.
- ? 1970-1972 Duster hood. \$75.
- ? Holley 600 Double-pumper carb with fuel line. \$75.
- ? Big block 906 heads, disassembled, cleaned and checked for cracks. \$30.
- ? 440 bare block standard bore, \$200.
- ? 360 bare block, \$75.
- ? 360 long block no tin or intake, \$150.
- ? Late 80's 360 TBI engine complete, \$250.
- ? 1976 Dodge Pickup ½ ton 2-wheel drive, club cab, long box, 440/Auto, 9 ¼ Posi rearend, runs good, \$600.
- ? 1969 Roadrunner project, no engine/trans, trunk floor and frame rails are nice, 3.23 sure-grip, rebuilt front suspension with tubular upper control arms, buckets, new wire harness, some extras, needs quarter skins. \$3800.

FOR SALE:

For Sale: 1972-1980 400CI 0.030 Pistons (new) - \$75 - 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.