

MOPAR CONNECTION

The Newsletter of the Black Hills Mopars

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May 2010

V.P. Thoughts

By Jeremy Farr

After talking to some of our fellow car club members about car shows, cruising and getting outdoors and enjoying some decent weather, it made me realize that spring is here and summer is on the horizon. I am looking forward to doing some cruises and getting out and enjoying the reason we are all in the club.....the CARS! Hard to believe the year is almost half over! Looking forward to the Dodge Town show we should have a good field of cars if the weather and fuel prices permit. Hopefully the weather works in our favor as we have been lucky the past couple of shows. We will need some help with running some of the areas of the show: parking cars, concessions and registration. If anyone knows someone with a Mopar car or truck that may not know about our show or the club, be sure to tell them about the Dodge Town show. I also know that we are going to start meeting at Sonic Drive-In as part of a Saturday night cruise between all of the clubs. That should be a good way for all of the local car clubs to get to know each other a little better. We need to work together in order to survive! Until next time.....

Preparing for DodgeTown

By Scott Rudge

The Black Hills Mopar Club will be putting on the 17th Annual DodgeTown car show on Saturday, June 19th from 10 am to 3 pm, with registration beginning at 8 am. We will need several volunteers to help with setting up, registration, serving food, selling T-shirts, and tearing down. We will be having an early June meeting to prepare and make plans for the car show. The meeting will be at the Westside Sonic Drive-In on Saturday, June 5th at 7pm. If you can help out with ANY aspect of the show, please come to the meeting, or let myself or any club officer know.

Sonic Cruise Nights 2010

By Scott Rudge

The various car clubs in the Black Hills area are trying something new for 2010 - Sonic Cruise Nights. Just come on down to the Westside Sonic any or every Saturday evening between Memorial Day and Labor Day. Hang out, have a burger or ice cream, and enjoy an evening out with fellow car enthusiasts. Let's show some Mopar Muscle this summer!

Mopars on the Green 2010

By Scott Rudge

Bob and Martha have graciously volunteered to host Mopars on the Green this year. The event will take place at the Watkins Ranch, 4199 Mill Road just off Exit 52, on Saturday July 17th. Festivities will begin at 4 pm, and the club will provide burgers to cook up on the grill. Sometime during the evening, Mike Cartwright will demonstrate how to adjust the backlash on an 8 ¼” rear-end. As always, BYOB – (Bring your own Beverage). And if your B contains alcohol, make sure you have a designated driver for the trip home!

Mopar Trivia

By Jeremy Farr

1. In 1970, if a car was ordered with a “special paint” option such as government vehicle or a “Spring Special”, what code was present on the fender tag to designate this?
A. EK5 B. 999 C. SPEC D. There is no designation
2. What year were rear window louvers first available for B-bodies?
A. 1970 B. 1968 C. 1971 D. 1974
3. What year was the “Mod Top” Barracuda made?
A. 1966 B. 1968 C. 1972 D. 1969
4. The Dodge Dart counterpart to the Feather Duster, made with light weight body part to be more fuel efficient was called the Dodge....?
5. Dodge full-size trucks underwent a redesign in 1994 with a better suspension and more modern body lines. What year did the Dakota undergo the same transformation?
A. 1995 B. 1994 C. 1998 D. 1996

Donald Rathert 1926-2010

By Scott Rudge

For those who don't already know, Scot Rathert's father passed away March 15th in Rapid City. A full scan of his memorial services brochure can be found on the Black Hills Mopars website. Also, his obituary can be pulled up on the Rapid City Journal website. They keep the local obituaries online for 1 year.

Feature Member

By Scott Rudge



Scott Rudge's 1971 Plymouth Satellite Sebring Plus

Scott picked up this “gem” in March of 2007 on a farm near Gann Valley, South Dakota. It had been a victim of a long hard life and several years of neglect. It even had taken a bullet at some point while it sat out in the farmer’s field. On the brink of becoming recycled steel, Scott and his uncle loaded it up on a trailer and hauled it back to Scott’s garage. Scott had always wanted to restore a classic, and this car was exactly the type of project he was looking for. He wanted a project that would be a challenge, and enable him to work on most of the facets of a full restoration. From metal work, welding, paint, to engine rebuilding and interior work, this car would provide it all. Over the past three years, the car has been fully disassembled, and the body work has begun. Scott’s goal for this fall is to finish the body work and paint on the shell, and rebuild the rear axle and front suspension and get them back on the car. Once that is complete, reassembly can begin in earnest over the coming winter.

Scott plans to keep the car mostly original with some minor period correct upgrades and a little nicer paint scheme. The 318 engine will get an aluminum intake/4 barrel carb setup along with a set of headers. The front and rear bumpers will be painted body color instead of chrome. The 8 ¼” rear-end will have a Sure Grip installed. A healthy set of BF Goodrich tires will sit on a set of Police wheels with dog-dish caps. And the original 9” drums all the way around will be upgraded to period correct discs up front and 11” drums in back. Progress on the car is pretty slow with work and family, but Scott hopes to have his car completed by the fall of 2012.

Chrysler L-head 6 “flathead” engine Part 1

by Scott Rudge

The flathead style engine was the predominant power plant of most auto manufacturers before World War II. The flathead motor design is fairly simple, basically consisting of a piece of iron that is bolted down on top of the block. The valves and the entire valve train are contained inside the engine block itself. The head is relieved to allow for compression and for valve clearance, but it contains no moving parts except for the thermostat. A portion of the head is hollow to allow coolant to pass through it. This design assists in cooling the engine.

Chrysler’s flathead 6 found its origins out of the Maxwell Motor Company. Walter P. Chrysler became president of Maxwell Motor Company in 1924. Along with the regular Maxwell cars, a new Chrysler branded car was introduced that year. The Imperial, which came with the flathead 6, was Maxwell/Chrysler’s entry into the high-end market. Just one year later in 1925, the Maxwell Motor Company was reorganized into the new Chrysler Corporation.

Through the 1930’s and 1940’s, Chrysler continued with the flathead 6 for all of its base model cars and its Dodge, DeSoto, and Plymouth brands. Chrysler’s higher end models from 1931 through 1950 would feature a flathead 8 engine, but we will save that for a different article. Virtually all pre-1949 cars were flatheads, and the flathead design stuck around for a long time. But few if any flathead motors had the staying power of the Chrysler Corporation’s flathead 6. What made the flathead so versatile was its dependability and torque. The largest flathead six Chrysler used in its automobiles was 265 cubic inches. It produced 218 ft/lbs of torque at 1600 RPM. So, at just off idle, this engine produced maximum torque. Many owners have boasted that the flathead six was a smooth, powerful, efficient power plant. On the highway it regularly got from 17-19 mpg at average speeds of near 60 mph, with maximum speeds of over 100 mph possible.

With the development of the Hemi, Poly, and Wedge head V8’s in the 1950’s, the role of the flathead 6 began to diminish. The Chrysler and DeSoto brands were the first to phase out the flathead 6, with the 1954 Windsor model and the 1954 Powermaster Six being the last to use this power plant. Dodge and Plymouth cars soldiered on with the flathead 6 through 1959,

with Dodge trucks using them through the 1960 model year. Studebaker and Rambler held out until 1960 and 1962 respectively. The last regularly produced vehicles to receive the flathead 6 were the Dodge military trucks through 1968.

But the flathead 6 would not die in 1968. As mentioned previously, the flathead 6 produced maximum torque at low RPMs. This made it ideal for industrial use also. As late as 1973, this engine was being produced for industrial uses such as stationary pumps, arc welders, forklifts, and farm equipment such as harvesters and combines. Many of these engines have been used in marine applications also. Because of this, parts are still available on the shelves of many auto parts stores.

In Part 2, I will discuss the evolution of displacement and horsepower of the Chrysler flathead 6, and how to identify the make and production year from the stampings on the block.

Car Show Calendar for 2010

By Scott Rudge

- May 20-23 Pioneer Auto Museum Car Show/Auction/Swap Meet - Murdo, SD
- May 23 Mopars at Thunder Mountain - Lakewood, CO
- May 28-31 Cruzin' with the Oldies - Casper, WY
- June 4-6 Thunder on the Prairie - Alliance, NE
- Jun 5 Baker Car Show - Baker, MT - Baker, MT
- Jun 5-6 Energy Capital of the Nation Car Show - Gillette, WY
- Jun 5-6 Midwest Mopars in the Park - Farmington, MN
- Jun 10-13 Black Hills Overdrive - Black Hills, SD
- Jun 18-19 Center of the Nation Car Rally - Belle Fourche, SD
- Jun 19 Black Hills Mopar Club Dodgetown Show - Rapid City, SD
- Jul 3-4 Mile High Show and Shine - Lead, SD
- Jul 9-11 Black Hills Rod Run - Black Hills, SD
- Jul 24 Cool Pine Cruisers Car Show - Custer, SD
- Jul 23-25 Mopar Nationals at Bandimere Speedway - Lakewood, CO
- Aug 13-15 Pierre Street Masters Dam Run - Pierre, SD
- Aug 13-15 Mopar Nationals - Columbus, OH
- Aug 26-29 Kool Deadwood Nights - Deadwood, SD
- September Rushville Days Car Show - Rushville, NE
- Sep 4 Devils Tower Car Show - Hulett, WY
- Sep 11 Black Hills Mopar Club Liberty Fall Fling Car Show - Rapid City, SD
- Sep 18 Wild Wheels Car Show - Bear Country, SD

Trivia Answers

By Jeremy Farr

Answers: 1) B 2) C 3) D 4) Dart Lite 5) C

Barrett Jackson Palm Beach April 2010

By Scott Rudge

Once again, several nice Mopars found their way into new owner's hands. My spotlight car for this auction was a 1970 Plymouth Superbird 440 six pack car that went for \$66,000! That's right, \$60,000 plus the \$6,000 buyers fee! This car was painted up in Petty race car fashion, and was a matching numbers car! The only thing I can think of that kept the price down was that the Title was "in Transit". For more details on any one of these vehicles, just go to www.barrett-jackson.com Here are the final prices (10% buyer's fee included) for the Mopars at the Auction:

Lot	Year/Make	Winning Bid
24	1963 Chrysler Imperial	\$ 12,650.00
360	2001 Chrysler Prowler	\$ 46,200.00
357	1947 Dodge Woody Station Wagon	\$ 30,800.00
356	1963 Dodge Dart Max Wedge Recreation	\$ 22,000.00
349.2	1966 Dodge Coronet 500	\$ 36,300.00
632	1968 Dodge Super Bee	\$ 36,300.00
667.1	1969 Dodge Charger 500 Hemi	\$ 148,500.00
359.4	1970 Dodge Challenger	\$ 69,300.00
643	1970 Dodge Challenger T/A	\$ 68,200.00
379	1971 Dodge Challenger	\$ 28,600.00
341.1	1971 Dodge Challenger R/T	\$ 44,000.00
662	1971 Dodge Challenger R/T Hemi	\$ 95,700.00
354.2	1973 Dodge Challenger	\$ 36,300.00
328.2	1973 Dodge Dart Sport	\$ 13,200.00
55	1988 Dodge Shadow Shelby CSX-T	\$ 23,100.00
626	1995 Dodge Viper RT/10	\$ 38,500.00
374	2002 Dodge Viper GTS	\$ 63,800.00
21	2004 Dodge SRT-10 Pickup	\$ 29,150.00
365	1964 Plymouth Fury Convertible	\$ 33,000.00
355.2	1968 Plymouth GTX	\$ 36,300.00
375.1	1968 Plymouth GTX	\$ 46,200.00
631	1969 Plymouth GTX Custom	\$ 34,100.00
643.2	1969 Plymouth GTX 440 6 Pack	\$ 80,300.00
69.1	1969 Plymouth Roadrunner	\$ 33,000.00
380.1	1970 Plymouth Roadrunner	\$ 36,300.00
659.4	1970 Plymouth Roadrunner 440 Six Pack	\$ 64,900.00
656.1	1970 Plymouth Superbird 440 Six Pack Race Car	\$ 66,000.00

650	1970 Plymouth Superbird Recreation	\$ 77,000.00
681	1970 Plymouth Superbird 440 Six Pack	\$ 88,000.00
688	1970 Plymouth Superbird	\$ 113,300.00
642	1971 Plymouth Roadrunner	\$ 55,000.00
20.1	1972 Plymouth Duster	\$ 13,200.00
84	1999 Plymouth Prowler	\$ 26,400.00

Swap Meet

FREE – 1971-72 Satellite hood, one bullet hole and one small gash, otherwise nice. Great candidate for making a modified hood with scoop - Scott @ 430-4792.

WANTED

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

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

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

Wanted: Drivers side drip rail moulding for 71-72 Satellite - Scott @ 430-4792.

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

FOR SALE

For Sale: 1964 Dodge Polara 500 Left front fender nice. \$250. Bob @ 787-5695.

For Sale: 1964 Dodge Polara 500 Right front fender nice. \$250. Bob @ 787-5695.

For Sale: 1964 Dodge Polara 500 Side chrome nice. \$100. Bob @ 787-5695.

For Sale: 1964 Dodge Polara 500 Hood - a few dings at front. \$125. Bob @ 787-5695.

For Sale: 1964 Dodge Polara 500 Deck lid nice \$150. Bob @ 787-5695.

For Sale: 1964 Dodge Polara 500 Complete grill less outer aluminum surrounds, good cond. \$125. Bob @ 787-5695.

For Sale: Two Holley 600 vacuum secondary carbs, need to be rebuilt, great for tunnel ram setup \$100. Bob @ 787-5695.

For Sale: Parting out 1969 Polara 500 convertible, call with needs. Bob @ 787-5695.

For Sale: NOS Direct Connection W-2 Heads, Brand new castings, never machined \$650. Bob @ 787-5695.

For Sale: 1967 Dodge Dart GT grill \$75. Jim @ 390-7735.

For Sale: 1970-74 ABCE body NOS Mopar Ignition switch \$50. Jim @ 390-7735.

For Sale: 1963 Fury/Polara B body jack hook #2266627 \$50. Jim @ 390-7735.

For Sale: 1964 C body jack hook #2460151 \$10. Jim @ 390-7735.

For Sale: 1967-69 Valiant/Dart and 1970 Duster jack hook #2533424 \$20. Jim @ 390-7735.

For Sale: Bumper jack rail with base (no hook or tire iron) \$30. Jim @ 390-7735.

For Sale: 1973 Plymouth Scamp 318 runs and drives, dual exhaust, all documents, very complete. \$1500. Jeremy @ 484-0669.

For Sale: 1979 Chrysler Cordoba Non-running 318 automatic, complete body with extras. \$350. Jeremy @ 484-0669.

For Sale: 318 Bare block and crankshaft. \$35. Jeremy @ 484-0669.

For Sale: Small block J heads, big intake valves. \$125. Jeremy @ 484-0669

For Sale: Various A-body sheet metal and parts. Jeremy @ 484-0669

For Sale: A 400 block that's already bored .040 over and been decked .020 never been assembled plus the cast crank for it \$145. Kevin @ 484-4516.

For Sale: A reground forged steel 440 crank kit that comes with rod and main bearings for \$145. Kevin @ 484-4516.

For Sale: Century 230 Amp AC stick welder...rarely used....includes 2 welding helmets & 2 boxes of welding rod. \$200 firm. Scot @ 342-9243 or Annette @ 348-8948.

For Sale: 5 Star Mfg Bifold Hinged Aluminum ATV ramp. 20" wide folded/40" wide open x 6' long...1000 lb capacity. Only used a handful of times to load a 200 lb elec wheelchair. Paid \$150 (have the receipt)....asking \$100 firm. Scot @ 342-9243 or Annette @ 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: Mid to Late 70's transfer case and front axle (3.54 ratio) for 1/2 Ton pickup or Ramcharger, \$75 OBO. Kevin @ 484-4516.

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: 73-74 Satellite/Roadrunner Spindles/Discs/Calipers, \$50 - Scott@430-4792.

For Sale: 70-72 Dart deck lid, \$75 - Bob@787-5695.

For Sale: 70-72 Duster hood, \$75 - Bob@787-5695.

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

For Sale: White fiberglass tonneau hard cover with lift cylinders. Fits 1997 and similar Dodge Dakotas, \$400 - Jim @ 718-2680.

For Sale: Black drop-in bed liner. Fits 1997 and similar Dodge Dakotas, \$75 - Jim @ 718-2680.

For Sale: Chrome diamond plate bed-rail protectors. Fits 1997 and similar Dodge Dakotas, \$75 - Jim @ 718-2680.

For Sale: Heavy-duty strapping rail. Fits 1997 and similar Dodge Dakotas, \$50 - 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.

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