

MOPARS UNLIMITED



of ARIZONA

MOPAR PEOPLE ENJOYING MOPAR PRODUCTS AND OTHER MOPAR PEOPLE

Feature Member - Rick Kaufman

This all started up about 17 years ago when I found this car and paid \$500 for it. I wasn't sure why I bought it, but had to figure out what to do with it. After some pondering and a big imagination, this is what I came up with. My thought process behind this was to create a car I thought someone would have built back in the day. I used period correct parts and a paint scheme and styling cues to come up with my creation. I used a straight axle out of a Dodge van, and I used the correct HYPO 273 engine and auto trans so it could compete with Fords and Chevys with similar engine and body sizes. I wanted to use stack type fuel injection which would be the pinnacle of this build. I was lucky to find a very rare (only 50 made) Hilborn injection manifold. I was told, in order to make this drivable and reliable, I had to convert the unit to electronic. This conversion process turned out to be long and troublesome, with a lot of rework. I just lately found a local guy who can address my problems and get the last problem dialed in. Curtis Jenkins will get to finish up the interior he started year ago. I hope to have this long, crazy project at our car show this year as well as many others.



Steering Column

Message From The President

Well, January went by pretty fast, however being in Arizona, the highlights of the month are all the car auction companies that hold their key auction events in Scottsdale. The biggest of them still seems to be Barrett-Jackson. So I thought I'd share with you some of the results. Over 1,900 vehicles sold for over \$129.7 million, while over 1,200 pieces of automobilia brought in over \$3.7 million, and \$7.6 million was raised through the sale of charity vehicles, bringing the total auction sales to more than \$141 million at Barrett-Jackson's 49th annual Arizona Auction Week sale.

From our Club's standpoint, there's always various groups of our members that attend the Barrett-Jackson event. Me, Paul Gulota, Mike Wolf, and Mike Wilson attended the first Sunday of the event. Member Bob Malott actually signed himself up as a driver for the Russo & Steele auction, so that's something I may consider next year. How about you? Personally, I always like watching the TV Live coverage that starts the following Wednesday and runs thru Sunday. I can then see vehicles that I saw in person going across the block and how much they end up selling for. One memory this year was the row of Plymouth Superbirds and Dodge Daytona's as there must have been 10+ cars in that row.

Well, it's that time of year to renew your annual Club dues, if you have not already done so. Current member renewal is \$35 through the end of December. If you wait till January or longer the renewal fee is \$40. For any new member that joined this October or after, you're good till the end of next year. I would like to say that member dues are the primary funds the Club receives to help with operational expenses, including this newsletter and many other benefits the Club supports such as our annual Club picnic and upcoming Christmas Party to name a few. The dues, along with the monies raised each year from our annual H.E.M.I. Car Show and sponsorships, help ensure that we can also give back through community donations as part of being a 501c non-profit organization. If you have questions on dues and how to make a payment outside of attending monthly meetings, then please contact our membership coordinator Vic Widlocher who's contact info is listed on this page.

Personally, I want to thank both current and new members and their families

President (cont.)

for being part of our Club and hope that you're enjoying our Arizona Mopar Club community as much as I do. For me, I'm working towards my 10th anniversary here and there are other members who have been members more than twice as long as I have.

Also, we're still hard at work preparing for our annual H.E.M.I. Car Show which will be held on March 7th (2020). We've got the T-Shirt design finalized and will be sending it to the printer this week. We've also made some adjustments in not only how vehicles will register when they come onsite day-of-show, but we're moving to numbered assigned parking spaces for all judged vehicles. We're confident that this will make for a smooth and efficient process for the judges to be able to easily locate the vehicles they've been assigned to judge and enable judging to be completed ahead of schedule and on-time for the awards ceremony.

We're also starting to finalize our volunteer lists to help assist in the day-of-show support. The next show committee meeting is being scheduled for February 11th and every member is welcome to attend. For the location or for questions any you may have about volunteering, please contact the car show committee lead - Dave Henriksen at 602-616-4669.

Drive Safe, Dean.

Upcoming Club Events

February 8th starting at 8am Garage Tour

March 7th from 8-4 35th Annual High Energy Mopar Invitational Car Show

March 14th the annual St. Patrick's Day Parade in Downtown Phoenix

March 19-22 MATS in Las Vegas

December 50/50

won by Leroy Suserud

December Attendance

No winner - \$30 for Feb



Birthdays for February

Dave Henriksen 2/1
Paul Sullivan 2/3
Ty Triplett 2/4
Peggy Henriksen 2/5
Barbara Wolf 2/9
Tim Lavigne 2/13
Pam Wilson 2/20

Club Leadership Team

President

Dean Hillery 480-435-3677
dean.hillery@aol.com

Vice President

Paul Gulota 219-742-7018
73rallye@gmail.com

Secretary

Jill & Kurt Leon 623-606-1313
kurtcar2@cox.net

Treasurer

Mike Wilson 602-721-1853
mikeluz@cox.net

Newsletter Editor

Richard Rodger 602-799-5332
richardrodger@msn.com

Membership Coordinator

Vic Widlocher 602-993-6856
victorwidlocher@gmail.com

Tech Session Coordinator

Dave Henriksen 602-616-4669

Webmaster

Bob Malott 602-615-7072
hemi426@cox.net

Car Show Comm. Chairpersons

Club Board of Directors

Newsletter Design

Frank Hanel 602-541-1511
frankhaneljr@gmail.com

Club Photographers

Any club members with a digital camera that attends the events.

Vendor Coordinator

Bob Malott 602-615-7072
hemi426@cox.net

Merchandise Coordinator

Open

Bill Luke Chrysler, Dodge, Jeep, Ram Laison

Joe 602-336-1558
service@billluke.com

Club Members Discounts

Bill Luke Chrysler Jeep Dodge

2425 W. Camelback Rd - 602-249-1533
Racer Net or Trade Price on all parts including Mopar Performance. Show Club membership card when ordering. Call Joe at 602-336-1553 they now sell TIRES.

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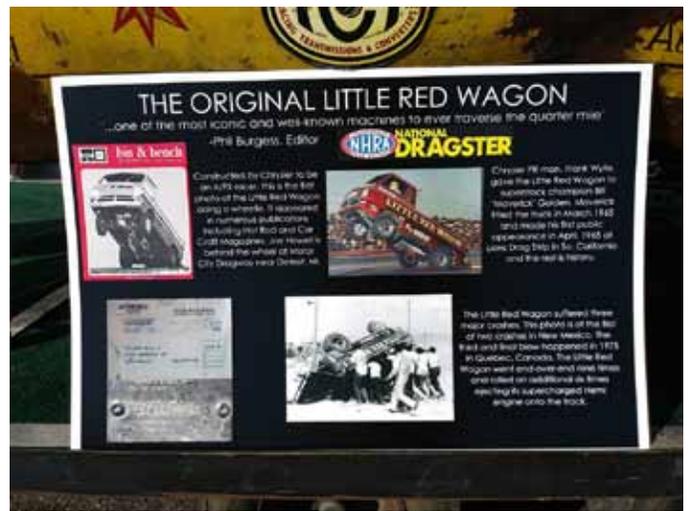
Barrett-Jackson Scottsdale 2020

A group of Club members went to the Barrett-Jackson auction at Westworld in Scottsdale. With over 1900 cars to look at, along with many vendors selling anything and everything, seeing everything before the energy and time ran out, was a challenge. There were many nice Mopars at the auction including at least 8 winged cars. It's a fun event and gets bigger every year.



Zip Tie Drags

On January 18, several members of the Club drove down to Tucson for the Zip Tie Drags event at Tucson Dragway. There was a car show and anyone could take runs down the quarter-mile drag strip with their cars. Paul Gulota trailered his 73 Dodge Charger to the event and was able to make a few runs down the strip. Among the vehicles at the event, there were several Ratrods showing amazing imagination and questionable engineering. Also doing quarter-mile runs were a fuel funny car and a jet car. Another draw for the event was some of the Roadkill staff and cars. The weather was great and it was an enjoyable event.





Tech Unlimited January 11th

Those attending the January Tech Session were Dave Henriksen, Bob Malott, Vic Widlocher, Ben Tabor, Steve Elms, Frank Hanel, Dean Hillery, Andy Lind, Dan Paulson, Lisa Davis and Rick Carter. Rick spent most of the day working on and testing wiring under the hood and inside the passenger compartment of his Road Runner. Dave then helped Rick install a switch inside the ashtray to operate his cutouts. Dave and Dean assisted Ben with replacement of his rear brake shoes and drums on his SST pickup. The project took much longer than planned due to replacement parts that did not fit. Only one side was completed. Steve helped Frank bleed the brakes on his Charger. Frank with help from Dave installed a clutch pedal stop to minimize it's travel. Dan Paulsen repaired a problem with a broken tail light. Dean Hillery used the largest part of the day replacing the springs on Lisa Davis' Challenger with the goal of lowering its stance. Vic Widlocher spent his entire day installing new door gaskets on Bob Malott's Dart. Dave and Peggy provided a delicious lunch of grilled hamburgers and hot dogs.



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The Early Years Of Dodge

Wikipedia

Horace and John Dodge founded the Dodge Brothers Company in Detroit in 1900, and quickly found work manufacturing precision engine and chassis components for the city's growing number of automobile firms. Chief among these customers were the established Olds Motor Vehicle Company and the new Ford Motor Company. Henry Ford



selected the Dodge brothers to supply a wide range of components for his original Model A (1903–04) that included the complete chassis; thus Ford needed to add only the body and wheels to finish the cars. Henry offered the Dodge brothers a 10% share in his new company in return for \$10,000 worth of goods. The Dodge Brothers Motor Company was established in 1913 and by 1914, John and Horace designed and debuted the first car of their own – the four-cylinder Dodge Model 30/35 touring car. Marketed as a slightly more upscale competitor to the ubiquitous Ford Model T, it pioneered or made standard many features later taken for granted like all-steel body construction as the vast majority of cars worldwide still used wood-framing under steel panels); 12-volt electrical system (6-volt systems would remain

Dodge Brothers Emblem from the gate at the original Dodge factory in Hamtramck, Michigan. Dated to 1910.

the norm until the 1950s); 35 horsepower engines versus the Model T's 20 horsepower, and sliding-gear transmission (the best-selling Model T would retain an antiquated planetary design until its demise in 1927). Once the Dodge brothers produced their own car, John Dodge was once quoted as saying, "Someday, people who own a Ford are going to want an automobile". As a result of this, and the brothers' well-earned reputation for the highest quality truck, transmission and motor parts they made for other successful vehicles, Dodge Brothers cars were ranked at second place for U.S. sales as early as 1916. That same



1915 Dodge Model 30/35

year, Henry Ford decided to stop paying stock dividends to finance the construction of his new River Rouge complex, and the Dodges filed a suit to protect their annual stock earnings of approximately one million dollars, leading Ford to buy out his shareholders; the Dodges were paid some \$25 million. They had already earned \$9,871,500 in dividends making a total return of \$34,871,500 on their original \$10,000 investment. The contract with Ford set them up for life, but they never got to spend it. Both Dodge brothers died in 1920.



Dodge Brothers Delivery Trucks - 1920

Cars For Sale

1967 Plymouth GTX

Alum Radiator with Dual Spal Fans, Mcleod RST twin disc clutch, Lakewood Scatter shield, One of the very first Passon Performance 855 five speeds in North America, 572 ci, 735 hp, 717 torque, indy maxx aluminum Siamese cylinder block, Stage V aluminum heads and rocker gear, 2.3" intakes, 1.98 Exhaust, crane solid roller cam, titan oil pump, callies crank, eagle rods, diamond pistons, 10.0-1 compression pump gas, TTI 2.25 " headers, fast 2.0 EFI, all the best parts. 3.5 Driveshaft with 1350 u-joints, billet Yoke both ends, DTS Dana 60 with 4:30 gears and eaton Truetrac, also a set of 3:73 gears, Magnum 15" 500 wheels, Goodyear eagles front, MT 12:00X30 Rear, cal Trac rear suspension, RMS Alterkation Coil over Front suspension, front and rear sway bars, 11" disc brakes, Hot Rod City Aluminum extra capacity fuel tank with tank mounted fuel pump, all stainless braided lines, fuel cooler, Roll Bar, Power windows and door Locks with Alarm system, Radio with AM/FM and Auxilary input, all new glass except for rear window, Billet Hood Hinges, all new Legendary Interior. 980 Hours of Body work and paint, + at least 3000 hours of my time. This was a total Rotisserie build, Every Bolt and nuts was out of the car, mostly replaced with Stainless steel. The Car now has just over 16000 miles since it went back on the road in July of 2010. Restoration costs well over \$200,000.00, plus my time. Asking \$150,000 Contact: Bruce Erickson, 5500 N Globe Dr, Eloy, AZ, 85131, H 520-876-9180, C 403-704-0918

1973 Challenger Rallye, 340 2dr. hardtop, AT, console, factory AC. \$8500. Contact Brian at braney74@gmail.com, cell 602 541-2399

1996 Chrysler Sebring Convertable, Pilot car serial #87 of the first 100 built. Sold direct from Chrysler - not a dealer. Second owner, 77,000 miles, V6, automatic, power steering and brakes, A/C, Cruise, tilt, leather interior and AM/FM/ CD stereo. New at 68,000 miles - timing belt, water pump, motor mounts, plugs, wires, cap & rotor and O2 sensor. Two new tires at 72,850 miles - the other two tires are in very good condition. I'm more interested in finding the car a good home where someone will fix it back up. It needs some work but, is drivable as is. I am asking \$2,000. For the above car call Ron at 623-760-2540

Parts for Sale

1974 slant 6 short block for free. Just come pick it up in Payson, standard bore. Needs to be re-built. Call John Cailey at 928-978-1911

1964 Plymouth front bumper. I believe it is a re-pop but not sure, could be an original re-chromed. great condition, \$200 Call Ed Winkler 602-999-8184 or edwinkler@cox.net

For Sale

Steel wheels 15 x 6.5, 5 on 4.5, wheels. Bead blasted, primer and painted black. They come with driver quality dog dish caps. \$250 for wheels and caps.

For Sale

4 - Custom Wheels, 22"X9" off 2014 Challenger, \$600 Call Mike 602-413-9449

B block cylinder heads for 400ci #3462346 both heads good condition, \$100. 400ci cast crank, \$50, 440ci steel crank, \$150. Complete 426ci wedge engine w/906 heads, Isky 264 mega hyd. cam and Weiland 4bbl high rise manifold, steel crank and total balance job by Chuck's Speed Center, \$1500. Set of Doug Thorley 2 into 1 street industrial chrome headers for Dodge pick-up trucks(big block), \$75 Call Frank at 602-796-2727, if no answer leave a message and I will return your call promptly.

Good used set of headers for BB (383-440) that appear to be for a truck, \$75.00. Call Michael at (602) 920-9963.

Bumper jack fits only 68-69-70 charger, needs restoration, \$150
1970 AM push button radio out of 1970 charger, no knobs, \$45
14" steel rim, \$25 Call Gary at 928-632-7355

New Listing

Don Petty has 1000's of parts in Phoenix, for Mopars "A", "B" & "C" body cars. Also has a 1967-440 with Isky cam, aluminum 4bbl intake, new w/pump & fuel pump.
Please call with any needs, I probably have it.. Don 602-689-9414

Wanted

Metal brackets that go from rear frame to the rear bumperette for 68 Charger. Call Joe at 602-291-0251

Complete T.P.I. from a 96 Dakota 318, \$100. Trans, 46RE from 96 Dakota, rebuilt 9/15 new converter, pics on request, \$200.
1974 Slant 6 short block. Ran fine, but needs rebuilding. Standard bore, \$100. Will deliver to Phoenix for \$50. Completely reconditioned head for a slant 6, over \$600 invested, asking \$300. 3 factory 1979 Chrysler 300 aluminum wheel. 15X6, 5 on 4.5 bolt circle. No trim rings. Will ship to the valley only, or pick up. \$50 each or all 3 for \$125.
Call John Cailey at 928-978-1911

Items for 1973 Challenger and other Mopars

bucket seats, \$500 for pair
Rear seat complete, \$500
2 - Gauge Clusters with clear lenses standard no tach, \$125 each
A833 4 speed, rebuilt (long tail), \$1200
906 440 Heads with rockers, may need rebuild, \$300 for pair
Springs for 8 3/4 rear end, \$100
2 - Center Consoles, Black with wood grain, \$175 each
AT shifter with all linkage & brackets, \$275
Standard Hood, \$300
Right front fender has been patched, \$150
Rear bumper needs to be re-chromed, \$150
Rear Valance, \$35
Rear lower section of left 1/4 panel, \$100
440 4bl intake manifold, \$65

Contact Bob at 602-615-7072 or email at hemi426@cox.net for pictures, or visit his website at www.autopartsbybob.com.

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Next Club Meeting

March 5th at 7:00pm

Next Officer's Meeting

February 25th at 7:00pm

All members are invited to

Attend the officers meeting at

Don Luke's Office Conference Room