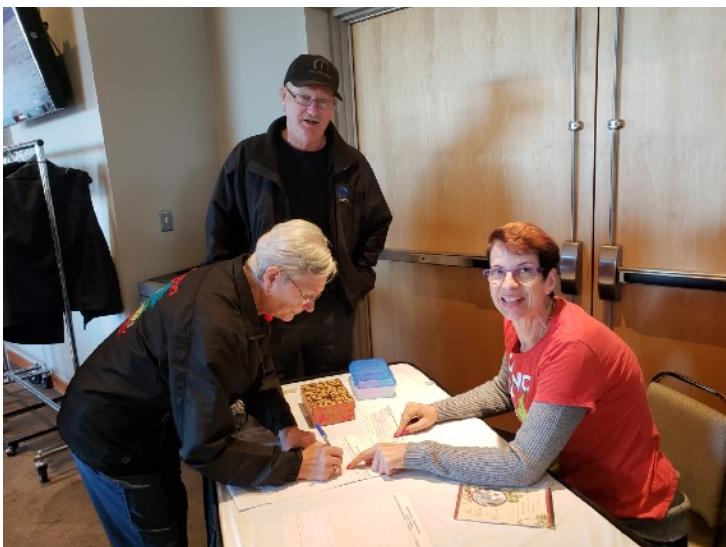


MOPAR EXPRESS



Mopars Unlimited Car Club donated \$500.00 to the Kruise For Kids. The annual car cruise from Surrey to Langley was held November 4th to raise money for toys to help the less fortunate.



WHATS INSIDE

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Mopars Unlimited is a non-profit car club dedicated to the restoration and preservation of Mopar cars and trucks

Mopars Unlimited Christmas Party 2018



Saturday, November 24, 2018. 5:30pm

This years party will be at the same location as last year.
The Clayton Public House is on the corner of
188 street and 56 Ave. (Hwy 10).
Doors open at 5:30pm for those who would like to come and select their seats.
There will be gifts, food, and most important...your smiling faces.
Please remember to bring along a non perishable food item(s) for the Food Bank.



Christmas 2017

Kruise For Kids

...celebrates 35 years of helping kids. *Dan Ferguson Black Press*

The toys were beginning to pile up and the cars were already starting to pull into the parking lot of the Langley Events Centre on Sunday morning as Ray Broderick was explaining how the annual *Kruise for Kids* is believed to be the longest running auto-based charitable event in North America. As before, the run started at the Red Robin parking lot in Guildford Mall in Surrey and headed for Langley. "People were there (at Guildford) at 8 this morning," Broderick said, chuckling. "Maybe they didn't set their clocks back." Now in its 35th year, the toy run attracts car clubs from throughout the Lower Mainland to bring in donations of toys and cash.

So far, it's raised more than \$300,000 in cash donations and more than 180,000 toys for the Lower Mainland Christmas Bureau.

"We have done very well over the years."

This year saw the second best results in the history of the event, with more than 500 toys and more than \$21,000 donated by over 300 people who arrived in more than 175 vehicles, Broderick said.

There were t-shirts for the first 150 entrants, dash plaques for the first 200, and decals for all as well as door prizes and trophies for best decorated vehicle, best dressed driver and crew, best club turnout, and best club display.

Each participant was asked to donate one brand new toy, unwrapped, and make out cheques payable to the "Lower Mainland Christmas Bureau."

All toys and donations go directly to the Lower Mainland Christmas Bureau for distribution to children in the Greater Vancouver-Fraser Valley area.



Kruise For Kids



Mopars Unlimited Car Club Meeting Minutes

October 17th, 2018 at Ricky's Walnut Grove, 23 Members in attendance

Called to order @ 7: 00pm

Club Events:

- Christmas Party: November 24th at Clayton House
- Kruise for Kids: November 4th, club will donate \$500
- BBQ at Glen & Tina's place was enjoyed, as was the cruise that Gary organized

Executive Nominations:

- Ray nominated Patti for Treasurer, 2nd by Jim, Patti accepted, elected by proclamation
- Rachelle nominated Jaylene for Secretary, 2nd by Vern, Jaylene accepted, elected by proclamation
- Rachelle nominated Rick For Sergeant at Arms, Mark 2nd, Rick accepted, elected by proclamation
- Rachelle nominated Sandy for Membership Director, 2nd by Rick, Sandy accepted, elected by proclamation
- Gary nominated Jim for Newsletter Editor/Webmaster, 2nd by Mark, Jim accepted, elected by proclamation
- Claudio nominated Rachelle for Stores Director, 2nd by Patti, Rachelle accepted, elected by proclamation
- Rachelle nominated Ray for Events Director, 2nd by Vern, Ray accepted, elected by proclamation
- Jim nominated Ron for Director at Large, 2nd by Patti, Ron accepted, elected by proclamation
- Rachelle nominated Bruce for Director at Large, 2nd by Vern, Bruce accepted, elected by proclamation
- Rachelle nomination John for President, 2nd by Ray, John accepted, elected by proclamation
- Glen nominated for Vice-President by Rachelle, 2nd by Ray, Glen accepted, elected by proclamation
- Ray will become Vice-President for 1 year to support John

Mopars Unlimited Service Award:

- Ray asked everyone to fill out their ballots during the break for this year's service award
- Award will be presented at the Christmas Party

BREAK

Raffle held

Reports:

- Stores – club hats available and a few shirts from the show
- Secretary – nothing to report
- Newsletter Editor/Webmaster – looking for submissions, especially pictures and stories about the history of your car
- Treasurer – we are fine
- Membership Director – 1 new member, welcome Aaron

Buy & Sell

Meeting adjourned @ 7:56pm

Next Meeting: January 16, 2019

Straight Line Thinking



STRAIGHT-LINE THINKING

STEVE "SCAT PACK" MAGNANTE

1962-64 Max Wedge

The very first Dodge Package Car designed for straight-line acceleration was the 1962-64 Max Wedge. At the same time, well-known competitors like the Chevrolet 409, Pontiac 421 and Ford 406 / 427 were also new on the scene and fighting for Super Stock supremacy. But while the 409, 421 and 427 came equipped with standard heavy-duty 11-inch drum brakes, extra-stiff frames, heavy-duty springs, steering knuckles, sway bars and shock absorbers, the Max Wedge shared its 10-inch drum brakes with six-cylinder models and rode on the base V8 suspension (but with special asymmetrical rear leaf springs and a longer cast iron pinion snubber).

Dodge's rear axle ratio choice is also telling. While 421s, 409s and 427s came standard with tame 3.23 – 3.36 – 3.50:1 cogs (respectively, deeper gears were optional), the standard Max Wedge axle ratio was a drag-ready 3.91 unit. Think about it, with its 3.91 gears, lightweight 10-inch drum brakes, torque-biased rear springs, pinion snubber and no-sway-bar to restrict rapid front suspension rise on acceleration, the Max Wedge was set up to get up – and go! And no, weight-adding power steering and power brakes were not offered on any Max Wedge. Not even by special order.

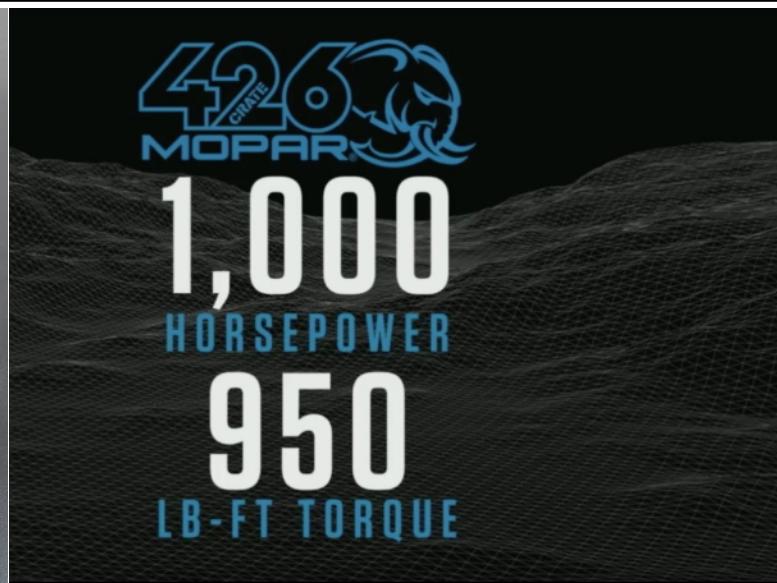
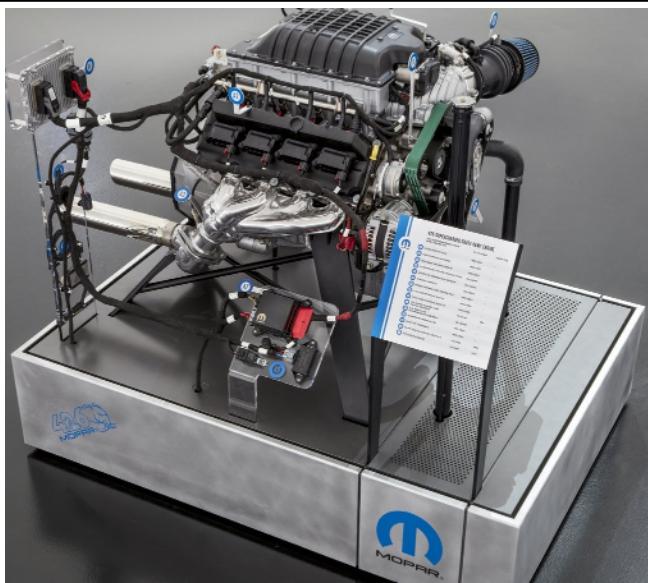
The "go" part of the Max Wedge package was also more attuned to straight line use than the competition. Though based on the same 413 big block that quietly toolled along under the hoods of Chrysler Newports and Imperials, Chrysler engine designers bumped compression to as much as 13.5:1! The

only hint that the Max Wedge was more temperamental than a 383 or 361 big block was a bright yellow sticker warning the driver not to run at wide open throttle for more than 15 seconds at a time.

This was due to the high-volume oil pump's ability to suck the standard oil pan empty during prolonged high-speed use. The same threat was there for Brand-X drivers, Chrysler just happened to be brave enough to acknowledge it. As racers quickly learned, the remedy was a deep, 8-quart capacity oil pan. But considering that a typical Max Wedge could cover the 1/4-mile in well under 13.5 seconds, the 15-second warning wasn't a show-stopper.

And about that intake manifold, unlike the 421, 409 and 427 that teased buyers with tri-power and dual-quads – but came standard with a ho-hum single 4-barrel jug – every Max Wedge inhaled through the closest thing to "manifold art" ever seen on a Detroit production engine. With its integral 15-inch runners (from throttle blade to intake valve), the cross ram adds free supercharging while making 410 to 425 "advertised" horsepower (real output is well over 450 before tuning).

One has to ask, was Dodge cutting corners by using standard brake and suspension bits on the Max Wedge package? The answer comes down to the fact that the all-new-for-1962 unit-construction body shell used on all Max Wedges was as much as 500 pounds lighter than the larger, heavier body-on-frame Brand-X offerings. This allowed the smaller, lighter underpinnings to do the job with plenty of safety margin. Case closed. In fact, this was the legendary B-body that framed later legends like the Charger and Coronet.



Getting under the skin of Mopar's latest beast

by [Jonathan Lopez](#) from Top Speed

Mopar made an enormous splash at [SEMA](#) this year, revealing the most powerful crate engine to ever come from an OEM. It's called the *Hellephant*, and it's got enough muscle to outrun just about anything on four wheels. But we wanted to know - what makes it tick, and how does it compare to what's already out there? What's more, where exactly will this thing find a home? When you name an engine after a pachyderm from the underworld, there's a certain set of expectations that come along for the ride - namely, it's gotta be big, and it's gotta be powerful.

Thankfully, the Hellephant most definitely meets both those criteria.

Let's start with the size. The Hellephant takes after the original 426 Hemi from the '60s, and like its predecessor, it measures in at 426 cubic-inches, or 7.0 litres of displacement for those of you who prefer the metric system over the Imperial system.

The point is this - the Hellephant is huge. Luckily, it's also rocking some aluminum goodies, so it's relatively lightweight, as far as supercharged 7.0-liter V-8's are concerned, anyway. Interestingly, the Hellephant uses the same block as the Mopar Dodge Challenger Drag Pak racers, which recently had a successful run in the 2018 NHRA Factory Stock Showdown class.

Now for the power part of the equation. Thanks to its new supercharger unit and high-efficiency rotor system, the Hellephant doles out an impressive 1,000 horsepower and 950 pound-feet of torque at the crank, far surpassing any other factory-spec crate engine on the market today.

And stout it is thanks to a slew of beefed-up internals, including forged aluminum pistons, 6.125-inch H-beam forged 4340 steel connecting rods, and a forged steel crank. The stroke is 4.0 inches, while the bore is 4.125 inches, while the compression ratio is set at 9.5:1. The Hellephant also comes with a modular iron camshaft with a high-lift profile. The intake valves are measured at 54.3 mm, while the exhaust valves are 42 mm.

Redline is set at 6,200 rpm. Of course, premium fuel is required for operation, which is actually pretty impressive if you think about it. We think 1,000 horsepower without race fuel is worthy of celebration, how about you?

Interested customers that order a Hellephant of their own will get just about everything needed for a complete powertrain swap, including the supercharger unit and throttle body, the fuel injectors, the front sump oil pan, the water pump, the flywheel, and the coil packs. The associated swap kit also comes with the necessary Powertrain Control Module, or PCM, as well as the throttle pedal, power distribution center, ground jumper, O2 sensors, charge air temperature sensors, fuel pump control module, engine wiring harness, chassis harness, and cam bus interface device.

Other standout features include a bevy of parts plucked from the Dodge Challenger SRT Hellcat Redeye and SRT Demon, including the valve covers, valve train, valves, locks, and retainers.

Furthermore, Mopar is offering up a Front End Accessory Drive kit, which tosses in such critical components as the belts, power steering pump, alternator, and pulleys, all of which should make installation go just that much smoother.

continued on next page,

continued;

HOW DOES IT COMPARE TO THE HELLCRATE?

Offered as a plug-and-play solution to stuff your ride of choice with the Hellcat's supercharged 6.2-liter V-8, this package was the king of the block - at least it was, until FCA debuted the Hellephant.

Regardless, output for the Hellcrate is nothing to sneeze at, topping out at a SRT Hellcat-matching 707 horsepower and 650 pound-feet of torque. Still, that's 293 ponies 300 pound-feet less than what you get with the Hellephant.

Part of it is down to size, with displacement for the Hellcrate rated at 376 cubic inches, or 6.2 litres, with 103.9 mm (4.09 inches) for the bore and 90.9 mm (3.58 inches) for the stroke.

The block is different as well, with a bottom end made from cast iron and an aluminum head. Inside, you get a forged steel crank, a diamond-like coating for the connecting rods, forged pistons, and a nodular iron camshaft. However, as previously mentioned, the valve train spec matches that of the Hellephant, with 54.3 mm intake valves and 42 mm exhaust valves. The compression ratio is also set at a Hellephant-matching 9.5:1.

Redline is the same as well, topping out at 6,200-rpm. Premium fuel is required for operation.

Finally, like the Hellephant, the Hellcrate comes with a number of additional kits and parts for installation, including a kit specifically designed for pre-1976 vehicles.

Basically, what you get with the Hellephant is a similar engine architecture as the Hellcrate, just more of it and a lightweight aluminum bottom end to boot.

WHAT ARE THE APPLICATIONS?

With FCA offering the Hellephant as a “plug-and-play” powertrain solution, plus all the requisite info sheets, installations tips, and adapter kits you’d expect from such a product, the question is this - what exactly can you plug it into?

One good example comes straight from the engine's debut, where FCA also dropped cover on the utterly customized Dodge Super Charger Concept.

In this particular application, the Hellephant mates to a T-6060 manual six-speed transmission, which was pulled from the Dodge Challenger SRT Hellcat. The Super Charger Concept also features a large hood scoop inspired by the Challenger SRT Demon to help shove more air into the intake.

It's a dazzling piece of work, but what about those of us wrenching in our garages? Incredibly, Mopar says the engine was configured for use in a street application, or to be exact, the “engine assembly and kit are designed for installation on pre-1976 street and off-road vehicles.” That means if the car in question is exempt from the standard smog rules which govern post-1976 model years, the Hellephant is technically street legal.

And if the Hellcrate is any indication, that's exactly where the Hellephant is headed. Like its successor crate engine, the Hellcrate is intended for off-road and pre-1976 vehicles, and so far, we've seen it fitted to a number of classic dragsters and street cars.

There's just one more thing to consider - cost. FCA has yet to divulge exactly how much it'll run 'ya to get a Hellephant of your own, but considering the Hellcrate is about \$20,000, you can expect this four-figure monster to be even more pricey. So with that in mind, any machine that's blessed with a Hellephant will need to be quite high-end indeed.

The Hellephant will be available to order in the first quarter of 2019.



Mopars Unlimited Executive Meeting

November 6th, 2018

Meeting called to order @ 7:08pm

Newsletter:

- Jim will produce a January newsletter but will skip February and March since there is minimal content in those months

Associations:

- Patti will update Society Act with the new Executive members
- Patti will pay the registration fees for the SVABC and the NAACC for the new year

Website:

- Jim will update the website to include our next meeting and the date for Mopar Madness

Meeting adjourned @ 7:29pm

**Wishing Everyone A Very Merry Christmas And All The Best In
2019 !**



GFV MOPARS UNLIMITED CAR CLUB MEMBERSHIP

Our purpose is to promote the preservation and restoration of motor vehicles produced by the Chrysler Corporation and to provide a common meeting place to accomplish the purpose of the organization and promote goodwill among themselves and their sport.

2018 CLUB DIRECTORS

President: Ray Myles

Vice Presidents: Garry Keay
Glen Solly

Treasurer: Patti Timms

Secretary: Jaylene Smillie

Membership Director: Rachelle Myles

Sergeant at Arms: Mark Fletcher

Newsletter Editor: Jim Miki

Webmaster: See Ray to volunteer

Store Director: Rachelle Myles

Events Director: Ray Myles

Directors at Large: Ron Parr

Claudio Bandiera

John Wilson

Club Mailing Address:

Mopars Unlimited Car Club
Box 239, Suite 800, 15355 - 24 Avenue
Surrey, B.C. V4A 2H9

Club Email Address:

mopars.vancouver@gmail.com

CLUB STORES:

Club shirts, hats, dash plaques, show shirts

CLUB MEETS every 3rd Wednesday of the month
except for December at Ricky's Restaurant in Walnut
Grove (8720 202 st. Langley, BC) @ 7:00 PM

MEMBERSHIP DUES:

Single: \$30.00

Couple: \$35.00

Family: \$45.00

TREASURY REPORT: available to members by request to the Treasurer or attending the monthly meetings.

NEWSLETTER:

Please email your event photos / stories to:

mopars.vancouver@gmail.com

Member's Business Cards: If you would like to have your business card displayed in the Newsletter at no charge, drop a card off with the Editor (Jim Miki).

Web Site: Mopars Unlimited, Vancouver

DISCOUNTS OFFERED TO MEMBERS

ABBOTSFORD CHRYSLER DODGE JEEP RAM
CARTER DODGE CHRYSLER JEEP
COQUITLAM CHRYSLER
CORY'S METAL POLISHING
DECKER'S AUTO PLUS
HALEY DODGE
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WAKEFIELD SPERLING AUTO PARTS PLUS
YEAR ONE
KMS C.A.R.S PARTS

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Lougheed Hwy. Burnaby	(604) 299-2681
Lougheed Hwy. Coquitlam	(604) 299-2681
7512 Crawford Drive, Delta	(604) 502-0389
#2 - 13890 - 104 Ave, Surrey	(604) 582-1866
Surrey Auto Mall	(604) 531-9156
45086 Yale, Chilliwack	1-800-352-1932
White Rock, BC	(604) 351-8158
19418 Langley By-Pass	(604) 530-2104
Present Discount Card	All Stores
20053 B Industrial Ave. Langley, BC	(604) 530-2104
	All Stores
110 Woolridge St. Coquitlam, BC	1-800-932-7663
	(604) 522-5593

NASCAR's 'Silver Fox,' David Pearson, dies at 83

David Pearson, a three-time champion in NASCAR's premier series widely regarded as one of the sport's finest drivers, died Monday. He was 83.

By Zack Albert [NASCAR.com](#)

Pearson was welcomed into the NASCAR Hall of Fame in 2011 as the top vote-getter in the shrine's second induction class. Nicknamed "The Silver Fox" in a nod to both his late-race guile and prematurely gray hair, Pearson won 105 races in NASCAR's top division, placing him second only to Richard Petty's 200 victories on the all-time list. In a Sports Illustrated poll in 1999, a panel of 40 longtime experts in the sport voted Pearson as the magazine's NASCAR Driver of the Century. The 1976 Daytona 500 winner was named one of the sport's 50 Greatest Drivers during NASCAR's 50th anniversary season in 1998.

"David Pearson's 105 NASCAR premier series victories and his classic rivalry in the 1960s and '70s with Richard Petty helped set the stage for NASCAR's transformation into a mainstream sport with national appeal," NASCAR Chairman and CEO Jim France said in a statement. "When he retired, he had three championships — and millions of fans. Richard Petty called him the greatest driver he ever raced against. We were lucky to be able to call him one of our champions. The man they called the 'Silver Fox' was the gold standard for NASCAR excellence."

Pearson's career in NASCAR's premier series began in 1960. Though he ran just half of the 44 races, he netted the first of his 113 career pole positions and was named Rookie of the Year. His first victory came in spectacular fashion in just the second-ever World 600 — now the Coca-Cola 600 at Charlotte Motor Speedway. Bearing down on the white flag, his John Mason-owned No. 3 Pontiac blew a right-rear tire. Pearson limped home with sparks flying from the wheel rim for the final lap and a half to take the checkered flag and the lucrative \$29,450 purse.

Pearson will forever be linked with Petty, a seven-time champion and one of his biggest rivals. Throughout the 1970s, their car numbers — 21 for Pearson and 43 for Petty — were often atop the scoring pylon. The two drivers finished 1-2 in the premier series 63 times, with Pearson winning 33. Petty told ESPN's Ed Hinton in 2009: "Pearson could beat you on a short track, he could beat you on a super speedway, he could beat you on a road course, he could beat you on a dirt track. It didn't hurt as bad to lose to Pearson as it did to some of the others, because I knew how good he was."

"I have always been asked who my toughest competitor in my career was," Petty said in a statement hours after Pearson's death was announced. "The answer has always been David Pearson. David and I raced together throughout our careers and battled each other for wins — most of the time finishing first or second to each other. It wasn't a rivalry, but more mutual respect. David is a Hall of Fame driver who made me better. He pushed me just as much as I pushed him on the track. We both became better for it."

"We have always been close to the Pearson family because they were in the racing business, just like us. We stayed close, and I enjoyed visits to see David when going through South Carolina. We will miss those trips. Our thoughts and prayers are with the entire Pearson family and friends."

"He's probably the one that made me win as many as I did," Pearson said. "I ran hard because he'd make me run hard. Sometimes he'd make a mistake and I'd pass him. Of course, I didn't ever make no mistakes. I always accused him of having big engines when he passed me."

"But he's a good sport, and I'm telling you, I've had more fun running with him than anyone I've ever run with because I know if I ever went to a race track and he was there, if I could beat him, I'd win the race."

To read the full article, go to: [NASCAR.com/DavidPearson](#)



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JUSTIN KREM
TAG CUSTOMS & ACCESSORIES MANAGER
Direct: 604.514.4050
Parts Fax: 604.534.3518
justin@langleychrysler.com
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langleychrysler.com | 19418 Langley Bypass | **604.534.5355**
Surrey, BC V3S 7R2 | FAX 604.534.2800

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mark@langleychrysler.com

langleychrysler.com | 19418 Langley Bypass | **604.534.5355**
Surrey, BC V3S 7R2 | FAX 604.534.2800

Club Members Business Cards

The logo for Parr Engines & Components. It features a yellow circle with a black outline. Inside the circle, there are four white stars of increasing size from top-left to bottom-right. The words "STAND READY" are written in a bold, sans-serif font along the top inner edge. Below the stars, the word "Parr" is written in a large, bold, italicized serif font. Underneath "Parr", a black banner contains the words "ENGINES & COMPONENTS" in a white, sans-serif font. At the bottom of the circle, the website "www.parr-racing.com" is written in a smaller white font.

RON PARR
604-534-0100
ron@parr-racing.com

101 - 5968 205A Street, Langley, BC, Canada V3A 8C4

An advertisement for Keith Services. The top half features the company name "KEITH SERVICES" in large, stylized, multi-colored letters (blue, yellow, red). Below it, "AUTO AIR CONDITIONING" and "CONSULTING SERVICES" are written in smaller, black, sans-serif font, separated by a small red star. The bottom left shows a man in a suit standing next to a classic orange muscle car (a Plymouth Duster) parked on a beach. The bottom right contains contact information: "VERN KEITH" and "WHITE ROCK, BC" above a phone number "CELL (604) 351-8158" and an email address "radacguy@telus.net".

The logo for Expedia cruise ship centers. It features a circular icon on the left containing a stylized white cruise ship with a blue wake against a red background. To the right of the icon, the word "Expedia" is written in a blue, lowercase, sans-serif font. Below it, the words "cruise ship centers" are written in a larger, bold, red, lowercase, sans-serif font.

CLIFF MOORE
PARTS MANAGER

Parts Direct: 604.857.1000
Parts Fax: 604.857.1024
cliff@abbotsfordchrysler.com

An advertisement for AMSOIL synthetic oil. The top half features the 'AMSOIL' logo in red and blue with a swoosh, and the slogan 'The First in Synthetics.' Below this is a large image of a grey plastic oil jug with a yellow cap, labeled 'AMSOIL MOTOR OIL' and 'SAE 10W-30'. The bottom left contains contact details for Doriano Domirti, an independent dealer.

BC's COTTONWOOD INDUSTRIES
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<http://cottonwoodindustries.mybisi.com>

Mini-Z, Custom Rydz, Pro-pulse
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All R/C Cars NEW/USED are tested

Loré Arens
Owner
cottonwoodindustries@yahoo.ca
Xmods, ZipZaps, Microz
AUTHORIZED GPM RETAILER

The logo for Jan's Custom Upholstery features a red and white stylized car and boat.

