

MOPAR EXPRESS

SMOKE, FIRE & THUNDER BLAZES AT MISSION RACEWAY

Reportedly the largest crowd of the year showed up for the annual Smoke, Fire and Thunder show at Mission Raceway Park on Saturday, August 24th.

Racing featured everything from door-slammers and nitro Harleys, to Pro-Mods and dragsters, but the stars of the show were One Last Stand and Jelly Belly, two wheel standers that did wheelies all the way down the track, and the jet cars, especially a truck aptly named The Bone Shaker, a modified semi with 18,000 hp, 12,000 lbs of thrust that screamed down the track at over 275 mph. * Mission City Record



WHATS INSIDE

Mission raceway	Page 1-2	NASCAR Truck Series	Page 4-5
History of Chrysler (part 1)	Page 6-7	Coming Car Shows	Page 8
Club Meeting Minutes	Page 9	Club Information	Page 10
Kruise for Kids	Page 11	Club Members Business Cards	Page 12



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

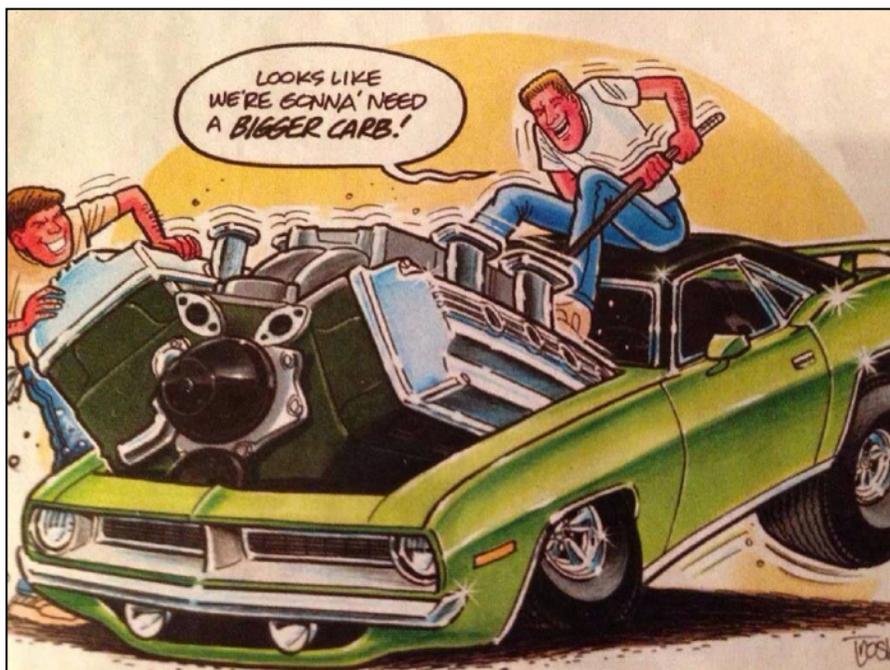
SMOKE, FIRE & THUNDER BLAZES AT MISSION RACEWAY



Garry Payne had some positive dealings with the guys below when he was at the Good Guys car show in Puyallup and would like to share their contact info in case anyone else is looking for bumpers.

Garry found two different Chroming shops out of California that ship but who also come to the major Washington Car shows as well. My bumper was \$330.00 with an exchange or \$440.00 without a core. I had to go without of course. But he stated always looking for cores & could bring it to him next show & get core charge back which is what I will do.

They seem to have all the major classics available for delivery or said if you contact them with an order they will gladly make sure to bring it to any of the future car shows & collect core at same time. The bottom guy is the one I worked with.



When Mopar Ruled The NASCAR Truck Series



Story: Lee Ackerman, September Mopar Connection Online Magazine

In 1994, NASCAR held meetings to discuss a new concept, racing trucks. They experimented over the off season with “the Winter Heat series” and then in 1995 ran their first season of what was called the Super Trucks with 20 races. That first season Mopar was represented by a couple of teams mainly that of K Automotive or Keselowski Racing headed by long-time racer Bob Keselowski which made 16 appearances in the inaugural year. Off-road racer Walker Evans also fielded a team for a couple of events.

In 1996, Mopar increased its presence with Keselowski Racing coming back strong and Walker Evans competing in many of the series events. The legendary Petty Enterprises got involved with a Mopar truck field for Rick Bickle and Granddaddy Motorsports field a Ram for veteran Jimmy Hensley.

Keselowski and Petty continued to carry the Mopar banner through the next several years with owners Ron Norick and David Hobson also fielding Mopar teams. In 2000 a new team was added as Bobby Hamilton Motorsports joined the list of Mopar owners.



When Mopar Ruled The NASCAR Truck Series

In 2001, Jim Smith's Ultra Motorsports also jumped onboard with Mopar led by former Cup driver Ted Musgrave, who finished second in season points. The following year, Musgrave and Ultra Motorsports finished third in points. Musgrave finished third in points again in 2003 with Bobby Hamilton now the lead driver in his team finishing seventh in series points.

After knocking on the door for several years, 2004 turned out to be the year that Mopar finally kicked in the door and claimed the NASCAR Craftsman Truck Series Season Championship. Bobby Hamilton posted four wins as he won Mopar's first truck championship with 3,624 points. Ted Musgrave once again finished third in points with two wins and 3,534 points and Chad Chaffin driving for Bobby Hamilton Motorsports posted two wins and finished tenth in points. The season did not start out well for Mopar at Daytona in the Florida Dodge Dealers 250, but a month later, on March 13 at Atlanta, Hamilton put his Mopar in victory lane with Musgrave and Chapin posting top ten finishes. After the race and after a side-by-side duel with former series champion Mike Skinner Hamilton was excited in victory lane. "I knew it was going to come down to the two of us," said Hamilton. "Even after he got by me, I still felt I had a shot at him. I don't know what it was outside the driver's seat, but it was exciting inside. It took a while for the fans to leave, so I figured it was good for them too." Martinsville in April was not kind to the Mopar efforts, but on May 16 at Mansfield, Ohio in the first NASCAR event in Ohio in 50 years Hamilton salvaged a fourth-place finish. Lowe's Motor Speedway in Charlotte didn't help the Mopar cause much either/

On June 4, it was off to the "Monster Mile" at Dover and Chad Chaffin driving the #18 for Hamilton Motorsports picked up the win. "It was an incredible day," said a very emotional Chaffin after the race. "This is a day I didn't know would ever come." It was Chaffin's first win in the truck series.

The next week at Texas, Mopar teams started getting stronger as they posted three in the top seven with Musgrave second, Chaffin fifth and Hamilton seventh.

It started really coming together on June 19 at Memphis Motorsports Park with Bobby Hamilton scoring his second win of the season and Ted Musgrave finishing third. By winning Hamilton become the first Tennessee driver in the history of the NASCAR Craftsman Truck Series to win in his home state.

For Hamilton the win was special for another reason. "I'm a huge Elvis fan." Commented Hamilton. "I was trying to get here early enough to go to Graceland because I had never been there before, and I'm staying over so I can."



For the full story, visit moparconnectionmagazine.com

The History of Chrysler

1925–1996: Chrysler Corporation **Submitted by John Wilson*

The Chrysler company was founded by Walter Chrysler on June 6, 1925 when the Maxwell Motor Company (est. 1904) was re-organized into the Chrysler Corporation.

Chrysler had arrived at the ailing Maxwell-Chalmers company in the early 1920s, hired to overhaul the company's troubled operations (after a similar rescue job at the Willys-Overland car company). In late 1923 production of the Chalmers automobile was ended.



The iconic Chrysler Building in New York City was company headquarters from 1930 until the mid-1950s

In January 1924, Walter Chrysler launched the well-received Chrysler automobile. The 6-cylinder Chrysler was designed to provide customers with an advanced, well-engineered car, was an automobile at an affordable price. Elements of this car are traceable to a prototype which had been under development at Willys during Chrysler's tenure. The original 1924 Chrysler included a carburetor air filter, high compression engine, full pressure lubrication, and an oil filter, features absent from most autos at the time. Among the innovations in its early years were the first practical mass-produced four-wheel hydraulic brakes, a system nearly completely engineered by Chrysler with patents assigned to Lockheed, and rubber engine mounts to reduce vibration.

Chrysler also developed a wheel with a ridged rim, designed to keep a deflated tire from flying off the wheel. This wheel was eventually adopted by the auto industry worldwide.

The Maxwell brand was dropped after the 1925 model year, with the new, lower-priced four-cylinder Chryslers introduced for the 1926 year being badge-engineered Maxwells. The advanced engineering and testing that went into Chrysler Corporation cars helped to push the company to the

second-place position in U.S. sales by 1936, which it held until 1949.

In 1928, the Chrysler Corporation began dividing its vehicle offerings by price class and function.

The Plymouth brand was introduced at the low-priced end of the market (created essentially by once again reworking and rebadging Chrysler's four-cylinder model). At the same time, the DeSoto brand was introduced in the medium-price field. Also in 1928, Chrysler bought the Dodge Brothers^[16] automobile and truck company and continued the successful Dodge line of automobiles and Fargo range of trucks. By the mid-1930s, the DeSoto and Dodge divisions would trade places in the corporate hierarchy.

1955 Imperial car model, in its first year as a separate make, apart from Chrysler, shown on display at January 1955 Chicago Auto Show.



The Imperial name had been used since 1926 but was never a separate make, just the top-of-the-line Chrysler. However, in 1955, the company decided to spin it off as its own make/brand and division to better compete with its rivals, Lincoln and Cadillac.

On April 28, 1955, Chrysler and Philco had announced the development and production of the World's First All-Transistor car radio. The all-transistor car radio, Mopar model 914HR, was developed and produced by Chrysler and Philco, and it was a \$150.00 "option" on the 1956 Imperial automobile models. Philco began manufacturing this radio in the fall of 1955 at its Sandusky Ohio plant.

On September 28, 1957, Chrysler had announced the first production electronic fuel injection (EFI), as an option on some of its new 1958 car models (Chrysler 300D, Dodge D500, DeSoto Adventurer, Plymouth Fury). The first attempt to use this system was by American Motors on the 1957 Rambler Rebel.^[21]

^[22] Bendix Corporation's Electrojector used a transistor computer brain modulator box, but teething problems on pre-production cars meant very few cars were made.^[23] The EFI system in the Rambler ran fine in warm weather, but suffered hard starting in cooler temperatures and AMC decided not to use this EFI system, on its 1957 Rambler Rebel production cars that were sold to the public.^[22] Chrysler also used the Bendix "Electrojector" fuel injection system and only around 35 vehicles were built with this option, on its 1958 production built car models.^{[24][25]} Owners of EFI Chryslers were so dissatisfied that all but one were retrofitted with carburetors (while that one has been completely restored, with original EFI electronic problems resolved).^[25]



Imperial would see new body styles introduced every two to three years, all with V8 engines and automatic transmissions, as well as technologies that would filter down to Chrysler corporation's other models. Imperial was folded back into the Chrysler brand in 1971.

The Valiant was also introduced for 1960 as a distinct brand. In the U.S. market, Valiant was made a model in the Plymouth line for 1961 and the DeSoto make was discontinued in 1961. With those exceptions per applicable year and market, Chrysler's range from lowest to highest price from the 1940s through the 1970s was Valiant, Plymouth, Dodge, DeSoto, Chrysler, and Imperial.

See next months newsletter for part 2 of the History of Chrysler

A Couple More Shows Before You Put Your Ride To Bed For Winter

Brookwood Secondary Car Show
Sunday, September 22, 2019, 8 AM – 3 PM
20902 37A Ave, Langley



Please join us for our third annual fundraiser to raise much needed funds with 100% of all proceeds going to support our school programs and students.

There are 200 Pre-registered spots available by clicking on the link provided. \$10 pre-registered, \$15 at the gate. \$3 spectator entry, kids 5 and under free.

This year there will be a lot more live music, including our own award winning (did I mention GOLD!) jazz bands, live entertainment, and things for the lil ones to do.

The school band run concession will be offering burgers, hot dogs, and cold drinks and in the morning there will be hot coffee, muffins and donuts.



Turkey run car cruise from Langley to Harrison Hot Springs. Cruise from Langley along Lougheed hwy through mission and on to Harrison and stop at the settler pub for lunch. No rain.event..... Meet at Colossus theater Sunday October 13.2019 hwy#1/200th st. Langley north side..... Departure time is 9:30 sharp be there at least 30:min before..... This is a good weather event.. No rain.... Contact.... Al 604-833-5520

Mopars Unlimited Car Club Meeting Minutes

August 21st, 2019 at Ricky's Walnut Grove

Called to order @ 7: 09pm

Ray chaired the meeting, John was away

Mopar Madness:

- Feedback has been positive
- Executive identified a few things to iron out for next year:
 - more people parking cars
 - order more port a potties
 - DJ won't announce trophies time prior to we being ready next year
 - We sold out of tee shirts so we will look at ordering more

Recent Events:

- Friday Night Cruise-in:
 - 192nd Street by the Tim Hortons
 - People have been behaving stupidly and have been arrested
 - Be responsible
- Sleepy Hollow, Oak Harbour, 360 Fabrications, Good Guys Show, Ladner Quilts & Cars show

Langley Cruise-In

- Meet at Otter Co-op at 7am
- Ray will send out an email with details to ensure all members cruise in together
- BBQ at Ray & Rachelle's after the show

Executive Reports:

- Secretary – nothing to report
- Newsletter Editor – always looking for more pictures and articles for the newsletter
- Treasurer – absent
- Membership Director – absent

Buy & Sell

Meeting adjourned @ 7:40pm

Mopars Unlimited Executive Meeting Minutes

September minutes were not available at press time

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: John Wilson
Vice Presidents: Ray Myles
Glen Solly
Treasurer: Patti Timms
Secretary: Jaylene Smillie
Membership Director: Sandy Raadschelders
Sergeant at Arms: Rick Campbell
Newsletter Editor: Jim Miki
Webmaster: Jim Miki
Store Director: Rachelle Myles
Events Director: Ray Myles
Directors at Large: Ron Parr
Claudio Bandiera
Bruce Johnston

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 re-
quest to the Treasurer or attending the monthly
meetings.

NEWSLETTER:

Please email your event photos / stories to:

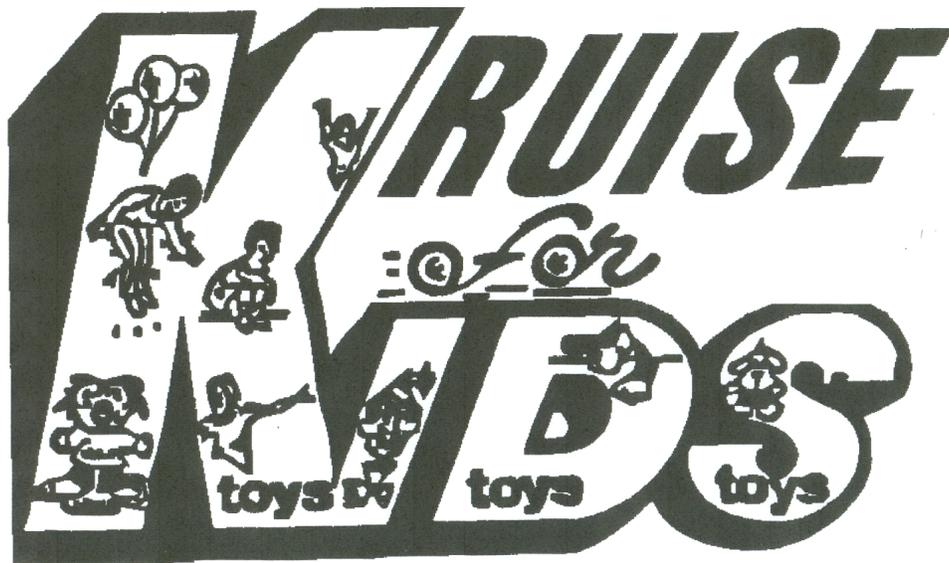
mopars.vancouver@gmail.com

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	30285 Automat Dr. Abbotsford	(604) 857-1000
CARTER DODGE CHRYSLER JEEP	Lougheed Hwy. Burnaby	(604) 299-2681
COQUITLAM CHRYSLER	Lougheed Hwy. Coquitlam	(604) 299-2681
CORY'S METAL POLISHING	7512 Crawford Drive, Delta	(604) 502-0389
DECKER'S AUTO PLUS	#2 - 13890 - 104 Ave, Surrey	(604) 582-1866
HALEY DODGE	Surrey Auto Mall	(604) 531-9156
HOT RODS AND CLASSICS	45086 Yale, Chilliwack	1-800-352-1932
KEITH SERVICES (radaguy@telus.net)	White Rock, BC	(604) 351-8158
LANGLEY CHRYSLER JEEP	19418 Langley By-Pass	(604) 530-2104
LORDCO	Present Discount Card	All Stores
UAP / NAPA	20053 B Industrial Ave. Langley, BC	(604) 530-2104
WAKEFIELD SPERLING AUTO PARTS PLUS		All Stores
YEAR ONE		1-800-932-7663
KMS C.A.R.S PARTS	110 Woolridge St. Coquitlam, BC	(604) 522-5593



SUNDAY-November-10th-2019

Assemble starts 8:30 am, at Red Robin parking lot, in Guildford Town Center, depart at 10 am.!!!

- The Greater Vancouver Car Club Council invites one and all to attend the 2019 KRUISE FOR KIDS!! Decorate your car, decorate yourself!!
- There will be T-shirts for the **first** 150 entrants!, and dash plaques for the **first** 200 ! K4K decals for all!. TON's of door prize !!!

Trophies for Best Decorated Vehicle, Best Dressed Driver and crew, Best Club Turnout, and Best Club Display!!

ALL we ask of you... is to donate ONE brand new toy (unwrapped) per entrant, and we encourage all Car Clubs and individuals to make cash donations.

All toys and donations go directly to **The Lower Mainland Christmas Bureau** [HYPERLINK "http://www.lmcb.ca/"](http://www.lmcb.ca/) **HYPERLINK**



Langley
CHRYSLER

JUSTIN KREM
TAG CUSTOMS & ACCESSORIES MANAGER

Direct: 604.514.4050
Parts Fax: 604.534.3518
justin@langleychrysler.com
facebook.com/TagCustoms

langleychrysler.com

19418 Langley Bypass
Surrey, BC V3S 7R2

604.534.5355
FAX 604.534.2800



MARK FURLONG
PARTS TEAM LEADER

Parts Direct: 604.530.6464
Parts Fax: 604.534.3518
mark@langleychrysler.com

langleychrysler.com

19418 Langley Bypass
Surrey, BC V3S 7R2

604.534.5355
FAX 604.534.2800

Club Members Business Cards



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

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

KEITH SERVICES
 AUTO AIR CONDITIONING + CONSULTING SERVICES

VERN KEITH WHITE ROCK, BC



CELL (604) 351-8158
 radacguy@telus.net

B.A. Trucking



SAND GRAVEL TOPSOIL LANDSCAPE SUPPLIES

BERT WARKENTIN **604-857-0960**

NEORA

Loré Arens

1 (604) 626-5509
 lorearon@gmail.com
 lorearens.neora.com



Founding Member Neora International

Abbotsford CHRYSLER
 Dodge Jeep RAM

CLIFF MOORE
 PARTS MANAGER

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

abbotsfordchrysler.com | 30285 Automall Drive | **604.857.8888**
 Abbotsford, BC V2T 5M1 | FAX 604.857.0110

AMSOIL
 The First in Synthetics



Doriano Domirti
 INDEPENDENT DEALER

23100 76A Ave
 Langley, BC V1M-2J5
 604-725-1204
 ddomirti@wwdb.org
 lubedealer.com/milanodistributor

BC's COTTONWOOD INDUSTRIES
 Hard to find R/Cs, Parts & More
 http://cottonwoodindustries.mybisi.com

Mini-Z, Custom Rydz, Pro-pulse
 Die-Cast Cars/Trucks & model kits
 All R/C Cars NEW/USED are tested

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



Jan Sattan

Jan's Custom Upholstery



Quality Craftmanship • Factory Trained Technician

T 604-715-5810
F 604-598-8700
E jcu.nd@hotmail.com

12117 86 Avenue, Unit E
 Surrey, BC V3W 3H8

