

Colorado Mopar is open to all persons of good character. Our motto is "*Friends Helping Friends*". We meet the first Friday of every month at 7:00 pm at the "Light & Life Community Church", 220 S. Yarrow, Lakewood CO



www.coloradomopar.org

This Month's Meeting: March 6, 2009

**Colorado Mopar
1671 Tamarac St.
Denver, CO 80220**



Volume XVIII, Number 3

March, 2009



Colorado Mopar Newsletter

March 6, 2009

**Next Month's Meeting Is
April 3, 2009**

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Letter From the President

Happy Mopar March to all Colorado Mopar Members!

It looks like Spring is around the corner with the weather we have been having, but you know it will snow again before Winter truly ends. Take advantage of the warm weather while you can, in getting your cars ready for the 2009 Cruisin' season! Check the battery and all the vital fluids to make sure you are all set for the initial start up of the 2009 Mopar cruising season!

The 3rd annual Burt Dodge/Colorado Mopar show is on June 20th in Parker, CO this year. So we have only 4 months to get ready for that show.

Hope to see you all at the meeting this Friday, If the weather is nice, bring out your Mopar for all of us to view.

see ya Friday!

John Quinn
President

Event Calendar

March 6	Colorado Mopar Meeting 7 PM at the Light & Light Community Church, 220 S. Yarrow St, Lakewood CO
May 30	5 th Annual Southern Colorado Mopar Festival The Southern Colorado Mopar Festival and Rocky Mountain LX Meet are now part of the Rocky Mountain Muscle Car Classic at PPIR. Visit rmmcc.com for more information about this year's Classic
May 31	Mopar at Thunder Mountain Bandimere Speedway Morrison, CO Gates open at 8:30 am. Participants pay \$30, with Spectators paying \$13 at the gate. Children 12 & under are free with a paying adult. Discount coupons are available at participating Dodge, Chrysler, Jeep dealers along the Front Range
Jun. 5 - Jun. 7	12th Colorado Nationals, (Good Guys Show) Larimer County Fairgrounds (Budweiser Events Center)
June 20	3 rd Annual Burt Mopars Only Car Show, Presented By Burt Chrysler Dodge Jeep in conjunction with Colorado Mopar. Parker CO.

Remember your Club dues are due by the April Meeting!

Road Test: 1963 Dodge D-100 Pickup

This article is from the August 1963 issue of *Car Life Magazine*.

Dodge D-100 Sweptline Pickup



For some time we have admired the masterful role of the pickup truck in today's pecking order of traffic. Surprisingly often piloted by petite ladies, pickups consistently dominate their portion of the vehicular chicken run through what we have always assumed to be a combination of superior visibility, implied strength and determination, and obvious invulnerability to the lesser fowl.

Part of our interest, then, in testing the Dodge D-100 Sweptline lay in investigating this phenomenon, proving out our theory if possible and for awhile enjoying the position of big brother rooster among the automotive flock. The Sweptline turned out to be magnificently suited to our purpose, a thing of power and purpose, loaded, incidentally, with enough optional equipment and accessories to make a kustom kar addict sit up and beg. To the outside viewer, the most apparent of these extras were: a pair of black racing stripes sweeping up and back over the hood and cab, a pair of gleaming chrome side rails along the upper edges of the box (which harmonized nicely, we thought, with the chrome side strips, chrome side mirrors, chrome wheel covers and the chrome bumpers all optional) and whitewall tires. The principle of conservatism was further bludgeoned by the truck's color—a coat of brilliant shamrock green. We wouldn't have been too surprised to find a calliope keyboard built into the instrument panel.



Inside the cab, however, it was an entirely different story. The first sight of its interior probably would send an old-time truck farmer into hysterics, but we found it comfortable, functional and full of surprisingly effective innovations.

The bucket seats (from a Dodge Dart GT, installed to determine consumer acceptance) were completely comfortable, allowed a good driving position and, best of all, gave a degree of side support highly reassuring to those of us who have made that long cornering slide down a standard pickup bench seat. On the other hand, a third passenger would have only three choices: straddle the between-seats console (another public-acceptance test item, this time plucked from a Polara 500), find a friendly lap or hunker down out back in the fresh air.

Two of the main features of the Sweptline which were to give us pleasure and authority on the street were optional equipment. The first of these was the 200-bhp, 318-cu. in. engine, the most powerful of the three engines available in this model. A 101-bhp, 6-cylinder is also optional, with a 140-bhp 6-cyl standard. The second item was the Loadlite 3-speed automatic transmission (also optional, a 4-speed manual transmission; standard, a 3-speed manual).

Our first familiarization run gave an indication of the ample power we were to enjoy every time we drove the D-100. Feeling rather effete about the very presence of a set of transmission pushbuttons inside the cab of a truck, we punched D, pushed



down the accelerator pedal-and held on! First gear pressed us firmly back into the seat, 2nd came in with a brisk thump and a businesslike chirp from the rear tires, then feathered firmly out into 3rd.

With no further reservations regarding the truck's performance or the virility of the transmission, we went looking for traffic. Within a half-hour we had proved our theory regarding the pickup's easy dominance of traffic patterns (at least to our own satisfaction) and had become firmly attached to the Sweptline, chrome filigree and all.

During our freeway maneuvers the high seating position and large window area allowed us to gain a complete picture of our situation, the big turn blinkers gave unmistakable warning of our intentions and brooked no argument from lane-cloggers, and in general we found that we could move about pretty much as we wished. It actually seemed that the very presence of the truck in a clot of traffic seemed to establish a degree of sanity and order in that particular group of cars. So much for our theories and the Dodge D-100's role as a mobile father image.



A matter of deep interest to manufacturers has been the emergence of the pickup truck from its former strictly utility category and its growing popularity as a pleasure vehicle, either as-is for rough country trips into unimproved hunting and fishing grounds, or with one of the various camper conversions locked into the pickup box and filled with supplies and relatives. The pickup definitely has begun to infringe upon the station wagon's multi-purpose province, or perhaps it would be more accurate to say that the station wagon has begun to abdicate its former position. Except for an occasional nonconformist like the Studebaker Wagonaire, station wagon design has become more and more ingrown, bland and similar as designers have sighted in on the suburbanite's ever-increasing demand for luxury and ever-diminishing demand for versatility. The pickups, conversely, become more versatile every year and, as our test car showed, can be given an almost boudoir like luxury. According to Jack McFarland, Manager of Dodge's Western News Bureau, pickup trucks currently account for 87% of all truck

sales in Southern California, representing enough dollars to make a mound visible all the way from Detroit.

So far, our praise of the Sweptline has been pretty much undiluted. However, there are a few, admittedly minor, items which we would have changed. First, the instrument lighting was inadequate at night-a simple enough matter to correct, and thus all the less excusable. The instruments, including an optional tachometer and oil-pressure gauge, were honest, legible, black-and-white-dial, moving-needle affairs. One item that we'd like to see on ordinary passenger cars was the truck's "traffic hazard warning switch," which flashed the lights on all four corners of the truck-and all at the same time. We never found a legitimate excuse to use it while we had the truck, but can remember several anxious occasions in the past when we'd have given a great deal to have had it flashing fore and aft.

The gas mileage of 10-13 mpg was far from excellent. However, it is not too bad, all things considered; we made no effort to stretch the mileage, and in fact enjoyed the performance of the Sweptline so much that we undoubtedly were a little spendthrift with the acceleration pump and throttle openings.

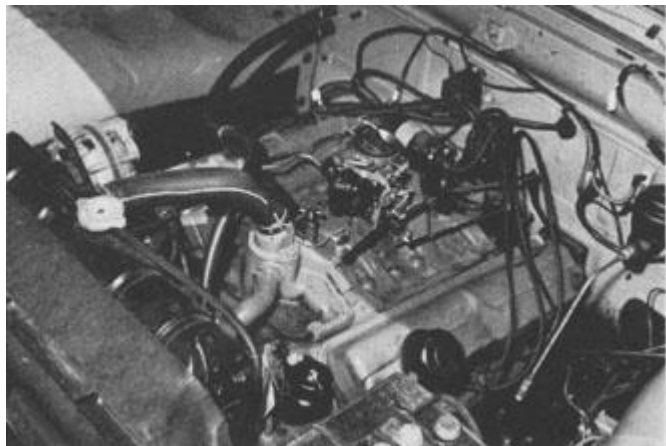
Opportunities to test the pickup under actual farm conditions were limited by a shortage of baled hay or shucked corn around the office. However, we did manage to accumulate about 800 lb. of miscellaneous junk and toured it around the countryside over the worst roads we could find. Performance felt as good as when the truck was empty and, in fact, putting a little weight on the optional 1400-lb. rear springs actually helped the ride. Those garish chrome side rails turned out to be ideal for lashing the load into position.

In summary, the Sweptline looked like a St. Patrick's Day parade all by itself, but was everything that a pickup truck should be, and more. Now they'll never keep it down on the farm. END

See the included chart image from this article by clicking [here](#). The chart is quite comprehensive, and would actually apply to any '61-'65 D-100 Longbed (122" wb) with the Polysphere 318 installed. Figures such as gas mileage, pulling power, speedometer error, and much much more can be found on this chart.

Reference:

Unknown Author. "Dodge D-100 Sweptline Pickup." Car Life August 1963: 12-14



Want Ads

Items will be listed for 2 issues of the newsletter and then will be dropped unless you call or email the editor to request an additional run of 2 more issues.

Lee Shurtleff is selling his beautiful 1964 Plymouth Sport Fury. Standard bore 400 big block, 2 fours on low rise intake, recent valve job on cleaned up 906 heads, HP exhaust manifolds, recently overhauled 727 and 11" converter, 3.23 posi, HD suspension with super stock springs, front and rear sway bars, excellent black bucket seat interior, yellow exterior with nice paint and Weld Wheels. \$18,995

Gerad Richard is looking for a 1928, '29, or '30 Dodge Business Coup. If you know where one is for sale, Call Tony, Jared Richard. Let's help a young gun build his first Rod! 303-294-9898

Kevin Clapham has six Rallye Wheels, 14" with trim rings and the center caps from '72-74. Good condition! Tires on the wheels are in fair condition. Call Kevin for details.

Kevin also is selling a '90 Dodge D100. It is equipped with a 318 FI engine, A500 O.D., 2 wd and a camper shell. \$1200. Call 303-263-5247

Rick Clapham has a '64 A833 4 speed Transmission for sale. Call for price.

PARTING OUT: 1966 Dodge Coronet 440, 4 Door. Solid trunk floor, gas tank, nice interior, many other parts. CALL TONY 303-294-9898

Ryan Needs Patch Panels for his 1974 Charger

Tyson is selling the following: 4x4 727 Transmission for divorced transfer case, shift kit added, 20,000 miles, \$400; '73 - '76 Duster hood, \$80; Rear sump oil pan for 273-360 engines, \$30.

Tyson is also helping a person to sell a '64 Dodge Dart GT, 2 Dr, 273 Hi Performance with a push button 904 Auto Trans.

Tyson is in need of a good 360 engine.

Rich Oliver is in need of a S81 Steering Wheel that fits 1968 B Bodies.

FOR SALE: 1971 Challenger, original 318 & 904 auto. Stored 19 years. Runs good, new carpet, paint, seats, & trunk mat. Good brakes with silicone BF. Still needs some body finishing. \$13,000. John (for Karl) Tuthill, 303-279-8039

Set of TTI small block ceramic coated headers for sale. They are step headers 1 5/8" primaries to 1 3/4" secondaries with a three inch collector. They were bought for a small block engine going into a B or E body car. I am asking \$400 or offer. Keith Lundquist can be reached at: Cuda1970@q.com