

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: August 7, 2009

Colorado Mopar
1671 Tamarac St.
Denver, CO 80220



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Colorado Mopar Newsletter

August 7, 2009

**Next Month's Meeting Is
September 4, 2009**

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Letter From the President


Well Mopar Club members, August is here and we have a lot to do before our big Show at Gunther Toody's on August 22, Saturday.

This will probably be our last show at Gunther's due to new Tenants in the old Jehn Engineering building. We have worked out a compromise with the new retail tenant's and will have to give them a small area for employees and customers to park in on that Saturday. More details on that this Friday.

Also next weekend is our Club's Mystery Cruise set for 8-9-09, Sunday, So we have much to discuss and work out for a busy August.

John Quinn
Colorado Mopar President 2009

Event Calendar

<p>August 9</p>	<p>Colorado Mopar Mystery Cruise Contact Lou Ellen - 303-659-3528. or Lee Shurtleff - 303-284-1752</p>
<p>August 9</p>	<p>4th Annual Church On the Move Car Show 9398 West Cedar Ave. Lakewood, Colorado 1-4 pm Street Rods, Classics, Muscle Cars and Motorcycles If you want to show it bring it. Join us for food, fun for all ages. No entry fee Cash prizes \$50 Peoples Choice \$50 Ladies Choice \$50 Pastors Choice</p>
<p>August 15</p>	<p>Hot August Nights Hot August Nights, Trucks, Low Rider, Hot Rod, Rat Rod, Import, Motorcycle Show \$15.00 Entry that will include a dash plaque Enter at Coloradocustomchrome.com Half of the proceeds will go to the Roman Fund to help cover the hospital expenses. Please come join and help send a message to stop Child Abuse. You can also call Colorado Custom Chrome at 970-284-6552 Thank you</p>
<p>August 16</p>	<p>Great Scott's Annual Car Show Annual Great Scott's End of Summer Car Show from 3-8pm, No entry fee, free dash plaques for the first 100 cars, Door Prizes, Best of Show trophies, must be present to win. Great Scotts Eatery at 1551 Cortez, Northeast corner at Highway 36 & Pecos in Denver, CO</p>
<p>August 22</p>	<p style="text-align: center;"></p> <p>\$20 Entry for 1st Car</p> <p>Annual Colorado Mopar Show will be held August 22, 2009. It will be at Gunther Toody's located at 7355 Ralston Rd, Arvada, CO 80002.</p> <p>Schedule: Move in and Registration: 8:30 AM, Car Show 9:30 AM – 2:30 PM Awards 3 PM</p>
<p>August 29</p>	<p>Arvada Firefighter's Hot Times Kool Kars Charity Auto Show 9 am – 4 pm 68th and Wadsworth For applications and information contact: WWW.HOTTIMESKOOLCARS.ORG <i>Information Line and Voice Mail</i> 720-488-7250</p>

HEMI History

(<http://www.71superbee.com/Hemi/>)



In the late 1930s Chrysler began experimenting with different types of engine designs to improve the performance of their cars. The first hemispherical shaped (half sphere) combustion chamber engine was developed prior to World War II, but it was used very little. During the 1950s, Chrysler continued to modify this engine design for a number of passenger cars. It was not until 1964 that the 426 Hemi engine caught the racing world by surprise.

In 1951, Chrysler introduced the Hemi V8 engine to the public. This engine had 331 cubic inches and featured hemispherical combustion chambers. This engine produced 180 horsepower at 4000 rpm. The first cars to host this new engine were the New Yorker and Saratoga lines. Chrysler, DeSoto, Dodge, Imperial, and Plymouth were the first cars to offer a Hemi engine as an option. Chrysler referred to these engines as the "Red Ram", "Firedome" and "Firepower" motors. These early 301, 331, 354, and 392 ci motors, had little in common with the 426 except for the basic valve train arrangement and spark plug location.

In 1955 Chrysler introduced the first car in North America to produce 300 horsepower and 345 pounds of torque. The 1955 Chrysler C300 featured a 331 ci Hemi with 345 pounds of torque at 3200 rpm. Horsepower for the early Hemi peaked in 1958 with a dual 4-barrel version of the 392 rated at 390 hp.

THE RACE HEMI

In the early 60s, Chrysler released two new engines -- a 413 and 426 ci with a wedge shaped cylinder head design. These engines were called the "Max Wedge". The "Max Wedge" was making a name for itself on the drag strips and Chrysler decided it was time to be taken seriously in the NASCAR circuit. The 426 Max Wedge was strictly a race engine and was offered in Plymouths as the Super Stock 426 and in Dodges as the 426 Ramcharger.

The Hemi engine reintroduced in 1964 was called the "Race Hemi". This engine was developed from the 426, but featured a Hemi-head. The result was the 426 Hemi.

The 426 had iron heads, a 12.5:1 compression ratio, and single Holley 4-bbl carburetor mounted on a cross ram manifold. Engines intended for the drag-strip had an aluminum cross ram with dual Holleys. In 1965 the A-990 race Hemi was introduced with aluminum heads and magnesium intake manifolds.



STREET HEMI

In 1966, the Street Hemi became available. The street version 426 differed from the race Hemi by a lower compression ratio (10.25:1), milder valve timing, and different intake and exhaust manifolds. Cast iron heads were used instead of aluminum. The Street Hemi came with dual Carter 4-barrel carbs mounted on an aluminum

dual-plane intake manifold. The engine's advertised horsepower and torque ratings stayed at 425 hp at 5000 rpm and 490 foot-pounds of torque at 4000 rpm. Many people claim the output was closer to 500 hp. The 426 Hemi was a \$1,100 option on many models and came with either a 4-speed manual or a Torque Flite automatic transmission.

In 1968, the Plymouth Road Runner made its debut with a base price of \$2,986. For an additional \$714.30, it could be fitted with a Hemi. Out of the 44,599 Road Runners made in 1968, only 1019 were delivered with a Hemi engine.

1971 was the last year for the 426 Hemi option. Between the years 1966-1971 the 426 Hemi option was ordered in approximately 10,000 cars.

Very few changes were made to the Hemi motor though it's seven year run. Concerns about emissions led to major detuning of all high performance engines. Insuring a Hemi car was also a bit difficult.

In 1993 Mopar began manufacturing a new Hemi block which made parts once again available. A complete Hemi engine is not currently available, but one can be assembled for about \$10,000. Today, restored original Hemi cars carry a very high price tag.



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.