



MAY - 1983



DALLAS MOPAR CLUB NEWSLETTER

LAST MEETING...

MMCI's Show/Swap meet was accepted with varied response from Dallas Mopar. With probably 80% of our members present, we accounted for about 70% of "their" show! Organization for the event (over four months in preparation) was not the best. We don't know what happened to the games that were supposed to take place, cash prize drawing, etc. And, why did the meet peter-out 6 hours short of its published time?

Now, the meet out at Forest Ln. sure got a lot of attention, but was a disaster as a show. And what happened to the massive Mopar Muscle cruise that was supposed to take place?! How about MMCI's regional chief and his flaming fire burn-outs in his full race Dart? Neat, huh?

Ronnie Tucker's AAR 'Cuda did manage to walk away with the "Best of the Show" award. He was followed closely in the balloting by Charles Cheshier's '71 Hemi 'Cuda and Mark Ainsworth's Hemi Challenger R/T. Congratulations gentlemen on a job well done.

As we will all probably agree, for many of the reasons above and more, Dallas Mopar will remain separate from MMCI. Although their intent here was good, what actually took place, left a lot to be desired. Eric Smith (MMCI's regional dir.) seemed somewhat inexperienced in his role, but should still be recognized as the one solely responsible for putting the whole thing together. These types of events-whether they are ours or someone else's-need to take place more often in order to preserve the Hi-Perf. cars of Yesteryear!!!

THIS MEETING...

The May meeting of Dallas Mopar will be held May 8th at Flagpole Hill in Dallas near White Rock Lake. Time - 2:00 o'clock! Topics of discussion will include many points that need to be considered by all club members. Your participation is mandatory!!! If you cannot attend this month's meet, be advised that some decisions about Dallas Mopar could take place without you. Also, this month we will discuss more upcoming events including - May 28th and Green Valley show and go; plus the Waco Mini-Nats. to be held some time this month-more later...

NEXT MEETING...

N.H.O.A. regional meet in Albuquerque, N.M. - some time in June - find out more at the May meeting.

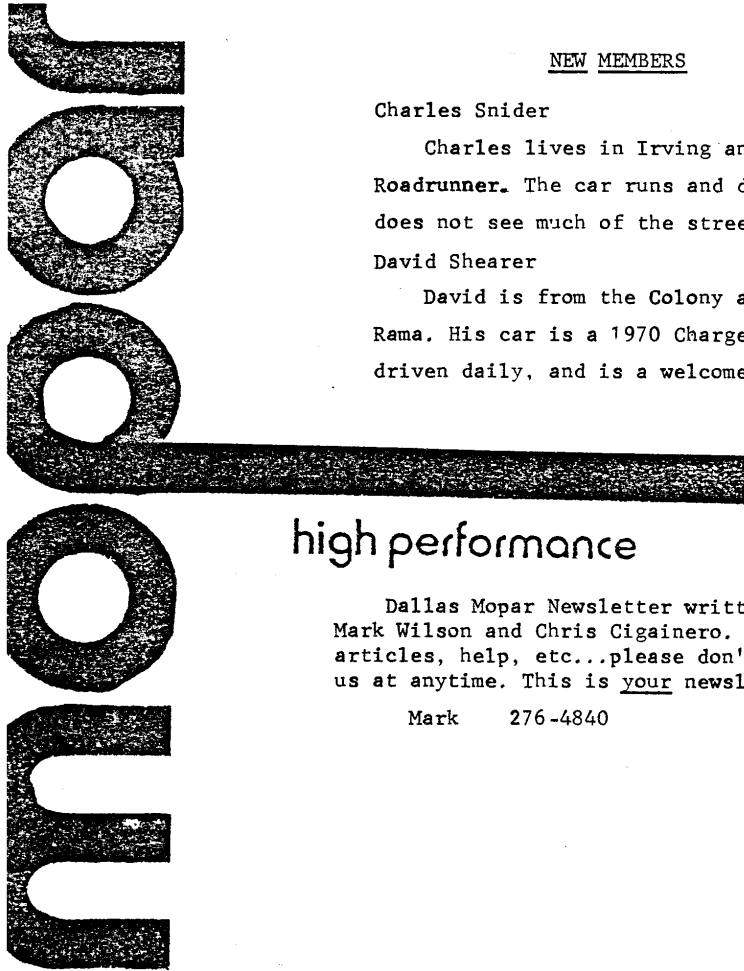
NEW MEMBERS

Charles Snider

Charles lives in Irving and drives a 1968 Ply. Roadrunner. The car runs and drives but presently does not see much of the street as it is being restored.

David Shearer

David is from the Colony and heard of us at the Auto-Rama. His car is a 1970 Charger R/T. The car is very clean, driven daily, and is a welcome addition to Dallas Mopar.



high performance

Dallas Mopar Newsletter written and compiled by Mark Wilson and Chris Cigainero. For comments, suggestions, articles, help, etc...please don't hesitate to call one of us at anytime. This is your newsletter...make it fly!!!

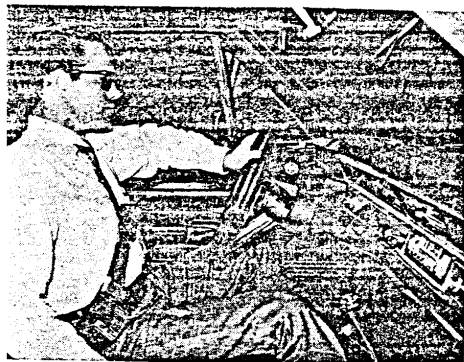
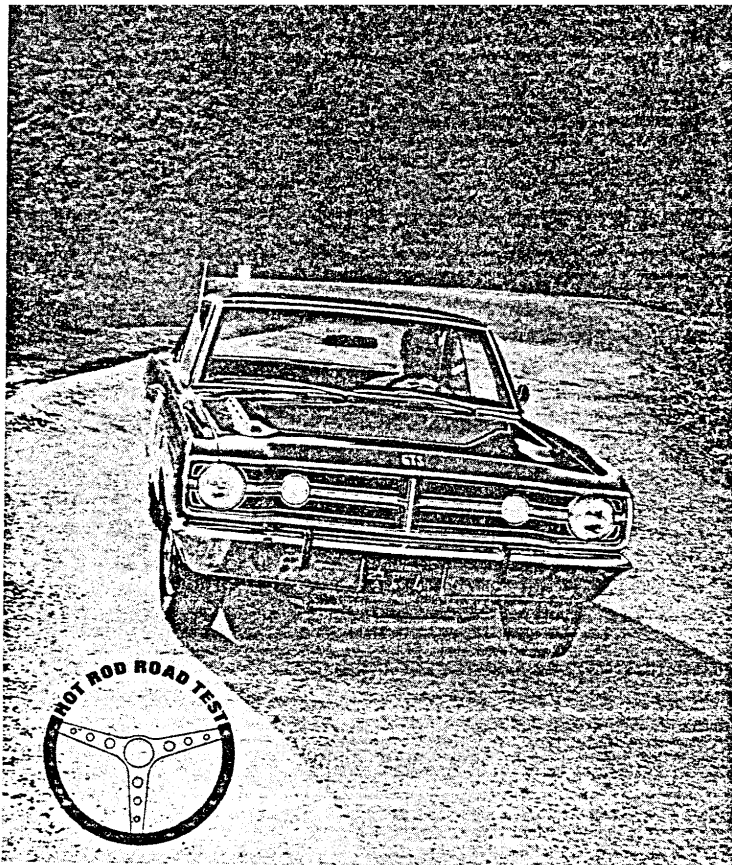
Mark 276-4840

Chris 349-5006

runnin' with the pack

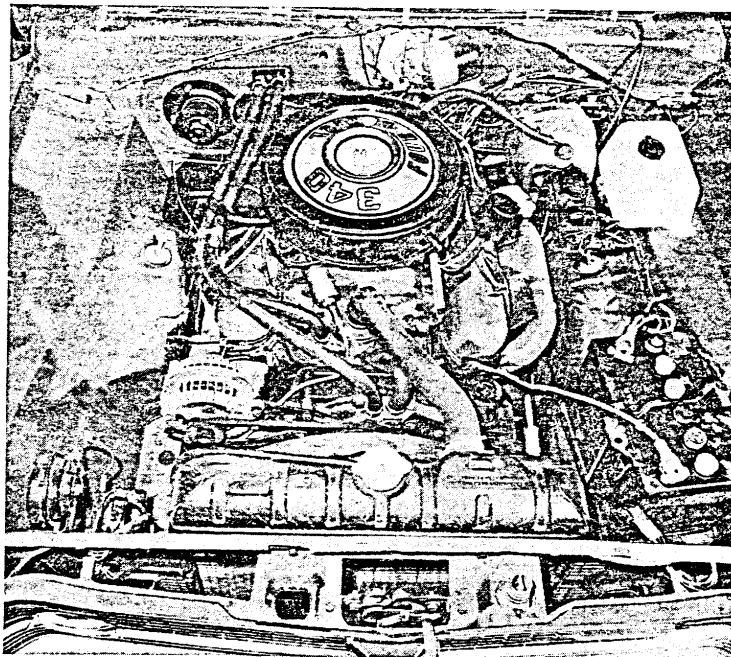
Dodge's GTS 340 comes on as a big surprise. Not only does it wail for a little car, but the big guys better watch out for it too

by Steve Kelly ■ The southeast side of Los Angeles County has its answer to Van Nuys Boulevard (on the north end of Los Angeles) or Woodward Avenue in Detroit. It's Whittier Boulevard and we arrived there on a typical Saturday night in our bumblebee tail-striped Dart GTS. Also present was a horde of good ol' young American street-racer types in their GTO's, Comets and other assorted 3-foot-off-the-ground sedans. And they were all bunched up behind us. Keeping pace beside us was a '59 Impala, 348 propelled (Remember? We all had them once.),



with loud lifters, exhausts and rear window so full of decals that Honest Charley would have been envious.

The signal ahead popped red, and we threw the TorqueFlite into neutral as we drifted to a halt. We gave the gas a couple of jabs and listened to the "blap-blap" from the square-tipped exhaust pipes. The pair in the Chevy heard it too, and eased up slow, with question marks for faces. Now, according to all the rules of street encounters, neither driver acknowledges the



other's presence. You build up the "R's" until the light goes green, then "wail out" a hundred feet or more. If you're behind then, you can back off gracefully and save face.

Well, we don't street race nor endorse it, and even if we did, there'd have been no chance of it this night. The guy riding shotgun "broke the cool" and asked, "Hey, is that an experimental car or somethin'?"

"Yeah, it's somethin'," we truthfully replied.

That's all they needed. They'd already seen the single-numeral license plate (doesn't mean a thing) and a couple of decals on the window (same story), and this set them thinking. They waited till we'd gone before moving out, and we saw them passing words over to the "hot dogs" trailing behind.

MoPars seem to be the setup for '68. First, Plymouth brings out the Road Runner, and everybody follows suit. Then Dodge has the GTS, and everyone else better do likewise. GTS could mean a lot of things (careful, watch those imaginations), but it's what it does that counts. It performs rapidly going straight or around corners, it stops quick and straight, and carries a reasonable price. It also outperforms cars with 50 or more cubic inches of displacement.

Not to take the edge off the Road Runner, the GTS might be a more sensible package. The base price is higher, but you get things like carpets on the floor, fat tires, bucket seats, and a few other niceties that can make Saturday night roaming more comfortable. The engine's smaller, but that could prove an advantage for drag racing classes.

OPPOSITE, TOP — Hood scoops do little more than enhance clean front end design. Rubber-edged bumper guards are neat items. FAR LEFT — Maze of belts and buckles retain driver in accident, but have a habit of tangling themselves. Single buckle release setup would be better. LEFT — Left-side exhaust manifold is raised to clear steering. Plug access is still adequate, and excellent on right side. Watch protruding shock rods, though. They're sharp if you hit 'em hard. RIGHT — GTS looks good from any angle. But concave rear glass might get you a word from your insurance man.

The 340-inch V8 is standard with the GTS. A 300-hp 383 can be ordered, but it adds 89 pounds to the car (with automatic transmission), and 136 pounds with a 4-speed . . . most of it up front. Neither engine can be ordered with a 3-speed manual transmission. Only a 4-speed or TorqueFlite is available, and both at extra cost. The standard rear axle ratio is 3.23 with 3.55 and 3.91 offered, but only in limited-slip form. The 3.23 can be or-

dered either way. Lower cogs can be fitted, but owners will have to go to the dealer performance parts catalog for the listing, and put them in after the car is delivered.

Our 340 GTS had the TorqueFlite and a 3.55:1 axle. Actually, the 3.91 would have been a better deal for us, but as it turned out, we weren't disappointed with what happened.

Low gear in the automatic is 2.45:1. A proper amount of throttle feathering is needed (with street tires) to get away without excessive wheelspin. We managed this without difficulty. Things could be better with the 4-speed since the clutch could be managed by delicate left foot operation. This will produce some wear and tear on the clutch disc, and since the stick version has a 2.66:1 low, it takes some practice at the starting line. The 4-speed times will fall below that of the automatic, but this is more a result of the relatively wilder cam used in stick-shift engines.

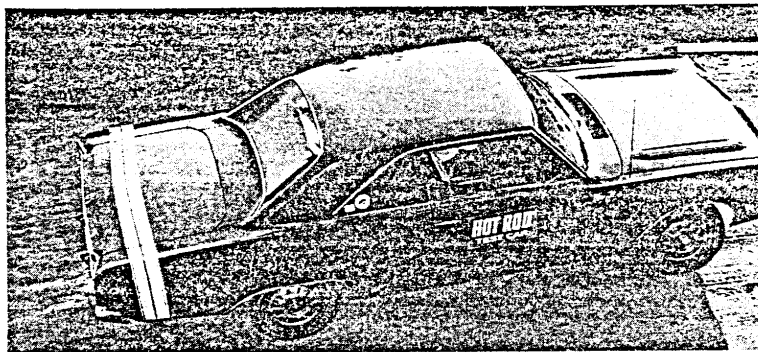
The 340 is from the 273-318 size engine family. All three engines have the same stroke of 3.31 inches. Bore size on the 340 is 4.04 inches. The biggest difference here is the forged crank on the 340 versus the cast type on the smaller engines. Compression is 10.5:1, and number 1, 2, and 4 main bearing material is aluminum-tin alloy, the first application of this type bearing in a quantity produced engine. Number 3 and 5 bearing substance is the conventional lead-base babbitt on steel. Other features of the 340 are as follows: an oil pan windage tray to preclude oil-mist disruption of crank motion at high speeds, a double-roller timing chain (as in the hemi), floating piston pins and extra-strength rods, high-load

take lift of 0.430-inch and 268° of duration. Exhaust valves go 276° and 0.445-inch. Overlap is 44°.

We logged over 3000 miles on our red test coupe and liked it more each day. Our first ride was as pleasurable as the last. The short-stroke 340 will quickly buzz to six grand and seems to want more. However, it doesn't do much good since the torque drops off rapidly after that, and even the forged crank will give up if spun too fast.

We kept our shifts under 6000 rpm and found better times by moving the selector as we passed 5500. Since shifts have to be anticipated by 300 or 400 rpm with the TorqueFlite, this meant our upshifts were occurring at 5800-5900 rpm. Unless you've revised the shift-throttle linkage, don't plan on running in "D". Full-throttle automatic shifts occur at 4500 rpm, and the engine just falls down trying to regain rpm. Revising the shift linkage to make 5500 rpm gear changes (in the drive position) will wreak havoc on the already poor gas mileage, so if the car's driven on the street, be satisfied with manual selector operation.

Overall, the car is neat to drive. Handling is superb, but there are a couple of exceptions to the near-perfect picture. The always-too-high Chrysler Corporation steering column has been carried over to the Dart. It only needs to be lowered an inch or so, and as it is, you find yourself hanging onto the wheel while trying to maintain two-handed wheel control. Smokers will have the cleanest windshields in town until they discover that the cigarette lighter-appearing knob is actually the windshield wiper washer. The lighter is far over in front of the right-side passen-



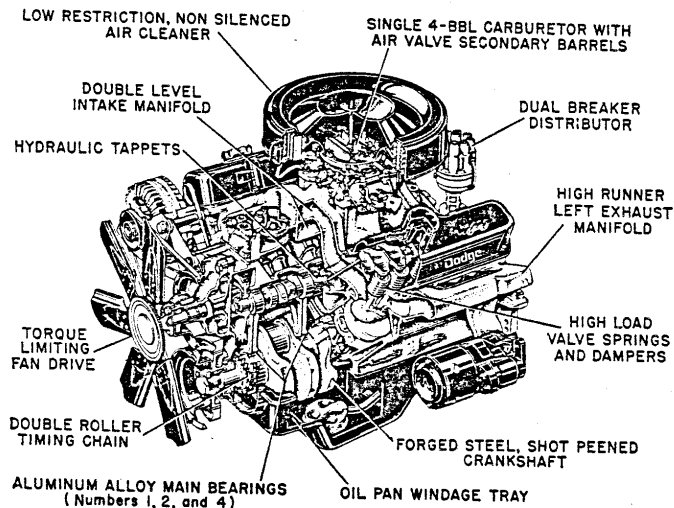
valve springs with dampeners, fluid coupler fan with maximum speed attained at 2200 rpm, and a dual plane 4-bbl cast iron intake manifold.

The camshaft difference between stick and automatic is designed to provide a smoother idle for the automatic. The stick-shift cam has a 276° intake valve duration and 0.445-inch lift. Exhaust is carried at 286° with a net lift of 0.445. Overlap is 52°. Cams in automatic cars have an in-

ger. Push on the logical button, and presto! . . . clean glass.

Seat cushioning could be a whole lot better, and upholstery could be a lot less flat. Odd thing here is that the poor gas mileage (13-15 mpg) and hard seating actually tie in. After an hour or two behind the wheel, driver shirt and pants get a bit damp, and your backside feels like it's on cement. If it weren't for the needle

(Continued on following page)



photography: Eric Rickman

runnin' with the pack

going to empty so often, you'd not have an excuse for ducking into a station and bailing out for a stretch.

Twisting roads seem a lot straighter in the GTS, and brake lights ahead are no reason for panic. Our test car had front discs with power assist, and this helps out without question. Cornering does bring out a weak point in the fuel system. Hang into a tight 90° corner in a hurry, and

the engine starves out. As soon as the car gets level again, it'll pack up and move out once more, but trouble can develop meanwhile. Like what happens when the engine shuts down and there's no more power steering. And suppose the 340 springs back to life quickly, and your foot is still throttle pressing and the back tires are in dirt or water. "Loop-de-loop" is what could happen. Luckily, none of these events came our way, but it doesn't take a genius (We're not in that category, thank you.) to deduce what might take place. A center-pivot Holley would eliminate the chance of any trouble, but only Carter 4-bbl carbs are offered as standard units.

Drag stripping is where this car shows off. Our first pass down Orange County's quarter netted a 14.5-second e.t. and a speed of 95 mph. Not bad for a little car. Not bad for a big car, come to think of it. Everything was in stock trim, including buttoned-up exhausts, street tires with 33 pounds of air pressure, a full tank of gas, and full air cleaner components. We made a dozen or so runs, improving our time to 14.38 seconds, and upping the mph to 97. This was done with the filter element and top half of the air cleaner removed. We left the bottom plate on for air supply and heat insulation. The car really heats up quickly, and after two or three consecutive blasts, the engine will just shut off over 4000 rpm. In fact, our times dropped to 14.86 after the motor had warmed. A cool air inlet package is really needed here, and the flat, blunt grille area provides a good pickup point.

Timing is set at 0° TDC (at idle) advancing to 30° at 4000 rpm. Even with this relatively short lead, the 340 reacts unfavorably when given a slight overload. If the advance is jacked up for drag bashes, it should be brought back down for street operation.

The GTS swings in many ways. It's got plenty of room for rear seat passengers and will serve bachelor and family man with equal aplomb. No need for the young guy to spend bucks making his family wagon look like it isn't. The GTS isn't going to give him away. It'll deliver super-performance for "weekend warrioring" and stand the thrashing without complaint. Man, if we'd only had one of these back in '59. Sure could have had fun "doing it" to the Chevys. It really is "somethin'".

TOP — Photo illustrates finer points of 340 V8. Other interesting data is weight of 539 lbs., 32-inch length, 26.375-inch width, and height to manifold top of 21.563 inches. Should fit in anything from roadster to dragster. BELOW — Trunk liftover height is scant and deck opening super-wide. Stamped trim on lid is prone to easy denting. Square-tipped exhausts emit tone worthy of orchestration.



VEHICLE		BRAKES	
Dart GTS		Type	Front disc/rear drum with power assist
	PRICE	Dimensions: Front disc	10.79 in.
Base	\$3163.00	Rear drum	10 in.
As Tested	\$3620.00	Swept area	314.7 sq. in.
	ENGINE	Effective area	102.3 sq. in.
Type	OHV	SUSPENSION	
Cylinders	8	Front	Independent, nonparallel control arms with torsion bars
Bore & Stroke	4.04 x 3.31	Rear	Parallel, semi-elliptical leaf springs
Displacement	340 cu. in.	Shocks	Direct acting tube-type
Compression Ratio	10.5:1	Stabilizer	Front only, 0.88-in. dia.
Horsepower	275 hp @ 5000 rpm	Tires	E70-14 wide pattern
Torque	340 lbs.-ft. @ 3200 rpm	Rim size	5.5-in. wide
Valves: Intake	2.02 in.	Steering	Type - Recirculating ball with integral power
Valves: Exhaust	1.60 in.	Gear Ratio	15.70:1
Camshaft:		Overall Ratio	13.79:1
Lift	.430 intake, 445 exhaust (automatic)	Turning Circle	38.7 ft. curb to curb
	.445 intake, 455 exhaust (manual)	Wheel diameter	16.0 in.
Duration	.268° intake, 276° exhaust (automatic)	Wheel turns lock to lock	3.5
	.276° intake, 284° exhaust (manual)	PERFORMANCE	
Tappets	Hydraulic	Standing quarter-mile	97 mph in 14.38 sec.
Carburetion	Carter AVS 4-bbl	DIMENSIONS	
Exhaust system	Dual, 2.25-in. exhaust pipe; 1.88-in. tail pipe	Wheelbase	111 in.
TRANSMISSION		Front Track	58.1 in.
Type	TorqueFlite, automatic 3-speed.	Rear Track	56.3 in.
Torque converter	with automatically operated planetary gear transmission	Overall height	53.6 in.
Ratios: 1st	2.45:1	Overall width	69.7 in.
2nd	1.45:1	Overall length	195.4 in.
3rd	1.00:1	Curb weight	3275
DIFFERENTIAL		Test Weight	3320
Type	Sure-Grip	Crankcase capacity, w/filter	5 qts.
Ring gear diameter	8.75 in.	Cooling system	18 qts.
Ratio	3.55:1	Fuel tank	18 gals.

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68 Hemi Charger

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67 R/T, 70 Hemi Super Bird

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70 Challenger

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AAR 'Cuda



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73 Challenger

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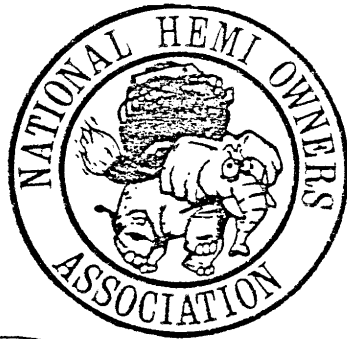
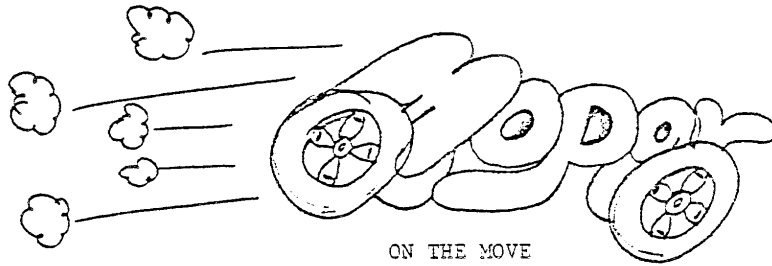
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