

LAST MEETING...

The May meeting of DMC produced varied results. Attendance was lacking due to the annual celebration of Mothers Day and activities were kept minimal. However, some important discussions took place and decisions were made. The result, for the better, should prove to be a great asset towards the attainment of DMC's general goals- Hi-Performance preservation/restoration and the sense of fraternal camaraderie. In one member's opinion, "the cars are there to like and the fellowship to be enjoyed."

Some new appointments have been made in the officer ranks of DMC. They are as follows: Vice-President- Ronnie Tucker; Activities Director- Shannon Lilley; Assistant Activities Directors- Robert Vaughn and Tom Dillinger; Assistant Secretary- Debbie Hancock. In addition to these key appointments, Paul Hildenbrand has offered to draw up a concise list of our club by-laws and constitution.

DMC wishes to thank all those who were willing to come forth and participate on behalf of the club for the club. Anyone else who wishes to participate has any ideas, complaints, etc.- please feel free to call any club officer and let yourself be heard!

THIS MEETING...

The June 12th meeting of DMC will be at 2:00 p.m. at Flag Pole Hill in Dallas.

ACTIVITIES PLANNED...

A cook-out is scheduled. The club will furnish charcoal and lighter fluid. Members are encouraged to bring whatever they might want to eat, games, toys, frisbees, football, etc. Please call Shannon Lilley for details before Friday (between 6:00 and 10:00p.m.). This is so we'll know who's bringing what.

by Mark Wilson

Hey, Cat, Show Your Scat!





STAR TRACKS

The 8th Annual Waco Mini-Nationals was Dallas Mopar Club's first out-of-town venture. If you missed it, I'm sorry, because it was great! The cars, pilots, and passengers that went were: David and Debbie Hancock- '70Charger; Ron Dillinger- '68 Hemi Charger; Chris and Patty Cigainero- '69 GTX; Jerry, Scott, and Pam Calder- '72 Cuda; Shannon and Kathy Lilley- '69 Super Bee, and '67 Charger; Ron, Jan, and Brian Tucker- '70 AAR Cuda; Mark Wilson and Steve Taft- '68 R/T convertible; Bruce and Jeramie- clean '66 Charger; Paul Hildenbrand and Kyle- '70 Challenger R/T convertible; David Shearer and partner- '70 Charger R/T.

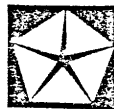
We left at 6:00 a.m. and drove nonstop to Hillsboro where we ate breakfast (average speed 55 mph). We then headed on to Waco where we arrived at 9:30 and registered in at Ft. Fisher Park. We began cleaning and detailing and were done with this chore around 12:30. Dallas Mopar had the best spot, our backs to the Brazos River, and the front was where the road dead-ended.

Anyway, out of 447 cars present, which was 95 more than last year, DMC drew plenty of attention. We were one out of 65 clubs present. Even though no one won from our club, there were some close runner ups. We heard comments like, "look at the Hemi," of Mr. Dillinger's '68 Charger (which was the only 426 there). Also, the only AAR Cuda showing was again an attraction from Dallas Mopar Club. It would be unfair to all cars from DMC to say each and every one didn't get slobbered on, because people LOVE MOPARS, especially, EXCEPTIONAL ONES! Best Mopar in the show went to a beautiful, mint '69 Roadrunner convertible. Think of how nice it must have been to beat out the likes of Dallas Mopars' fine cars.

Aside from the two day show, the 7-lane cruising street, Valley Mills Road was something else! That was the only sight of Mopar Muscle Club, one car, Eric Smith.

Our motel was right across the river from the park, and we all had fun around the town, restaurants, and the river. Let's have trips like this again. And those of you who did not go, join in, it's your club!

by Chris Cigainero



MUSCLE

MANIA

DID YOU KNOW...

That 413 wedge engines were shipped with special instructions that stated they were not to be run at wide open throttle for more than 15 seconds at a time!

Introduced in 1959, by 1962, the 413 was Chrysler's leading performance engine, with 410 hp and 420 hp factory versions.

DID YOU KNOW...

That from 1959 to 1961, Chrysler produced a rare, odd-ball 383 RB engine with a bore of 4.03 and stroke of 3.75!

TAKE A NUMBER

B-Block Mopar Camshafts

Part No.

<u>Hydraulic</u>	<u>Duration</u>	<u>Life</u>	<u>Application</u>
P3690214	284-284	.471	Mild street w/4-speed or auto, 1 bolt
P4120235	284-284	.484	Bracket cam, w/auto, 1 bolt
P4120237	292-292	.509	Bracket cam, w/4-speed, 1 bolt

Mechanical

P3690816	300-308	.520	Bracket cam, w/4-speed 3 bolt
P3690588	332-332	.695	Bracket/Super Stock, "Mini-Express" use mushroom lifters

by Scott Graham



CALENDER OF COMING EVENTS



JUNE

- 10) TRADERS VILLAGE TEXAS SWAP MEET GRAND PRAIRIE, TEXAS
CALL KEN YORK FOR DETAILS 279-9766
- 11) TRADERS VILLAGE TEXAS SWAP MEET
- 12) CLUB MEETING AT FLAGPOLE HILL @ 2:00
THERE WILL BE A COOKOUT FOLLOWING THE MEETING. BRING YOUR OWN
FOOD AND DRINKS. THE CLUB WILL PROVIDE CHARCOAL.
TRADERS VILLAGE TEXAS SWAP MEET
- 13) TRADERS VILLAGE TEXAS SWAP MEET
- 17) NATIONAL HEMI OWNERS ASSOCIATION CONVENTION ALBUQUERQUE, NEW MEXICO
CALL RON DILLINGER 931-5692 FOR MORE INFORMATION
- 18) NATIONAL HEMI OWNERS ASSOCIATION CONVENTION ALBUQUERQUE, NEW MEXICO
- 19) NATIONAL HEMI OWNERS ASSOCIATION CONVENTION
- 25) DALLAS MOPAR CLUB'S FIRST ANNUAL "HERE COMES SUMMER" POKER RALLY
SEE FLYER FOR DETAILS
- 28) NEWSLETTER DEADLINE
ALL CLUB MEMBERS WHO WISH TO HAVE SOMETHING PRINTED IN THE
NEWSLETTER MUST HAVE THEIR ARTICLES SUBMITTED TO MARK WILSON
276-4840 OR CHRIS CIGAINERO 349-5006 BY THIS DATE.

JULY

- 10) CLUB MEETING SITE TO BE ANNOUNCED
- 22) MOPAR NATIONALS-CHRYSLER CAR CLUB CONVENTION MILAN/CHelsea, MICHIGAN
FOR MORE INFORMATION CONTACT MOPAR SCAT PACK CLUB P.O. BOX 2303
DEARBORN, MICHIGAN 48123 313/563-5974
- 23) MOPAR NATIONALS-CHRYSLER CAR CLUB CONVENTION
- 24) MOPAR NATIONALS-CHRYSLER CAR CLUB CONVENTION



GREAT PERFORMANCE STARTS WITH GREAT ENGINEERING
Chrysler Corporation

***** "HERE COMES SUMMER" *****

POKER RALLY

DATE: SATURDAY JUNE 25

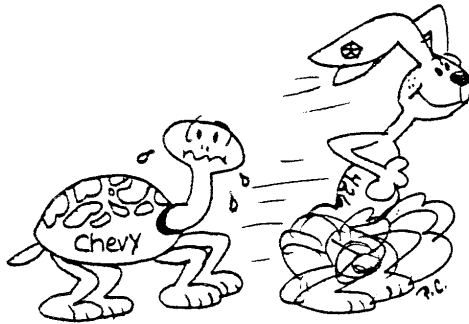
TIME: WORKERS SHOULD BE AT THE STARTING POINT BY 7:15 AM
DRIVERS MEETING AT 7:30 AM
FIRST CAR OUT AT 8:00 AM

PLACE: PARKING LOT IN FRONT OF TARGET MEDALLIUM SHOPPING CENTER

COST: \$3 PER CAR

PRIZES WILL BE AWARDED FOR 1ST, 2ND AND 3RD. IF FOR WHATEVER REASON YOU DO NOT WANT TO RUN THE RALLY, PLEASE VOLUNTEER TO HELP PUT IT ON. I NEED AT LEAST THREE PEOPLE TO MAN THE CHECKPOINTS. BRING YOUR OWN BEER AND DRINKS.

RAM



high performance

Dallas Mopar Newsletter written and compiled by Mark Wilson, Chris Cigainero, and Scott Graham. 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 Wilson 276-4840
Chris Cigainero 349-5006
Scott Graham

A D U C A R R A B A E N C D O E D L I O Y K P D E M O N B O N O
 T B G H E J A D R E L N N L I R U U K E A W C O K K C M I L M M
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 G O E B V R S E O K F P I T O K L E J T R O A D R U N N E R T O B

FIND THE MOPAR

- | | | |
|----------------------|------------------|-------------------|
| 1. AAR | 10. DART SPORT | 19. GTS |
| 2. BARRACUDA | 11. DAYTONA | 20. GTX |
| 3. CHALLENGER | 12. DEMON | 21. MOPAR |
| 4. CHARGER RT | 13. DODGE | 22. PLYMOUTH |
| 5. CHEVYS BITE | 14. DUSTER | 23. ROAD RUNNER |
| 6. CHRYSLER | 15. FIVE HUNDRED | 24. SPORT FURY GT |
| 7. CORONET RT | 16. FORDS FAIL | 25. SUPER BEE |
| 8. CUDA | 17. FORMULA S | 26. SUPER BIRD |
| 9. DALLAS MOPAR CLUB | 18. GT | 27. T/A |



'68 SUPER CARS—HOW THEY COMPARE

	Road Runner	Charger R/T	GTO	GS 400	SS 396	4-4-2	Torino	Coronet R/T
Performance								
Acceleration					Auto-Stick			
0-30 MPH	2.9	2.5	3.1	3.5 secs.	3.0-3.2 secs.	2.9 secs.	2.8 secs.	3.1 secs.
0-45 MPH	4.4	4.4	4.9	5.3 secs.	5.1-5.1 secs.	4.4 secs.	4.9 secs.	4.8 secs.
0-60 MPH	6.8	6.5	7.3	7.5 secs.	7.7-7.4 secs.	6.7 secs.	7.2 secs.	6.9 secs.
0-75 MPH	9.6	9.7	10.4	11.1 secs.	11.0-10.6 secs.	9.3 secs.	10.5 secs.	10.0 secs.
Passing Speeds								
10-60 MPH	3.5 secs.	3.5 secs.	2.9 secs.	4.0 secs.	3.8-3.0 secs.	3.5 secs.	4.1 secs.	3.0 secs.
50-70 MPH	2.53 ft.	2.53 ft.	2.12 ft.	2.92 ft.	278-219 ft.	253 ft.	300 ft.	219 ft.
	3.8 secs.	3.6 secs.	3.6 secs.	4.4 secs.	4.3-3.7 secs.	3.6 secs.	4.4 secs.	3.5 secs.
	3.34 ft.	316.8 ft.	316.8 ft.	387 ft.	378.4-325 ft.	307 ft.	387 ft.	308 ft.
Standing Start 1/4 Mile	15.0 secs.	14.9 secs.	15.1 secs.	16.3 secs.	15.8-16.0 secs.	15.3 secs.	15.1 secs.	15.1 secs.
	93 mph	95 mph	90 mph	88 mph	90 mph-89 mph	95 mph	91 mph	91 mph
Speeds in Gears @ RPM					Auto./Stick			
1st ... MPH	43 @ 5000	46 @ 5000	40 @ 4800	47 @ 4700	52/45 @ 5500	47 @ 4700	47 @ 5000	36 @ 5000
2nd ...	72 @ 5000	81 @ 5000	70 @ 4800	80 @ 4700	85/62 @ 5500	78 @ 4700	78 @ 5000	60 @ 5000
3rd ...	107.5 @ 5000	113 @ 5000	99.2 @ 4800	105 @ 4700	126.5/81 @ 5500	108 @ 4700	115 @ 5000	86 @ 5000
4th ...					121 @ 5500			
MPH Per 1000 RPM	21.5	22.6	20.6	22.3	2.4/22.0	23	23	17.2
Stopping Distances								
From 30 MPH	31 ft.	31 ft.	23 ft.	43 ft.	40 ft.	39 ft. 3 in.	39 ft.	34 ft.
From 60 MPH	126 ft.	144 ft.	145 ft.	182 ft.	121 ft.	163 ft.	174 ft.	148 ft.
Mileage Range	11.3-11.6	9.9-11.6	11.5-14.0	11.8-13.9	10.5-17.0	10.0-18.5	9.2-15.5	9.6-12.1

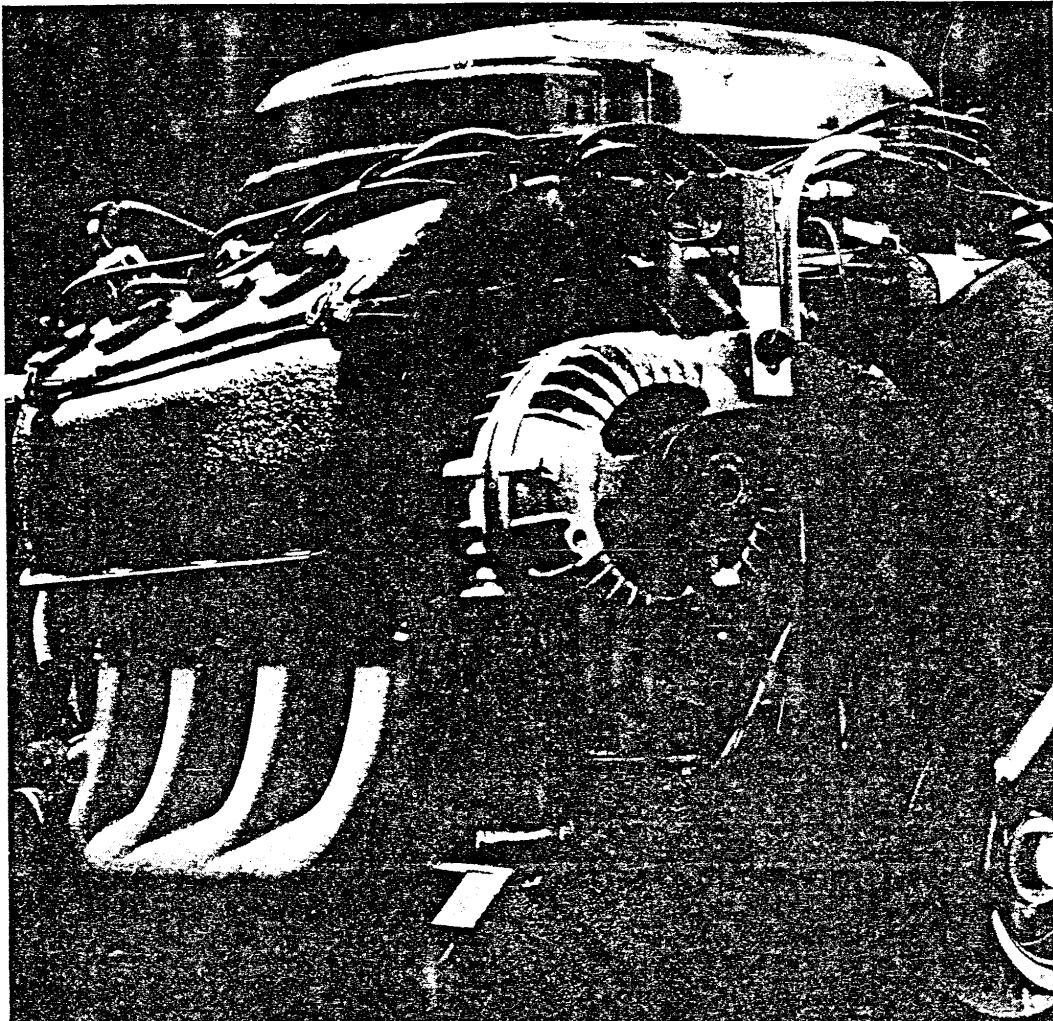
	Road Runner	Charger R/T	GTO	GS 400	SS 396	4-4-2	Torino	Coronet R/T
Comments								
Performance Potential	Excellent	Superb because of large engine size	Virtually no limit	Surprisingly good with only slight retuning	Good, but much work needed	Exceptionally good	Limited by basic design	Good Engine—limited by body model
Normal Use Value	Good passenger car because of bench seat	Good, but somewhat limited for family space	Serves "super" & family duties equally	Excellent	On a par with the GS 400	No complaints	Good passenger space but poor trunk room	Easily the best in comfort & room
Overall Quality	Tight & sound trim & paint	Only minor improvement needed	Pre-delivery detail contributes much	Very tight hard to excel	Improvement seen, but more desired	As good as ever	Unbelievably good	Surprisingly good
We Like	Performance, price, timed ignition lock light, construction & "The Horn"	Style & interior, sporty flavor combined with luxury	Outstanding appearance, rubber bumper, & total consideration for enthusiast	Construction, comfort & genuine quality	Good price, vast amount of options, & big car styling	Styling, quiet powerplant & its options, handling & economy package	Styling, interior comfort & design, handling and ride, seatback latch control	Comfort—roominess, good assembly, engine & boulevard ride
We Don't Like	Small tach, hidden seat-back latches	Non-lockable gas cap, rear vision, trunk accessibility, and high position steering wheel	Smallish rear seat, poor rearward vision on coupes, & absence of side-sheet metal	Control contrast with dash, rear vision on coupes, automatic shift lever	Daytime view-ming of tach, ignition key slot, rear view from coupes, small rear seat	Poor rearward vision on coupes, lack of side-protection	Limited access trunk, poor rear vision. "Having to return it"	Handling, nearly useless ash tray, "hot" radio controls, trunk liftover height

	Road Runner	Charger R/T	GTO	CS 400	SS 396	4-4-2	Torino	Coronet R/T
Bore & Stroke	4.25 x 3.38 in.	4.32 x 3.75 in.	4.12 x 3.75 in.	4.04 x 3.90 in.	4.094 x 3.76 in.	3.87 x 4.25 in.	4.05 x 3.78 in.	4.32 x 3.75 in.
Displacement - cu. in.	383	440	400	400	396	400	390	440
HP @ RPM	335 @ 5200	375 @ 4600	350 @ 5000	340 @ 5000	350 @ 5200	350 @ 4800	335 @ 4800	375 @ 4600
Torque: Lbs.-ft. @ RPM	425 @ 3400	480 @ 3200	445 @ 3000	440 @ 3200	410 @ 3200	440 @ 3200	427 @ 3200	480 @ 3200
Compression Ratio	10.1:1	10.1:1	10.25:1	10.25:1	10.25:1	10.5:1	10.5:1	10.1:1
Carburetion	1 4-bbl.	1 4-bbl.	1 4-bbl.	1 4-bbl.	1 4-bbl.	1 4-bbl.	1 4-bbl.	1 4-bbl.
Transmission Type -- Std.	4-spd. man.	3-spd. auto.	3-spd. man.	3-spd. man.	3-spd. man.	3-spd. man.	3-spd. man.	4-spd. man.
Final Drive Ratio	3.23:1	3.23:1	3.23:1	3.42:1	3.31:1	3.08:1	3.25:1	3.54:1
Steering Type -- Std.	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual
Steering Gear Ratio	28.8:1	28.8:1	28.6:1	28:1	28.8:1	24:1	N.A.	28.8:1
Turning Diameter - Curb-to-Curb	42.8	40.9	40.9	38.96	44.7	40.9	41.5	43.5
Juans Lock-to-Lock	5.3	5.6	5.6	5.56	N.A.	5.56	N.A.	5.3
Frame Size - Std.	170 x 14	170 x 14	G77 x 14	170 x 14	F70 x 14	F70 x 14	F70 x 14	F70 x 14
Std. Brakes	Drum	Drum	Drum	Drum	Drum	Drum	Drum	Drum
Fuel Capacity, Gal.	19	19	21.5	20	20	20	20	20
Curb Weight - Lbs.	3600	3970	3707	4340	3844	3603	3780	3800
Wheelbase - Ins.	116	117	112	112	112	112	116	117
Front Track - Ins.	59.5	59.5	60	59.35	59	59	58.8	59.5
Rear Track - Ins.	59.2	59.2	60	59	59	59	58.5	59.2
Overall Length - Ins.	202.7	208	200.7	209	196.8	201.6	201.1	206.7
Width - Ins.	78	76.6	74.8	75.5	76.0	76.6	74.6	76.7
Height - Ins.	52.5	53.2	52.2	52.8	52.8	52.8	53.5	54

Specifications

Options & Prices

Mjgs. Suggested Retail Price	\$2870	\$3480	\$2228	\$3104	\$2875	\$3127	\$2742.84	\$3353
Engine Options	426 Hemi \$604.75	426 Hemi \$604.75	4-bbl. \$76.88 Ram-Air \$342.29	None	350-hp. \$105.35	2-bbl. \$236.97 F-Incl. \$263.30	335-hp. \$158.08 390-hp. \$622.97	426 Hemi \$604.75
Automatic Transmission	Std.	N.C. Option	184.31	205.24	237.00	184.31	233.17	Std.
4-Spd. Transmission	---	---	84.26	84.26	Std.	Std.	79.20	N.C. Option
11-D 3-Speed	138.90	42.35	42.13	42.13	42.15	42.13	41.60	42.35
11 Performance Tires	56.85	Std.	Std.	56.87	Std.	56.87	43.18	Std.
Special Instrumentation	N.A.	N.A.	84.26	N.A.	94.86	---	N.A.	90.30
Tachometer	48.70	48.70	63.19	47.39	Incl. Above	84.26	47.92	Incl. Above
AM Radio	61.55	61.55	61.09	69.51	N.A.	61.40	61.40	61.55
Custom Wheels	97.30	97.30	63.19	90.58	N.A.	88.47	Std.	97.30
Power Brakes	41.75	41.75	42.13	41.60	42.15	41.60	With Discs	41.75
Front Disc Brakes	72.95	72.95	63.19	63.19	100.00	104.79	64.77	72.95
Bucket Seats	N.A.	Std.	Std.	68.46	110.60	Std.	110.16	Std.
Console	N.A.	52.85	---	---	50.60	---	50.66	52.85
Power Steering	94.85	94.85	94.79	94.79	94.80	94.79	94.95	94.85
Rear Window Defogger	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	21.27	N.A.



Beat it.

In the case of Plymouth's Hemi, that's a tall order. Our competitors in organized drag, stock car and unlimited hydroplane racing have been finding out the hard way. Too bad.

Ask our engineers what makes a hemi-powered anything the one to beat, and they'll probably give you a lot of talk about volumetric efficiency, heat dissipation, flame travel, gas flow, and that sort of technical stuff.

Don't believe it.

You can't make an engine like the Hemi with figures and formulas alone.

It's gotta be yoodoo, baby!

... the Plymouth win-you-over beat goes on ♡

Plymouth

