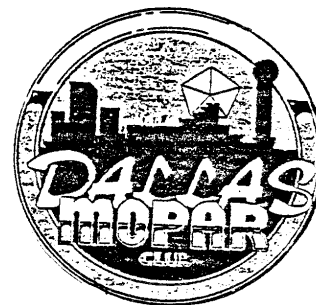




GREAT PERFORMANCE

CALENDER OF COMING EVENTS



JULY

- 10) Club Meeting Pizza Inn LBJ and Abrams at 2:00
We're going from there to Malibu Grand Prix.
- 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
- 30) Club Activity Possible Show and Shine
FLyer will be sent out

AUGUST

- 3) 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.
- 14) Club Meeting Site to be announced
- 27) Hare-n-Hound Rally
More details later



THIS MEETING

THE JULY MEETING OF DMC WILL BE JULY 10TH AT 2:00 PM,
THE SITE OF THE MEETING WILL BE THE PIZZA INN @ LBJ FRWY &
ABRAMS RD. ENTERTAINMENT FOR LATER THAT DAY IS PLANNED.....

SEE THE ACTIVITIES CALENDER ON THE FOLLOWING PAGE.

MUSCLE

MANIA

* HEAT *

IN THE WINTER, WE BEG FOR IT, AND NOW THAT ITS HERE, WE HATE IT. OR DO WE? IF YOU HATE IT, IT MAY BE FOR SIMILAR REASONS I DO, YOU GET HOT, SWEATY, IRRITABLE, TIRED, MAD, ETC. WE ARE CREATURES WHO CAN HANDLE THE EXTREMES OF NATURE. WHAT ABOUT OUR CARS? TEXAS SUMMERS ARE THE WORST KIND. WHAT PRICE DO OUR MOPARS PAY? WHEN WE GET HOT, WE GO INSIDE AN AIR CONDITIONED HOUSE TO COOL OFF AND LEAVE THE CAR TO SUFFER. WELL HERES A FEW TIPS.

THE CAR'S TEMPERATURE SHOULD RUN SOMEWHERE BETWEEN 190 TO 230 DEGREES F. AND THIS IS A GOOD RANGE. THOSE OF YOU IN THE CLUB WHO HAVE AIR CONDITIONED MOPARS ARE THE THE LUCKY MINORITY. BUT WHAT CAN WE DO TO KEEP THEM COOL? LETS TALK ABOUT EFFICIENT AND BASIC THEORIES. FIRST OFF, IF YOUR TEMPERATURE GAUGE SHOWS OVER HALF WAY, AND IS ACCURATE, THEN THIS COULD BE A SIGN OF FUTURE PROBLEMS UNLESS CORRECTED. CHECK ALL HOSES FIRST TO SEE THAT THEY ARE NOT SWOLEN OR "SPONGIE" AND CHECK ALL CLAMPS AND CONNECTIONS. CHECK THE WATER PUMP BY LOOKING FOR LEAKAGE AND CHECK THE BEARINGS BY HOLDING THE FAN BY THE BLADE, (ENGINE OFF) AND MOVE THE FAN UP AND DOWN. NEITHER SHOULD MOVE MORE THAN 1/16 OF AN INCH OR SO. CHECK ALL BELTS FOR TENSION AND WEAR. EXAMINE RADIATOR FOR DAMAGE & SAME GOES FOR THE RADIATOR. SEE THAT RADIATOR IS NOT CLOGGED BY LOOKING DOWN THE NECK AT THE TUBES. (COOLANT SHOULD BE 1/2 INCH BELOW TOP) COOLANT SHOULD BE 50%-50% WITH WATER AND SHOULD BE GREEN OR BLUE, NOT DARK OR RUSTY. ALSO, CHECK THERMOSTAT TO SEE IF IT IS OPENING REGULARLY.

TIPS: WATER PUMPS FOR A/C'D CARS COOL BETTER AND INTERCHANGE. DO YOU HAVE A FAN SHROUD? 160 DEGREE THERMOSTATS COOL

BETTER. TIMING AFFECTS TEMPERATURE!!! IF YOU HAVE COOLING PROBLEMS ASK ME (CHRIS) AND MAYBE I CAN HELP!

DALLAS MOPAR CLUB, OUR PRIDE SHINES!!!!



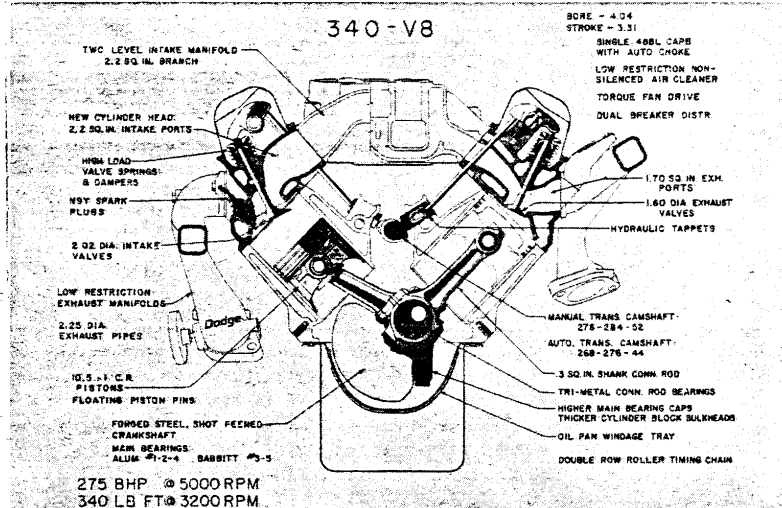
CHRYSLER ENGINES

ALL - 90° V8's

	Displacement - Type 273 Cubic Inch, Opt. Belvedere, Satellite & Coronet Deluxe, Valiant & Dart	318 Cubic Inch Std. Satellite, Polaris, Fury, Coronet, Dart	340 Cubic Inch Std. Baracuda 500, Opt. on Dart, GTS, Formula S	363 Cubic Inch Std. Newport Custom, Monaco 500, Opt. Baracuda, Dart Coronet Deluxe, Coronet 400 Fury, Valiant, Belvedere, Satellite, Sport Satellite	Std. Road Runner	440 Cubic Inch - Std. Imperial, Fury, Chrysler Monaco, Monaco 300	440 Cubic Inch - Std. GTX, Dodge RT, Charger Opt. GTX, Charger, R/T	426 Cubic Inch - Dodge RT, Charger Opt. GTX, Charger, R/T
Bore & Stroke	3.63 x 3.31	3.91 x 3.31	4.04 x 3.31	4.25 x 3.38	4.25 x 3.38	4.32 x 3.75	4.32 x 3.75	4.25 x 3.75
Compression Ratio	9.0:1	9.2:1	10.5:1	9.2:1	10.0:1	10.0:1	10.0:1	10.25:1
Pistons	All pistons are of aluminum alloy							
Connecting Rods	All connecting rods are of forged steel							
Intake Opens (BTC)	10°	10°	25° 22° Auto max.	18°	18°	21°	18°	36°
Closes (ABC)	50°	50°	70° 66°	58°	58°	67°	58°	68°
Exhaust Opens (BBC)	58°	58°	78° 74°	64°	64°	79°	64°	80°
Closes (ATC)	10°	10°	26° 22°	14°	14°	25°	14°	24°
Cam Duration	240°-in 248°-ex	240°-in 248°-ex	276° 268° 284° 276°	256°-in 260°-ex	256°-in 260°-ex	268°-in 284°-ex	256°-in 260°-ex	284°-in 284°-ex
Lift	Intake .372-in. Exhaust .400-in.	.372-in. .400-in.	.445 .430 .455 .445	.425-in. .437-in.	.425-in. .437-in.	.450-in. .465-in.	.425-in. .437-in.	.450-in. .480-in. .480-in.
Valve Diameter	Intake 1.78-in. Exhaust 1.50-in.	1.78-in. 1.50-in.	2.02-in. 1.60-in.	2.08-in. 1.74-in.	2.08-in. 1.74-in.	2.08-in. 1.74-in.	2.08-in. 1.74-in.	2.25-in. 1.94-in.
Valve Material	Intake 1041 Exhaust 21-4N	1041 21-4N	Sil. XB 21-4N	1041 21-4N	1041 21-4N	1041 21-4N	1041 21-4N	Sil. XB 21-4N Stellite faced
Carburetion	One 4-bbl.	One 2-bbl.	One 4-bbl.	One 2-bbl.	One 4-bbl.	One 4-bbl.	One 4-bbl.	Two 4-bbl.
Maximum Horsepower	190 @ 4400	230 @ 4400	275 @ 5000	290 @ 4400	300 @ 4200	335 @ 5200	350 @ 4400	425 @ 5000
Maximum Torque	260 @ 2000	340 @ 2400	340 @ 3200	390 @ 2800	400 @ 2400	425 @ 3400	480 @ 2800	490 @ 4000

*Engines are identical except for cam in automatics which differs from stick.

	Dart GT	Charger R/T	Coronet R/T
Engines:	340 std., 383 opt.	440 std., 426 opt.	440 std., 426 opt.
Transmission:	3-speed automatic 4-speed manual	3-speed automatic 4-speed manual	3-speed automatic 4-speed manual
Axle Ratio:	3.23, 3.55, 3.31	3.23, 3.54	3.23, 3.54
Suspension:	High rate	High rate	High rate
Performance:	340 - 0-60 in 7.1 sec. 1/4-mile: 14.6-37	440 - 0-60 in 7.2 sec. 1/4-mile: 14.4-38	440 - 0-60 in 7.2 sec. 1/4-mile: 14.4-38
	383 - 0-60 in 6.7 sec. 1/4-mile: 14.5-97	426 - 0-60 in 6.3 sec. 1/4-mile: 14.0-101	426 - 0-60 in 6.3 sec. 1/4-mile: 14.0-101



Study it. This is the new 340-inch MoPar. It will be looking down Chevy throats this year.

NHOA Meet Albuquerque, New Mexico

The NHOA meet in Albuquerque can best be described in one word, fantastic. New Mexico can also be described in one word, borrrring. Five hours of nothing but sand and sagebrush is not my idea of a Sunday drive in the country. We arrived on Friday after our twelve hour drive at about 6:00 o'clock. Charles took a little longer because he viciously attacked an innocent screwdriver that was lying in the road outside of Memphis, Texas. The screwdriver went down fighting though and took Charles's truck tire with it. He also had to stop "twelve times" for gasoline.

Most of the participants were from Colorado and very nice people indeed. There cars were very nice also. Just a short list of those that were there; two hemi Daytonas (one with power windows and 4-spd), hemi Superbird, two '67 hemi GTX's, '69 hemi GTX convertible, '68 hemi Super Bee, three AAR Cuda's, '65 factory super stocker, '70 hemi Super Bee that was a tow vehicle no less, several R/T's of various years, at least two Challenger TA's that I remember and DMC's representatives Charles Cheshier's Charger 500 and Tom Dillinger's 6-pack 'Cuda.

Saturday was spent at the local dragstrip, apply named Road Runner Drag Raceway. The temperature was over 100 degrees and with an altitude of over 5000 feet conditions were not exactly ideal for dragracing. Under these conditions the hemi's just couldn't get it going. Charles put up quite an argument but we finally talked him out of running his 500. Just when it looked like nothing was going to run very well that day a superlative pit crew under the supervision of Ron 'Big Daddy' Dillinger, Shannon 'Iceman' Lilley and 'Chief Gofor' Todd proceeded to put the super tune to a 440 6-pack from Dallas. With 'what's his name' behind the wheel the little 'Cuda turned in the fastest time of the day for a street car with a 14.86 quarter mile. As the driver held his trophy aloft the pit crew faded into the afternoon sunlight with the satisfaction of another job well done. In all honesty a lot of credit should go to rookie driver Tom Dillinger as his reaction times were consistantly some of the best of the day.

Sunday morning was the trophy presentation at the buffet breakfast. With a third place trophy for the drags already to it's credit the little 'Cuda from Dallas went on to win the trophy for Most Original Mopar. Charles's beautifully prepared Charger 500 won the Best of Show award so DMC took home three trophies with only two cars present. Good show!

POKER RALLY RESULTS

The first DMC poker rally went off without a hitch. Just the fact that a scrambled street name had the wrong letter in it was no big deal, right Ron? The turnout wasn't very good, only six cars, but I think everyone had a good time. Third place went to Chris and Patty Cigainero even though they made a side trip to Mockingbird Lane. Tom Dillinger continued his winning ways as he and a lovely lady named Tammie came in second. Although he turned a short rally into a long one Charles Snider won first place. He deserved a round of applause for not only winning but he did it without the benefit of a navigator!

After the results were in everyone adjourned with coupon in hand to Pizza Hut and afterwards most of us went for a cruise down Forest Lane. All in all I think our first rally was a success. Watch out for the next one!

DALLAS MOPAR CLUB --- 1983

Jerry Calder 328-1006
10322 Cayuga
Dallas, TX 75228
72 'Cuda, 67 GTX Conv.

Chris Cigainero 349-5006
10436 "D" Ryker St.
Dallas, TX 75238
69 GTX

Ron & Tom Dillinger 931-5692
7601 Dunleer Way
Dallas, TX 75248
70 'Cuda, 70 Chrgr. R/T
68 Hemi Charger

David & Debbie Hancock 288-6577
1731 Belmont
Mesquite, TX 75149
70 Charger

Mark Ainsworth 328-0377
11606 Dorchester Dr.
Dallas, TX 75218
70 Hemi Challenger R/T,
71 Challenger Conv.

Scott Graham
10456 Lockyer #D
Dallas, TX 75238
70 GTX

Shannon & Kathy Lilley 340-8630
11600 Audelia #116
Dallas, TX 75243
69 Super Bee, 67 Chrgr.,
67 R/T, 70 Hemi Super Bird

John Mayer 690-5217
1327 Commanche
Richardson, TX 75080
70 Challenger

Jack Lockhart 234-8029
1309 Chesterton
Richardson, TX 75080
74 Roadrunner

Ronnie Tucker 279-1938
1644 Stroud Ln.
Mesquite, TX 75150
AAR 'Cuda



Ron Taylor 245-1994
1005 Rosewood Cr.
Carrollton, TX 75006
66 Crnt. 500, 67 R/T,
73 Challenger

Paul Hildenbrand 272-0469
3740 Buckingham #174
Garland, TX 75042
70 Chall. R/T Conv.

Charles Cheshier 495-3352
7514 Cottonwood Ct.
Garland, TX 75042
Hemi This & That

Charles Snider 254 7567
2813 W. Pioneer #116
Irving, TX 75061
68 Roadrunner

Glen Dotson 386-4492
4925 Gulfstream
Dallas, TX 75238
69 Super Bee

Steve Taft 681-2631
814 Arrowhead Dr.
Garland, TX 75043
70 Roadrunner

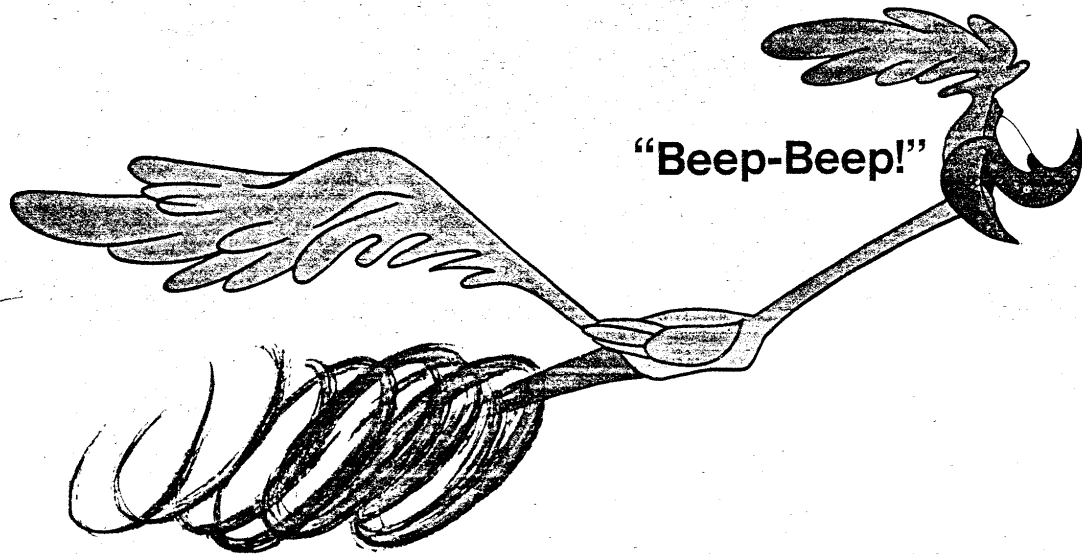
David Shearer 1-370-1679
5109 Pemberton
The Colony, TX 75067
70 Charger R/T

Mark Wilson 276-4840
2621 Western
Garland, TX 75042
68 GTS, 69 GTX, 68 R/T

David Jealous 291-1853
Rt. 1 Box 20
Cedar Hill, TX 75104
68 GTS Conv.

Robert Vaughan 231-6055
9999 Walnut St. #1078
Dallas, TX 75243
70 Hemi 'Cuda

Bruce Jackson 817 431 927
P.O. Box 171
Keller, TX 76248



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- 1960: Plymouth introduces ram induction to passenger cars.
- 1962: Plymouth introduces Super Stock automobiles; first Super Stock transmission.
- 1964: Plymouth introduces 426 Hemi; finishes 1,2,3 at Daytona 500 and 1,2 at Charlotte 600.
- 1965: Plymouth wins USAC Manufacturer's Award; introduces first altered-wheelbase "Funnycar."
- 1966: Plymouth introduces Street Hemi: takes Daytona, Darlington, Rockingham, Atlanta, Charlotte; wins Top Stock Eliminator, NHRA Winternationals, Springnationals, Summernationals, World Finals.
- 1967: Plymouth introduces 383 cu. in. Barracuda, 440 cu. in. GTX, first Supercar Clinics. Petty's Plymouth sets all-time Grand National win mark: 55 victories. Hemi-powered Miss Chrysler Crew wins World Championship Regatta, Detroit River.
- 1968: Plymouth introduces Road Runner, a performance coupe for car buffs with a budget; GT-type rear windows; a completely restyled Super Stock GTX; 318 and 340 cu. in. Barracudas.

(All Plymouth racing cars are specially prepared within the rules established by the respective NHRA, USAC, NASCAR and SCCA sanctioning bodies.)

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