

# PENTASTAR

## RES

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(See application for details)

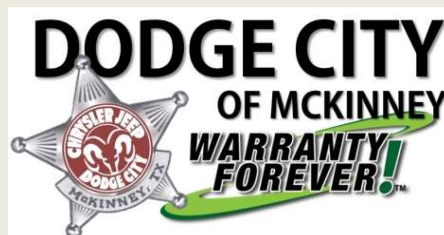
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### MEETING INFORMATION

**Club Meeting 2<sup>nd</sup> Sunday, 2:00 pm**  
**Spring Creek Barbeque 12835 Preston**  
**Rd. SW Corner of Preston & LBJ**  
**972-726-9002**

# Hole Shot



Jerry Reed, President

Mopar Fans;

We all like our Mopars new and old; I personally like the older ones. I find that the older I get the older the Mopar are, that I like. When I was 40 I liked the 70s, when 50, I like the 60s and now in my 60s I like the 50s. Go figure; don't get me wrong I do like the new ones too. They are faster and more fuel efficient and handle better. The older ones just have a look and personality of their own. My Mopars go back to high school when I got my first back in 1968. It was a used silver 66 Satellite hardtop, great looking and driving car. I tried to kill it but couldn't, I drove it hard wrecked it once; it forgave me and served me well. I traded it off in 1970 for a new Black on Black Dodge Charger 500, great looking car. The Charger had a 383, Magnum Rally Wheels, hood pins, air and power steering, Tic Toc Tach and the column shift (Kinda strange). Oh, no console or buddy seat, but did have bucket seats. It was a beautiful car but it had a lot of problems (mechanical) but what a great looking car. I drove it 13 months and sold it due to the problems. Really wish I had it now as I now know how to fix those problems.

I got out of Mopars for a little while and into T-birds and Mustangs, but hopped back into Mopar in 1974 when I found a 1966 Satellite convertible in a junk yard. I bought the car brought it home yanked the 318 out of it and stuck in a 440, what a ride. Drove the car a few years and a guy came by and wanted the 440 so I sold him the car, and it has sat ever since. My car should be running in a couple of weeks now. Then it's off to the paint shop and final assembly. I think the car is my keeper!

I would like an older car now, like a 50's wagon but I can't see it happening anytime soon or even ever. Well back to the Satellite I will find out how the rebuilt 383 run in a week or so and see if it gets me inspired to get her finished.

**Jerry Reed, President**  
**Truck on till next time Jerry**



# Dallas Mopar Club Meeting

May 18th, 2014, Spring Creek Bar-B-Que

The meeting was called to order at 1:55pm by President Jerry Reed. Jerry reminded the members two of our longtime club members are undergoing treatment for cancer, and they are both very ill. We need to keep them and their families in our thoughts and prayers.

Glen Balko brought an unidentified part off of an old Dodge truck and we played a game to see who would win it. I think it was won by Jerry.

Today is a Mopar Race day, and the race is up in Ardmore, Oklahoma. Good luck Robert Vaughan.

Jerry told us that A-Affordable Hubcaps & Wheels has generously donated 4 new tires and two new wheels for our club trailer. Thank you Scott Frazier, the owner of A-Affordable.

MiniNats update: We are getting a map of Garland Central Park so we can show the City where everything will be located during the car show. Everett has to present it to the City to get our permit for the show. The MiniNats committee will meet this coming Saturday morning at Hubbard's in downtown Garland so we can figure out the layout. There are going to be some changes made.

Bill talked to us about the upcoming Wylie Car Show. It is an Open Show, and will be held on July 5<sup>th</sup> in downtown Wylie. It will be open participant judging and he can use all the volunteers he can get.

It was brought to our attention that Fast 440 has closed for business.

We talked about the different car cruises coming up and that Meteor Hamburgers in Wylie has a cruise night on the 1<sup>st</sup> and 3<sup>rd</sup> Tuesdays of the month from 6pm to 8pm. There is no entry fee and they are located at 600 N. Hwy. 78 and Brown, Wylie, TX.

Tracy won the 50/50 pot with his raffle ticket, and I didn't get the name of the person that won the other half of the 50/50 pot with the favorite car in the parking lot.

The meeting was adjourned at 3:45pm.

Lee Elms

**IN CASE YOU MISSED IT...**



## **Up and Coming Mopar Events:**

### **MONTHLY CRUISE UPDATE**

Looking forward to seeing you on the road: [Brad.buttermore@cadallas.com](mailto:Brad.buttermore@cadallas.com)

214-202-7480-Cell

## **2014 Dallas Mopar Club Events Schedule**

**Central Oklahoma MOPAR Association:** (June 14), Joe Barnes Park, Midwest City OK. Contact Tracy Barenz (barenzt@sbcglobal.net) [www.okcmopars.org](http://www.okcmopars.org)

**Bluegrass on Ballard:** (July 5), Wylie. Contact Bill Bonney (challengers4me@gmail.com)

**Dallas Mopar Club:** (August 30), 30<sup>th</sup> Annual Southwest Mopar Mini-Nationals, Central Park, Garland. Contact Everett.Lee@ltmllc.com .

**Texas State Fair:** (September), Fair Park, Contact Jerry Reed (Reed383ply@yahoo.com)

**Grand Street Fall Festival:** (November 1), Whitewright, TX. Contact Brad.buttermore@cadallas.com

**Heritage Festival and Car Show:** (November 8), Edgewood. Contact Brad.buttermore@cadallas.com

***Mopar Magic Auto Club Unlimited, Inc.,  
Shreveport, LA*** [www.moparmagic.us](http://www.moparmagic.us)





[www.cowtownmopars.com](http://www.cowtownmopars.com)

**TMCCC Race Schedule:**

<http://www.cowtownmopars.com/?event=tmccc-race>

**Cowtown Mopars Performance Team:** Club meetings are held the 3rd Sunday of the month.  
Spring Creek BBQ 183 @ Forrest Ridge Bedford 5 pm



[www.facebook.com/pages/Texas-Outlaw-Challenge/177641972277329](https://www.facebook.com/pages/Texas-Outlaw-Challenge/177641972277329)





**20 Classes**

**All Makes**

Wylie Jubilee  
**BLUEGRASS  
on BALLARD**  
Car Show • Chili Cook-Off • Arts & Crafts • Food & Fun

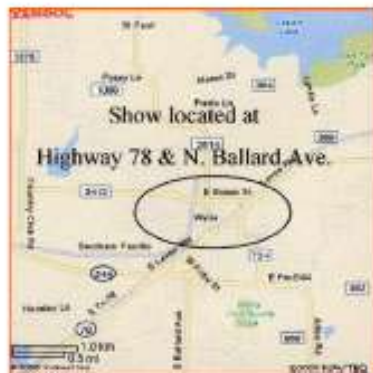
**Classic Car Show**  
**All Makes and Models**  
**July 5, 4 to 9PM**



**Cars, Trucks,  
Motorcycles**

**All Models**

Presented by the  
Wylie Downtown Merchants  
Hosted by the Dallas Mopar Club  
**For Information Contact**



**Bill Bonney**

214-769-5314 or

challengers4me@gmail.com

[www.discoverwylie.com](http://www.discoverwylie.com)

**Online register beginning May 15 at**

[www.dallasmoparclub.com](http://www.dallasmoparclub.com)

**Participant Judged**  
**Free T-Shirts & Goody Bags**

**Registration Fee \$20**







*Don't miss the Dallas MOPAR Club's 30<sup>th</sup> Annual*

## **Southwest MOPAR Mini-Nationals**



### **Labor Day weekend.**

Come join the Dallas MOPAR Club as it hosts the 30<sup>th</sup> annual Southwest MOPAR Mini-Nationals car show. We will have judged classes for all MOPARs, swap meet spaces, parts vendors, food, and door prizes. And join us the next day for a free picnic on Lake Lavon! Visit the website for more details or contact DMC vice president **Everett Lee** at [dallasmoparclub+mininats@gmail.com](mailto:dallasmoparclub+mininats@gmail.com).

## **Saturday, August 30, 8 am – 5 pm**

Garland Central Park (1310 W Avenue F, Garland, Texas, 75040)

Picnic on Sunday, August 31, 12 – 3pm | Hackberry Pavilion at Avalon Park

Register online at [www.dallasmoparclub.com/mininats.html](http://www.dallasmoparclub.com/mininats.html)

Sign up by August 28, 2014 for a chance to win a free Associate club membership!



## Chrysler Parts Distribution Show







With help from designer Maurice Baldwin, Exner came up with a logical, though slightly larger, competitor to Chevrolet's Corvette and Ford's Thunderbird. Sitting on a 105-inch wheelbase (in 1955, both Corvette and Thunderbird rode 102-inch wheelbases) and coming in at 182 inches total length (compared to 167 inches for Corvette and 175 inches for Thunderbird), the Falcon used integrated body and frame construction as well as a 276-cu.in. Hemi V-8 backed by a PowerFlite automatic transmission. As with other Exner idea cars, Ghia built the Falcon for Chrysler.



## New Stuff from the Mopar Brand



### ***Supercharged 6.2 Hemi: “HellCat V8”***



The **supercharged 6.2 Hemi** is due to be shown early in calendar year 2014, with an estimated (by us) 640-680 horsepower. It will have MDS (with the automatic transmission, not the manual) and will use a clutched pulley for the supercharger. This engine, used only by SRT, will be available alongside the much less expensive [6.4 Hemi](#), which is also due for an update.



We have been told by several sources that the internal target is 700 hp, and while we don't believe the target will be reached when they get around to publishing SAE net figures, it's beginning to look as though it'll at least be in the mid-600s for horsepower. It will be hooked up to a manual transmission in Dodge Challenger, and an [eight-speed automatic](#) in Challenger and Charger; we're estimating a peak of 640 pound-feet to stay within the 900 Nm capacity of the [8HP90](#).



“fargo59” wrote that it shares heads with the [Apache SRT 6.4 Hemi engine](#). Which may also indicate a large bore, short stroke design (6.4 is 4.090” bore, 6.1 was 4.055”). A 4.090” bore with a 3.58” stroke would be 376 cubic inches, or 6.16 liters. “A 6.4 with a forged 5.7 crankshaft would give the right dimensions and be relatively easy to work; a shorter stroke is also going to give the idea rod to stroke ratio and make it a high revving engine.” Cams are also reportedly similar to the 6.4 design.



“Danno” wrote, “Air comes in through the front of the blower, and is compressed upwards, goes through runners, makes a 180° turn, and goes straight down through the four heat exchangers (one for each pair of cylinders), then into the intake ports. The fog lights have been replaced by vents for the low-temperature oil/coolant radiators; an opening in the wheel well lets the air flow out. One side is oil cooler the other side is coolant. The coil covers say ‘supercharged HEMI.’”

The engine is slated to appear in the [2015 Charger](#), [2015 Challenger](#), and possibly a new SRT Ram 1500. The intent is to compete against ZL1, ZR1, GT500, and Z28. (Thanks, Danno, oh2o, JRS200x, Auto Technician.)





## How fast will the HellCat go?

[ZF's eight-speed automatic](#), to be coupled to HellCat, has a stunning range: its first gear has a low 4.71:1 ratio, while its top gear is a high 0.67:1. That automatic is the key to giving the V6 Charger its V8-like acceleration, along with 31 mpg on the highway.

Meanwhile, the fastest Mopar ever made (other than Viper and perhaps Tomahawk) was the Dodge Charger Daytona, which broke the 200 mph barrier in 1970, thanks to the hot 426 Hemi V8 and a great deal of time in wind tunnels. Can the new Charger and Challenger beat that time?

The Charger Daytona's drag coefficient was a stunning 0.28, which is still quite good over four decades later — better, indeed, than current Chargers or Challengers. [2015 Chargers](#) and [2015 Challengers](#) might not reach that level of slip, but with the supercharged HellCat engine and the superb gear range of the eight-speed automatic, they probably won't need to.



Forum member "Auto Technician" wrote, "The power required to overcome aerodynamic drag increases with the cube of the speed (e.g. 20 mph requires eight times the power as 10 mph to push through the air.) It looks like it's going to require about 500 hp just push the Challenger through the air at 200 mph, using published drag and frontal area specs. Factor in mechanical losses, rolling resistance, etc... and you're easily well over 600 hp required at the crankshaft to do 200 mph. Keep in mind that the 638HP ZR1 can only do 205 mph." The efficient ZF transmission may help SRT; an open question is the HellCat's power, now predicted at 640-680 hp.

With currently-used P245/45R20 tires (wider tires are expected) and a final drive ratio of 3.06, when the engine nears the current Hemi redline of 6,400 rpm (let's say, when it's at 6,200 rpm), the car should be going

208 mph, ignoring wheel slip, aerodynamic drag, and other limiting factors which are always present. (If they were not, all cars would have much higher top speeds.)

The eight speed drops the top gear from 0.83 to 0.67, while raising first gear from 3.59 to 4.71. That means the SRT people can play around a lot more with axle ratios, and puts seventh gear into play. SRT is probably playing with axle ratios right now, trying to find the best way to maximize performance (there's only so much traction at launch); it looks as though the extra power from the Hellcat will push it over 200 mph.

The question may well change from "Will Dodge break its 44-year speed record?" to "Will it be Charger, Challenger, or Viper that becomes the fastest Chrysler of all time?"

### ***Why call it "HellCat"?***

The HellCat is named after a Grumman World War II fighter plane, used mainly on aircraft carriers; many of its 2,000-hp Pratt & Whitney engines (also used on Corsair and Thunderbolt) were made by Nash, the car company that later joined with Hudson to form AMC, which was purchased by Chrysler in 1987.



Around 12,200 Hellcats were made in a little over two years. They destroyed 5,223 enemy aircraft, more than any other Allied naval planes; the Hellcat's overall kill-to-loss ratio was around 19:1, beating every Japanese aircraft by at least 4:1. Only 270 were downed by aerial combat during the war (most of the planes that were lost fell to training accidents or transport problems).

In 1943, Admiral D.C. Ramsey sent a letter to workers at Nash: The new Hellcat fighters powered by Pratt and Whitney engines have proved their superiority to the Japanese Zero ... In one of the engagements in the Solomon's, the Hellcats tore into 14 Zeros and shot down eight without loss to themselves. The other 11 Hellcats encountered 19 Zeros and destroyed six with a loss of only one plane. The pilots reported, "The Pratt and Whitney engine [many of which were built by Nash] performed admirably with no blower difficulties and few exhaust stack failures."

In the attack on Wake the Hellcats shot down more than 30 Jap aircraft in combat and destroyed approximately the same number on the ground. As far as is known the Zeroes failed to down a single Hellcat. "HellCat" is only an internal project code; other names include Hurricane (four cylinders), Eagle (5.7 Hemi), and Apache (6.4 Hemi).

<http://www.allpar.com/mopar/hemi/hellcat.html>

Edited by: Ray Z





## **Feature Car / Truck: Clint Cash “Cudaman”**



I bought this 1970 Plymouth Cuda about 10 years ago hoping to build it one day. I went to buy some parts from a guy at his shop and saw this car in pieces. I asked him, "What are the options and details of the car?" He replied just a few that got my attention which were: Rallye Red exterior, 440 6 pack, N96 shaker, color key shaker bubble and front and rear rubber bumpers, automatic transmission. Instantly, I could imagine this car back on the road and how it would look! I asked if he would be willing to sell the car in its current condition, in pieces. We agreed on a price and I bought the car.





I didn't start work on this car until the end of 2011. The car spent 1.5 years at the paint and body shop. While it was there we measured the frame and made sure the car was straight! The car made it on a Rotisserie and all the parts I bought new or rebuilt while the car was at the paint and body shop. I did decide to update the engine a bit. I had Kim Barr build the engine with all new components. Some brand names are: Eagle, Harlen Sharp, comp cams. I know what is in the engine but I won't tell you exactly what I did to it. I researched these components which can be used in an original block. The outcome on Kim Barr's dyno with a mild street cam was 600hp and over 660 ft lbs of torque. Kim thought the component I bought would bring in the low to mid 500hp range. He was amazed. The transmission was built by Plano Transmission. I purchased the stall converter to match.



The car was built using original bolt kits from R/T specialties. They provide NEW original style bolts as if the car was built from the factory. I tried to paint the suspension and components the correct colors. The car looks original from up close with many of the correct components. I like this look with performance to back it up!



The car was mostly finished in January 2014 for the Dallas Autorama. It took its maiden voyage from my house down 35 to the market center. I am still not completely finished today. I am finding small fine tune issues I am correcting. But the car runs strong and looks great! Just ask my buddy Bill who wanted to race on Northwest Highway this Cuda vs. his 1970 Camaro how he like seeing a remanence of my tail lights far in front of him. Oh, and by the way soon after that, Bill traded the Camaro for an old Dodge Dart with 456 gears.



Edited by: Ray Z (4/19/14)

# **Technical Article: Mr. Norm – One on One Behind the Big Block Darts**

Story Larry Weiner / Images courtesy of Mr. Norm's collection - October 31, 2013



Norm Kraus is better known to enthusiasts as Mr. Norm.

He's the man who started Chicago's Grand Spaulding Dodge in 1963 and quickly built it into the largest high-performance Dodge dealership in the nation.

He was instrumental in the creation and sales of 1967-1969 383 and 440 Darts. These vehicles made the compact Mopar A-body a terror on the street and strip.



Prototype 1967 383 Dart in the Clayton Dyno at Grand Spaulding Dodge fall of 1966

"It was the fall of 1966, and as intense as the competition was in the muscle car segment, there was no question that it would be escalating in '67 as each manufacturer kept adding models with high performance engine and power-train options," Kraus said. "The newly minted R/T Charger and Coronet B-bodies that were



the foundation of the Dodge Rebellion ad campaign were great, but there was a gap in the Dodge product line without a hot compact. We had great expectations for the all-new 1967 Dart. Promises from Chrysler of a high performance A-body, something that could go toe-to-toe with the likes of the lightning quick 350 horsepower Chevy II Nova SS was just what I was counting on to offer our customers.”

History shows that’s not what happened. “When the redesigned Dart debuted, the only V-8 was the mild-mannered 273. What a letdown! We needed a red-hot compact, and we needed it right now. When the first new Dart arrived at Grand Spaulding, we promptly took matters into our own hands,” Kraus noted. “We made some quick measurements and concluded that there was no question that the 383 from a Coronet would fit. The 383 four-barrel produced 325 horsepower bone stock with 10.1 compression, and could easily make more power with simple upgrades like a more aggressive cam and four-tube headers. I made the decision then and there that if Dodge wasn’t going to offer a big block Dart, then we would.”



**Prototype 1968 440 Dart GSS at Grand Spaulding Dodge in the fall of 1967**

I asked Norm how long it took to get started on the big block conversion. With that, he crossed his arms in front of his chest and looked me right in the eye. “Are you kidding? We didn’t screw around. That car was torn apart before 5 p.m., fabrication started that night and by the end of the next day the Dart was running with a 383 under the hood, backed by a 727 TorqueFlite and an 8¾-inch Sure Grip rear-end, all from a Coronet. We measured the Coronet rear-end before we installed it and it was three inches wider than the stock 2.94-geared Dart third member. It still fit in the stock wheel wells, even with the larger B-body wheels and tires. As soon as it was pulled off the dyno, I took the Dart, now powered by the big block with headers, a dual exhaust system and 4.11 gears out for a spin and was amazed.

“Instead of driving and sounding like an economy car for a little old lady, the Dart now had real muscle car attitude, with plenty of power. The 383 Dart was great fun to drive, had tons of torque and when properly set-up, there was no doubt that it could easily dip into the 13s. We knew we had a home run on our hands with the big block Dart. The next step was to find a way to get them built in quantity.”





This 1968 440 Dart GSS is shown at US 30 Dragstrip in Indiana in the Spring of 1968. It was probably used to test the Powertrain and chassis combination.

#### A meeting at Chrysler:

“Grand Spaulding Dodge was a new car dealership, and our primary focus was selling cars and trucks, not building them. The 383 Dart would have to be produced by Chrysler. The fastest way to accomplish this was to drive it from Chicago to Chrysler Corporation headquarters in Highland Park, Michigan, and show it to Bob McCurry, Vice President of the Dodge Division.

“Upon arriving in Highland Park, I met with McCurry. He was so impressed with the performance of the 383 Dart that he called down the engineers and asked them point blank why he was told that only a Slant 6 or a small-block would fit in the vehicle. As the engineers looked over the stock appearing big block engine installation in the Dart, McCurry said to them sarcastically ‘look at what the kid from Chicago did. Why couldn’t you do it?’ One of them replied, ‘Because of the steering box is too close to the exhaust manifold.’ But another engineer noticed we put a heat shield over it! Using a little hot rod ingenuity, we had patterned a simple, inexpensive metal heat shield for the steering box and solved the problem.



**This 1968 440 Dart GSS is reputed to be the same car in the above photo, restored to original condition.**

“After discussing the opportunity to sell 383 Darts with McCurry, he told me that Chrysler could build the 383 Darts, but because it was not a regular production option, if we really wanted them, we would have to order a minimum of 50 cars at a time. McCurry knew that virtually no dealer would ever order 50 cars like that on spec, but I really believed in the big-block Dart. Without hesitation I told them no problem, let’s do it and the production 383 Dart was born.”

Norm had a black and white 8 x 10 photo of the original 383 Dart GT prototype strapped to the dyno at Grand Spaulding Dodge. “We ordered all of the 383 Darts using the upscale GT hardtop model, fully trimmed out, including buckets, console and floor shift, just like the car in that picture. The next challenge would be for us to successfully market the 383 Dart. Since it appeared that we would be the only dealership selling the big block Dart, I thought that we should give it a unique model name so that everyone would know that it was something special, and available exclusively from Grand Spaulding. Since it was already a Dart GT, we decided to call it the Dart GT/N.

“One of our goals was to be sure that enthusiasts were aware that Grand Spaulding Dodge would stock a great selection of these high performance A-bodies for immediate delivery, too. To accomplish this, we knew that the key to success would be lots of positive media exposure.”

### **Promoting the 383**

Because these were special order vehicles, he couldn’t depend on Dodge to promote the big block Dart. He was on his own when it came to creating enthusiast awareness.

“In advance of receiving the first shipment of production 383 Darts, we immediately contacted the editors of the enthusiast car magazines and invited them to come out and test drive our prototype big block Dart. Once they drove the 383 Dart, they were as impressed with its performance as we were. All of them wrote great stories about it. We began promoting the GT/N in all of our advertising, even in radio spots on WLS, the mega-watt AM channel in Chicago that was heard nearly coast to coast at night. We included information on the new big-block Dart in the Mr. Norm’s Sports Club newsletter that we mailed to all of our members every month. We were sure that if performance enthusiasts not only in Chicago, but around the nation knew that they could get a 383 Dart from Grand Spaulding, we would sell every one that we could get.

“As soon as the stories and our advertising started to hit, we were flooded with calls and letters from all over the country. We even received letters from GIs in Vietnam asking about how they could reserve one of the 383 Darts so that it would be ready and waiting when they returned home. Knowing that most of the people would want to add performance and dress up items, we developed custom made parts. With Gary Dyer developing high performance packages, a well-stocked parts department that was second to none, and an extremely

knowledgeable team in the service department, we were ready to help each purchaser build their new Dart into a competitive street or strip car right off the showroom floor.

“The first cars arrived in the fall of 1966. Chrysler had changed the emblems on the vehicles. The 383 Darts had GTS chrome letters on the front fenders instead of the large GT badge. Since it had the GTS lettering on the front fenders, and each of the letters was individual, instead of calling it the GT/N, we renamed it the GSS, for Grand Spaulding Special. We immediately changed our ads from GT/N and marketed the cars as Mr. Norm’s GSS Darts. The result was an instant legend.”

#### **440 plans**

“By May of 1967, with the model year drawing to a close, we began to plan for 1968, knowing that we had to raise the bar again. We knew that Dodge would be offering the 383 as a regular production option in the Dart. We decided to kick it up another notch and develop the 440 Dart. As soon as the first 1968 383 Dart GTS arrived at Grand Spaulding, we put Rich Moudry, one of our high performance mechanics, to work on the car, pulling the engine out and installing a 440 from a Charger R/T. Other than a few simple mods like a mild notch on the K frame to insure adequate clearance for the oil pan along with drilling and tapping new holes in the oil filter boss for the left motor mount, there was really nothing to it.

“We also performed several upgrades to the 440 engine before dropping it into the Dart, including enhancements to the oil pump, installing chrome moly push rods, aluminum valve spring retainers, heavy-duty valve springs and the use of 383 rod bearings because they had a larger oil groove than the standard 440 bearings. These upgrades all became part of the 440 GSS Dart package and went a long way to making the engines more durable while helping our customers win races.

“As soon as the conversion was done and I eagerly took the 440 Dart out for a spin. The weight of the 383 and the 440 engines was nearly the same, so this was not an issue. The new engine was installed in the same location as the one it replaced, so the handling of the 440 Dart was on par with the 383 Dart. With a stock rating of 375 horsepower from 440 cubic inches, we knew that it would be easy to produce a streetable package with about 440 horsepower, resulting in one horsepower per cubic inch. That was not only a serious street car, but there was no doubt that it would be a real force to be reckoned with on the track in Super Stock. “As with the 1967 383 Darts, Chrysler handled the production version of the 440 Darts for both 1968 and 1969. In the case of the 440, the engines were built at the Trenton engine plant, and were identified as HP for ‘high performance.’ Chrysler subcontracted the 440 conversions to Hurst Campbell at their facility on 11 Mile Road in Madison Heights, Michigan. Each of the 1968, and subsequent 1969 440 Darts started life as a 383 Dart built at the Dodge Hamtramck plant, less engine, with a 383 H-Code VIN on the paperwork, which was changed after the installation of the 440 to an M-Code VIN, with the other characters in the VIN remaining the same.

“In the 1960s, Chrysler was well known for their industry leading five-year, 50,000 mile warranty. Chrysler knew that the typical buyer of a 440 Dart was likely to modify or race the vehicle, so they only offered a 12-month, 12,000-mile warranty limited to the original purchaser. A special three-page pamphlet from Chrysler



explained the warranty. It did not have any impact on sales. The fact was, most of our customers who bought 440 Darts modified them soon after purchase, and were far less worried about the warranty than they were about winning races.

"Needless to say, just like the 383 GSS Dart, the 440 GSS Dart was a huge success. The pocket rockets of their era, the big block GSS Darts were available from 1967 through 1969. They were highly competitive vehicles on the street and strip and paved the way for other special vehicle packages such as the GSS Six Pack and Supercharged Demons we developed and sold in 1971 and '72. The 383 and 440 Darts played an important part in building the image of Grand Spaulding as the place to go if you wanted the ultimate high-performance Dodge."

ADVANCE DEALER SHIPPING NOTICE 5196 DODGE DIVISION CHRYSLER

PLANT: HANTRAMCK ASSY VEHICLE IDENT. NO. 1523-108-245534 SHIP TO ORDER NO. 51 BODY TO ORDER NO. 57147 SPEC X

TO: NEW-CHICAGO-AST C01-BL-900971

CHRYSLER CREDIT CORPORATION

SHIP TO: GRAND SPAULDING AUTO SALES INC 3900 WEST GRAND AVE CHICAGO ILLINOIS

SHIP TO: GRAND SPAULDING AUTO SALES INC 3900 WEST GRAND AVE CHICAGO ILLINOIS

BODY TYPE	COLOR	YEAR	DESCRIPTION	WEIGHT	FACTORY MILEAGE
LS23 W1M P6R			DODGE DART GTS - 2 DOOR HARDTOP THE FOLLOWING ITEMS OF STANDARD EQUIPMENT ON THIS MODEL ARE EXTRA COST ON SOME OTHER MODELS OF THIS CARLINE: VINYL TRIM, CIGAR LIGHTER, DUAL HORN, CARPETS, BUCKET SEATS, FRONT AIR FOAM SEAT CUSHION, GLOVE BOX LOCK, HEAVY DUTY REAR SPRINGS, HEAVY DUTY TORSION BARS, FRONT ANTI-SWAY BAR, SHOCK ABSORBERS-FIRMIDE TORQUEFLITE TRANSMISSION, 340 CID 488L ENGINE, BUMBLEBEE STRIPES, RED STRAOK TIRE, STILL MOLDING.	3095	
P6R			BUCKET SEATS-VINYL		
C16			CONSOLE	20	
D31			HEAD RESTRAINTS-LEFT & RIGHT	8	
D34			TORQUEFLITE TRANSMISSION		
D56			AXLE RATIO-2.55		
D91			DIFFERENTIAL-SURE GRIP	48	
E03			383 CID ENGINE - 4 BBL	134	
G33			MIRROR - LEFT SIDE REMOTE CONTROL	1	
R11			MUSIC MASTER AM RADIO	7	
V1M			VINYL BOOT-WHITE		
V8R			BUMBLEBEE STRIPE - RED		
W11			DELUXE WHEEL COVERS		
Y39			SPECIAL ORDER		
T73			ETOX14 RSW POLYESTER TIRE L492214		
093 DESTINATION CHARGE					

White/Red

1 Dealer Copy

-2-

- (1) Change engine oil every three months or 4,000 miles, whichever occurs first;
- (2) Replace the engine oil filter every second oil change;
- (3) Clean the carburetor air filter every six months (replace every two years);
- (4) Check the operation of the crankcase ventilator valve and clean the oil filler cap every six months (replace ventilator valve every year).

(C) Odometer Mileage

The warranty coverages hereunder shall be null and void, and no further warranty responsibility will be assumed for the vehicle if the odometer mileage shall have been altered so that accurate vehicle mileage cannot be determined.

(D) Remedies

Chrysler Corporation's obligation under this warranty is limited to repairing or, at its option, replacing any part or parts of the vehicle that prove to be defective within the applicable provisions of this warranty. Service under this warranty shall be performed by any authorized Chrysler, Plymouth, Imperial or Dodge dealer, at the dealer's place of business, without charge for replacement parts or labor.

(E) Other Conditions

This warranty shall not apply if the engine or drive train components of the vehicle shall have been altered from the manufacturer's specifications or modified in any manner; nor shall this warranty apply to any repairs or services required as a result of using parts not sold or approved by Chrysler Corporation. This warranty shall not apply if the vehicle shall have been subject to misuse, negligence or accident. Misuse of the vehicle includes, but is not limited to, all forms of extreme operation, such as racing or other sustained high speed use, acceleration trials or wide-open throttle operation or other high speed acceleration, or shifting transmission gears at high engine RPM.

This warranty does not apply to parts replacements, mechanical adjustments, repairs or other servicing normally made or required as maintenance, such as replacing spark plugs, condensers, ignition points, filters, etc., or performing wheel alignments, wheel balancing, brake adjustments, engine tune-ups, cleaning fuel system, etc.

Chrysler Advanced Shipping Notice for the 1969 Dodge Dart. The VIN has an "H" in the sequence. Hurst Campbell Facility, Madison Heights, MI.

Rare copy of the original Chrysler special warranty for 1969 440 Darts

<http://www.carsandparts.com/Articles/Mopar/Features/mr.-norm-ndash-one-on-one>

Edit by, Ray Z 041914



*"Now that looks safe, checking air under the tires"!*



*Norm uses the 1967 Mr. Norm's Super Charger Funny Car to anchor the ad that is targeted to a drag racing audience. Mr. Norm was using the 383 Dart proto-type to pre-sell the production cars that have not yet arrived from Chrysler. "This is outside, looks like snow on the sidewalk, pulling a wheelie" (Ray Z)*



*The Mr. Norm's 1968 Super Charger Funny Car and 1965 Coronet S/FX in the Grand Spaulding Dodge service department. "Your normal service bay"*

## **Mopar's: For Sale - Cars Wanted – Stuff**

**Small Block Mopar Edelbrock STR-12** Cross Ram intake with 2-Holley 4bbl carbs (500cfm's I believe), linkage, 2-air cleaners, fuel lines, all in great working condition...\$3000

Contact Rick Peacor [rickpeacor@hotmail.com](mailto:rickpeacor@hotmail.com) for additional information 214-693-6973

**Comp Cams** Mopar / Chrysler 383 440 Xtreme Energy Hyd Camshaft Kit - \$180 COMP Cams #21-227-4 Cam & Lifter Kit Big Block Chrysler MOPAR Hydraulic Flat Tappet Cam Xtreme Energy XE275HL-10 High Lift Camshaft & Lifters Clint Cash [clint.cash@gmail.com](mailto:clint.cash@gmail.com) 972.742.8191 phone

Club Member and Sponsor  
Clint Cash wants to let you know  
"WE BUY HOUSES!"  
WE STOP FORECLOSURE!  
WE MAKE OFFERS!  
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- We Can **Stop/ Cancel Foreclosure!**
- We **take over payments!** We **catch up payments.**
- Have **NEGATIVE or ZERO EQUITY?** **Can't sell your house?** WE BUY THEM!
- Have Equity, **we pay CASH!**
- We can close as soon as 24 hours! Most closings are within days!
- Is the bank telling you to do a **SHORT SALE?** We can get an offer submitted immediately! Although, there are still other options to pay your house in full.
- Loan modification denied? **CALL US! WE CAN HELP!!**
- Property in Probate or Inherit a property? We can make you an offer!

**There is no charge for our Services.**

**Call us NOW!** (Please leave a message if our representatives are helping other clients, we will return your call promptly.)

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Counties in Texas.

I BUY HOUSES!  
I MAKE OFFERS!

Don't lose your house to foreclosure. Let me help you save your credit.

**Need an intake for a 318 LA:** Edelbrock Performer or LD4B are at top of a short list. Dual plane, and must accept a square bore. Time to get my Coronet rolling again! Please email [jpevans70@earthlink.net](mailto:jpevans70@earthlink.net)

## Meeting Information:

Monthly meeting 2<sup>nd</sup> Sunday of each month at 2:00 pm, Spring Creek BBQ,  
12835 Preston Rd. SW Corner of Preston and LBJ

### BOARD MEETING INFORMATION

(Based on current officer and board positions)

<i>January – Jerry Reed, President</i>	<i>July – Bill Bonney, Director</i>
<i>February – Everett Lee, Vice President</i>	<i>August – Jerry Reed, President</i>
<i>March – Open, Secretary</i>	<i>September – Everett Lee, Vice President</i>
<i>April – Brad Buttermore, Treasurer</i>	<i>October – Open, Secretary</i>
<i>May – Tracy Barenz, Director</i>	<i>November – Brad Buttermore, Treasurer</i>
<i>June – Lee Elms, Director</i>	<i>December – Tracy Barenz, Director</i>

Board meetings are open to all club members: Board meetings are usually held at an Officer's or Director's home starting at 7:30PM the Friday before the Sunday monthly Club meeting and all members are encouraged to attend. Check the DMC website for any last minute time or location changes.

Our Sincere thanks go to Jim Proctor and the staff of **Chrysler Jeep Dodge City of McKinney** their support of the Dallas MOPAR Club



700 S. Central Expy McKinney, TX 75070  
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### Need Speed?

Chrysler Jeep Dodge City of McKinney can help you with all of your performance needs.

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Sales, Parts & Service Department: Employee Pricing Discount bring us a copy of this page of the newsletter for proof you are a member of the Dallas MOPAR Club.