

PENTASTAR

RESSES

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Membership Dues are Pro-rated at Mid Year
(See application for details)

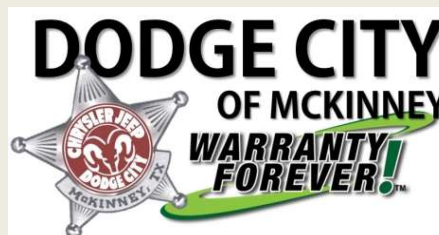
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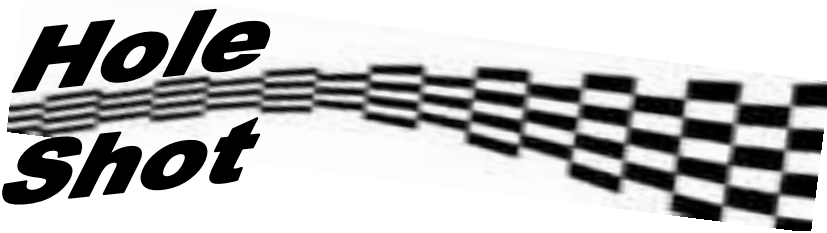
www.dodgecityofmckinney.net



MEETING INFORMATION

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

Hole Shot



Jerry Reed, President

Greetings all you Mopar Fanatics. I would like to invite all of you to come to the Wylie Show on July 5th. It is the Bluegrass Festival on Ballard St. 4:00PM till 9:00 PM. Bring your cars out or just yourself. We would love to put you work helping out around the show parking cars, registration or whatever is needed at the moment. I believe I will be working parking myself. So come early 3:00 PM and help set up. I would love to see most of the members here. We will have lots of food choices, music, arts and crafts, etc. So come out and bring the family and have some fun and work a little.

We are fast coming up on Mini Nats and we will again be asking for help to make it run smooth. This will be our 30 Mini Nats we are working hard to make it special. If you have Ideas let Everett Lee know what you are thinking and he will see if it would fit in.

I would like to see if all of our members could bring at least one of their cars to the show and make it the biggest and best ever.

We are changing the layout of the park this year. We are hoping it will flow better. So if you have been missing it come on out and enjoy this year.

Jerry Reed, President

Truck on till "The MiniNat's" Jerry

**This was a bumper sticker back in the day, I am not sure if you ever saw one in
the early 70's?**

**Ban Low Performance Drivers
Not High Performance Cars!**

Minutes of the June Club Meeting

Dallas Mopar Club Meeting June 8th, 2014 Spring Creek Bar-B-Que

The meeting was called to order at 2:10pm by President Jerry Reed.

Jerry's' Uncle passed away last week. He is the Uncle that Jerry got his red truck from, and it has a lot of wonderful memories for him.

We wanted to say a big "Thank you" to Patrick Landry who volunteered his time and expertise to refurbishing the interior of our club trailer. He did such an excellent job, Patrick put in all new shelving and LED lighting and painted the interior white.

Everett went over what is going on so far with MiniNats. He told us that we are to get some coffee mugs with the 2 decals on them to sell. He will also get key chains and coaster to put in the goody bags. We are also going to buy some "**50 years of Hemi**" memorabilia to sell at the MiniNats. If anybody has an idea for anything else, please contact Everett Lee. We also discussed selling past MiniNats leftovers at a discount price.

Bill updated us on the upcoming Wylie Car Show on July 5th. All volunteers need to be there by 2pm. There will be 6 Bluegrass Bands playing there, so it will be getting crowded. Registration is now up and running on the internet, and this year we have 31 classes. The voting ballots will only have 10 cars to vote on, on it to keep it from getting too complicated. This year Bill has a new computer spreadsheet to count up all of the ballots, and it will really speed things up. He has 18 sponsors for this years' show, so far there are 7 people registered for the show. We are still looking for some goodies to put in the goody bags.

Bill Bonney won the 1st half of the 50/50 pot and Ron Rendleman won the other half with his "Best Car" 1933 Plymouth Coupe.

The meeting was adjourned at 3pm.

Respectfully submitted,

Lee Elms

All early MiniNats on-line registrants are eligible for a prize in a drawing for registering early!!! (Register by clicking on the 'Southwest Mopar Mini-Nationals' link on the Dallas Mopar Club website (<http://www.dallasmoparclub.com/mininats.html#tabs1-registration>)). “



Don't miss the Dallas MOPAR Club's 30th Annual

Southwest MOPAR Mini-Nationals



Labor Day weekend.

Come join the Dallas MOPAR Club as it hosts the 30th 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.

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

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

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

214-202-7480-Cell

2014 Dallas Mopar Club Events Schedule

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

Dallas Mopar Club: (August 30), 30th 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



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



This car rang my bell, she was tastefully modified and looked great. Brewton, AL Blue Berry Festival Show





20 Classes

All Makes

Wylie Jubilee BLUEGRASS on BALLARD

Car Show • Chili Cook-Off • Arts & Crafts • Food & Fun

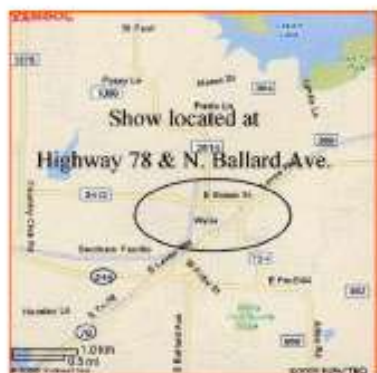
Classic Car Show
All Makes and Models
July 5, 4 to 9PM



**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

Online register beginning May 15 at

www.dallasmoparclub.com

Participant Judged

Free T-Shirts & Goody Bags

Registration Fee \$20



<http://www.spacecitylx.com/lsmf.html>



Lone Star Mopar Fest 2014

Space City LX Modern Mopar

Saturday, October 11, 2014 from 8:00 AM to 4:00 PM (CDT)
Sealy, TX





New Stuff from the Mopar Brand

SRT[®] Viper Anodized Carbon Edition with Time Attack Group is uncloaked at the New York International Auto Show.

April 16, 2014



It's the best of both worlds this week at the New York International Auto Show (NYIAS) as two special editions SRT[®] Vipers have been combined into one amazing vehicle. The **Anodized Carbon Special Edition** outfitted with the Time Attack (TA) Group makes its first appearance at the show.

As the first and only production application on an SRT vehicle, the Anodized Carbon Special Edition Package features metallic matte black and satin surface finishes. Satin Black Vapor marks the exhaust bezels, fuel filler door and carbon brake ducts, and rear appliqué provide contrast to the metallic matte black body.

An Alcantara-swathed interior with orange stitching adorns the **SRT Viper Anodized Carbon Edition**. An Alcantara headliner, Alcantara-wrapped knee blockers and door bolsters provide interior surface texture contrast, while gunmetal bezels, orange vent accents, and carbon-fiber trim further accent the interior. The Nappa Leather and Alcantara-wrapped sport seats feature orange stitching.



Only 50 SRT Viper Anodized Carbon Edition vehicles will be produced, with only 10 (Nos. 41-50) carrying the **Time Attack Group**. A numbered dash plaque identifying each of the SRT Viper Anodized Carbon Edition vehicles is also part of the package.

*The **Time Attack Group** for the SRT Viper GTS takes all of the chassis and aerodynamic features of the Viper TA and applies them to the normal features of the range topping Viper GTS. - See more at: <http://www.torquenews.com/106/anodized-carbon-special-edition-package-viper-gts-gets-new-time-attack-group#sthash.R4OAM0Mq.dpuf>*

“Bringing the Anodized Carbon and the Time Attack track performance package together pairs two special-edition vehicles and results in an even more special SRT Viper for buyers,” says Graham Henckel, Chief Engineer, SRT Viper. “The matte paint has a sinister look, and putting the Time Attack package on just makes the vehicle looks that much more menacing. It’s the most sinister looking Gen V car we have built and looks great.”

The unique metallic matte finish has successfully endured extensive testing, with over 30,000 miles of abuse, including extensive sun exposure and testing through extreme Michigan winter weather. This real-world testing exhibits the durability and lasting attributes of the metallic matte paint. Customers will receive a finish that looks great whether they are driving on the street or “tracking” their Anodized Carbon Special Edition Package Viper with the Time Attack Group.



The Time Attack Group features all of the functional chassis and aero parts from the TA Special Edition. It includes a carbon fiber rear deck lid spoiler and two-piece front corner splitters to combine for a total of 339 pounds of down force at 150 mph. Also included in the Time Attack Group are two-mode Bilstein® dampers specifically tuned for optimal on-track performance and identifiable by their unique orange springs. Street and Race Mode suspension settings offer firmer damping than the Viper GTS. Pirelli® Corsa tires, matte black lightweight forged aluminum Sidewinder wheels and solid sway bars lead to even more capable handling. Track-duty two-piece Brembo® brake rotors, adapted from the ACRX® race car, add to an increased thermal capacity for additional resistance to brake-fade.

“Combining the Time Attack Group with the Anodized Carbon makes for a pretty special and unique car,” says Jeff Reece, Viper Vehicle Integration Engineer. “We tuned it in the wind tunnel to achieve the proper aero balance and provide the customer added grip on the race track. Bottom line, the Time Attack Group provides more grip.”

http://www.drivesrt.com/news/2014/04/srt_viper_anodized_time_attack_group.html

Edited by: Ray Z



Feature Car / Truck: 1971 Hemi 'Cuda Convertible

Has the biggest fish in the pond experienced its high water mark?

Feature Article from Hemmings Motor News

June, 2013 - [Mike McNessor](#)



In 2007, car writers were predicting \$5 million price tags for 1971 Hemi 'Cuda convertibles, but the 2008 U.S. financial meltdown deflated many collector-car values like a stray roofing nail in the tread of a Goodyear Polyglas.

So what is the most prized of fishes in the sea selling for today?

With 11 built, 1971 Hemi 'Cuda convertibles are extremely rare, so values are based solely on known sales.

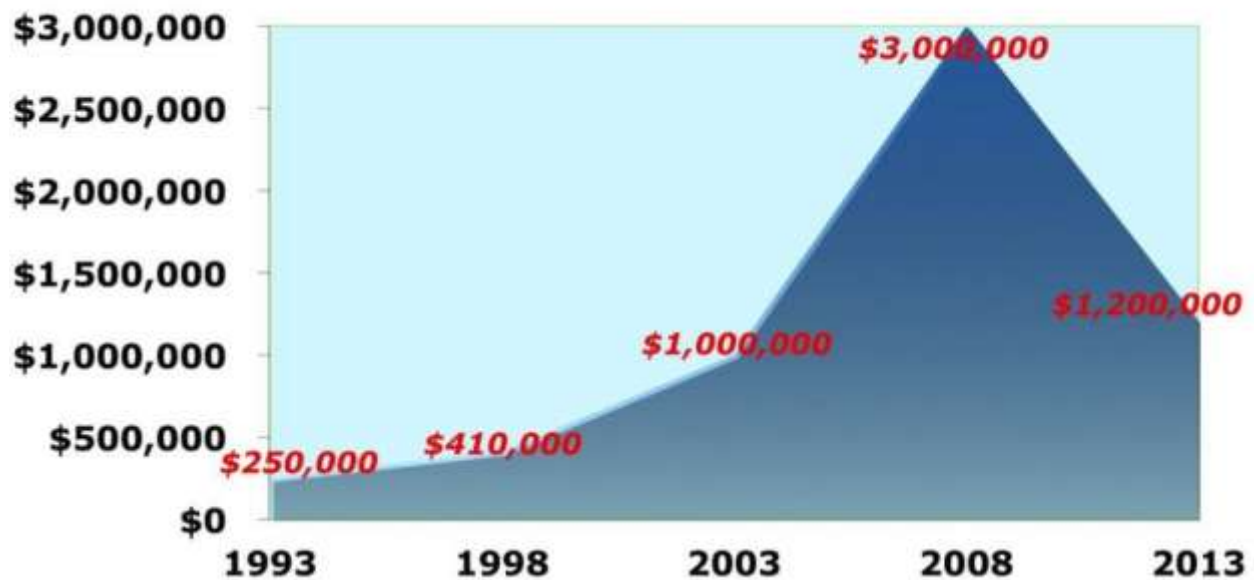
That said the most recent example to change hands publicly is the car pictured here: a Plum Crazy 1971 Plymouth Hemi 'Cuda Convertible that sold for \$1,320,000 at Barrett-Jackson Scottsdale in January. This car was reconstructed from little more than a shell, rescued from the scrap yard, as the story goes, in 2001. The fact that it wasn't an untouched original car probably had some impact on its value, but it's safe to say that the car would've fetched considerably more at the height of the easy-credit, subprime-mortgage lunacy.

While the '71 Hemi 'Cuda has experienced a price correction, its stock will continue to rise as long as there are baby boomers with deep pockets willing to bid against each other for the honor of owning one of the most audacious muscle cars of all time. This is especially true now that multimillion dollar sales are part of the Hemi 'Cuda legend, making these cars an even more impressive trophy.



At the end of the 20th century, no one would've guessed that 1971 Hemi 'Cuda convertible prices would roar past the seven-figure mark, but these machines were definitely helping to spearhead the muscle car value charge.





In 1999, a new high-water mark for '71 Hemi 'Cuda convertible prices was set at an alarming \$410,000. A few years later, a Hemi 'Cuda convertible sold for a reported \$1 million, to the collective gasp of collectors everywhere. In 2004, noted collector Bill Weimann sold one of his 'Cudas for \$3 million and later turned down more than \$4 million for another. Yikes.

Perhaps what's most remarkable about the high prices attached to Hemi 'Cudas is that they aren't particularly remarkable automobiles. 'Cudas, Hemi-powered, convertible or otherwise, weren't hand produced from exotic materials by some storied performance automobile manufacturer. Moreover, they weren't produced in limited quantities by design. These were mass-produced Plymouths that didn't sell well because, when loaded with the \$883 Hemi engine on top of the \$3,291 base price for a convertible, they were really expensive. They had also become really expensive to insure.



As a consequence of the latter, 1971 would be the last year for the vaunted 426 Hemi in the E-body. New for 1971, the 'Cuda sported a "cheese-grater" grille with quad headlamps, and a quartet of nonfunctional gills was added to the sides of the front fenders. At the rear, 'Cuda buyers could order enormous "billboard" decals that began on the door with a call out of the car's engine size (or the word "Hemi" for the Hemi) then extended back over almost the entire quarter panel. The iconic Shaker Hood was standard with the Hemi engine and optional on 340 and 383 four-barrel as well as 440 six-barrel engines.

In 1971, only 6,228 'Cuda hardtops and 374 convertibles were built. A scant 108 hardtops were built with Hemi's and just 11 convertibles had Street Hemi power. Four-speed manual Hemi 'Cuda convertibles are the rarest of all with just three built.

Value Trend

1993: \$250,000

1998: \$410,000

2003: \$1,000,000

2008: \$3,000,000

2013: \$1,200,000

This article originally appeared in the June, 2013 issue of Hemmings Motor News.

1971 Plymouth Hemi Cuda the next multimillion dollar muscle car?

By **Gary Gastelu** Published May 20, 2014 FoxNews.com



Mecum Auctions Best Father's Day present ever?

An ultra-rare 1971 Plymouth Hemi Cuda Convertible is set to cross the block at the [Mecum Auctions event in Seattle](#) on June 14th, just in time for pop's special day that Sunday.

<http://www.youtube.com/watch?v=W5tQm8HBB2Y>

Actually Sold for \$3,500,000.00

One of only two built for the U.S. that year with a 4-speed manual transmission and Mopar's legendary 426/425 hp V8 engine, the immaculately restored drop-top has a numbers-matching motor and nearly all of its original bodywork intact.

The car also features a Shaker hood, Dana 60 rear end with 4.10 Super Track Pak, 26-inch radiator, power brakes and a back-story almost as colorful as its Bright Blue paint.

According to Mecum, it was purchased new by a "famous cartoonist" who later sold it to someone in Oregon. Some years later, however, it was confiscated in a drug bust and ended up at a police auction in 1999, where it went for a then astonishing record price of \$410,000.

Since then, Hemi Cuda values have skyrocketed, with one going for a reported \$3 million in 2004 and the same seller passing on a \$4 million for a second car.

Things cooled down a bit after the financial crisis of 2008, but not much. Another 1971 convertible sold for \$1.3 million at a Barrett-Jackson event in January 2013.

According to the Hagerty price guide, a perfect 426/425 hp convertible is worth \$1.95 million today, but classic car values are on a tear this year, and things can get especially crazy at today's televised auctions, especially for a car as unique as this one.

<http://www.foxnews.com/leisure/2014/05/20/171-plymouth-hemi-cuda-next-multi-million-dollar-muscle-car/>

Let's see what happens?

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



6.4 Hemi engine, 2012
Dodge image at allpar.com

Technical Article: Mopar Press Release

By Noah Joseph November 1, 2011



It may be another year or two before the next-generation Dodge Viper comes rumbling in, all 8.7 liters of it. But even though there is no Viper currently on offer, that doesn't mean there isn't some V10 power to be had. If you're a drag racer, anyway.

The Chrysler Group's performance catalog division Mopar has just announced the availability of a V10 crate engine designed for drag racers, and the figures are positively mind-blowing. The Competition crate engine – hand-built and ordered up as Part Number P5144872 – offers a staggering 800 horsepower and 695 lb-ft of torque. Mind you, that's coming out of 512 cubic inches (8.4 liters) of displacement, which is staggering in and of itself, but amounts to 95 horsepower per liter. Which is a lot, but not by racing standards.



Those who enjoy their ten cylinders of power away from the drag strip can opt for a 150-horsepower upgrade kit for the MkIII Viper that takes output up to 650 hp. There's also a new high-output, aluminum-block 426 Hemi V8 available with 590 horsepower, an adapter kit that allows the Hemi to drive the front wheels(!) and a Challenger body-in-white for race teams. Check out the full details in the press release after the jump.

Mopar® to Highlight Cubic Inches and Horsepower at SEMA

- 800 horsepower V-10 Crate engine takes center stage at SEMA
- Gen III High Output HEMI® V-8 with 590 horsepower to debut
- New Bolt-On Upgrade Kit for Gen III Dodge Viper owners adds up to 150 horsepower
- New Ready-to- Run Gen III HEMI Kits simplify engine controls for select Mopar® crate engines
- New 500 CID Pro Stock Cylinder Heads feature symmetrical port design



November 1, 2011 , Auburn Hills, Mich. - A new 512 CID, V-10 engine with more than 800 horsepower and a new 426 Gen III High Output HEMI® crate engine will highlight the Mopar® display at the Specialty Equipment Market Association (SEMA) show, Nov. 1 – 4 in Las Vegas.

Along with the new, more powerful engines, will be a full range of performance, restoration and off-road parts available from Mopar, Chrysler Group's service, parts and customer-care brand. Included are kits to extract more power from Gen III Dodge Vipers and a new Gen III High Output HEMI V-8; new Pro Stock cylinder heads and Mopar Gen III HEMI front drive kits.

"SEMA is the perfect platform to introduce some of Mopar's newest high performance and restoration parts and products," said Pietro Gorlier, President and CEO of Mopar. "If you're looking for horsepower that can be dropped in or bolted on, the Mopar exhibit area has a full range of small- and big-block products for the enthusiast.

"Mopar has been in the performance business for decades. In fact, the brand really came to life at the track," said Gorlier. "We are committed to supporting performance enthusiasts. We have an extremely rich product plan that will not only support the more than 5 million HEMI engines in market today and the 30 million Chrysler Group vehicles on the roads across the country, but will also support the products of tomorrow. The engines we are launching are the first of many exciting products to come for both on and off-road needs. We have an amazing track record of fueling enthusiasts and are committed to continuing this legacy."

V10 Competition Crate Engine and Gen III V10 Performance Upgrade Kit

Leading the way is an 800 horsepower V-10 Competition Series engine, part number P5155872 that is designed specifically for drag racing. Hand assembled to exacting standards by race engine builders, the Competition Series V-10 features an aluminum block with aluminum cylinder heads. Designed for the rigors of drag racing and pulling 695 lb. ft. of torque with an operating range of up to 7,000 rpm, these race-calibrated engines include a forged steel crankshaft with forged steel connecting rods and forged aluminum pistons with a compression ratio of 12.5:1. All rotating components have been balanced for maximum performance at the track.

The Competition Series engine includes a JTEC controller with race calibration and engine harness. Designed specifically for drag racing, future applications include an off-road and road-race version.



Enthusiasts looking to extract up to 150 more horsepower from their Gen III Dodge Viper can now bolt on a Performance Upgrade Kit, part number P5156137, to their stock V-10 engine. Each kit includes a pair of aluminum cylinder heads (machined to fit the Gen III block), a custom upper intake manifold with a larger throttle body, fuel rails and injectors. The stock engine controller will have to be re-flashed.

All necessary hardware and gaskets are included.

With the Performance Upgrade Kit, owners will see up to 650 horsepower from their existing engine while still maintaining excellent low-end drivability.

426 Gen III High Out HEMI and 426 Ready-to-Run Kits

Mopar also is featuring a more powerful, new crate version of the Gen III 426 HEMI V-8.

The Gen III High Output HEMI engine, with 590 horsepower on tap out of the box, is now available under part number P5156139.

Starting with a lightweight aluminum block that shaves more than 100 lbs. from the cast iron version, the Gen III High Output HEMI is professionally built and includes a stout, balanced lower reciprocating assembly that features a forged steel crankshaft with six bolt mains at 2, 3 and 4, and cross-bolted 4-bolt mains at 1 and 5. H-beam style rods are forged steel and coupled to forged 11:1 compression ratio aluminum pistons. Included is a revised windage tray to provide excellent oil dispersion and prevent oil aeration by the crankshaft.

The valve train starts with a more aggressive roller camshaft with .639 intake and .628 exhaust lift and cylinder heads that feature the latest designs for exceptional flow characteristics. To help stabilize the valve train at high engine rpm, tie bars are available. Cast aluminum valve covers and billet fuel rails also are part of the Gen III High Output engine. Designed to run on premium pump gas with a minimum octane rating of 93, the newest HEMI V8 is ideal for off road competition or the latest restoration or resto – mod project.

Mopar also is offering two 426 Ready-to-Run engine control/base calibration kits, one for the High Output engine and one for the existing 426 crate engine. Kits include a throttle body, engine harness and engine controller with base cal. These kits greatly reduce guess work and gets projects up and rolling. Depending on transmission type, axle ratio, and tire size, some final tuning may be required.

Pro Stock Cylinder Head

Debuting for Pro Stock competition in the National Hot Rod Association (NHRA), is a new symmetrical port design cylinder head. The bare aluminum cylinder head is available under part number P5155906. For teams running Dodge Avengers for 2012 in NHRA, either the current asymmetrical cylinder head or the new symmetrical will be permitted.

GEN III HEMI Front Drive Kit

A distributor front drive kit for GEN III HEMI engines is now available. The drive kit is for enthusiasts who prefer to run a distributor-type ignition system and includes a machined front cover, camshaft timing gear, fuel pump push rod and bolt kit. Kits for 2009 and later 5.7-liter and all 6.4 engines are available under part number P5155929. For pre-2009 5.7-liter and all 6.1-liter engines, part number P5155930 is available.

Dodge Challenger Body-in-White

New Dodge Challenger body shells that provide an excellent starting point for a race car now are available in limited quantities from Mopar. Bodies are complete with doors, deck lid and hood. These shells eliminate the bodywork or welding that's normally required with a project car that may be damaged or a salvage car. Bodies are designed for competition use only, have no vehicle identification numbers and cannot be used for a street application.

Fascias and other trim items will be available as a "builder's kit."

Mopar-First Features

Mopar has introduced numerous industry-first features including:

- Camper trailers: first to introduce off-road camper trailers
- Vehicle-information apps: first to introduce smart phone vehicle-information applications, a new channel of communication with consumers
- Electronic owner manuals: first to introduce traditional owner manuals in a DVD and brief user-guide format
- Electronic Vehicle Tracking System (EVTS): first to market with a new interactive vehicle tracking device that sends owner a text when vehicle is driven too fast or too far based on pre-set parameters
- 2011 Mopar Challenger Drag Pak: first to introduce a 500-plus cubic-inch V-10 drag-race package car
- Wi-Fi: first to offer customers the ability to make their vehicle a wireless hot spot
- WiTECH: first to support vehicle diagnosis and software updates leveraging off-the-shelf personal computers and a dedicated wireless tool network

About the Mopar Brand

Mopar is Chrysler Group LLC's service, parts and customer-care brand. Mopar distributes approximately 280,000 parts and accessories in more than 90 countries and is the source for all original-equipment parts for Chrysler, Jeep®, Dodge and Ram vehicles. Mopar parts are unique in that they are engineered with the same teams that create factory-authorized vehicle specifications for Chrysler, Jeep, Dodge and Ram vehicles - a direct connection that no other aftermarket parts company can provide. A complete list of Mopar accessories and performance parts is available at www.mopar.com .

More than 70 Years of Mopar

When Chrysler bought Dodge in 1928, the need for a dedicated parts manufacturer, supplier and distribution system to support the growing enterprise led to the formation of the Chrysler Motor Parts Corporation (CMPC) in 1929.

Mopar (a simple contraction of the words **MO**tor and **PAR**ts) was trademarked for a line of antifreeze products in 1937. It also was widely used as a moniker for the CMPC. The Mopar brand made its mark in the 1960s - the muscle-car era. The Chrysler Corporation built race-ready Dodge and Plymouth "package

cars" equipped with special high-performance parts. Mopar carried a line of "special parts" for super-stock drag racers and developed its racing parts division called Mopar Performance Parts to enhance speed and handling for both road and racing use.



News Source: Mopar

Edit by, Ray Z 061914

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



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 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 972.742.8191 phone

Restored 1968 Plymouth Barracuda fastback: Originally a California car, body stripped to bare metal with new matador red metal flake, all new under suspension. New leaf springs, Goodrich radial T/A tires, headliner with custom made upholstery, carpets. Engine LA 318 with a 340 cam, 4 barrel Edelbrock 500 cfm with added A/C and power brakes. All instruments sent to Auto Instruments in Virginia (and work), with new circuit boards. Looks like new.3:23 posi track with TorqueFlite transmission. Plenty of photos upon requested. This car is located in Leona, Texas halfway between Dallas and Houston. Original restoration done in 2009, garage kept with cover, no rust. Car still has the special order body undercoating. Original radio in car, but have a Pioneer DEH-P770 MP in glove box with 6X9 speakers in back. Original motor which was rebuilt, dual Flowmaster exhaust no headers. This car turns heads when I take it out. I am asking \$18,500 due to its pristine condition. Contact: Tim Alford 903-344 1075 alfordtm@windstream.net

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

1971 Dodge Polara Custom 9 passenger station wagon. 66K miles. Original 383, 2 bbl updated to Edelbrock 4 bbl. Dual exhaust added. New tires. Was a Grandma's car in California. Two small spots of rust-through. Dents & dings from Grandma probably hitting the garage. "GF3" light green exterior with medium green interior. Fender Tag. Original paint that needs a re-paint. Front seats need to be re-done. Runs & drives well, but needs front brake rotors and front end rebuild. I'm the 3rd owner. Clear Texas Title in my name. Would make awesome push-start vehicle for nostalgia drags (why I bought it). \$6,500. Greg Scott (469) 348-5671 or gscott@gscottlaw.com

1964 Chrysler Imperial Crown 4-door hardtop. 95K miles. Bought to make into a "Green Hornet's 'Black Beauty'" replica, but the Mopar Gods would frown to cut it up. Should be restored to original. Light blue exterior/light blue interior with one re-paint in 1990s (by Earl Schreib?). Needs a re-paint. Original 413-4bbl. Fender Tag. Runs & drives, but needs carb rebuild for cold starts. Tons of Factory options . Brand new tires. Brand new carpet (not installed). Was California car with no serious rust issues, but some bubbles. Original owner had it until he died in 2012. I'm the 3rd owner. Clear Texas Title in my name. \$5,500. Greg Scott (469) 348-5671 or gscott@gscottlaw.com.

1976 Chrysler Cordoba. 95K miles. "EW1" white exterior with burgundy "fine Corinthian leather" interior. Driver's seat needs to be re-done. Original owner died in 2012. I'm the second owner. 360-2bbl. Fender Tag. Runs & drives well. I use it as my daily driver. Carb needs rebuilt for better mileage. Brand new tires. Brand new "Flowmaster" dual exhaust. New radiator. PS, PB, Tilt, cruise control, AC (doesn't work) and 8-track. Small dents & dings from original elderly owner. Couple rust-through spots on rear quarters, but nothing horrible. Original paint that needs a re-paint. Clear Texas Title in my name. \$4,500. Greg Scott (469) 348-5671 or gscott@gscottlaw.com

73 Cuda Matching number very clean 340 4 speed a/c car with 73 k miles. Mike Robbins mike67482@yahoo.com



Wanted: 70-71 340 valve covers: Must be 4bbl or 6bbl original type...not 360, 318, 273 or earlier model types. Mark mwilson@cuoftexas.org 214-641-9956

Roadrunner Parts: Mirrors, door handles, instrument cluster and a dash bezel. James Miller Cell 214-536-8917 jmiller@veritexbank.com

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Meeting Information:

Monthly meeting 2nd 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



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