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MEMBERSHIP COMMITTEE

Bill Bonney
Brad Buttermore

EVENT COORDINATION

Everett Lee, Activities
Arthur Clarke, Staff / "DJ"
Robert Vaughan, Cruise & Race

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Dallas Mopar Club, Inc.

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

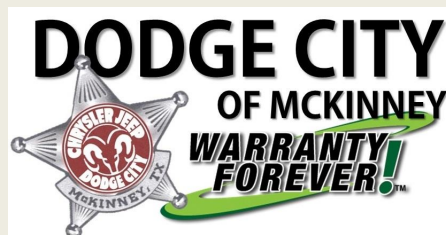
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MEETING INFORMATION

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



Jerry Reed, President

By the time the newsletter is out the Mini Nat's. Will be over. If you missed the show you will have missed the 30th annual and a best show in our history. A week before the show we had over 75 pre-registered and hoping for more, we as a club spent a lot this year to celebrate our 30th Anniversary. We have re-arranged the layout of the show hoping to make better than the past. I want to thank Everett Lee for all of his hard work putting the show together. Everett has spent countless hours putting the show together and pestering the heck out of a few of us (all). We do hope all his hard work pays off in the end. We did have a chance of rain for our show day, and hoped it didn't rain on us. As always it was a rain or shine show. I also want to thank all of the people that volunteered to work the show. Just way too many to people to name in the newsletter for now.

Moving on we have the Texas State Fair coming up on October 12th and we have 11 of the 19 openings filled. If we get more people that want to show I will relinquish my space for a member of the Dallas Mopar Club. You would have to commit to having your car there a full day 8:45 AM - till 6:00 PM before you can leave. Call me if you haven't already for your reservation. 214-755-6942

Later this fall we will be having elections for Club Officers. You have to be a full member for a year in good standing (Alive and Breathing). So if you haven't served before please consider one of the positions. You can nominate yourself. We would love to get your input. I know my position will be open as will the treasurer, secretary and possibly a board seat.

We will also start planning the Christmas party at the next board meeting which will be at Everett Lee's home. All are welcome to come and see how we (mal) function. Hope to see some new faces there.

Jerry Reed, President

Truck on till "The MiniNat's" Jerry



Minutes of the September Club Meeting

Dallas Mopar Club Meeting August 10th, 2014 Spring Creek Bar-B-Que

The meeting was called to order at 2:05pm by President Jerry Reed.

Everett introduced our guest speakers from Hagerty Insurance, Mike and John. They are one of our sponsors for this years' MiniNats. Hagerty' home office is up in Michigan, and they insure classic and vintage automobiles. They said that the most important thing to remember is to never under insure your vehicle. They also insure modified cars, such modifications such as under carriage, suspension and engine. The main requirement is that the vehicle is kept in a garage, out of the elements. It can't be a daily driver and mileage needs to be under 4,500 miles a year. If you do have Hagerty and plan to do a long cruise, such as Cross America Cruises, you need to contact them to let them know of your plans and that you will be putting some extra mileage on the car.

Jerry said he hasn't received any information yet about the State Fair, and if we will have a place to show our cars. He will let us know at our September meeting.

Everett gave us an update about the MiniNats. We are still debating about having a live DJ at the show. Everett has lined up a photographer that will charge \$200 for 2 hours of taking pictures of the cars being shown. Jerry is having a patch made that represents all 3 things that are going on this year that we are celebrating. That is this is our 30th MiniNats show, this is the 50th year of the Hemi, and this is the 100th Anniversary of Dodge. These patches will be for sale at the registration table. There will also be coffee mugs for sale too. All of our judges, registration and parking people will have an orange T-shirt to wear, so if someone has a question they can ask a person in the orange T-shirt. The picnic will be on Sunday at Lake Lavon at the Hackberry Pavilion. The directions and all are in the folder you will receive when you register.

Frank Llano informed us that his wife Charlotte has been moved into a nursing home in Houston because of her advancing Alzheimer's'.

The 50/50 pot has \$20 in it and the 1st half of it was won by Jerry Reed. Then we had two drawings for ArmorAll Car Kits and these were won by Bill Evans and Bernard Barnes. The favorite car that won was Bob O. The meeting was adjourned at 3:20pm, right as a heavy rainstorm hit the parking lot and that north part of Dallas.

Respectfully submitted,

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

214-202-7480-Cell

The Dallas Mopar Club 30th Anniversary Southwest Mini-Nationals

One of our founding members showing off Goldy!







2014 Dallas Mopar Club Events Schedule

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



New Stuff from the Mopar Brand

Tim Kuniskis: President and CEO Dodge & SRT Two factual claims from an interview: *"This is the fastest muscle in history, and the most powerful muscle in history ever built period"*. www.youtube.com/watch?v=28krt9RCFj8

2015 Dodge Challenger SRT® Hellcat is an NHRA Certified 10-second Car

Story By: SRT, Press Release July 11, 2014



Dodge is giving its Challenger owners full on bragging rights at the drag strip and racing to the front line of the horsepower wars with its new **2015 Dodge Challenger SRT® Hellcat**.

The **2015 Dodge Challenger SRT Hellcat** is the fastest muscle car ever with a National Hot Rod Association-certified ¼-mile elapsed time of 11.2 seconds at 125 miles per hour (mph) with stock Pirelli P275/40ZR20 P Zero tires. With drag radials, the run dropped to just 10.8 seconds at 126 mph!

"It wasn't long ago that a 10-second car, was a full-on race car. The new 2015 Dodge Challenger raises the bar to a level some of us never thought we'd see," said Tim Kuniskis, President and CEO, Dodge and SRT Brands. "With the new Challenger SRT Hellcat, we're reaching deep into our history and bringing back the notion from the muscle car era of the street and strip dual-purpose car. Not only can Challenger run 10s on the drag strip, but you can also fit your family and drive cross country. This new 2015 Dodge Challenger is the ultimate GT muscle car."



The fastest muscle car ever is also the most powerful muscle car ever, thanks to the Challenger SRT's HEMI® Hellcat, which delivers an unprecedented 707 horsepower and 650 lb.-ft. of torque. The Challenger's new 6.2-liter Supercharged Hellcat HEMI engine is also the first factory supercharged HEMI.



In addition to the awe-inspiring 707 horsepower of the new Hellcat HEMI, the new **2015 Dodge Challenger SRT® Hellcat** has been redesigned and totally re-engineered to be the most true-to-form muscle coupe on the market with performance-enhancing technologies inside and out, including the new TorqueFlite eight-speed automatic transmission or six-speed manual and an all-new interior inspired by the classic 1971 Challenger. The Dodge and SRT brands now offer the most complete lineup of muscle cars in the market, including the new 2015 Dodge Challenger SXT with its standard powerful and fuel-efficient Pentastar V-6 engine combined with the TorqueFlite eight-speed transmission that delivers 300 horsepower and an estimated 30 miles per gallon; the 2015 Dodge Challenger R/T with the high-torque 5.7-liter HEMI now paired with the TorqueFlite

eight-speed or six-speed manual transmission; and the all-new 6.4-liter HEMI Challenger Scat Pack that delivers 485 horsepower and 475 lb.-ft. of torque with the TorqueFlite eight-speed or six-speed manual. The 2015 Dodge Challenger and Challenger SRTs are built at the Brampton, Ontario, Assembly Plant and will start arriving in Dodge dealerships in the third quarter of 2014.

To see the 2015 Dodge Challenger SRT Hellcat earn the right to be called the fastest muscle car ever, **watch this video.**

www.drivesrt.com/2015/challenger-srt-hellcat/



Dallas_Mopar_Hellcat_Preview_Event_Cover_Letter.pdf

Edited by: Ray Z



*** RSVP by 9/12/14 to www.surveymonkey.com/s/Hellcatpreview***

www.surveymonkey.com/s/hellcatpreview



2015 Hellcat Preview
State Fair of Texas
September 25th 2014



Dallas Mopar Club Members,

You are cordially invited to attend an private preview of the 2015 Challenger and Charger Hellcat editions at the State Fair of Texas.

The Hellcat Preview event is open exclusively to auto enthusiasts and will be held before the State Fair of Texas is open to the general public. A vehicle presentation will be conducted by an executive from the Dodge Brand, followed by a question and answer session. A limited number of commemorative keepsakes will be available for attendees.

When: Thursday, September 25th 2014 at 6:00PM

Where: State Fair of Texas, Auto Show Building
Free Parking – Grand Street Entrance

Looking forward to seeing you there!

Life is best when driven,

A handwritten signature in cursive script that reads "Jennifer Reedman".

Jennifer Reedman
Dodge Marketing Manager
Southwest Business Center

*** RSVP by 9/12/14 to www.surveymonkey.com/s/Hellcatpreview***

Feature Car / Truck: Mike Morrison's 62 Plymouth
Story by: Mike Morrison, POC



This is the 5th year of a 5-year project. Hopefully, only a 5-year project. I started by sandblasting the entire car and having the trunk floor replaced, the top straightened and strengthened, and replacing the trunk lid and passenger front fender. The next year I removed the rear axle and all the front suspension and sandblasted the underside, painting it "Sail Blue" at the end of each days blasting. I had the gas tank redone at Gas Tank Renu outside Houston, and the power steering unit rebuilt by Lars up in Minn. I also decided on tubular A arms, and put all new parts in the front end. At the same time I put on Stainless Steel Brake Corp Disc Brakes.



I bought a 392 Hemi in about 2004, which had a duel quad intake with number sequential 4 bbl carbs and had it all rebuilt for this project. I was putting it in and found out that the motor would not fit with power steering and disc brakes. At a seminar in Carlisle I had heard Herb McDaniel state how easy it was to swap in a 5.7 Hemi into his 1962 Chrysler. So I sold the 392 motor on Craig's list to a man in Tulsa and bought a 2008 5.7 Hemi. The problem was I didn't hear Herb say to get a 2007 and earlier motor for project cars. He had put a carburetor on his, and I found out that I could not use carbs on a 2008 or newer motor. The wires for the EFI on this 2008 motor were cut and I wasn't sure about the EFI computer matching so I had wanted to go with carbs also on the 2008, but they don't make intake manifolds for them. So I bought a 2004 5.7 Hemi out of the Corpus Christi area that was still connected to the EFI Computer, which allowed me to use the EFI, and I eventually sold the 2008 motor for just over half what I originally paid for it.

Body on its way to the exhaust shop



The body went off to the body shop to be painted Bright Blue Metallic on the bottom and Pearl White on the top. They also shaved off the door handles and trunk key, for a smoother look. When the car came back, I realized the fuse box would not handle all the electronics for an EFI system, so I purchased a Ron Francis Mopar wiring kit. It works all right for the lights and had junctions that worked on the EFI. Along the way I attempted to get a new aluminum radiator from a couple of distributors, but for some reason they didn't want to do business with me, as they wouldn't call me back, so I got a Wizard unit with duel fans. With the Ron Francis unit I needed to purchase an additional circuit board for the fans, and wire them up.

I had some trouble putting in the 5.7 because the original power steering sat up too high. So after a few months I found where Borgson sells units that will work on the 5.7 Hemi, and even larger motors for Mopar adaptor bolts. So back to the body shop for more fabrication so it would all get low enough to fit below the hood.

Engine compartment

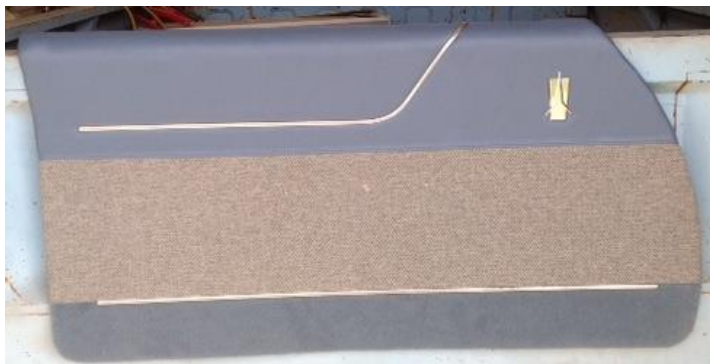


Along the way I also had to purchase a parts car, which was a God Sent, because so many little things were missing. The parts car was in too bad a shape to restore, but the interior supplied quite a bit of parts. I had all the stainless done by a guy from Live Oak, TX that has a little business in his back yard and he did a very good job. He also introduced me to his neighbor, Jerry of Jerry's Upholstery, that did upholstery in his garage, and I really liked his work. So eventually I gave him my seats and the dash pads to cover in a light blue suede. The seats are done in a gray tweed with the suede trim and white roping. He did a great job. I sure wish getting chrome redone was not as expensive as the EPA is making it. I used about 3 different businesses, and none of them did a very good job. I did get the bumpers done by a man and his son that do the prep and polishing but Alamo Plating houses the actual chemicals for the job, but they don't like the prep especially on the small automotive stuff.

Earlier this year, I attempted to fire the hemi, and got nowhere. An acquaintance of mine in Penn., along with my brother-in-law in Calif. have educated me and sent me just about everything I asked in an attempt to get the motor to fire. As of this moment I am down to testing the fuel injectors. I have learned more about the EFI boxes and wiring and testing than I ever thought possible, or I ever wanted to know. On a good note, using starter fluid I am able to get the motor to turn over and run, but not getting the fuel to the spark plug to keep it running.

Last month I gave the car to Jerry's Upholstery to do the new headliner, side panels, and the sun visors. I was certainly impressed when I picked them up. So that is where the vehicle sits today. The seats are still out, as I am not done with all the testing. The door poppers are shorting out on the body and I cannot seem to find that, as are the radiator fans. The passenger door windows don't seem to want to align, and I have quite a few hours working on those. I have other challenges with the vehicle, like a clicking in the transmission, and a leak thru the air conditioning condensation tubes.

Door Panel



Headliner



Hopefully, sometime in 2015 the 1962 Plymouth will be back on the road. This is not a race, it is a hobby, and as I would like to spend a few hours each day on it, sometimes, that is just not possible. Not that I wouldn't like to be cruising to the POC Cruise in Mich. this summer, or to 'Cruisin the Coast' this fall, but all in good time.



Edited by: Ray Z 08/3/14

Technical Article: Restoration of 1962 – 1965 Dodge & Plymouth
“B” Body Sedans.



www.moparsbymosher.com/

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Bob Mosher's name is well known to most Mopar fans as the builder of some of the best Max Wedge and Race Hemi Super Stock clones on the planet. While Bob's shop, Mosher Muscle Car Motors, also handles restorations of documented factory race package cars – he's doing an original '68 Hemi Dart at present – the 1962 through 1965 clone cars are his stock in trade – so to speak.

Now in his early sixties, Bob was first exposed to Mopars as a kid. Bob's dad Robert Mosher was a Hollywood TV studio executive whose producer credits include *The Munsters* and *Leave It to Beaver*. In fact, many of the Beav's exploits were based on things Bob did as a kid. Because Chrysler was the vehicle sponsor for the show, Bob's dad got a series of loaner Mopars for his personal use during the popular program's many seasons on the air. It was this early exposure to the far out lines of these Exner and Egbert-styled Mopars that planted the seed in Bob's young mind.

But when he started hitting the drag strips near his Los Angeles home in the mid-sixties he saw right away how the then-new Max Wedges and Race Hemis were head and shoulders above the competition. Though he spent most of the sixties driving VW bugs and busses, by the mid-seventies Bob rediscovered his interest in 1962-1965 Mopar B-bodies – especially those of the cross-ram variety.

At first Bob was just building super stock themed cars for his own personal enjoyment. Some were original factory built cars, while others were assembled from Slant Six and base V8 models with added Max Wedge goodies that Bob scored at the swap meet. But when he discovered there were lots of like-minded people who also appreciated the austere less-is-more nature of these machines, Mosher Muscle Car Motors was born nearly thirty years ago.

Since then Bob has built nearly a hundred top-notch creations for customers all over the country – as well as a bunch for himself. We recently spent a day poking around Bob's California shop and present here a few of the many cool things we saw. While Bob loves to talk Mopars with fellow fanatics at car shows, his shop keeps him very busy and he frowns on social calls so please don't just barge in. But if you want a modern day replica of a cross-rammed Mopar, and don't mind waiting a while – Bob has a five year customer waiting list – give Mosher's a call and make your dreams reality.



While Mosher's is best known for big orange engines with cross ram induction, this pair of single-quad big blocks shows a soft spot for the street side. The one on the hoist is a mildly hopped 383 that's headed for a '66 Coronet two-door post, the 413 on the engine stand is destined for a '62 Dart. Its Edelbrock Performer aluminum heads, Performer 440 intake and Milodon oil pan hide under a coat of correct turquoise paint. Subtlety is a key ingredient with every Mosher creation.



Since the 727 TorqueFlite was a key ingredient in the success of the original Max Wedge and Race Hemi package cars – competing GM and Ford automatic transmissions were a generation behind – most of Mosher's creations are so equipped. Being a purist, Bob refuses to install post-'65 lever-controlled TorqueFlite because they don't mate with the 1962-1964 pushbutton controls, or the 1965-specific A990 column shift setup. This collection of cable-operated 727 cores will keep Bob supplied for a while to come. Bob admits he's

looking into the cable-to-lever adapter kits offered by [Imperial Services](#) so 1966-up 727's can be used in the future. He knows, sooner or later, the supply of cable operated 727's will dry up.



When driving, you spend a lot of time looking at the dashboard. Plus, it's one of the first things you notice when you open the door. So they've got to be right. This trio – a beige '64 Dodge 330, a blue '63 Plymouth Savoy and the red '65 Plymouth Belvedere I – show off the thoroughness of every Mosher creation. Dig the radio and heater delete plates featured on each one. Some are original items, others are reproductions from [Jim Kramer](#).



Instrument clusters take a lot of abuse and are often missing from the donor cars Bob starts with. This stash of cluster parts and bezels gets raided for small parts on a regular basis. Hood hinges are another problem area so Bob hoards rebuild-able examples. Bob never uses fiberglass hoods on his 1962-'65 cars so the stock coil springs are A-OK. On the few real A990 restorations Bob has performed the special small diameter, reduced tension hood springs were fortunately still in place. Standard springs are too stiff and can buckle the thin-gauge A990 steel hood.



No Max Wedge vehicle ever came with a column shift of any kind. When the donor car starts out with a three-on-the-tree, Bob corrects the column by eliminating the lever and rod then replaces the collar with a smooth one scavenged from this hoard of donor columns. Hot tip: 1962-1966 A-body steering columns are virtually identical to B-body columns – differing only in the length of the steering shaft – and are very useful for parts. As for 727-equipped '65 A990 cars, Mosher's converts the column shift selector to reverse pattern operation as-per the originals. Mention an aftermarket billet aluminum steering column around Bob and he'll point you to the recycling bin. Likewise, GM-style tilt columns are strictly no-go in Bob's creations.

www.moparmax.com/features/2008/iii_4-moshertour-1.html

Bob's life-long involvement with Super Stock themed cars has given him a unique perspective on many details of what is right and what is wrong. Please understand, his battle hardened opinions have formed after decades of reversing the careless and often brutal modifications made to these special cars.

1. Non-factory body colors; "If a customer wants a purple car, we won't take the job. I pin them down to make sure we're both on the same page and appreciate the same qualities in the finished car."
2. No white wall tires; "Any and all white wall tires must be eradicated immediately. Sure a few Max Wedges were photographed with them, but I won't even have them on a rolling shell. The guys kid me that I'm out there with black paint covering the white walls when raw cars come in before we strip them."
3. Non-period wheels; "Why go all the way with an otherwise top-notch cross ram engine, restored interior and factory correct paint job just to drop the ball with modern billet wheels? I don't get it. It also bothers me when guys put mid-seventies 15 x 7 slotted cop wheels with drilled cop-caps on their so-called Super Stock tribute cars. The look is all wrong."
4. No slammed suspensions; "No lowered front ends. The 1962 and '63 cars should be high up front, dropped one inch at the rear, the '64's and '65's go high and level."
5. Aftermarket shifters and steering wheels; "These things go straight into the dumpster. I throw them away as a public service and won't even take them to the swap meet."
6. Creature comforts; "We will not build a car with air conditioning, a heater, power steering or a radio. Guys who want this stuff are completely missing the point of these cars".
7. Brake myths; "Too many people exaggerate the supposed hazard of the original single-circuit brake systems originally used on these cars. We don't argue with a customer who wants a dual-circuit master cylinder upgrade, but as long as everything is new or in good condition, the stock single pot master cylinder is perfectly safe. I have single circuit brakes on all of my personal cars and daily drivers."
8. Radial tires; "They're great for modern cars but if you are driving a Max Wedge or Race Hemi hard enough to notice the difference between radials and bias-plyes, you shouldn't be driving it that hard. These things aren't Porsches."
9. Engine dress up junk; "Cars that come in with chrome, billet and braided-steel under hood gizmos have it all removed and thrown in the recycling bin where it cannot cause further harm."
10. Custom interiors; "Incorrect fiberglass racing seats, tweed, velour and bull hide upholstery and headliners get shredded. The same goes for shag carpeting – especially when applied as dash padding. There is nothing as nice as an accurately restored stock interior."

Edited by: Ray Z 08/3/14

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

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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

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

1968 Plymouth Barracuda Fastback: Tim Alford. Leona, Texas. I am located halfway between Big D and Houston 903 344 1075 or email me alfordtm@windstream.net asking \$18,500



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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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