

# PENTASTAR

## RES

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Vice-President – Everett Lee  
Secretary – Open  
Treasurer – Brad Buttermore

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Tracy Barenz (8/14 – 7/16)  
Lee Elms (4/13 – 3/15)  
Bill Bonney (1/14 – 12/15)

### MEMBERSHIP COMMITTEE

Bill Bonney  
Brad Buttermore

### EVENT COORDINATION

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

### CONTACT

(214) 755-6942  
(972) 897-9019  
(000) 000-0000  
(214) 202-7480

(469) 343-9087  
(972) 276-2934  
(214) 769-5314

(214) 769-5314  
(214) 202-7480

(972) 897-9019  
(214) 946-3867  
(972) 998-7381

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### Dallas Mopar Club, Inc.

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Send all contributions for this newsletter to:

**Ray Zimmerman**

Dallas Mopar Club, Inc.

PO Box 472601

Garland, Texas 75047

Or email to [rayz0065@aol.com](mailto:rayz0065@aol.com)



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

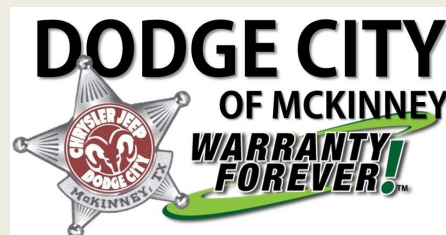
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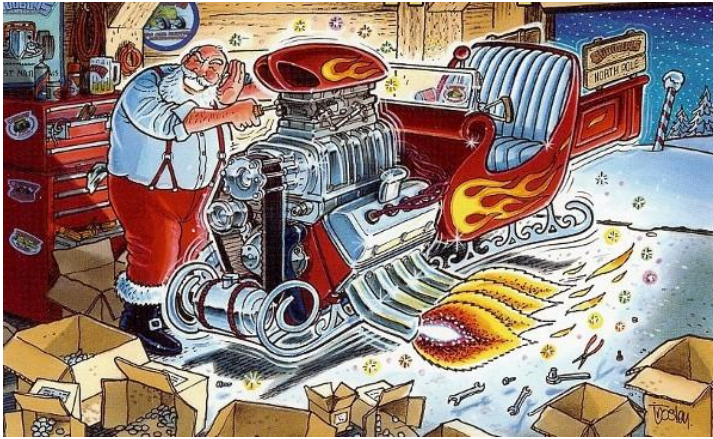


### MEETING INFORMATION

**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



**Garland Senior Center**  
**600 West Avenue A**  
**Garland, Texas 75040**  
**972-205-2769**



**December 6<sup>th</sup> 6:00 – 9:00 PM**



**Contact Jerry Reed [jerry.reed@univarusa.com](mailto:jerry.reed@univarusa.com) 214-755-6942 call or e-mail and find out what to bring for food. Club will be buying the meats and drinks for the event. We are looking for side dishes and desserts.**

- We will have a Chinese Gift exchange ~\$25.00 please no gag gifts completely voluntary. We have fun with this every year.
- Dinner will be catered ham and turkey from Dickey's BBQ.

**Jerry Reed, President - Truck on**



**The Christmas Party is fully catered by Dickey's BBQ, a Wylie Car Show Sponsor. We are asking members to bring a dessert.**

## Minutes of the November Club Meeting

**Dallas Mopar Club Meeting** November 9th, 2014

Spring Creek Bar-B-Q

The meeting was called to order at 2: 00 PM by President, Jerry Reed. Jerry talked about us trying to identify the cars and their owners in some of the pictures on our website from the MiniNats. If anybody has any information on these cars and owners can you please contact Jerry, our webmaster or Kevin Mattice, our webmaster.

Jerry and Brad have been keeping in touch with Gaylen Williams, and they are planning on going out to breakfast with him soon. He is starting to do a little better now and feel a little stronger.

So far our slate of officers for next year are:

President:	Tracy Barenz
Vice President:	Clint Cash
Treasurer:	Mike Boyd
Secretary:	(open)

We would like to collect toys for the Collin County Children's' Advocacy Center (CCCAC) and it would be great if you could bring them to our clubs' Christmas Party.

Jerry wants to present a plaque or something to McKinney Dodge Dealership to show our appreciation of them being our club sponsor this year. He will let us know what he will decide on.

Christmas Party!!! On December 6th we will meet at the Garland Senior Center, on Avenue A, to eat Bar-B-Q ham and turkey. It is being catered by Dickie's Bar-B-Q. We will of course have our "Chinese Gift Exchange" and the price limit is \$25. Please, no gag gifts.

Glen Balco wants to see more club members attending the club meetings and club outings, so he has donated 2 club memberships for 2015. It will be a point system again, and each member will get a point for bringing our Mopar to the meeting. You will also get a point for all shows and events you take it to. The two people that get the most points will get their membership for 2016 for free. Thank you Glen

Jerry wants to set up some field trips to local garages or shops where car related work is done. We had in the past gone several times to a garage in Garland off of Walnut Street, but it has closed down. Robert Vaughan said there is a car repair place in Saschie we might go to.

We were informed that a former club member, Daty Rogers, passed away on November 3, 2014.

The meeting was adjourned at 3:00 PM.



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](mailto:Brad.buttermore@cadallas.com)

214-202-7480-Cell

[www.media.chrysler.com/newsrelease.do;jsessionid=DF298D218BF5BDEB8DAA7903919BA696?&id=16060&mid=5](http://www.media.chrysler.com/newsrelease.do;jsessionid=DF298D218BF5BDEB8DAA7903919BA696?&id=16060&mid=5)



## Dodge Rocks Dallas: By Robert Vaughan

When something “rocks”, that is a figurative expression that means it is good and enjoyable, with reckless abandon, kind of like rock-n-roll music. This phrase was probably coined in the eighties. Mopar fans have known Dodge rocks for some time, figuratively, because of their awesome vehicles. Well, Dodge stepped up their game on November 1<sup>st</sup> when they took over Gas Monkey Live in Dallas and literally rocked Mopar fans with a free concert by legendary eighties rock band Mötley Crüe. Along with the free concert, there was an entire afternoon of cool Mopar stuff going on, and it was only for Mopar owners. There were Mopar thrill rides on a mini drift course in Dodge Vipers, and let me tell you, there were thousands of dollars of tires vaporized at this attraction. Also, you could experience the thrill of drag racing in a new Hellcat Challenger at the mini drag strip that was set up. The lines were long at both of these attractions all day long. The band even came out and smoked some tires in new Hellcats before the show. There were food trucks, a simulator, free t-shirts, and even the Dodge brothers, Horace and John made an appearance. There was also a car show; can you believe 850+ Mopars in one show? Well, there were. The price of admission was free, but you had to drive there in your Mopar. I have never seen that many Mopars in one place at the same time. It was mostly new

stuff, but there was a fair share of 70's and older vehicles too. It was a rare treat to get to see Mötley Crüe in an intimate bar setting as they typically perform in front of much larger stadium and arena crowds. Thanks Dodge for rocking our world, figuratively and literally!





**Check out this link:** <http://www.blabbermouth.net/news/video-motley-crue-plays-intimate-show-in-dallas-as-part-of-dodge-rocks-gas-monkey-event/>



## New Stuff from the Mopar Brand

### Dodge pulls plug on factory-backed Viper racing program in Tudor Championship

October 6, 2014 Mac Morrison Sr. Editor Autoweek

[www.autoweek.com/article/united-sportscar/dodge-pulls-plug-factory-backed-viper-racing-program-tudor-championship#sthash.ZnA9JGXv.dpuf](http://www.autoweek.com/article/united-sportscar/dodge-pulls-plug-factory-backed-viper-racing-program-tudor-championship#sthash.ZnA9JGXv.dpuf)



#### SportsCar Championship's GTLM-class

#### PHOTO BY LAT PHOTOGRAPHIC

SRT Motorsports team shuts down after winning teams' and drivers' titles in GT Le Mans

In a move that perhaps surprises few who have paid close attention, Dodge on Monday announced that it will end its participation in the Tudor United SportsCar Championship. The two-car SRT Motorsports [Viper GTS-R](#) team on Saturday at Petit Le Mans clinched the GT Le Mans-class drivers' championship (Kuno Wittmer) and the teams' championship, but the program will not return to the track in 2015.

In a statement released Monday, the company said, "The Dodge brand will redirect its focus and efforts on the brand's product lineup."

That should come as no shock, as the latest Viper road car's [struggles to attract buyers](#) have been well-documented. As a result, the Viper plant on Conner Avenue in Detroit has been shut down since early July, and Dodge in early September announced it was cutting the car's sticker price by \$15,000 -- to \$86,880 -- in an attempt to spark sales. On the racing side, the ACO issued invitations to the Viper GTS-R team to enter the 24 Hours of Le Mans in June, but the [team was forced to skip the planet's marquee sports-car endurance race](#) due to budget shortcomings. "Our company has made a business decision to discontinue the SRT Motorsports Dodge Viper GTS-R racing program," said Ralph Gilles, senior vice president of product design, Chrysler Group. "We are very proud of the amazing achievements our fantastic teams, drivers and partners have achieved on track the last few seasons. We thank them for their hard work, effort and commitment to SRT Motorsports. It's been an honor to be a part of the inaugural IMSA Tudor United SportsCar Championship season, and we wish them every success in the future."

The team's shuttering is no reflection of its on-track performance. Overall, in its return to sports-car racing, SRT Motorsports won two of three championships contested in the class and finished second in the GTLM manufacturers' championship in only the program's second full year.

Monday's announcement removes two highly recognizable staples from IMSA's 2015 entry list, as fans enjoyed watching the Vipers battle factory rivals from Chevrolet's Corvette Racing, Porsche, Ferrari and BMW. IMSA president and COO Scott Atherton commented, "Since returning to a factory-backed sports-car program midseason in 2012, the Chrysler Group was an ardent supporter of IMSA with a two-car team that competed most recently in the Tudor United SportsCar Championship GT Le Mans category alongside a robust off-track marketing program. They have made a business decision to redirect focus to other areas of their core business.

"On behalf of IMSA, I'd like to congratulate the SRT Motorsports team and drivers -- including 2014 GTLM champion Kuno Wittmer -- and everybody involved with building a winning Dodge Viper SRT GTS-R program. ... Our door always will remain open should they wish to return to top-level sports-car racing in the future."

## Viper GT3-R Technical Specifications

SRT News Release: [www.drivesrt.com/racing/viper-gt3r/#specs](http://www.drivesrt.com/racing/viper-gt3r/#specs)





The Dodge Viper SRT® GT3-R is the direct descendent of the high performance GTS-R GTE class racer campaigned by SRT Motorsports in the 2013 24 Hours of Le Mans and the American Le Mans Series. Virtually all of the technology developed by the Chrysler Group for the factory GTS-Rs for engine, chassis, suspension, electronics and aerodynamics is infused into every Viper GT3-R. All of it. It's your chance to get the knowledge of a factory race program in a 200 mph\* striped package. The Viper GT3-R builds upon the success of the GTS-R. The chassis has been equipped with a highly efficient aerodynamic package to optimize handling. Further racing enhancements include an Xtrac six-speed sequential transmission with paddle shifters, six-piston front brake calipers with four-piston rears, lightweight wheels and a multi-disc race clutch to help extract maximum performance from the V-10 engine.



Winning in motor racing is achieved through hard work, dedication and using the best tools available. The SRT® Viper GT3-R offers the chance to experience all of the Viper engineering and technology developed over years of international road racing. It offers a chance to be a part of the Viper legacy. The GT3-R is designed for the private racer who has the determination to win on an international level, but who desires to be competitive at a competitive price. In addition to eligibility for competition in GT3 championships worldwide, the GT3-R is ready for the United SportsCar Series GT Daytona, Pirelli World Challenge GT class, NARRA, SCCA and other GT categories. Pick your series, pick your goal, and get there with the Viper GT3-R.



The Viper GT3-R is a collaborative race car created by SRT Engineers and Riley Technologies in Mooresville, North Carolina. Riley Technologies specializes in the design, manufacture and support of winning race cars. Riley has built technologically advanced and dominant race cars from Daytona prototype endurance cars to GT competition cars. Their resume includes multiple U.S. endurance championships, race wins – including overall winner of the Rolex 24 Hours of Daytona the past nine years – and multiple GT championships.

**Edited by: Ray Z 11/18/14**





## **Feature Car / Truck:** 1965 Dodge Coronet 440

By: John B. Pettitt



I saw this car and for 5 years my wife and I took a detour going to church. I took detours every opportunity to see if "My Car" was at home. I had a serious Mopar crush on a 1965 Dodge Coronet 440. I don't know why, but I thought someday that could be mine, though I was sure the same thoughts weren't going through my wife's mind.



In November, 2002, my wife and I moved to Dallas from Sherman, Texas. Before we left I gave instructions to a couple of friends in our church to let me know if "My Car" ever went up for sale.

Fast forward to the year 2005. I received a call from one of those men giving me the good news. After hanging up the phone, my wife asked me what the call was about. "Well Honey. . . My car is for sale." To my surprise, the next words out of my wife's mouth was, "Are you going to get it?" That is ALL I needed to hear! After the negotiations were completed, I was driving home in "My 1965 Dodge Coronet 440."



The man from whom I bought it had done a lot of work on it as he drove it daily to and from work. Converting the factory A/C to R134a was a GOOD thing! Putting in a new headliner was a GOOD thing. Replacing the dash with a dash panel from a 1965 Plymouth was a BAD thing. Installing front and rear seats from a 1976 New Yorker. . . Also a BAD thing. My plans for this vehicle was not to be a show car, but to also be a daily



driver, which meant I had to get to work in order to make it my own.. Of course, after the initial purchase I had no money for the repairs.

Once I saved enough for the first round of repairs / upgrades, I had Craig Huls cut out the rust from the rear fenders and rocker panels. Craig did a fantastic job welding new steel in place of the rusted steel, and he matched the paint perfectly. Now, the car was no longer a "20 footer." More recently I was able to replace the entire front and rear suspension and steering components. Wow! What a difference that made.

Unfortunately I have not been able to get to the front and rear seats. Fortunately I have the original seats, and I bought some age appropriate bucket seats, but the reupholstering never happened. The new headers, and exhaust never happened either. Bill Gates would say, "It would just take a measly few thousand dollars."

The problem. . . I live in an old house with a single vehicle driveway. In order to take the Dodge out for a drive, I have to remove and then return two vehicles from the driveway before going out on a cruise. So instead of enjoying my drive, all I think about is all the work I am going to have to do re-shuffling vehicles before putting the Dodge back into the garage. So, instead of being a daily driver, it is actually a once a month driver. So, instead of finishing the repairs / upgrades to "My Car" this summer, my wife and I sprung for a complete HVAC for the house. Arrrrrgh!! I told my wife, I would sacrifice my car for our new home A/C. You will notice that it is listed for sale in this newsletter. Sad, Sad Day!! As a Deputy U.S. Marshal, I have mandatory retirement at the age of 57, so I figure in 5 years I will be looking for my next classic Mopar.



Contribution by: Mike Morrison: **Chrysler / Fiat Drops the Pentastar**, link will bring you to the story.

<http://blog.hemmings.com/index.php/2014/11/03/with-little-ceremony-fiat-chrysler-automobiles-drops-pentastar-logo/?refer=news>





Edited by: Ray Z 10/23/14

## **Technical Article:** National Tire and Wheel: Gearing and Taller Tires

[www.ntwonline.com/Gearing-for-Taller-Tires.html](http://www.ntwonline.com/Gearing-for-Taller-Tires.html)



### The Chart

Although you should take the time to do the math and find out which ratio is best for your truck and tire combination, to make things easier use the following chart. This information will give you a general idea what ratios to shop for, but always discuss your gearing needs with a professional at

your local shop before buying.

The chart is divided into three categories. The rpm highlighted in **black** are optimum for the tire size and ratio combination. These will most closely give you the best overall drivability. If you're looking for a ratio that will give better fuel economy for highway driving at the expense of some acceleration and overall performance, choose a ratio in the **yellow** shaded area. If you're looking for a ratio that will improve acceleration and towing power at the expense of some fuel economy, choose a ratio in the **blue** shaded area.



		GEAR RATIO														
		3.07	3.21	3.31	3.42	3.55	3.73	3.91	4.11	4.27	4.56	4.88	5.13	5.29	5.38	5.71
TIRE DIAMETER	26	2579	2696	2780	2873	2982	3133	3284	3452	3587	3830	4099	4309	4444	4519	4796
	27	2483	2597	2677	2766	2872	3017	3163	3325	3454	3689	3947	4150	4279	4352	4619
	28	2395	2504	2582	2668	2769	2909	3050	3206	3331	3557	3806	4001	4126	4196	4454
	29	2312	2417	2493	2576	2674	2809	2945	3095	3216	3434	3675	3863	3984	4052	4300
	30	2235	2337	2410	2490	2584	2715	2846	2992	3109	3320	3553	3735	3851	3917	4157
	31	2163	2261	2332	2409	2501	2628	2755	2896	3008	3213	3438	3614	3727	3790	4023
	32	2095	2191	2259	2334	2423	2546	2669	2805	2914	3112	3331	3501	3610	3672	3897
	33	2032	2124	2191	2263	2349	2469	2588	2720	2826	3018	3230	3395	3501	3561	3779
	34	1972	2062	2126	2197	2280	2396	2512	2640	2743	2929	3135	3295	3398	3456	3668
	35	1916	2003	2065	2134	2215	2328	2440	2565	2664	2845	3045	3201	3301	3357	3563
	36	1862	1947	2008	2075	2154	2263	2372	2493	2590	2766	2961	3112	3209	3264	3464
	37	1812	1895	1954	2019	2095	2202	2308	2426	2520	2692	2881	3028	3123	3176	3370
	38	1764	1845	1902	1966	2040	2144	2247	2362	2454	2621	2805	2948	3040	3092	3282
	39	1719	1798	1854	1915	1988	2089	2190	2302	2391	2554	2733	2873	2962	3013	3198
	40	1676	1753	1807	1867	1938	2037	2135	2244	2331	2490	2664	2801	2888	2937	3118
	41	1635	1710	1763	1822	1891	1987	2083	2189	2275	2429	2599	2733	2818	2866	3042
	42	1596	1669	1721	1778	1846	1940	2033	2137	2220	2371	2538	2668	2751	2798	2969
	43	1559	1630	1681	1737	1803	1894	1986	2087	2169	2316	2479	2606	2687	2733	2900
	44	1524	1593	1643	1698	1762	1852	1941	2040	2119	2263	2422	2546	2626	2670	2834

Note: This chart is based on engine rpm at 65 mph with the transmission in a 1:1 gear. Remember, the actual rpm indicated in the chart will be slightly higher (between 100 – 300 rpm) on vehicles equipped with an automatic transmission. This is due to the slip present in the torque converter.





## The Formula

$$\text{rpm} = \text{mph} \times \text{gear ratio} \times 336 / \text{tire diameter}$$

To use an example, let's say we want to know what gears should be installed when putting 36" tires on a transmission, 3.08 gears, and 30" tires in stock form. Since the truck doesn't have a tach, we first need to find out what RPM the engine is spinning at a given speed, say 65 mph. With this information, the formula looks like this:

$$2242 = 65 \times 3.08 \times 336 / 30$$

At 65 mph, the truck's engine is spinning at 2242 rpm, which is right in the optimum power band for most V-8 engines. Now all that's left to do is plug in the new tire size and a couple different ratios available for the truck to see which one closely matches the RPM.

$$2263 = 65 \times 3.73 \times 336 / 36$$

As you can see from the above formula, 3.73 gears with 36" tires is optimum for restoring stock performance with this truck. Keep in mind that not all ratios are available for every axle, so do some research to make sure there's a ratio close to what you need available for your truck's axles.

One last note regarding trucks equipped with overdrive. The Overdrive gear in a transmission allows the drive train to run below a 1:1 ratio, which brings down engine RPM for good fuel economy when running down the highway. Most Overdrive gears run somewhere around 0.73:1. As we said before, the best option for people who use the truck primarily on the street is to match the formula given above. However, Overdrive offers a unique opportunity for dedicated off-roaders. Since overdrive decreases the reduction at highway speeds, it's possible to "cheat" and select gears that are a little lower (numerically higher) for better slow gearing off-road without sacrificing highway drivability. This advantage becomes apparent when you do the math by multiplying a prospective gear ratio by the Overdrive ratio of your transmission. To use an example, 5.13 gears in a truck without an overdrive and moderate-sized tires would offer awesome slow-speed crawling ability for off-road situations but would leave the engine screaming at highway speeds. However, if the same 5.13s are installed in a truck equipped with an overdrive of 0.73:1 and we do the math ( $5.13 \times 0.73 = 3.744$ ), we find that the Overdrive gear gives the effect of a very streetable 3.73 ratio for highway cruising. In other words, the truck



has the same good crawling speed of 5.13 gears (because Overdrive is never used off-road) combined with a very street-friendly effective ratio of 3.73 gears. Of course the engine will still rev higher on the highway compared to having the proper ratios found by following the steps we laid out earlier. Overdrive does offer dedicated four-wheelers the option of installing low, off-road friendly gears and still be able to drive around on the street with some fuel economy left intact. To plug overdrive into the gearing formula above, simply multiply the Overdrive ratio by the axle gear ratio.



## Bias-Ply Tires and Radial Tires

[www.ntwonline.com/Tire-Terminology.html](http://www.ntwonline.com/Tire-Terminology.html)

There are two basic types of tire construction that mud, all terrain and street tires use as their foundation. They are bias-ply and radial designs. Each type of tire construction has its own unique set of characteristics that are the key to its performance, whether on road or off road and these characteristics can help to define the purpose of the tire. The following information will explain what identifies the difference between a bias ply tire and a radial type tire.

The bias ply tire construction utilizes rubber-coated layers known as plies composed of textile cords, usually nylon and sometimes Kevlar. The plies are layered diagonal from one bead to the other bead at about a 30 degree angle. One ply is set on a bias in one direction as succeeding plies are set alternately in opposing directions as they cross each other and the ends are wrapped around the bead wires, anchoring them to the rim of the wheel. The layers of plies are then covered with more rubber to form the tread of the tire. Bias ply tires are sometimes called cross-ply tires.

## Performance and Purpose of a Bias Ply

Bias ply tires have a limited purpose in life and are only used for specific purposes or jobs. The reason for this is because of its performance characteristics. However for some jobs the bias ply tire is an idea tire for the purpose such as for the tires of a towed trailer, farm equipment tires, some

purpose built tires like extreme terrain tires and some forms of racing still use bias ply tires. The reasons for this limited use are:

- The bias-ply tire casing is constructed to form one working unit. When the sidewalls deflect or bend under load, the tread squeezes in and distorts. The distortion affects the tires footprint and can decrease traction and increases wear depending on the terrain. The tread distortion also causes abrasion from the ground surface, which reduces the life of the tire. These factors are why bias ply tires are not ideal for passenger car tires or as tires that may see highway use unless used as tires for a towed trailer.
- Bias Ply Strength - The way to increase the strength of bias-ply tires is by increasing the number of plies and bead wires. More plies means more mass which increases heat retention and reduces tire life.
- Because of the bias ply inherent construction, sidewall strength is less than that of a radial tire's construction and cornering is significantly less effective. This is probably one of the main reasons bias ply tires are not used for passenger cars and trucks.
- However because of the bias ply construction and inherent strength of a properly inflated tire, the bias ply is ideal for straight line towing.

The radial is a type of tire that is constructed with rubber coated, reinforcing steel cable belts that are assembled parallel and run from side to side, bead to bead at an angle of 90 degrees to the circumferential centerline of the tire. (As opposed to the 30 degree alternating application lengthwise as in bias ply tires). This makes the tire more flexible which reduces rolling resistance to improve fuel economy. Then numerous rubber coated steel belts are constructed into the "crown" of the tire under the tread to form a strong stable two-stage unit.

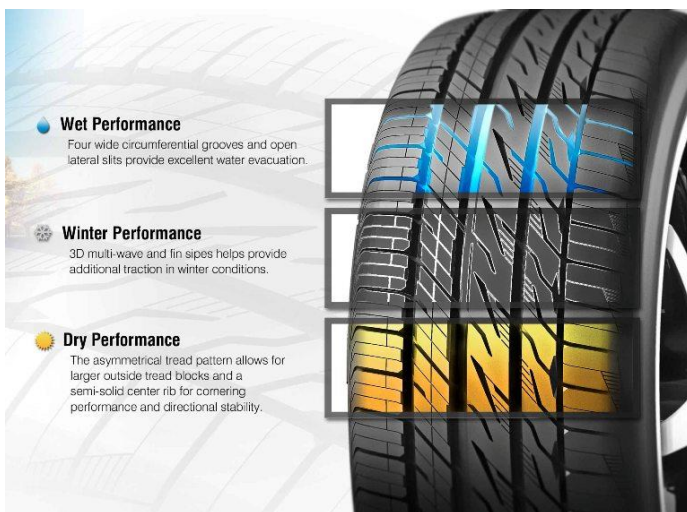
## **Performance and purpose of Radial tires**

Radial tires are the preferred tire of choice in most applications for several key reasons.

- The combination of steel stabilizing belts in the single-layer radial casing allows the tread and sidewall to act independently. The sidewall flexes more easily under the weight of the vehicle and its cargo, while the tank-track type tread provides even contact with the ground. Greater vertical deflection is achieved with radial tires. This is desirable because extreme flexing greatly increases resistance to punctures.
- To increase a radial tire's strength, larger diameter steel cables are used. Larger steel cables can help reduce punctures, tears and flats. Larger steel cables also help distribute heat, resulting in a cooler running tire and improving fuel economy. Unlike bias ply tires larger steel cables have little negative affect on performance.

- The parallel stabilizing steel belts of the radial minimize tread distortion. As the sidewalls flexes under load, the belts hold the tread firmly and evenly on the ground or object and thus minimizing tread scrub and greatly increasing tread life.
- When cornering the independent action of the tread and sidewalls keeps the tread flat on the road. This allows the tire to hold to its path.
- When off-road, the radial tire's stabilizing steel belt design aids in greater traction by holding the tread evenly over obstacles allowing the tread of the tire to have a better chance of finding traction.

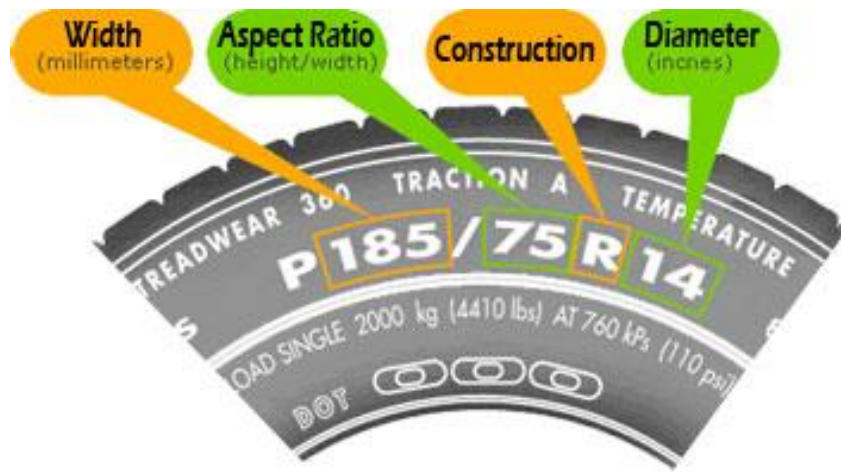
**Sipes are the small slots that are cut or molded into a tire tread surface.** These slots are meant to aid in increasing traction in snow, ice, mud, and wet road surfaces. The name of the concept of siping a tire comes from a man named John Sipe, who received a patent in the 1920's, after realizing that an array of small transverse cuts in the heels of his shoes gave him better traction. Later Goodyear received a US patent claiming that the "sipes" improved traction characteristics in tires.



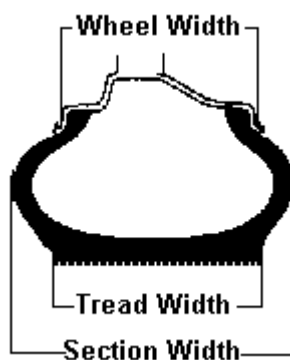
**Tire tread is a series of block shapes, groove configurations, and sipes, all of which have an effect on the tires traction and noise level.** Typically, wide, straight grooves running in the direction that the tire travels will have a lower noise level and good water removal. More lateral grooves running from side to side will usually increase traction while increasing noise levels. Sipes are the small grooves or slits that are cut across larger tread elements. Up to a point, more sipes give more traction in snow and mud as well as over various terrains found off-road.

All tires are required to have certain information molded into the side of the tire in a location known as the sidewall. Some of the information is self-explanatory while other information requires a little knowledge to decipher. The following will help you understand what this information means.

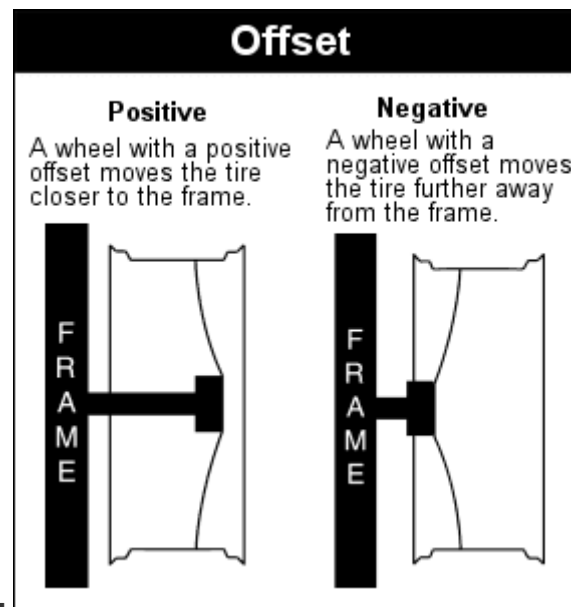


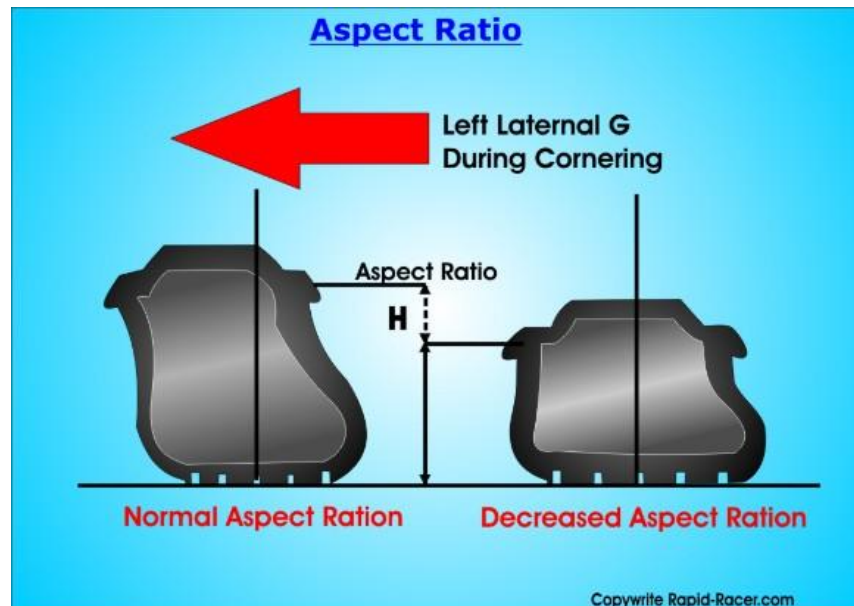


**WIDTH** - This is the width of the tire measured in millimeters from sidewall to sidewall. An example might be 215 representing 215 millimeters.



Rim Offset -





**ASPECT RATIO** - This is the ratio of the height of the tire's cross-section to its width. An example of this might be 65, which means that the height is equal to 65% of the tire's width. To calculate the aspect ratio, multiply the first number (e.g. **215**) by the second number with a decimal before the number (e.g. **.65**). Using the example numbers the tires aspect ratio would calculate as **215x.65=139.75** where 139.75 is the tires height in millimeters. This is the height of the rubber from rim to tread on one side of the tire.

**To convert the aspect ratio to a full tire height in inches, do this:**

Convert the above calculated tire height (aspect ratio) in millimeters to inches by multiplying the millimeters by .03937 ( $139.75 \times .03937 = 5.5$  inches). Then take the inches and multiply by two and add the rim size. Example:  $5.5 \times 2 + 15$  (rim size in inches) = a 26 inch tall tire.

**CONSTRUCTION** - This indicates how the tire was put together and will say much about the tires handling characteristics. **R** indicates the tire is a radial type tire. For more information about what a radial is, [click here](#). **B** indicates the tire is a bias ply type tire. For more information about bias ply type tires, [click here](#).

**DIAMETER** - This is the width of the opening in the tire where it would be mounted to a wheel. This is measured from one bead across the opening to the other side of the same bead. This measurement is in inches and an example would be **15** and indicates that this tire is for a 15 inch rim, or wheel.

**LOAD RANGE (NOT HI-LIGHTED)** - This is a number corresponds to the maximum load in pounds that a tire can support when properly inflated. You will also find the maximum load in pounds and in kilograms molded elsewhere on the tire sidewall.

Tire Load Ranges		Inflation Pressure Assigned For "Maximum Load" Ratings
<b>P-metric</b>		
Standard Load	(SL)	35 psi
Extra Load	(XL)	41 psi
<b>Light Truck</b>		
Load Range C	(LRC)	50 psi
Load Range D	(LRD)	65 psi
Load Range E	(LRE)	80 psi



### Tire Speed Ratings

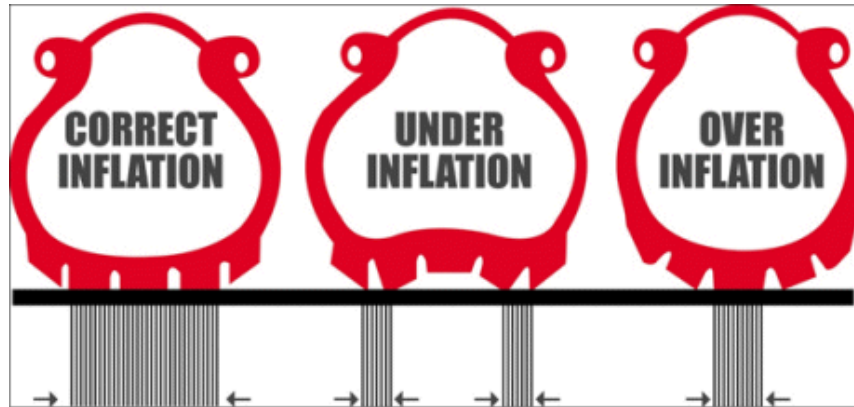
Speed ratings are indicated as follows:	
Speed Symbol	Maximum Speed
Q	99 MPH/160 KPH
R	106 MPH/170KPH
S	112 MPH/180 KPH
T	118 MPH/190 KPH
U	124 MPH/200 KPH
H	130 MPH/210 KPH
V	Above 130 MPH/210 KPH
(Without service description)	
V	149 MPH/240 KPH
(With service description)	
Z	Above 149 MPH/240 KPH
W**	168 MPH/270 KPH
Y**	186 MPH/300 KPH
Z	Above 186 MPH/300 KPH
**W- and Y-speed ratings are subcategories of the Z-speed rating.	





This is a number that corresponds to the maximum service speed for a tire. See Chart for ratings.

Note: Speed ratings are specific for passenger car tires and not light truck tires. Light truck tires (LT) are not speed rated.



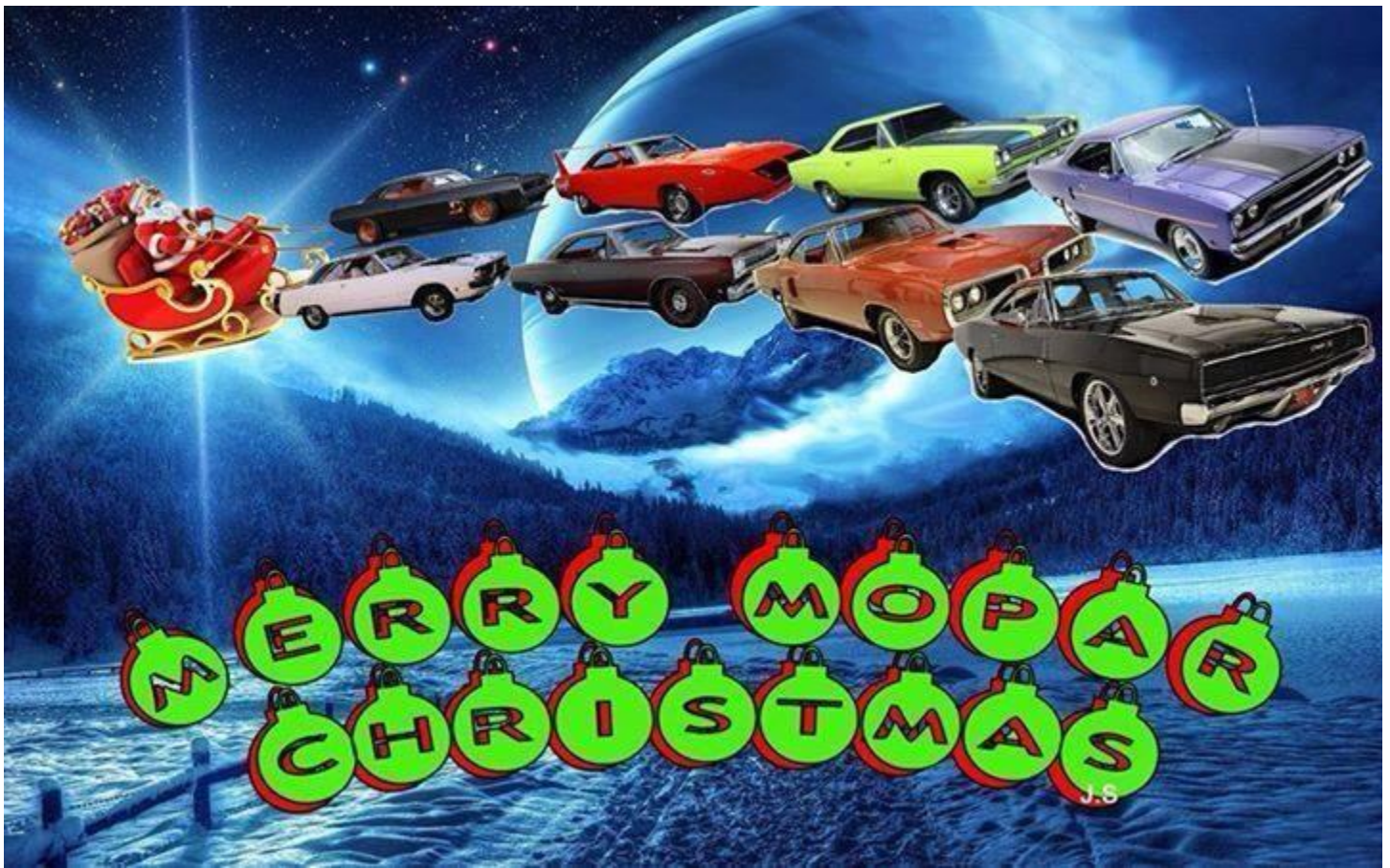
**PSI** - Pounds per square inch - used to measure air pressure in a tire. The PSI rating on tires is typically the maximum recommended tire pressure for that tire. Tire pressure should always be checked periodically and when the tires are cold. Under normal operation, tires can lose approximately 1 PSI of pressure every month. For every 10 degree change in ambient temperature, tire pressure can change by approximately 1 PSI.

### AA1Car.com Tire Pressure Inflation Chart

Air pressure changes with temperature. To maintain the recommended inflation pressure, add more air to compensate for colder ambient temperatures  
NOTE: For passenger car and light truck tires only. Never exceed the maximum inflation pressure on the sidewall

Outside Temperature (°F)	OEM Recommended Inflation Pressure in PSI																	
	30	32	34	35	38	40	41	42	45	50	55	60	65	70	75	80	85	90
70	30	32	34	35	38	40	41	42	45	50	55	60	65	70	75	80	85	90
60	31	33	35	36	39	41	42	43	46	51	56	61	67	72	77	82	87	92
50	32	34	36	37	40	42	43	44	47	53	58	63	68	73	79	84	89	94
40	33	35	37	38	41	43	44	45	49	54	59	64	70	75	80	86	91	96
30	34	36	38	39	42	44	46	47	50	55	61	66	72	77	82	87	92	97
20	35	37	39	40	43	46	47	48	51	57	62	67	72	77	82	87	92	97
10	36	38	40	41	45	47	48	49	52	57	62	67	72	77	82	87	92	97
0	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-10	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-20	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-30	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97
-40	37	39	41	42	45	47	48	49	52	57	62	67	72	77	82	87	92	97

Edited by Ray Z 11/2/14



Edited by Ray Z 11/08/14

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- 1969 PLYMOUTH ROADRUNNER, BLUE W/BLACK INT, "ERTL" \$60



- 1969 DODGE CHARGER DAYTONA (WING), DARK GREEN W/BLACK INT, "ERTL" \$80
- 1970 PLYMOUTH SUPERBIRD (WING), BRIGHT GREEN, "ERTL" \$80
- 1970 DODGE CHALLENGER, PLUM CRAZY, 'ERTL" \$70
- 1970 PLYMOUTH HEMI 'CUDA, PLUM CRAZY, "ERTL" \$70
- 1970 DODGE CORONET R/T CONVERTIBLE, PLUM CRAZY W/WHITE INT, "ROAD WARRIOR" \$60
- 1970 PLYMOUTH AAR 'CUDA, ORANGE, "ERTL" \$80
- 1971 PLYMOUTH ROADRUNNER, ORANGE, "ERTL" \$70
- 1971 DODGE CHALLENGER R/T, BRIGHT GREEN, "ERTL" \$70
- 1971 DODGE CHALLENGER INDY 500 PACE CAR CONVERTIBLE, ORANGE, "GREENLIGHT" \$80
- 2006 DODGE CHALLENGER, HEMI ORANGE, FACTORY CONCEPT CAR, "MATSIO" \$40

Contact: Glenn Balko [gbalko@sbcglobal.net](mailto:gbalko@sbcglobal.net)

**1991 Dodge Ram 1500** work truck 318 5.2 automatic single cab long bed \$1000 214-709- 8181

**Omni / Horizon Parts:** 2.2 parts basically the entire powertrain some interior and trim pieces. Anthony Shelton [adshelton2004@hotmail.com](mailto:adshelton2004@hotmail.com) Cell 214-728-1162

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## 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



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