

Pentastar Press

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dallasmoparclub@gmail.com

Officers

President – Tracy Barenz	469-343-9087
Vice-President – Clint Cash	972-742-8191
Secretary – Open	000-000-0000
Treasurer – Mike Boyd	972-762-4777

Directors at Large

Open (8/14 – 7/16)	000-000-0000
Bill Bonney (1/14 – 12/15)	214-769-5314

Membership Committee

Bill Bonney	214-769-5314
Brad Buttermore	214-202-7480

Event Coordination

Everett Lee, Activities	972-897-9019
Arthur Clarke, Staff / "DJ"	214-946-3867
Robert Vaughan, Cruise & Race	972-998-7381

Newsletter

Ray Zimmerman	407-913-3663
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Contact Information

Visit our sponsor for discounts:

Chrysler Jeep Dodge City of McKinney

700 S Central Expy McKinney, TX 75070
972-569-9650



www.dodgecityofmckinney.net



"2015" DMC Hole Shot

From our new incoming President, Tracy Barenz,

The Christmas party had a good turnout about 35 members attended. Dinner was catered by Dickey's out of Wylie, TX who were one of our sponsors for the Wylie Bluegrass Car Show last July that was a great success.

The menu included: Turkey, ham, potatoes, stuffing, green beans and a lot of deserts brought by the memebers themselves.

The gift exchange was as much fun as ever and Bob O. Gave one of his pieces of art work as a present which was stolen about 4-5 times amongst the members.

I want to Thank Lee Elms for her hard work in setting up the party just after getting back from her cruise just hours before the event. Also want to thank our outgoing President, Jerry Reed and Vice President, Everett Lee and Treasurer, Brad Buttermore for their hard work this last year and past contributions to the club. I would like to welcome the new incoming Board Members: Vice President, Clint Cash and Treasurer, Mike Boyd
I want to wish everyone a Merry Christmas and Happy New Year





Tracy Barenz, President DMC

Minutes from the DMC Club Meeting

Dallas Mopar Club December 6th, 2014

Garland Senior Center

Bill Bonney, Membership Committee:

I just wanted to introduce everyone to our new members that joined the Dallas Mopar Club in 2014. We had a good year recruiting new members and we hope 2015 grows the club to new levels of membership and involvement with the Dallas Mopar Club.

- Bernard Barnes
- Daniel Barnes
- Tim Goodwin
- Eugene Hauptman
- Pete Petohazy
- David Schlicht
- Mike & Melissa Boyd
- Jeremy Horvath
- Robert Sargent
- Don Taylor
- Rob Brooks
- Darrell Burchfield
- Kevin Cain
- Stewart Cloer
- Mark Dickens
- Steve Dingle
- Joe Farinacci
- Tony Feger
- Manuel Hernandez
- Leonard Roark
- Michael Lovell
- David McMinn
- Rick Shatswell
- Richard Thompson
- Phillip Wilds
- Rick Willis

2015 Membership Dues can be paid on-line
through our website:
<http://dallasmoparclub.com/membership.html>

Or due can be paid by check sent to the clubs
address:

Dallas Mopar Club
P.O. Box 472601
Garland, TX 75047

Feature Car / Truck: “My beautiful 1933 Plymouth Sedan”

By: Ron Rendelman



My son found this vehicle on E-bay during mid-year of 2004. For many years this car had been located in a seven car brick garage at a mansion in Rhode Island. The guy I bought the car from found it through an advertisement in a Boston paper. They were about to have a giant sale at the R.I. mansion as most of the family that had resided there were deceased. One woman worker at the mansion told the buyer that she had worked at the mansion for many years and said the car had been covered with a tarp for 30+ years. When the buyer looked at the car, all the tires were rotted, the hydraulic brakes did not work & a host of other things needed attention. I do not know, but I would guess that he bought the car for about \$8K. He had to get new tires just to get it on his trailer. He did quite a few repairs to include replacing the soft top, re-chrome work, tires, new rewiring, new head lights, new head liner & interior & new windshield glass & etc. I would guess that he spent about \$4K to fix it up.

The seller on E-bay had originally intended to turn it into a street rod, but the car was in such good shape that he decided to sell this one & find another one to re-build. He had it listed at \$15.5K, but it did not sell. I called the owner & he was of the opinion that I was a car dealer and would not discuss the car. Finally, after I sent him a picture of my '33 red 2 door coupe to prove that I was not a dealer, we talked and finally made a

deal. This is the first car that I have ever bought sight unseen, although we had many discussions via e-mail and phone.



I kept asking him about rust & he kept telling me that there was none. I had him send me pictures from the undercarriage because I was of the opinion that any car on the coast would have rust. Finally I struck a deal at \$10.5K if he would help load it on a car hauler that I had contracted from Plano, TX. He agreed and the hauler said that the car had to run for them to haul, which it did. It took me about a month to get the car to Dallas because it would have cost me over \$3K for them to make a round trip to pick up & deliver. Finally the hauler had a trip to Boston to deliver and pick up my car. When it arrived I could not believe that the car was in such good shape. The car had the original paint that was in good shape, with no rust no dents and 55,600 original miles.



The car has never had a heater, so I guessed that from about September thru March of the following year the car was not driven in the Boston area without a heater. I added the chrome horns, the fog lights and eventually changed the original engine which did have a hair line crack in the block, and a rear main oil leak. I found a freshly re-built 34 Dodge engine that is exactly the same 189 cubic inch as the original 6 cylinder that was in the car for \$300. A friend helped me change the engine and it runs like new. In June of this year I decided to have the car re-painted. Nearby I found a European dealership that agreed to paint if I did not have a definitive deadline and I finally got it back about 3 weeks ago.



Fred and I have re assembled the car as each part was individually painted. On Friday we installed the turn signals. The amber fog lights are now the flashing lights in the front & the small lights shown in the latest picture are on the rear bumper for the rear signals. The car came with an original build ticket from the factory and it indicates the wood spoke wheels and the car was built in Detroit delivered to Boston Motor warehouse on 09/11/1933, I am the fourth owner now from records found. As of now I have about \$25K invested with all the improvements this car should have a value of about \$35K - \$40K.

Edited by: Ray Z 12/19/14



In Case You Missed It...



Up and Coming Mopar Events: Membership Dues are Pro-rated at Mid-Year. See application for details on our club web site: www.dallasmoparclub.com

MONTHLY CRUISE UPDATE

Looking forward to seeing you on the road: Brad.buttermore@cadallas.com 214-202-7480 Cell

AUTORAMA: FEBRUARY 11 — 15, DALLAS MARKET HALL, DALLAS, TX

CONTACT BOB OSTROWSKI BY DECEMBER 1ST.

MOPAR MAGIC: MARCH 28, 1ST BAPTIST CHURCH, SHREVEPORT, LA

CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

MOPARS AT THE MOTORPLEX: MARCH 28, TEXAS MOTORPLEX, ENNIS, TX

CONTACT ROBERT VAUGHAN FOR DETAILS.

THE HEIGHTS CAR SHOW: TBD, THE HEIGHTS BAPTIST CHURCH, RICHARDSON, TX

SEE THE HEIGHTS CAR SHOW WEBSITE FOR MORE DETAILS.

COWTOWN MOPARS: APRIL 19, ALLEN SAMUELS CHRYSLER/DODGE, FORT WORTH, TX

CONTACT BRAD BUTTERMORE FOR DETAILS.

CHRYSLER PARTS DEPOT CAR SHOW: TBD

CONTACT DAN CLARK OR BRAD BUTTERMORE FOR DETAILS.

CENTRAL OKLAHOMA MOPAR ASSOCIATION: TBD, JOE BARNES PARK, MIDWEST CITY, OK

CONTACT TRACY BARENZ FOR DETAILS.

BLUEGRASS ON BALLARD: JUNE 27, WYLIE, TX

CONTACT BILL BONNEY FOR DETAILS.

31ST ANNUAL SOUTHWEST MOPAR MINI-NATIONALS: SEPTEMBER 5, GARLAND CENTRAL PARK, GARLAND, TX

VISIT THE CLUB'S MINI-NATS PAGE OR CONTACT CLINT CASH FOR MORE DETAILS.

TEXAS STATE FAIR: SEPTEMBER, FAIR PARK, DALLAS, TX

CONTACT JERRY REED FOR DETAILS.

GRAND STREET FALL FESTIVAL: TBD, WHITEWRIGHT, TX

CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

HERITAGE FESTIVAL AND CAR SHOW: NOVEMBER 7, EDGEWOOD, TX

CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

CHRISTMAS PARTY: DECEMBER 5, GARLAND SENIOR ACTIVITY CENTER

CONTACT LEE ELMS FOR DETAILS.

Some interesting vehicles from this year's Turkey Rod Run in Daytona Beach, FL By, Ray Z



http://www.turkeyrun.com/Turkey_Run_Home.html

This runs for 4 Days during Thanksgiving and I went on Friday with a reported 6,000 Cars in the Show. I tried to go on Saturday one time and turned around and went home.



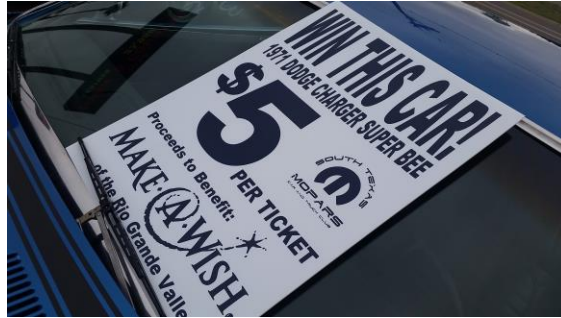
Car Coral – Car Auction – Carnival – Swap Meet – Parts Midway – Entertainment – Food
Concessions – Manufacturers Section





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www.facebook.com/MakeAWishFoundationRGV



New Stuff from Mopar



2015 Chrysler 300 looks to recapture its mojo in LA

Revised Attitude, Standard 8-Speed and EPAS Headline Changes

By [Chris Paukert](#)

Nov 19th 2014 12:01AM Auto Blog



Chrysler's [300](#) sedan has never been a shrinking violet, but it arguably lost a bit of swagger when its second-generation model bowed. There was no way that an evolutionary design could ever upend the automotive establishment the way the original 2005 model did, but even so, something was clearly left on the table when the 2011 model bowed.

You don't have to take our word for it – Chrysler knows it, too. Reflecting back upon the second-generation model's styling today, [Ralph Gilles](#), Chrysler's senior vice president of design is refreshingly candid, telling *Autoblog*, "Our previous generation of leaders didn't understand the car

very well, and kind of forced this front end on us." For 2015, Gilles and Co. have worked to recapture some of the 2005 design's lightning in a bottle. In Gilles' words, the brief for the refreshed 2015 model was to "give the car the attitude it deserves... up the attitude, up the presence."



Visually, the new 300 initially appears very similar to the current car, but closer inspection and side-by-side comparisons reveal countless changes, the most noticeable being a much larger front grille (by about 30 percent), redone light fixtures and a 'Mobius-strip' lower fascia that picks up where the new [200](#) left off. The cabin has been upgraded, too, with a standard seven-inch display in the gauge cluster, the latest [UConnect](#) infotainment system and improved material choices.



The 300's well-liked 3.6-liter V6 and 5.7-liter Hemi V8 engines carry over largely unchanged, so the big news mechanically is the institution of Chrysler's eight-speed Torqueflite automatic across the line. (Previously, V8 models were equipped with five-speed units). Thankfully, the 2014 model's recalcitrant electronic gearshift lever has been axed, replaced by the rotary selector found in the 200 and other Pentastar-family products. [Chrysler](#) says drivers can expect both quicker acceleration and up to a six-percent improvement in fuel economy on V8 models.



Also aiding in the quest for improved efficiency are new cast aluminum axles and an electric power steering unit that has been fitted to all trims. A revised sport mode takes advantage of EPAS by varying the steering weight in addition to things like throttle mapping, transmission shift schedule and so on.



As you'd expect of a luxury sedan these days, there's also a newly expanded suite of available active safety technologies, including improved adaptive cruise control with full stop capability, lane-departure warning, forward collision warning, and so on.



Despite the equipment upgrades and improved materials, Chrysler is holding the line on the 2015 300's base MSRP, with the range starting at \$31,395 as before. That's not the whole pricing story, though, as Chrysler has pulled the 300 another rung up the latter with the introduction of a new 300C Platinum model, which includes things like Poltrona Frau leather covering the dashboard, hand-sanded wood and platinum-chrome exterior trim. There's also an updated 300S Sport model (shown) featuring revised damping and quicker paddle shifts (250 milliseconds, a 150-millisecond improvement), but the [high-performance SRT](#) model [is dead, at least in the US](#), as is the V8 all-wheel drive model, a victim of slow sales.

Show full PR text

News Source: Chrysler

<http://www.autoblog.com/2014/11/19/2015-chrysler-300-official-la-2014/>



Edited by: Ray Z 12/06/14

Technical Article: January 2015

Abrasive Blasting vs. Soda Blasting *Removing Rust and Paint with Media*

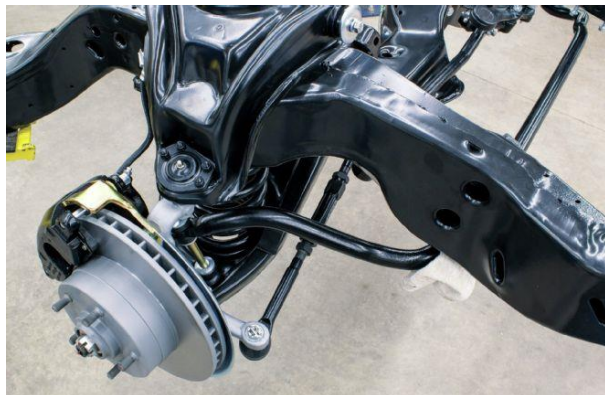
Stripping an entire paint job using sanders or chemicals can be a long, tiresome process. And, if you aren't careful, sanders or chemicals can cause severe damage to the bodywork and affect your upcoming paint job.



Fortunately, blasting can easily strip paint and rust, producing professional results with less manual labor and greater safety. Abrasive blasting has been used for years, but soda blasting has recently drawn a lot of favorable attention within the restoration community. But which one is right for you? There are many differences between Abrasive Blasters and Soda Blasters that you need to understand before you buy.



Abrasive blasting has been used for many years to clean and remove rust, paint and corrosion. There are many types of abrasive media available, the most common being Aluminum Oxide, Silicon Carbide, and Glass Bead. These media have an aggressive cut and can rapidly remove paint and rust. However, they can also generate significant heat, potentially resulting in warped metal and etched surfaces, and they cannot be used on fiberglass. Also, chrome, plastic, rubber, trim, and other parts must be removed from the car or masked-off before blasting.



Alternatively, less-aggressive media, such as Walnut Shell, will do a great job at removing paint. Walnut Shell does not generate as much heat as other media, and can be used on sheet metal and fiberglass without damaging the base material. However, Walnut Shell, as with any abrasive media, will require more clean-up as it leaves particles in the car body's seams and crevices that can be difficult to completely remove



Soda Media

Unlike traditional abrasive media, soda is softer so there is no warping or etching. Soda media (NOT like in your kitchen pantry) is a perfect choice for steel, aluminum, plastic and fiberglass.

Soda strips off paint, leaving a smooth and texture-free finish. Soda blasting is so delicate that chrome, plastic, rubber and other components can be left on the vehicle when blasting!

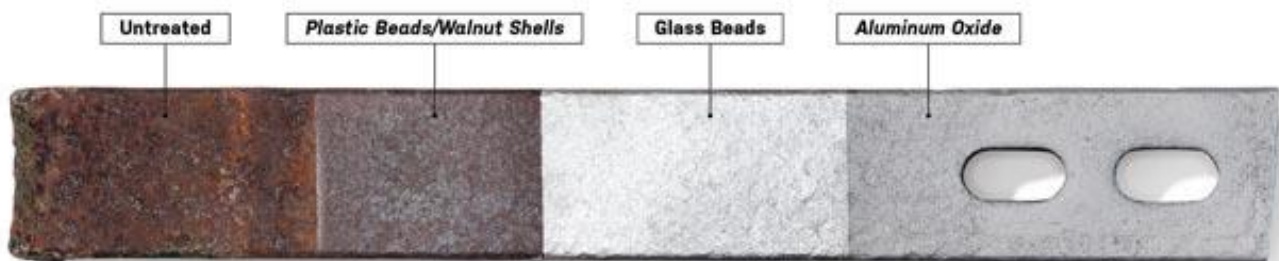


After blasting, a thin film of soda will cover the part. This film prevents flash rust for up to several months. When you're ready to paint or coat, simply rinse the film off with water; soda is both soluble and inert. Rinsing also takes care of any stray soda that may have gotten into seams or crevices.

While cleaning up soda is as simple as spraying water, proper steps should be taken to recover and properly dispose of removed paint particles.

Soda can also be used to clean and degrease parts such as transmissions or rear axles, since it will not cause any harm to internal moving parts. Soda can easily and safely clean under hood areas as well, without the need to remove components or wiring. Use it to clean almost any surface from wood to concrete to glass.

However, soda cannot remove heavy rust, corrosion or other substrates such as body filler. Soda is not strong enough to lift away these heavy materials, which must be removed by abrasive blasting using Aluminum Oxide or Glass Bead. However, soda might work if you do not wish to remove the old body filler.



www.myclassiccar.com/pdf/howto-removingrustduringrestoration.pdf

www.eastwood.com/abrasive-blast-media-vs-soda-blast-media-removing-rust-and-paint-with-media

www.popularmechanics.com/cars/how-to/maintenance/how-to-blast-your-car-parts-clean-15997905

www.surfacepreparation.com/catalog/abrasives/blasting-abrasives

www.surfacepreparation.com/product/soda-blasting-equipment

www.hotrod.com/how-to/chassis-suspension/1412-how-to-powder-coat-a-frame/



DODGE REBEL



**"Dodge Rebel
Operation '67 Wants You"**

Dodge

Edited by Ray Z 12/20/14

Mopar's: For Sale - Cars Wanted – Stuff

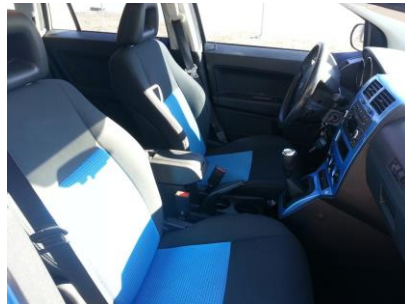
Wanted: Transmission linkage / column shift for big block 727. If anyone has this and is willing to part with it, please call Charles Barnett - 214-802-2291 bebarnett1@msn.com

1991 Dodge Ram 1500 work truck 318 5.2 automatic single cab long bed \$1,000 214-709- 8181

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

Misc. 1946-1952 Plymouth parts: Extras from two restorations. Example: new pair of rear shocks for same \$20.00 for the pair, plus actual shipping. Call Mike Greer (Dallas) 214-341-8200 mmgreer37@att.net,

2009 Dodge Caliber SXT. The car is in excellent shape and has been well maintained. Here are the details, 1.8L Inline 4 Cylinder, 5-Speed Manual Transmission , 89000 miles Air Conditioning, Premium Sound System, flip down rear speakers, Power Windows and Locks, Remote Keyless Entry, 17" Alloy Factory Mags, Michelin tires (35000 miles on 70000 mile tires), Theft Deterrent System, New Front Brakes, \$7000.00 Robert Vaughan 972-998-7381 rvaughan93@gmail.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 – Tracy Barenz, President</i>	<i>July – Bill Bonney, Director</i>
<i>February – Clint Cash, Vice President</i>	<i>August – Tracy Barenz, President</i>
<i>March – Open, Secretary</i>	<i>September – Clint Cash, Vice President</i>
<i>April – Mike Boyd, Treasurer</i>	<i>October – Open, Secretary</i>
<i>May – Open, Director</i>	<i>November – Mike Boyd, Treasurer</i>
<i>June – Lee Elms, Director</i>	<i>December – Open, 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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