

# Pentastar Press

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Robert Vaughan, Cruise & Race 972-998-7381

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Visit our sponsor for discounts:

**Chrysler Jeep Dodge City of  
McKinney**

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



[www.dodgecityofmckinney.net](http://www.dodgecityofmckinney.net)



# "2015" DMC Hole Shot

## Tracy Barenz, Dallas Mopar Club President

It's May and I wanted to welcome a few new members that attended April's club meeting

Dave and Tonya Martin with their 66 Charger that won 1<sup>st</sup> Place at the Louisiana show.

Larry Dick with his 68 Roadrunner, Steve Jones with his 68 Dart and Kevin Dick with his 69 Charger R/T barn find. Also Keven is one of our youngest members 14yrs old. I want our members to encourage and help him with his car however we can. We need young members that appreciate the older Mopars.

I have signed us up for the Texas State Fair I chose 3 dates Saturday Sept 26<sup>th</sup>, October 3<sup>rd</sup> and October 17<sup>th</sup>. State Fair officials indicated that they will inform me in about 3 months.

The Wylie show is fast approaching June 27<sup>th</sup> please sign up and we need volunteers to help with parking.

The Central Oklahoma Mopar Club is holding their show June 6<sup>th</sup> at the Lower Brick Town by Bass Pro Shop.

I would like to see how many of our members would attend. If you are interested please contact me.

**Tracy Barenz, President**

**Dallas Mopar Club**

**469-343-9087**

**[Barenzt@sbcglobal.net](mailto:Barenzt@sbcglobal.net)**

# Minutes from the DMC Club Meeting

Dallas Mopar Club April 12<sup>th</sup>, 2015 Spring Creek Bar-B-Que

The meeting was called to order at 2:05 PM by Bill Bonney



Mopars at the Battleship, Mobile AL

Respectfully submitted,  
Lee Elms, Secretary



## Race Update: Robert Vaughan



<http://www.tmccc.org/>  
<https://www.facebook.com/pages/TMCCC/227325360742165>

Next Race: May 3<sup>rd</sup> Texas Motor Speedway, Denton, TX



Thanks,  
Robert Vaughan



## May membership update:

The Board of Directors has approved the recognition of DMC long term voting members with a lapel pin after five (5) years of continuous membership. For each successive five (5) years thereafter a “dongle” is added showing the total number of years. Membership must be continuous as documented by dues payments recorded by the membership manager. To receive an award the member must be present at a Club meeting. At the February Club meeting the following members were presented with the first round of lapel pins and dongles to recognize their membership and service to the Dallas Mopar Club.

- ✓ **Lee Elms 30 Years**, awarded a 30 year pin
- ✓ **Gaylen Williams 28 years**, awarded a 25 year pin
- ✓ **Frank Maxwell 27 years**, awarded a 25 year pin
- ✓ **Jerry Reed 19 years**, awarded a 15 year pin
- ✓ **Bill Evans 19 years**, awarded a 15 year pin
- ✓ **Everett Lee 17 years**, awarded a 15 year pin
- ✓ **William Bonney 17 years**, awarded a 15 year pin
- ✓ **Robert Vaughan 16 years**, awarded a 15 year pin
- ✓ **Ron Rendleman 15 years**, awarded a 15 year pin
- ✓ **Bob Ostrowski 15 years**, awarded a 15 year pin
- ✓ **Clint Cash 14 years**, awarded a 10 year pin
- ✓ **Brad Buttermore 14 years**, awarded a 10 year pin
- ✓ **Glen Balko 11 years**, awarded a 10 pin
- ✓ **Tracy Barenz 9 years**, awarded a 5 year pin
- ✓ **Kevin Mattice 5 years**, awarded a 5 year pin
- ✓ **Cheryl Carney 5 years**, awarded a 5 year pin
- ✓ **Patrick Landry** awarded a 5 year pin



## **Feature Car / Truck: My 1997 Tricked-out Beast Viper GTS**

**By: Steve Dingle**

Here is what I'd like to share with the Club:



I am the 3<sup>rd</sup> owner of this very special 1997 Dodge Viper GTS. A one-of-a-kind, custom built,  
Twin **SUPERCHARGED** 750 rwhp beast.



Purchased new in 1997 I watched the build by the 1<sup>st</sup> owner, Mr. Kingman Hitz of Dallas, TX.



Mr. Hitz spared NOTHING in the building of this very special Snake. Mr. Dan Cragin was flown from California to Dallas to create this custom built Twin SUPERCHARGED Viper. Three engines like this were made and word has it that the other two have been totaled, leaving this a one of one that is left (*Now that is a surprise*).



The suspension was modified by the infamous Bobby Archer, with many untold tricks to make a superior track worthy automobile. Many pictures have been taken at Autorama's and TMS (Texas Motor Speedway) along-side Kyle Petty.



I have all documentation and pictures that came with the purchase of this Viper. In the one year I have owned her, I have shown at car shows throughout Texas and have taken many Best of Show and 1<sup>st</sup> Place trophies.



I have documentation to show that it can run a 10.8 quarter mile, but I have yet to attempt tracking it. Track wheels and tires are needed before racing it. I have run an Auto-Cross and learned that I need to learn a lot about the touchy handling and torque of this baby.

Approximately 30,000 Dodge / SRT Vipers have ever been produced and less than 20,000 exist to this day, thus the rarity of Vipers. Definitely NOT a "poor man's race car". Only 24,000 miles on this garage queen.

The list of after-market mods goes on but most of them are listed on a data sheet I am putting together.

This car is my Pride, my Wife, all my dreams in one basket.





Viper on dudes!!!!  
Steve Dingle, Forney, Texas



Edited by: Ray Z 4/11/15

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

### MONTHLY CRUISE UPDATE

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

### CHRYSLER PARTS DEPOT CAR SHOW:

**PDC Cruise & Picnic** (This is a live Link to the Show)

🕒 Saturday, May 16 at 10:00am

📍 [Chrysler-Mopar Parts Distribution Center](#) in Carrollton, Texas

**CENTRAL OKLAHOMA MOPAR ASSOCIATION:** JUNE 6<sup>TH</sup>, JOE BARNES PARK, MIDWEST CITY, OK

CONTACT TRACY BARENZ FOR DETAILS. LOWER BRICK TOWN AT THE BASS PROSHOP IN OKLAHOMA CITY, OK

**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.



ANNOUNCING THE FIRST ANNUAL

# CAR SHOW

SATURDAY MAY 2, 2015

**JOIN US** for the Wheels of Hope Car Show in Garland, TX and enjoy antique and classic cars, music, raffles, a car giveaway, local celebrities and much more. Proceeds benefit the Hope Clinic.

**WHEELS OF HOPE**

**PLAZA**

DOUBLE SOME LIKE IT HOT MARILYN MONROE RIO BRAVO

10:00 am - 5:00 pm Downtown Garland FREE Admission [WheelsOfHopeGarland.com](http://WheelsOfHopeGarland.com)

Special appearance from the Gas Monkey star Richard Rawlings. Also the Car Pro Jerry Reynolds. It is a benefit for the Hope Clinic. Go to: [wheelsofhopegarland.com](http://wheelsofhopegarland.com) and look around. Thanks.





# GRAND PRIZE Build-Your-Own 2015 Dodge Challenger HELLCAT



THIS IS IT! YOUR CHANCE TO WIN THE  
**IMPOSSIBLE TO GET**  
2015 DODGE CHALLENGER HELLCAT!

The 2015 Dodge Challenger SRT Hellcat is the most powerful and fastest muscle car ever with 707 horsepower, supercharged 6.2-liter HEMI V-8 engine and a certified 1/4-mile elapsed time of 11.2 seconds at 125 miles per hour on street tires

22 miles per gallon (mpg) achieved with segment-exclusive TorqueFlite eight-speed automatic transmission; new six-speed manual contributes to 21-mpg highway rating

Choose your Options (up to \$70,000 value)

- ☒ Choose your COLOR
- ☒ Choose your INTERIOR
- ☒ Choose your POWERTRAIN
- ☒ Choose your TIRES

Visit Dodge's website for Build Options:

[www.dodge.com/hostc/bmo/CUD201503/models.do](http://www.dodge.com/hostc/bmo/CUD201503/models.do)

## THE GRAND PRIZE:

BUILD-YOUR-OWN 2015 DODGE CHALLENGER HELLCAT - BUILT FOR YOU, THE WAY YOU WANT IT!

## 2<sup>ND</sup> PRIZE:

\$4,000 VOUCHER FOR VIPER PARTS OF AMERICA

## 3<sup>RD</sup> PRIZE:

\$2,000 VOUCHER FOR VIPER PARTS OF AMERICA

**VIPER CLUB OF  
AMERICA**

**20+ YEARS STRONG!**



This Raffle is Licensed by the State of Michigan, Charitable Gaming Division, License #R30010

New Stuff from Mopar



**CAR AND DRIVER**

## ***Production 2015 Dodge Charger R/T Scat Pack to Debut at SEMA, Charger R/T Mopar Concept Along for the Ride***

October 24, 2014 at 11:08 am by **Andrew Wendler**

Photography by **Michael Simari and the Manufacturer**



It's SEMA time, which means Mopar-fettled cars are practically falling from the sky. Among the brood, of course, are two versions of [the refreshed 2015 Dodge Charger](#), one conceptual and one headed for dealerships.

### **Dodge R/T Mopar concept:**

Mopar has been going through a renaissance of sorts lately, developing and marketing parts and accessories for almost every vehicle sold under the Fiat-Chrysler umbrella, which of course includes [the Dodge Charger](#).



Looking to enhance, rather than radically alter, the current Charger's beefy look, Mopar started off the treatment by fitting a front splitter, a new rear valance, and a taller one-piece spoiler than stock for a claimed increase in downforce. The car's profile is fancified with a set of dark-gray Mopar 20-inch forged wheels and racier side sills. A black roof contrasts with Dodge's TorRed paint, and the dirty bits get the Mopar touch, too, in the form of a coil-over kit, front and rear sway bars, and front and rear strut-tower braces. A cold-air intake adds an unspecified "jolt" of horsepower to the 5.7-liter Hemi V-8.



**Scat Pack badge on the 2015 Dodge Challenger:**





## 2015 Dodge Charger R/T Scat Pack



Where better to introduce the production 2015 Dodge Charger R/T Scat Pack than the annual automotive bacchanal known as SEMA? Arriving with Chrysler's 485-hp 6.4-liter naturally aspirated Hemi V-8 under the hood and exhaling through an active performance exhaust, the Charger R/T Scat Pack will feel as if it has found its spiritual home among the insanity. Slipping into the lineup just beneath the Charger SRT 392, like the [Challenger of the same name](#), the Charger R/T Scat Pack funnels all 475 lb-ft of twist through an eight-speed, paddle-shifted automatic transmission in route to a 3.09:1 rear axle. Twenty-inch wheels wrapped in Goodyear Eagle F1 performance tires help put the power to the pavement, while red four-piston Brembo calipers (the non-Scat R/T gets two-piston units; the SRT 392 and [SRT Hellcat](#) get six-piston pieces) put the pinch on when it comes time to decelerate.



The interior tweaks include a sportier steering wheel and—so you don't forget what you've bought—sport seats embroidered with the Scat Pack insignia. Chrysler's familiar Uconnect infotainment system gets a Scat Pack startup logo and Dodge Performance Pages, a slightly less-intense version of the *SRT* Performance Pages found in the 392 and the Hellcat. Still, they permit the driver a decent amount of input regarding steering feel, transmission response, and the amount of assist or intervention desired from the stability and traction control. The car also features launch control.



- [Official Photos and Info: Refreshed 2015 Dodge Charger](#)
- [Power Rankings: The Most Powerful Sedans for Sale in America](#)
- [Dodge Charger News, Reviews, Photos, Specs, and More](#)

Bettering the base R/T's 370-hp output by 115 ponies, the Charger R/T Scat Pack is the most powerful Charger you can buy without getting into actual SRT territory. Not too shabby for a four-door sedan with an [MSRP of under \\$41K](#). Here's hoping the recent dust-up over the [use of the "Scat Pack"](#) name doesn't put a damper on things.

<http://blog.caranddriver.com/production-2015-dodge-charger-rt-scat-pack-to-debut-at-sema-charger-rt-mopar-concept-along-for-the-ride/>



Edited by Ray Z 04/11/15

## Technical Article: May 2015

Note: Ray Z "This is what I do for living these days, I work on high end industrial lubrications systems. Often I work with my associates and we design filtrations systems for our clients. What we put in our cars even the best filter generally would not pass for a "mediocre filter", by industrial standards. I figured I would share this with you. Understand this article is highly edited by myself. The content is pretty good, that is why I used it to share with you".



## All about Oil Filters

*By Mark Lawrence*

"I am not a lubrication, filtering, chemical or mechanical engineer. I have a degree in engineering, but I studied electrical engineering. I now study physics. You may feel free to question my abilities to gather facts and draw conclusions in the area of oils and filters. In any case, this is a write up of what I learned in about 30 hours of research on this topic. If your eyes glaze over in science classes and you simply wish there were someone with a science background, and no financial interest in oils and filters who would do all the leg work for you, I'm your guy. My only interest is having my motorcycle run forever, never break, and be easy to maintain".



**Oil Filters come basically in three qualities:**

1. **Very good, with excellent filtration**
2. **Normal**
3. **Really incredibly bad**

This last category, really incredibly bad, should obviously be avoided. Accordingly, never use a Fram, Pennzoil, Penske, Castrol, or Quaker State oil filter in any motor you like. All of these filters are made by Fram. The filter element itself is a *normal paper element*, and probably no better or worse than anyone else's paper element. However, the *end caps on the filter element are made of cardboard* in these filters. There are numerous stories of these cardboard end caps getting saturated with oil and coming apart, putting little cardboard fragments directly into the oil flow into your engine bearings. As they say in Ghostbusters, this "would be bad." Personally, I don't consider cardboard a suitable material for my engine internals. An interesting question is; do oil filters really do anything useful at all? Of course, conventional wisdom is your motor would simply die a horrible death in about 3 minutes without a filter. But, we've all had the experience of making the first oil change on a new engine: The oil comes out looking like oil-colored metal flake paint. Here's the interesting question: *Why didn't the filter catch all those flakes?*

If the OEM filter is so great, how come it visibly didn't clean the oil of this very obnoxious crud? I can only think of two possibilities: *either the filter let the metal flakes through*, which is quite disconcerting, *or the filter became completely clogged up* in the first 20 miles or so, and I was running with the bypass valve activated ever since - effectively running without any oil filter at all. This is my motivation in searching for better filters.

The single most interesting piece of information I could give in this article is filtering efficiency versus particle size for all the popular filters. I don't have it. You can get this information for any other filter you wish to buy, but most automotive oil filter companies simply don't release this information. So we're going to have to make our decisions with insufficient data.

<https://www.youtube.com/watch?v=MR8tbm0Ri-w&feature=youtu.be&list=PL5BB958096D0E454F>

<http://www.minimopar.net/oilfilters/>

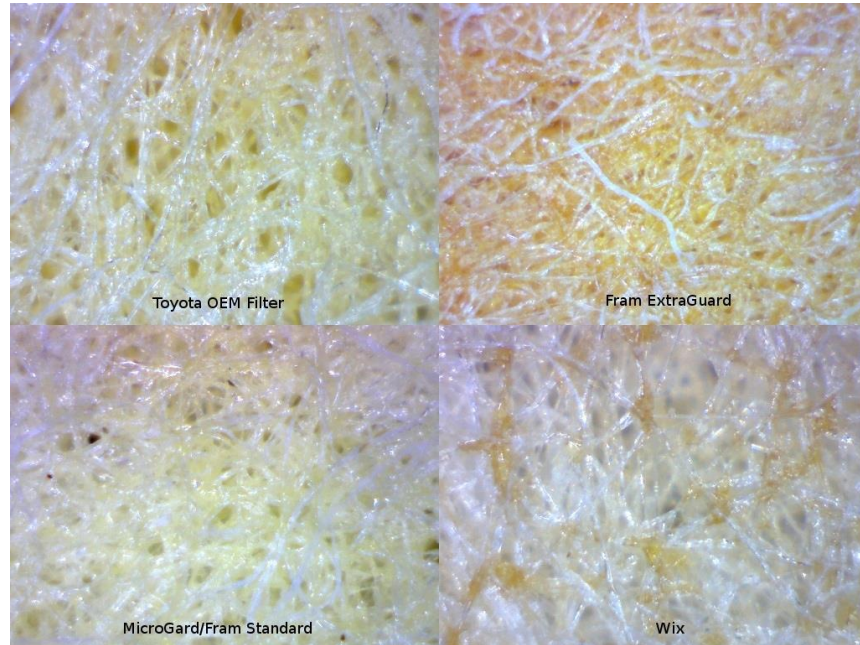
**Filtering Efficiency = Beta Ratio**

**Particle Size = Micron**

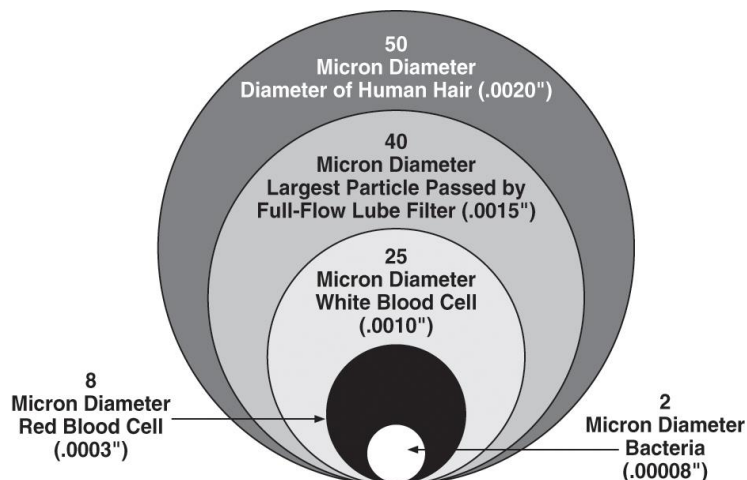
<https://www.donaldson.com/en/engine/shoptalk/070452.pdf>

## Filter Elements

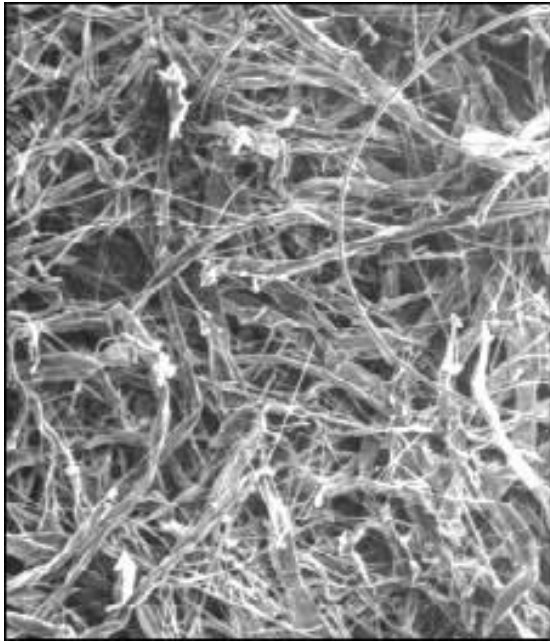
Most oil filters have filter elements made of paper and are effective down to about 40 microns. Below are element examples expanded on some common oil filters:



An advanced filter has composite elements made of paper, cellulose, and fiberglass, and are effective down to 15 microns or less. Typically these advanced filters also have more surface area on their elements, and therefore more capacity. To put this into perspective, 25 microns is about 1 thousandth of an inch. In your motor, *most parts like pistons, bearings, and bushings are set up with a clearance of 1 thousandth of an inch*, so to the moving lubricated parts a 25 micron particle is as big as the oil film, and will scratch both surfaces.



We don't want anything in our engines that is 25 microns or bigger. Industrially, it is known fact that particles as small as 1 to 5 microns cause premature engine wear. Anyway, you can see now that standard paper filters are marginal. The paper filters let through about 10 to 20 times as much 25 micron stuff as the synthetic filters do, and about 5 to 10 times as much 15 micron stuff. Below, is a synthetic element expanded 50 times? It's not enough to ask a company to what size particle their filter is effective. Imagine a screen door with some oil on it.



Obviously, something the size of a golf ball or fly is simply not getting through. However, even particles which are a tenth the size of the holes sometimes don't get through - spray your screen door with a garden hose and see what comes off. Oil filters are similar, except the holes are random in size, not perfectly regular like a screen door. So, company A says "Our filters are effective down to 7 microns." What does this mean? If "effective" means "we catch 15%," well, I'm not impressed. You need an efficiency number along with the size number before you can really think you know something. No filter is 100% effective - this would require either very regular holes, which are currently impossible to mass produce, or very small holes on average, which would block too much oil flow.

Purolator makes filters in three qualities, standard, premium, and Pure One. Purolator states that their premium filters capture 97.8% @ 30 microns **and 85.2% @ 20 microns\*** (see below). These numbers are typical of a normal paper element oil filter. The Purolator Pure One filters capture 99.8%



@ 30 microns and 99.2% @ 20 microns. This means the Premium filter is letting through eleven times as many 30 micron particles as the Pure One, and eighteen times as many 20 micron particles. Clearly, the Pure One filter is doing a considerably better job of cleaning the oil than the premium filter.

The way the Pure One achieves this filtering efficiency is by combining three different types of materials in their filter: *paper* like everyone else to catch the big stuff, and *cellulose and fiberglass fibers* to fill in the "large" holes in the paper with their much finer fibers. Filters like this are now made by Purolator, Hastings (marketed as AMS), and Champion (marketed as Mobil 1 and Bosch). Accordingly, the best oil filters are the Purolator Pure One, Mobil-1, AMSOil, and Bosch. If you use one of these filters with one of the commercial synthetic oils listed above, you have the best protection money can buy. Champion says the Bosch is a 15 micron filter, and the Mobil-1 is a 10 micron filter but gives no efficiency numbers. AMS claims their filter is effective to "7 to 10 microns," but again without any efficiency number. SAE tests would tend to indicate that the Purolator has a slight advantage in filtering over the other filters named here. The important thing is, all of these filters have performance at 30 microns which is far superior to a paper only filter, and all of these filters have performance at 20 microns which is also far superior to a paper filter. So, bottom line, these filters will clean your oil far better than a paper-only filter.

Understanding Beta Ratios: <http://www.machinerylubrication.com/Read/564/filter-beta-ratios>

Contaminant Challenge (particles/ml)	Downstream Fluid Quality (particles/ml)	Beta Ratio	Percent Efficiency
1,000,000	500,000	2	50
	50,000	20	95
	13,000	75	98.7
	5,000	200	99.5
	1,000	1,000	99.9

Industrially, a Beta Rating of 200 as listed here, is a marginal oil filter at best.Automotively, it is highly ranked (You figure)?

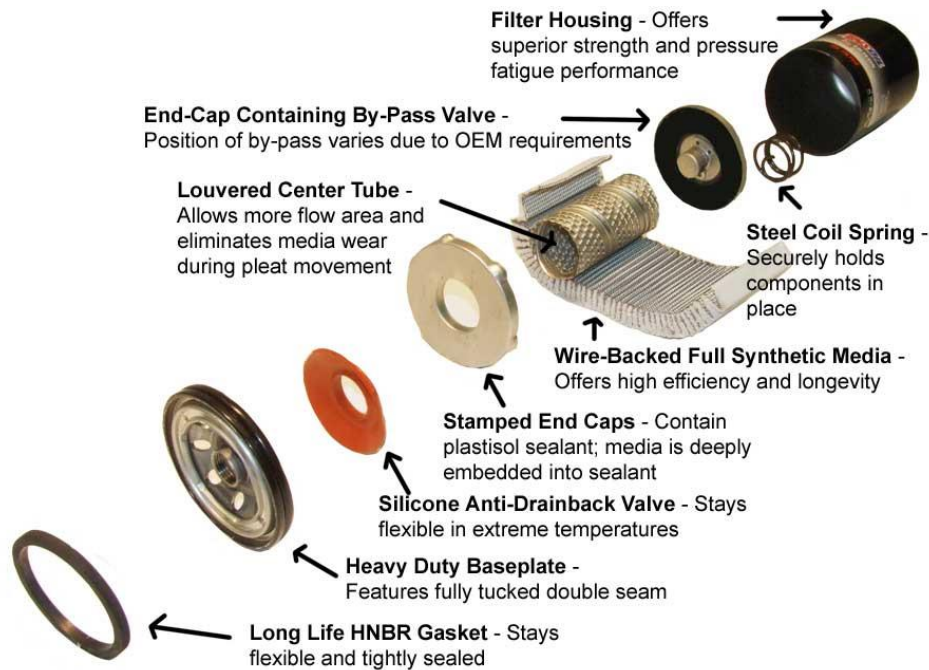
**\*85.2% @ 20 microns\*** this equates to a Beta Ratio of <20 which is ridiculously low. But, killer for the automotive oil filter. In today's market, turbines, hydraulic and lube systems look for a minimum of ~250 for a "starting point" and we market, sell and use Beta 2,000 filters daily.

Of these five filters, only the AMS is specifically recommended for motorcycle engines, the rest are car filters. If you call the tech support people and ask what the difference is, you will likely not get a meaningful answer. All filters have to undergo SAE (Society of Automotive Engineers) tests to prove that they meet the engine manufacturer's requirements. The SAE J806 test uses a single-pass test, checking for contaminant holding capacity, size of contaminant particles trapped, and ability to maintain clean oil. As an amendment of the J806 test, the multi-pass test also looks for filter life in hours, contaminant capacity in grams, and efficiency based on weight. The efficiency of the filter is determined only by weight through gravimetric measurement of the filtered test liquid. Typical numbers for paper filter elements are 85% (single pass) and 80% (multi-pass). A new test, the SAE J1858, provides both particle counting and gravimetric measurement to measure filter capacity and efficiency.

Actual counts of contaminant particles by size are obtained every 10 minutes, both upstream (before the filter) and downstream (after the filter), for evaluation. From this data filtration ratio and efficiency for each contaminant particle size can be determined as well as dust capacity and pressure loss as a function of time. Typical numbers for paper element filters are 40% at 10 microns, 60% at 20 microns, 93% at 30 microns, and 97% at 40 microns. This means a paper filter passes about 25 times as many 30 micron particles as a Pure One. I would love to see these numbers for the various available filters, but no one seems to be talking. There's a new type of filter being marketed, the "laser cut stainless steel filter," which we're told is "good for the life of your vehicle."







## Filter drain back & Bypass valves

Filters also have relief or bypass valves. These valves are set to trigger if the filter element is making too large a pressure drop. Normally, this would be because it is clogged, however on an engine with a very high flow oil pump this can also happen if the oil is very cold. Motorcycles do not have high - flow oil pumps. These relief valves are set for different pressures, and sometimes a tech or mechanic will tell you that it's important that the relief valve have the correct rating. It's not. These valves are very low precision devices, and their pop- off values are different from each other even in identical filters of the same brand. I have spoken with engineers (not techs) at AMS, Purolator, Mobil, and Champion, and not one of them knows of a single reason why you can't use a car filter on a motorcycle. In fact, not one of them could quote me a single pop-off valve pressure rating off the tops of their heads. They did not consider this an interesting or important topic until I brought it up. When the relief valve is open, the oil is going around the filter element and not being filtered at all. If your relief valve ever opens up you're either using a really cheap oil on a really cold day, or you haven't changed your oil filter since the last time you saw Robert E. Lee. Because filters can clog up and saturate with junk, your oil filter should be changed about every 5,000 miles. In fact, if you are using an advanced synthetic oil, you should probably change your oil filter about twice as often as you change your oil. Finally, some oil filters come with an anti- drain back valve. This is not necessary in a filter which is mounted vertically, with the opening pointed up. This is typically a piece of nitrile or silicon rubber which blocks off the filter oil inlets unless there is positive pressure into the filter. After you have used a filter for a while, if it's doing its job, the filter is full of these 20 to 50 micron particles

which mean death for your bearings. If you were to ever run the oil through this filter backwards, these particles would be released into the engine almost all at once. This "would be bad."

### Drain back valves



When you turn off your engine, if the filter has no anti-drain back valve, whatever oil is in the filter will drain back into the oil pan, bringing with it a whole bunch of really evil junk. So, we want filters with good anti- drain back valves: the stuff that's in the filter should stay in the filter. Above is a picture of the Pure-One and the Mobil-1 anti-drain back valves. Both filters use the superior silicon rubber. The Pure-One has a larger core and a convex shaped mating surface to guarantee an excellent fit. The Mobil-1 has a flat seal and a flat mating surface which do not inspire the same confidence. The Mobil-1 anti-drain back valve is in turn clearly superior to that of most other filters. The people linked below who dissected many oil filters found that some brands have a really cheap piece of plastic that doesn't seal very well. The filters I have listed as top rated all have good anti-drain back valves. I received an email from Suzuki of Victoria, informing me that a Hayabusa they took in for service showed no oil pressure. They found the cause was an aged anti-drain back valve on a Hi-Flo filter that would not open, thus cutting off all oil pressure to the entire engine. K&N filters are made by Hi-Flo, so these filters are also suspect.

Dissected Oil filters here are the results his results (motorcycle size):

Filter Surface area Sq. In - Filter Thickness - Relief Valve PSI - Case Thickness – Drain back Valve Comments

- AMSOil - SMF - 103 - 36 - .038 - 25 - 10 mil nitrile  
Internally contaminated with dirt particles when new. Excellent filter media, but not much of it.
- Bosch - 3323 - 82 - .038 – 25 - 20 mil silicon  
Very good filter media, similar surface area to stock filter.
- Mobil-1 M1-110 - 60 - .038 – 25 - 20 mil silicon



Excellent filter media, but only 2/3 the surface area of a stock filter.

- Pure One - PL14620 - 110 - .030 - 17 - 20 mil silicon

Excellent filter media, and there's a bit more of it than stock.

### Recommendations below: (Based on motorcycle filters)

I recommend a Mobil-1 M1-110 or Purolator Pure One PL14620/PL14610.

These filters stand out from all the alternatives as having superior filtering, excellent construction, and they're widely available at a reasonable price.

I use the Pure One - it's half the price, and somewhat better due to having almost double the filter surface area.

The AMSOil has superior filtering, but I cannot recommend it due to the exceptionally small amount of filter surface area. Purolator is obsoleting the PL14620 and superseding it with the new PL14610.

Manufacturer	Brands
<a href="#">AC Delco</a>	AC Delco Duraguard (now made by Champion Labs)
<a href="#">Baldwin/Hastings</a>	Baldwin, Hastings
<a href="#">Champion Labs</a>	Bosch, Car and Driver, Champ, Deutsch
	AC Delco, Car and Driver, Champ, Deutsch, STP
	K&N, Mobil 1
<a href="#">Dana/WIX</a>	Carquest, NAPA, WIX
<a href="#">Honeywell</a>	Fram Extra Guard, Fram Tough Guard, Fram Double Guard, Fram High Mileage, Pennzoil, Quaker State
<a href="#">Purolator</a>	Bosch, Motorcraft, PowerFlo, ProLine, Purolator Premium Plus, Purolator Pure One, Quaker State

<http://www.machinerylubrication.com/Read/29396/oil-filter-anatomy>

[https://www.cumminsfiltration.com/pdfs/product\\_lit/americas\\_brochures/MB10046.pdf](https://www.cumminsfiltration.com/pdfs/product_lit/americas_brochures/MB10046.pdf)

<http://www.fourwheeler.com/how-to/engine/129-1202-oil-filter-comparison-fodder/>

<http://www.minimopar.net/oilfilters/reference.html#delco>

<http://www.minimopar.net/oilfilters/opinions.html>

Edited by: Ray Z 4/15/15

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Dallas Mopar Club, Inc.  
PO Box 472601  
Garland, Texas 75047  
Or email to Ray Zimmerman: [rayz0065@aol.com](mailto:rayz0065@aol.com)

## 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 – 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 – Lee Elm, Secretary</i>	<i>September – Clint Cash, Vice President</i>
<i>April – Mike Boyd, Treasurer</i>	<i>October – Lee Elm, 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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