

# Pentastar Press

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# "2015" DMC Hole Shot

## Tracy Barenz, Dallas Mopar Club President

This June 6<sup>th</sup> my wife and I attended the Central Oklahoma Mopar Car Show in Oklahoma City, At the Bass Pro Shops Bricktown area. It was a good show with about 155 plus cars.

I won first place in C body Rick Willis attended the show and it was just the 2 of us from the Dallas Mopar Club. My car ran great even with the AC on I will be submit a write up on the wiring issue that went wrong and my correction to prevent future problems.

Jody and I will be going to Mopar Nationals in Columbus OH this August, and yes I will be driving our car to the show. I will get a bunch of pictures and any info I can find that can help fellow members.

Our Mopar Mini Nat's planning is coming along. We need volunteers to help out at the show. We especially need Judges. Please contact Clint Cash 972-742-8191.

This years after show picnic has been canceled due to lake levels. We will plan a future date for a group picnic. Our next board meeting will be held July 10 @ Bob Ostrowski's house and club meeting July 12<sup>th</sup> our location Spring Creek Barbeque location.

**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 June 14<sup>th</sup> 2015 Spring Creek Bar-B-Que

The meeting was called to order at 2:00 PM by President Tracy Barenz.

- Membership: Bill said we have 80 paid units at this current time. Leroy Daniels was presented with his 5 year membership pin.
- Glen Balko gave us a little fun quiz to see how much trivia we don't know. It stumped a lot of members
- Ray has put in another request for feature cars for the newsletter. He would also like some tech articles also. So send your articles about your car and a picture to Ray. His e-mail address is in the newsletter and on the website.
- The date for us to show our cars at the Texas State Fair is Saturday, October 17th. That's the last weekend of the fair. So bring your car out, and see the fair for free.
- Robert Vaughn gave us a racing update. Last weekend was the last race for summer, and then it will pick back up in the fall in September. Last weekend he did a 12.09 in the quarter.
- Last weekend Tracy went up to the Central Oklahoma Car Show and said he had a really good time. Those poor folks up there have had such a hard spring with so many tornados hitting them and causing so much damage.
- Bill talked to us about the upcoming Wylie Bluegrass on Ballard Street Festival and Car Show. It will be on Saturday, June 27th. We will need lots of volunteers to handle the parking. The board approved the purchasing of more speakers for us to use at the car shows. The streets will be closed off at 1pm, so we volunteers need to be there between 12 and 1pm.
- Clint discussed the MiniNats. We are going to have the cars enter the show further on down where the curb is flat, this will make it easier on the cars getting into the park. He also talked about David Wise coming down to look at our cars. We will not be having a picnic on Sunday after the MiniNats this year because of the flood damage to the park pavilions. They won't be open until October.
- Tracy is driving his car up to the Mopar Nationals. Clint said he is going up to the Mopars in Carlisle.
- Tracy has an alternator tool for sale for \$25 - Clint has a cam shaft for a 440 for sale.

The meeting was adjourned at 2:55pm.

**Respectfully submitted,**

**Lee Elms, Secretary**

## Race Update: Robert Vaughan



June 7<sup>th</sup>, 2015 – Finally got the race in at Ardmore Dragway. Two cars were running for the Dallas Mopar Club, Robert Vaughan and Rob Goodwin. Robert Vaughan went out in the first round, but congratulations to Rob Goodwin for his win in Pro Class. We are now on Summer Break, racing starts again at Northstar Dragway on September 13<sup>th</sup>. See you at the track.

<http://www.tmccc.org/>

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

Thanks, Robert Vaughan

Wylie High School FFA car show. 6/20/15. 2nd place, 60s car



Billy Evans: <https://www.youtube.com/embed/GDEn3i6g3qo>





## 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.

### June Club Meeting:

- ✓ **Kyle Llano 24 Years**, awarded a 20 year pin
- ✓ **Frank Llano 12 Years**, awarded a 10 year pin
- ✓ **Terry Lewis 8 Years**, awarded a 5 year pin
- ✓ **Leroy Daniels 5 Years**, awarded a 5 year pin

### New members for 2015

Year Joined Membership Query				
Last Name	First Name	Year Joined	Membership Type	Renewal Date
Gallagher	Gerald	2015	Individual	12/31/2014
Dixon	Michael	2015	Associate	1/20/2015
Hollis	Greg	2015	Family	2/2/2015
Goodwin	Rob	2015	Associate	2/3/2015
Westbrook	James	2015	Individual	3/9/2015
Jones	Steve	2015	Individual	3/8/2015
Martin	David	2015	Family	4/12/2015
Dick	Kevin and Larry	2015	Family	4/28/2015
Proffitt	Matt	2015	Associate	6/11/2015
Vera	Melvin	2015	Family	6/14/2015

## **Feature Car / Truck: Ray Z's 2010 Challenger Classic R/T**

Well I did not have a Feature Car so, I figured I would put mine in and let you know:

My Mopar affection actually started in 1968 when my cousin Russell bought a Dodge Dark Green Coronet 500 with a 383, 4 -spd posi, bench seat stripo. I was 16 and Russell scared the living s\_\_t out of me in that car.

I started working in a Chevron gas station in 1970 right after high school and Frankie Perna (our mechanic) bought a 1970 Road Runner, it was a Pea Green, bench seat, power window, 440 -6 Pack, 4- speed car, Air Grabber hood "beast". Frankie scared the living s\_\_t out of me in that car one afternoon, I remember the scoop opening up when he punched it.

But, the Queen for me was one of my customer's cars, 1970 Plymouth GTX, Lemon Twist, 440 -6 Pack 4-speed car, and Air Grabber hood. Putting hi-test gas in this car was the highlight of my week. When he pulled into the pumps I would just stare it her. Wonder why I like my cars Yellow? *Blame the Mopar thing on her!*



Now there is today, and my new "Queen".

My girl still has here looks!



Original Dodge Advertising Shot for Detonator Yellow



Test Drive Now.com <https://www.youtube.com/watch?v=2WddCcO87ts>

1 of 268 Detonator Yellow “Challengers” (6 Speed – Tremec)

I do not know how many “Classics”, just “6 – Speed” Detonator Yellow “Challengers” for 2010?

768 - Total production Detonator Yellow “Challenger’s” directly from Chrysler



## Option Code      Description:

- ✓ ASJP                      *R / T Classic*
- ✓ PYB / QYBS          *Detonator Yellow Clear Coat*
- ✓ MGBP                    *Functional Hood Scoops*
- ✓ MGYP                    *Dual Black R/T Side Stripes*
- ✓ Built:                    *December 21, 2009*

## Performance Options:

- ✓ ALDP      *Track Pack*
- ✓ BR6P      *Anti-Lock 4 – Wheel Heavy Duty Brakes*
- ✓ DEC        *6- Speed Manual Tremec TR-6060*
- ✓ DMHP      *3.92 Rear Axle Ratio*
- ✓ DSAP      *Anti-Spin Differential Rear Axle*
- ✓ EZC        *5.7L V8 Hemi VVT Engine 375 HP*
- ✓ JCCS        *160 MPH Speedometer*
- ✓ MXXS      *Rear Body Color Spoiler*
- ✓ NMCS      *Heavy Duty Engine Cooling*
- ✓ SBFP      *Performance Steering (Variable Displacement)*
- ✓ SDDS      *Bilstein Performance Suspension*
- ✓ SHFS      *Rear Stabilizer Bar*
- ✓ TVJP      *245/45R20 BSW AS Performance Tires*
- ✓ WPXP      *Heritage 20" X 8.0" Aluminum Wheels*
- ✓ 77060003   *Mopar Cold Air Intake System (Dealer Installed)*
- ✓ PN 16515   *Magnaflow Performance Exhaust (Dealer Installed)*



# One of the most highly optioned Detonator Yellow Challenger Classic R/T's built in 2010

[www.motortrend.com/cars/2010/dodge/challenger/r\\_t\\_coupe/1191/packages\\_options/](http://www.motortrend.com/cars/2010/dodge/challenger/r_t_coupe/1191/packages_options/)

## Dodge Challenger R/T Coupe Packages

### **Standard R/T Classic Equipment - \$30,860**

Six Boston Acoustics speakers; 276 watt amplifier; Leather upholstery; Driver and passenger and passenger heated door mirrors; Heated driver seat and front passenger seat: Includes: [RSC] SIRIUS Satellite Radio; Excludes: [AAX] Sound Group And [L7DV] Dark Slate Gray Cloth Low-Back Bucket Seats And [AYD] Mopar "10" Package (Dealer)

### **Customer Preferred Package 27 M - \$3,330**

Dual Black R/t Stripes; Challenger Script Badges; Functional Hood Scope; Goodyear Brand Tires; Heated Front Seats; Leather Trimmed Seats; R/T Group SIRIUS Satellite Radio

### **Super Track Pak - \$400**

Front and rear 245 / 45 tires; HD Brakes; Sport suspension; Vehicle speed-proportional power steering; Excludes: [WP2] 20X8 Aluminum Chrome Clad Wheels

### **Electronics Convenience Group - \$1,165**

Trip computer: includes average fuel economy and range for remaining fuel; Smart card/smart key; includes central locking ; includes ignition starter; Remote engine starter; Auto-dimming rear view mirror; Anti-theft protection includes: peripheral; Compass; Outside air temperature indicator; Traveler/mini trip computer; Vehicle information center; Bluetooth; Universal consumer interface; Garage door opener; Coming home device; Card key power locks; USB input jacks; If: [DEC] 6-Speed Manual Tremec Transmission; New Price 1165.00:

### **Sound Group II - \$185**

368 watt amplifier; Seven Boston Acoustics speakers; 6-disc in-dash CD changer; Audio system with six CDs; If: [RER] Media Center 730N CD/DVD/HDD/NAV Radio And [AFC] Electronics Convenience Group; New Price 185.00: Requires: [2\_J] Quick Order Package; Excludes: [AAX] Sound Group

### **6 - Speed Manual Tremec Transmission - \$995**

Transmission: manual with floor shifter; Rear limited-slip differential; Sports pedals; Hill holder; Track Pak; Fuel economy: EPA (08):, 15 MPG city, 24 MPG highway and 18 MPG combined; Power (SAE): 375 hp @ 5,800 rpm; 404 ft lb of torque @ 4,200 rpm; Luxury trim: alloy-look; Emissions: ( 10.2 annual tons of CO2); High performance brakes; Excludes: [DGJ] 5-Speed Auto Transmission

### **5.7L V8 HEMI VVT Engine - \$0**

Engine: 5.7L; Standard Engine

### **Power Sunroof - \$950**

Electric glass sunroof

### **High Intensity Discharge Headlamps - \$695**

Xenon headlights with projector beam lenses; Requires: [2\_J] Quick Order Package

**Detonator Yellow Clear Coat Paint - \$295**

Gloss paint; Excludes: [PR3] Torred And [PRH] Inferno Red Crystal Pearl Coat And [PBS] Deep Water Blue Pearl Coat And [PLC] Hemi Orange Pearl Coat

**Media Center 730N CD/DVD/HDD/NAV Radio - \$1,775**

Navigation system with 3D and voice; MP3 player; DVD/VCD; Entertainment display screen located in front; Voice activating system for radio, phone and navigation system; Bluetooth; Auto-dimming rear view mirror; Internal HD : 30.00 GB storage; USB input jacks; Audio system , satellite radio; If: [AFC] Electronics Convenience Group; New Price 1435.00: Requires: [2\_J] Quick Order Package and [ATL] Sound Group II

**20" X 8" Aluminum Chrome Clad Wheels - \$1,350**

Alloy chrome wheels: 20"x 8.0"; Front and rear 245 / 45 tires; Excludes: [AWD] Super Track Pak And [AYD] Mopar "10" Package (Dealer)

**Total Price (with Destination Charge): \$40,565.00**

[www.youtube.com/watch?v=2WddCcO87ts](http://www.youtube.com/watch?v=2WddCcO87ts)



Challenger Production: 24,789 – Base Models, 22,877 - R/T, 10,156 - SRT8 = 57,822 Built for 2010.

**That makes my girl 0.0046% of the years Challenger total production model.**

Edited by: Ray Z 6/11/15

## 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

**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.

New face of the Ram next year!





## Oklahoma Mopar Show:

Mrs. Dallas Mopar President passing out 2015 Mini Nats Flyers at Oklahoma Mopar Show. Getting ready for the Big One coming in September!



## Rick Willis 67' Barracuda





Tracy Barenz 67' Newport



**The Dallas Mopar Club will have its 31<sup>st</sup> Annual Southwest Mopar Mini-Nationals car show on September 5, 2015.**

We will have judged classes for all Mopars, swap meet spaces, parts vendors, food and door prizes. (And, join us the next day for a free picnic on Lake Lavon.)

**When:** 8am-5pm, Saturday, Sept. 5, 2015 (Labor Day Weekend)

**Where:** Central Park, 1310 W. Ave F, Garland, Texas 75040

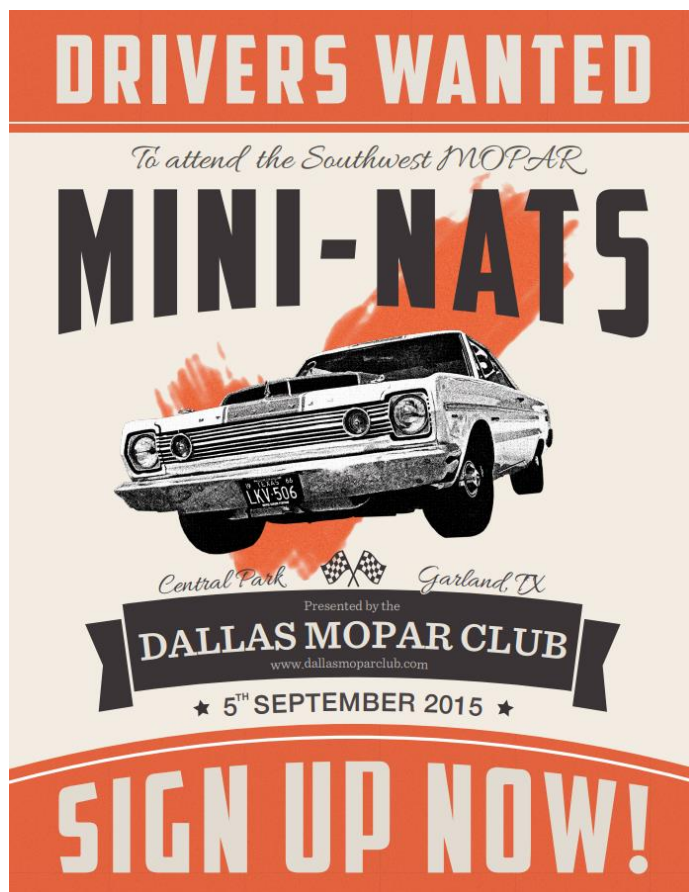
**Judging:** Judged classes for all Mopars (E, B, C, A bodies, Viper, AMC, truck, Jeep, stock, modified, custom, street, race, ...) Drive thru judging. Trophy presentation.

**\*\*\*\*Special guests\*\*\*\*:** Dave Wise and MMC Detroit products [www.mmcdetroit.com](http://www.mmcdetroit.com). Known for judging Mopar Nationals OE Certifications, Vehicle Authentications and Mopar Restoration Materials

**Register** through the website: [www.DallasMoparClub.com](http://www.DallasMoparClub.com)

For information email: [DallasMoparClub@gmail.com](mailto:DallasMoparClub@gmail.com)

**Clint Cash**  
**VP Dallas Mopar Club.**  
**972.742.8191 phone**  
**972.395.1434 fax**

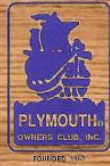




# 2016 POC National Meet

May 11-14, 2016

Kerrville, Texas



Hosted by the  
**LONE STAR REGION**  
PLYMOUTH OWNERS CLUB



**Save the Date**  
We'll keep the Gate Open



***This one has Ray Z's name written all over her!***



## New Stuff from Mopar



### New 2016 Dodge Viper ACR – Fastest Street-legal Viper Track Car Ever

Posted by the Mopar Man



The next chapter in the history of Dodge and SRT's ultimate American hand-built, street-legal race car begins with the return of the new 2016 Dodge Viper American Club Racer (ACR).

- The new Viper ACR honors its long-standing legacy as the ultimate street-legal race car through significant aerodynamic and suspension upgrades, new Carbon Ceramic brakes with six-piston calipers and high-performance tires specifically designed for ACR
- New ACR Extreme Aero Package delivers nearly 1 ton of peak downforce at top speed through massive adjustable dual-element carbon fiber rear wing, rear carbon fiber diffuser, unique SRT hood with removable louvers, detachable extension for the front splitter and additional dive planes
- Delivers ultimate in stopping performance with unprecedented brake fade resistance through ACR-exclusive Carbon Ceramic Matrix 15-inch two-piece rotors and six-piston front calipers from Brembo®

- Unique race-tuned suspension features 10-setting, double-adjustable, coil-over Bilstein racing shocks and unique race alignment delivering up to 3 inches of suspension height adjustment for fine tuning corner weight
- The latest race tire compound technology with massive Kumho® Ecsta V720 high-performance tires (295/25/19 front, 355/30/19 rear), designed specifically for the 2016 Dodge Viper ACR, delivers lap times that are 1.5 seconds faster than off-road only race tires
- Combination of suspension, aero treatment and ACR-specific tires delivers sustainable 1.5 g cornering during high-speed turns
- Lightweight carpet, minimal three speaker audio, manual seats and Carbon Ceramic Matrix brakes offset added performance elements while maintaining optimal 50/50 weight distribution
- Powered by iconic, hand-built 8.4-liter V-10 engine rated at 645 horsepower and 600 lb.-ft. of torque – the most torque of any naturally aspirated sports-car engine in the world
- Unique Alcantara hand-crafted interior features iconic ‘ACR’ dash badge and accent stitching
- Offering ‘1 of 1’ customization option for the ultimate personalized Viper ACR
- Production of the hand-built 2016 Dodge Viper ACR begins in Detroit in the third quarter of 2015

**May 8, 2015, Auburn Hills, Mich.** - The next chapter in the history of the ultimate street-legal, track-focused, hand-built American supercar begins with the return of the new 2016 Dodge Viper ACR.



Certified for public roads and engineered to wring every last hundredth of a second out of road course lap times, the 2016 Dodge Viper ACR combines the latest in aerodynamic, braking and tire technology – a recipe designed to carry on the ACR’s lap-time busting reputation that has made it a legend on race tracks around the world.



“The Viper has always been more of a street-legal race car than a track-capable streetcar, and the new 2016 Dodge Viper ACR is the fastest street-legal Viper track car ever,” said Tim Kuniskis, President and Chief Executive Officer – Dodge Brand and SRT Brand, FCA – North America. “Our goal is to arm our enthusiasts with the ultimate Viper track car to dominate road courses around the world.”

The SRT engineering team that developed the 2016 Dodge Viper ACR is well-stocked with members who race their own cars, as well as learning from the factory-based racing Viper GTS-R that competed in the American Le Mans Series and IMSA United SportsCar Championship from 2012-2014, capturing the GTLM class driver and team championships in 2014. For the new Viper ACR, the team focused its efforts on three areas: aerodynamics, chassis and tires to maximize grip, producing never-seen-before handling capabilities and unprecedented lap times.



### **Ultimate aerodynamic performance**

The 2016 Dodge Viper ACR with the available Extreme Aero package produces the highest aerodynamic downforce of any production car. During on-track testing, development engineers have experienced nearly 1 ton of downforce at top speed of 177 mph.

The Extreme Aero Package includes a huge (1,876-mm wide) adjustable dual-element rear wing, rear carbon fiber diffuser, unique SRT hood with removable louvers, detachable extension for the front splitter and four dive planes. The Extreme Aero rear wing, specifically designed for air flow around the Viper's body, stands taller, sits further rearward and features unique end-plates and gurney lip to produce maximum downforce while minimizing straight line drag. The Extreme Aero package delivers more than three times the downforce of the Viper TA (Time Attack) 2.0 package.

The rear carbon fiber diffuser extends forward of the rear axle. It includes six removable strake extensions, designed to rub against the track surface for increased straight-line stability and optimized downforce. Removable hood louvers over the front tires reduce air pressure in front wheel wells to provide additional downforce. The detachable front splitter extension and dive planes work with the rear aero treatment to provide outstanding grip and balanced performance on the track.



### **Ultimate brake performance**

Track duty can punish the brakes. The 2016 Dodge Viper ACR features new Brembo® Carbon Ceramic Matrix brakes for optimum braking performance with unprecedented brake fade resistance, and greater handling capability through reduced un-sprung weight. The system uses 390-millimeter (15.4-inch) two-piece front rotors and 360-millimeter (14.2-inch) two-piece rear rotors. Front brakes use six-piston Brembo® calipers while the rear brakes use four-piston calipers.

The new Carbon Ceramic Matrix brakes have the largest brake pad area ever on Viper. The brakes work in conjunction with ABS and ESC specifically tuned for ACR to take into account the extra grip provided by the additional aero and specifically designed Kumho® tires. Detachable front brake ducts provide additional cooling to the brake calipers for optimum track performance.





### **Tire, Chassis Combo Keeps Viper ACR Glued to the Road:**

The 2016 Dodge Viper ACR is fitted with Kumho® Ecsta V720 high-performance tires designed specifically for the car with unique tread pattern and compounds for front and rear. In testing, the new tires produce lap times that are 1.5 seconds faster than off-road only race tires.

Low-profile front tires measure 295/25/19 and are mounted on wider 11-inch wide wheels and when combined with the 355/30/19 rear tires provide the largest combined tire patch available on any production car. On the sidewall of the new tires is a unique raised ACR logo.

The Viper ACR's ABS and five-mode Electronic Stability Control system (Full-on, Sport, Track, Rain, and Full-off modes) are specifically tuned for the car to take into account the extra grip offered by the extreme aerodynamic and tire package.

Aluminum bodied, double-adjustable coil-over Bilstein race shocks are designed specifically for the Viper ACR and work in conjunction with ride height adjustment for optimal control of weight transfer and handling performance. Each shock provides independent 10-way rebound and compression adjustability. The suspension package also provides more than 3 inches of ride height adjustment.

Front springs are rated at 600 lbs and rear springs at 1,300 lbs, more than double the suspension stiffness of the Viper TA model. With unique race alignment and 1.4 degrees more negative camber than the entry SRT model, the 2016 Dodge Viper ACR is capable of sustaining more than 1.5 g on high-speed turns due to the combined chassis and aerodynamic improvements.



“This car is not a 1-3 lap track special. You can run the car at the track all day, and the performance doesn’t fall off,” added Kuniskis.



### **Awe-inspiring V-10 Powertrain**

At the heart of the 2016 Viper ACR is the handcrafted, all-aluminum 8.4-liter V-10 overhead-valve engine, rated at 645 horsepower and 600 lb.-ft. of torque – the most torque of any naturally aspirated sports-car engine in the world. Unique exhaust tips have been added to the side-mounted exhaust pipes to provide reduced exhaust pressure. All Vipers are engineered to withstand severe track duty in ambient temperatures of 100 degrees Fahrenheit with a professional driver. Power reaches the pavement through the standard Tremec TR6060 six-speed manual transmission.

### **ACR-exclusive Interior Appointments**

The instrument panel cluster hood, lower instrument panel and door armrest panels of the race-inspired interior are wrapped in unique Alcantara suede. A new, ACR-exclusive Alcantara wrapped high-grip steering wheel with color racing stripe and unique badging sets the ACR apart from other production models. New high-grip seats also carry the Alcantara inserts, while the unique dash plaque is finished in carbon fiber. Customers can choose between Silver or Header Red accent stitching throughout the interior.

### **'1 of 1' Viper Program Offers One-of-a-Kind Street-Legal Race Car**

Applying Viper's exclusive '1 of 1' customization program to Viper ACR allows customers to have more than 25 million build combinations to create their one-of-a-kind Snake from the ground up. With 8,000 exterior color options, 24,000 custom stripe colors, 11 wheel options, 16 interior trims and seven aero packages, three brake packages and four suspension options there are more than 25 million ways for buyers to customize their one-of-a-kind Dodge Viper.



Hand-built in Detroit at the Conner Avenue Assembly Plant; the 2016 Dodge Viper ACR goes on sale in third quarter 2015.

[www.themoparman.org/](http://www.themoparman.org/)

[www.mlive.com/auto/index.ssf/2015/05/2016\\_dodge\\_viper\\_acr\\_is\\_fastest.html](http://www.mlive.com/auto/index.ssf/2015/05/2016_dodge_viper_acr_is_fastest.html)

[www.motorauthority.com/news/1098268\\_2016-dodge-viper-acr-pricing-live-photos-engine-rev-video](http://www.motorauthority.com/news/1098268_2016-dodge-viper-acr-pricing-live-photos-engine-rev-video)

[www.windingroad.com/articles/reviews/preview-2016-dodge-viper-acr/](http://www.windingroad.com/articles/reviews/preview-2016-dodge-viper-acr/)

**Edited by: Ray Z 6/7/15**



## ***Technical Article: July 2015***

### **1965 – 1968 C-BODY LEAF SPRING REPLACEMENT**

#### **Putting Some Spring into the Stride of Your Mopar**

Story by Larry Weiner

Photos by Steve Temple

Full size Chryslers, Dodges and Plymouths from the 1960's are among the most durable, longest lasting vehicles ever built. But it's important to remember that while all of the parts Chrysler engineered were of high quality, they still have a finite life expectancy. Take the multi leafs that were used on rear of all 1965-1968 Chrysler C-Bodies. They have been supporting the vehicle weight, along with that of the occupants and any cargo for nearly fifty years. This is far in excess of what the engineers could have possibly anticipated when they originally designed these vehicles. Consider 100,000 or more miles of real world driving, including crossing rail road tracks, hitting pot holes and the abusive harmonics caused by undulated road surfaces during a period of nearly five decades and you've got all of the ingredients necessary for metal fatigue, sagging and even ultimate failure. Adding insult to injury, the rubber bushings in the spring eyes and shackles wear, distort, dry out and crack from mileage and, dare we say it, old age.

The 1967 Chrysler that is the subject of this story is a true survivor with just 55,000 miles on the odometer. The rear suspension was all OE, other than the shock absorbers that had been replaced with coil assisted heavy duty Monroe units. While finding a mint, unmolested 1967 Chrysler Town and Country wagon is the proverbial needle in the haystack, and the thought of owning a survivor sounds so romantic, the truth remains that this vehicle is 47 years old. The rear suspension was sagging on the left side, possibly because the fuel tank is mounted vertically behind the left rear wheel. When you factor in the years, along with the location of the fuel tank, it becomes painfully obvious that all of the parts were well past their normal life expectancy.

Tired springs combined with worn bushings will compromise the ride and handling of your vehicle. Rather than wait for the inevitable to happen, we decided to replace the original leafs on the 1967 Chrysler Town and Country nine passenger wagon. Working with Eaton Detroit Spring, we sourced a pair of new replacement multi leafs. Included with the leaf set were new shackles, spring eye bolts, rubber bushings and U-bolts.

Located in Detroit, Michigan since 1937, Eaton Detroit Spring is one of the largest manufacturers of replacement leaf and coil springs in the world. According to Gary Gassman at Eaton Detroit, they offer springs



for over 166,000 applications, all of which are made here in the United States. Their web site, [www.eatonsprings.com](http://www.eatonsprings.com) has detailed information on all of the different springs they offer. By providing the year, make and model of your vehicle, and your preference for stock or lowered ride height, Eaton Detroit can provide the correct springs for your vehicle.

Follow along with us as we replace the tired leafs on the Chrysler. Note that changing the leaf springs on A, B and E bodies is very similar to those on the C Body. The photos and captions will give you a very good idea of what is involved should you decide to change out the leaf springs on one of these other Mopars. It's easy, and you can do it at home using simple hand tools. We suggest two sturdy jack stands and a floor jack for safety. The whole job only takes a few hours, while the satisfaction you'll get from performing this upgrade will bring a smile to your face every time you drive your car.

#### SOURCE BOX LISTING

##### **Eaton Detroit Spring**

1555 Michigan

Detroit, MI 48216

Phone: 313-963-3839

[www.eatonsprings.com](http://www.eatonsprings.com)

Parts included in Eaton Detroit Spring rear suspension rebuild kit for the 1967 Chrysler Town and Country nine passenger wagon include the leaf spring with front spring eye bushing installed, U-bolts and nuts, and rubber shackle bushings. Note that the original factory shackles are reused. Also shown are the factory leaf spring front and rear mounting hangars.



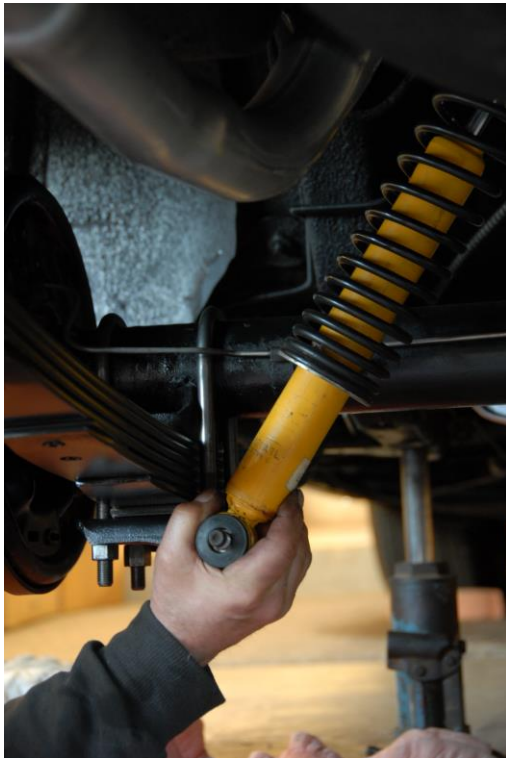
Measure vehicle ride height before beginning to establish baseline for comparison between old and new springs.



#### Notes:

1. Chalk both front wheels
2. Use floor jack to lift vehicle by differential
3. Use jack stands under rear frame on each side to safely support vehicle
4. Detail photo illustrating placement of jack stand on rear frame
5. Remove fender skirts. Tape exposed sharp edge on end of rocker panel with duct tape to protect against cutting yourself.

Remove lower shock nut and slip shock absorber off the mounting stud on the bracket. Remove nuts and lock washers from the U-Bolts that attach to the spring perch and bracket beneath the leaf spring. Remove the bracket.



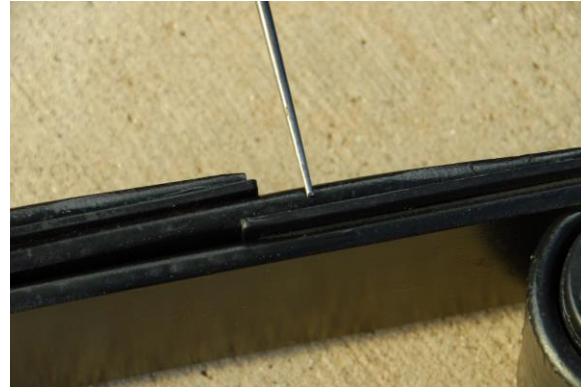
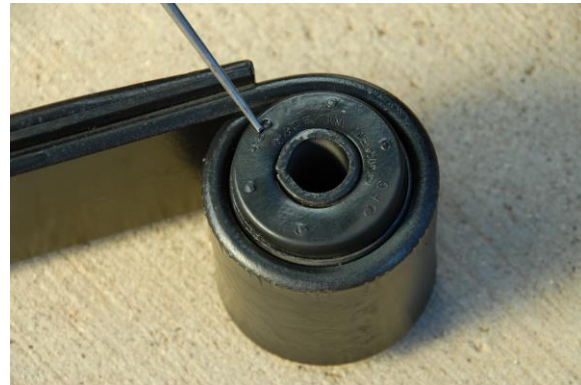
Remove nuts and lock washers from the U-Bolts that attach to the spring perch and bracket beneath the leaf spring. Remove the bracket.

Remove the fasteners from the front and rear leaf spring hangers and remove leaf spring from vehicle. Comparison of original leaf spring and new spring from Eaton Detroit. The new spring is nearly an exact match for the tired original.



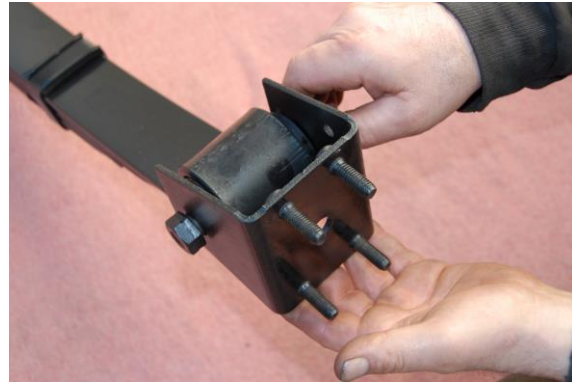
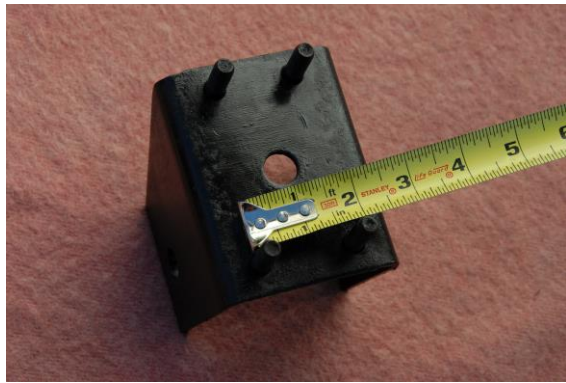
Comparison of original leaf spring and new spring from Eaton Detroit. The new spring is nearly an exact match for the tired original.

The original front spring eye rubber bushing is cracked and dried out. The new bushing illustrates the difference between old and new. The bushings between the leaves in the original leaf spring are dried out and disintegrating. Compare to the bushings on the new spring.



Front spring eye hangar. Note that the mounting studs that install on the frame are spaced differently on the top compared to the bottom and are offset left and right. Be careful to reinstall the hangar on the correct side of the vehicle.





Note: The permanently installed bushing identifies the end of the leaf that installs in this hanger.



Lightly lubricate shackle studs with bearing grease before installing bushings and reinstalling on leaf spring.



Install shackle and bushings onto leaf spring. Note that the shorter stud is inserted into the leaf eye. Install frame hanger onto longer shackle stud. Install opposing side of shackle and install retaining nuts.

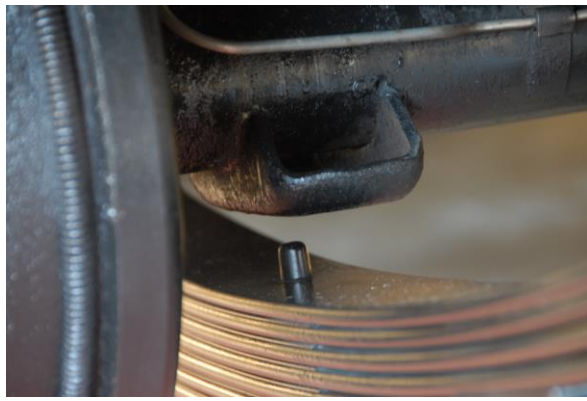


Install new leaf spring to front hangar. Attach hangar to frame tighten to 30 ft. lbs. Photo B Secure to frame with 4 original nuts.

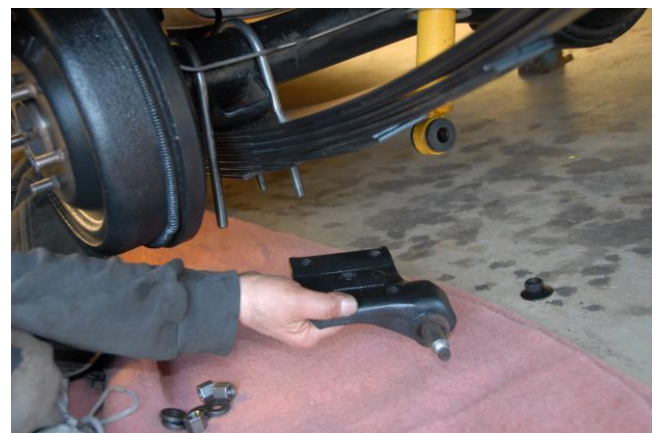


Install rear leaf spring frame hangar to vehicle tighten to 30 ft. lbs. Secure to frame with retaining nuts.  
Note: Torque shackle nuts to 35 ft. lbs. when vehicle weight is on springs





Align hole in perch with stud in leaf spring. Lower differential onto spring.

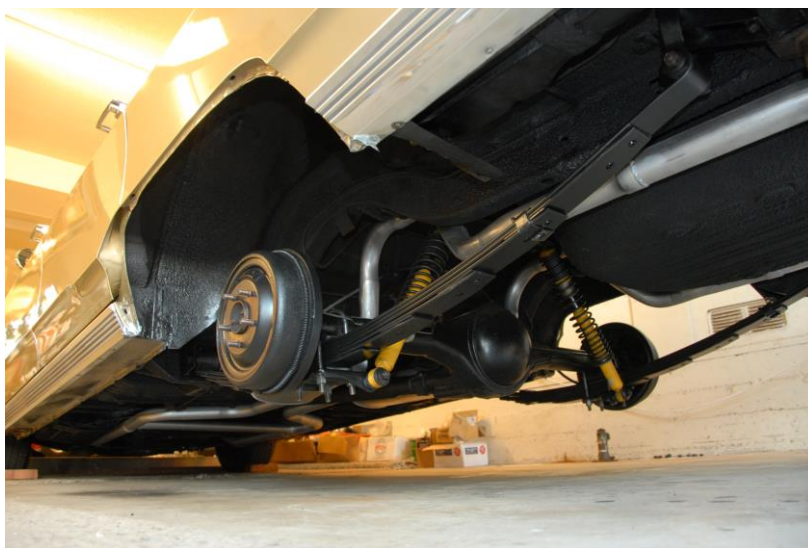


Install new U-Bolts over differential housing. Install lower spring bracket under leaf and push U-Bolts through the holes, install lock washers and nuts. Tighten nuts to 45 ft. lbs.





Reinstall shock absorber to lower spring bracket and tighten nut to 50 ft. lbs. Repeat steps on other side and tighten all bolts as necessary



Leaf spring installation completed. Reinstall the rear wheels and torque lug nuts to 65 ft. lbs. Lift vehicle to remove jack stands and lower vehicle to ground Torque shackle nuts to 35 ft. lbs.

#### Torque Specifications from 1967 Chrysler Service Manual

	Foot Pounds
Front Spring Hangar Nuts	30
Rear Spring Hangar Bolts	30

Front Spring Eye Nuts	125
Shackle Nuts	35
U-Bolt Nuts	45
Lug Nuts	65
Lower Shock Nut	50



Edited by Ray Z 06/28/15

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I am looking for a 15 in. wheel (for my spare tire) to fit a 1975 --1979 Chrysler Cordoba, Gerald Gallagher Red Oak, TX [gallagher300@aol.com](mailto:gallagher300@aol.com)

**1979 Chrysler 300 \$8,995 Excellent condition**, not restored, stock and original, matching numbers, only change made was to remove the lean burn system. This 300 is one of 4292 produced of which 477 were produced for the Canadian market. Has antique plates and passed Texas State Safety Inspection. Runs and drives as it should. Please do NOT get this 300 mixed up with a Cordoba, the only thing they have in common is the body. Gerald Gallagher [gallagher300@aol.com](mailto:gallagher300@aol.com)

**1946 Plymouth Special Deluxe Business Coupe** First, let me make this perfectly clear, my wife and sons approved this. This vehicle has been in the family for many years. This includes, but not limited to a full frame-up restoration. The new parts include: brakes, hoses, factory wiring harness, lines, wheel and master cylinders, complete interior with headliner, and 600/16 whitewalls (less than 500 miles since restoration). This business coupe is mechanically very sound, drives well, and could go anywhere. For drivability, the only non-stock item is 12 volt system with alternator. \$10,000 includes spare transmission and many other parts Ray Cole, [ray.bubba.cole@gmail.com](mailto:ray.bubba.cole@gmail.com) 210 279-7778





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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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