

# Pentastar Press

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## Officers

President – Tracy Barenz  
Vice-President – Clint Cash  
Secretary – Lee Elm  
Treasurer – Mike Boyd

## Contact Information

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972-742-8191  
972-276-2934  
972-762-4777

## Directors at Large

Frank Maxwell (8/14 – 7/16) 214-577-5187  
Bill Bonney (1/14 – 12/15) 214-769-5314  
Bob Ostrowski (4/15 – 3/17) 469 286 7879

## Membership Committee

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

## Event Coordination

Clint Cash 972-742-8191  
Arthur Clarke, Staff / "DJ" 214-946-3867  
Robert Vaughan, Cruise & Race 972-998-7381

## Newsletter

Tracy Barenz 469-343-9087

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**"2015" DMC Hole Shot**

## Tracy Barenz, Dallas Mopar Club President

It has been a great year for the Dallas Mopar Group we had a great Mini Nats This year thanks to Clint Cash and All the Volunteers. With out the club member's volunterring the show would not happen.

Saturday 14<sup>th</sup> of November we had a small group that met at Soul Mans BBQ in Rockwall and drove to Edgewood, Texas for the Edgewood Heritage festival. Jerry Reed and Michele, Terry Lewis, Brad Buttermore and Becky along with myself and Jody attended. It was a good show and festival. Good food, over 145 cars and Mr and Mrs Santa Claus.

The Christmas party will be on December 5 2015 at the Garland senior center at 6pm. We will be having greart food catered by Dickeys and will be having a gift exchange. The club meeting will be part of the party. The Board meeting will be at 5:00 just before the party. Bill Bonney will be sending evites out please respond with how many will show so we can get correct amount of food.

This will be my last enrty as President. I will not be seeking reelection since I will be doing the newsletter. Please send me feature cars, Tech stories, Jokes, items for sale anything you have and I will put it in the newsletter.

**Tracy Barenz, President**

**Dallas Mopar Club**

**469-343-9087**

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

## The Dallas Mopar Club Meeting November 7th, 2015 SpringCreek BarBQ

Tracy called the meeting to order at 2pm, and we had a pretty decent turnout.

There weren't any first time attendees.

New cars: Terry has a nice '79 white Chrysler Cordoba in the parking lot.

We then discussed the officer openings for 2016:

Bill Bonney for President, a motion to accept was made by Frank and seconded by Bob.

Clint Cash for V. President, a motion was made to accept by Bob and seconded by Frank Llano.

Mike Boyd for Treasurer, a motion was made to accept by Frank and seconded by Clint.

Lee Elms for Secretary, a motion was made to accept by Bill Bonney and seconded by Clint.

Jerry Reed for Bill Bonneys' Board seat, a motion was made by Robert and seconded by Clint.

Voting for these officers will be opened at the Christmas party. More nominations will be taken if there are any and then the voting will commence.

An idea to take next years' dues at the Christmas party was proposed. It will be okay as long as the payment is in the form of a check, and not deposited until January 2016. Dues are due by January 31, 2016.

Discussed that either Barbara, Sandy or Lee has the Christmas party decorations and tablecloths. (footnote: Lee has the party decorations).

Bob discussed AutoRama.

There was an open discussion and ideas about next years' Mini Nats: locations, judging and etc.

The Louisiana Mopar Magic car show for March 2016 was mentioned.

Glenn Balco asked Tracy if his request to have a give away of one or two club memberships be done using the old Bob and Norma idea of having a listing of club participation during the year to accumulate points is underway. Frank remembers the one and only time we did this was about 20 years ago, and Frank won it. Tracys' comment to Glenn was no, we never did anything about it.

Robert Vaughan gave a race update. Last weekend the drag races at Ennis were rained out. Next April 2nd will be the Mopars at the Motorplex, and April 3rd is the first Muscle Car Club Challenge of the year at Ennis.

Parts for sale: Brad said his car hauler trailer is for sale, and I think he said he wants \$2,300.

Bob Ostrowski brought 4 of his pencil etchings of cars to the meeting. He said he can do anyones' car from a picture for \$75.

At 3:25pm a motion to adjourn the meeting was made by Clint and seconded by Jerry.

Respectfully submitted,

Frank Maxwell

## The Dallas Mopar Club Board Meeting November 7th, 2015 At Bob Ostrowskis' Art Studio at Valley View Mall

Tracy called the meeting to order at 11:45am in the art studio of Bob Ostrowski. Members present were Tracy, Bob, Frank, Clint and Arthur Clark.

Clint discussed the MiniNats income statement. We took in about \$4,000 in sponsor fees, mostly from McKinney Dodge. Still outstanding is one sponsor owing \$200.

In the income statement, we called Mike Boyd and discussed a few items with him over the phone.

We need to separate out paypal fees from moneys collected, as we pay taxes on some of it.

There was open discussion on other line entries.

We also discussed aspects of mini-nats needing to be changed, including change of venue, judging, etc.

Also, we discussed having a long distance monetary prize, and a young guns award.

I discussed my progress in locating a new park to hold mini-nats, also discussions with a man from Garland Parks, etc.

We discussed the Christmas party: gift exchange, BarBQ caterer, the board/monthly meeting at 5pm, then have the dinner at 6pm. We are welcome to bring a dessert. We discussed spending money on Christmas party door prizes, as we have plenty of money. Also we discussed the table decorations, tablecloths, etc. We also intend to do an e-vite requesting a head count, with an RSVP.

AutoRama: Bob Ostrowski discussed having at least 6 cars entered, up to even 8 or 10. There was discussion again of the Pontiac club stansions that are for sale. Those members entering a car will pay the entry fee and then the club will reimburse them. We snowballed a list of people who may want to enter a car, and we came up with a dozen or so names.

Arthur came specifically to talk about the sound system. Nothing was decided.

Bob showed us the covered parking lot at Valley View Mall as a possible Mini Nats location. Arthur suggested that Fair Park was a good central location. He said that Fair Park has improved from what it used to be. Clint suggest that his mother knows someone in the Parks Department of Farmers Branch, and he will talk to his mom to see what he can come up with.

The meeting was adjourned at 1:10pm.

Respectfully submitted,

Frank Maxwell On Behalf

**Lee Elms, Secretary**



## **December 2015 membership update:**

### **Aufmerksamkeit, Attention, Attenzione, Aandacht**

**Dues** are due prior to the end of January 2016 in order to continue receiving the newsletter.

Membership must be continuous year over year in order to receive the DMC Membership Award.

Also as a reminder we will be holding elections for 2016 Officers and 1 Director at the party which will be considered the December meeting. Nominations were received at the November Club meeting and additional nominations will be received at the December meeting. As a courtesy remember to ask the person before you nominate them. They must have been a member for one (1) year to serve as an Officer or Director. Officers serve a one (1) year term, Directors two (2) year terms. Thanks to Tracy Barenz as he has graciously stepped back as President and accepted the PentaStar Press Newsletter editor position.

Nominations received at the November Club meeting:

President - Bill Bonney

Vice President – Clint Cash, incumbent

Secretary – Lee Elms, incumbent

Treasurer – Mike Boyd, incumbent

Director – Jerry Reed

## Feature Car



I purchased this car in December 2014, after it sat on Austin Craigslist and a few other sites for over a year. The seller's pictures displayed the car as having an off blue paint job with painted wheels, of course I was horrified.



My dad noticed that the white garage in the background was a sort-of beige color, and immediately knew that the pictures misrepresented the car. After the three hour trip over there, we discovered it in a very nice neighborhood in Liberty Hill, Texas. As we were led in to the garage, both my mom and I gasped as what sat before us was stunning, and the complete opposite of what we were expecting. We all took it for a test drive and I was hooked. We agreed on a fair price, and after a quick tune, (timing and carburetor were way off), we drove it the entire way home getting well over fifteen mpg and a few “thumbs ups” along the way.

### Technical Specs:

The car is finished in “Blue Flame” with a white “Ivory” top. The top has “Blue Flame” flakes in it, and it really pops in the sun. The Moose has a healthy 383 transplant with dual exhaust, a 650 CFM Edelbrock Carburetor, a big block 727 transmission, power steering, and power disc breaks. The car came from the factory with AC, which my dad and I rebuilt while I redid the dash. We restored all the instruments including the clock while we did this. When I bought the car, it had a little over 45,000 miles on it. I did not start driving it until March, as we had the dash out, and it now has well over 49,000 miles on the odometer. It recently won second place at the Mini-Nats car show for the C-Bodies class.



## Tech Article



### 1970 Challenger Rally Cluster Ammeter to Voltage Conversion: By Bill Bonney Part 3 of 3

Since starting the project to add a Voltmeter in the Rallye cluster of my 1970 Challenger convertible and upgrade the alternator wiring, I have made several changes to the original installation covered previously. The 12V feed for the voltmeter was originally picked up from the ignition side of the gauge cluster voltage regulator. This seemed to cause some feedback in the circuit so this lead was routed to an accessory on battery position which seemed to work better.



Figure 2: Bus bars coming through the firewall connector block that were later removed

Once the voltmeter was re-wired I noticed the oil pressure gauge did not seem to be working correctly. In trouble shooting I found the leads in the firewall connector

block were not fully mating and I thought the tightness of the bus bars through the connector was the cause. These were removed and the connector block drilled so the alternator wiring would run directly through the firewall connector. Both the black input from the alternator and the red output lead were spliced to the existing leads under the dash. A service amount of wiring was left should I need to remove the connectors in the future.

After all this the oil pressure sending unit was found to be the culprit and was replaced. Now everything worked as designed and I moved on to adding the power window regulators and switches.



Figure 1: Rear view of the Rallye cluster showing the white lead to the voltmeter that was re-routed to another accessory battery



Figure 3 - Modified pivot bracket showing repositioned slide and electric lock plunger motor

Adding the power window regulators was relatively simple since they were OEM pieces designed for the Challenger. The only modification necessary was to the pivot bracket front door regulator. In doing a mockup installation the window did not run parallel up and down but by relocating the slide on the pivot bracket the glass ran up and down parallel. My research failed to reveal a different pivot bracket for manual and power windows.

Early on the decision was made not to use OEM switches mounted in the doors or rear interior quarter panels as I did not want another large bundle of wires running through the existing rubber conduit on the driver's door. There were already wires run for the electric locks and power mirrors so instead the switches would be mounted in the console.



Figure 4: First choice switch

It took several tries to find the switch that satisfied my criteria 1) looked good, and 2) would mount in the console with as few modifications as possible. All the switches were Chinese made 5 pin, switches, and all but the final had quality problems.

Figure 4 was the first choice up on the switch raised the and pushing down caused the roll down. One of these caused a short that smoke some of the wiring. Figure 5 is the



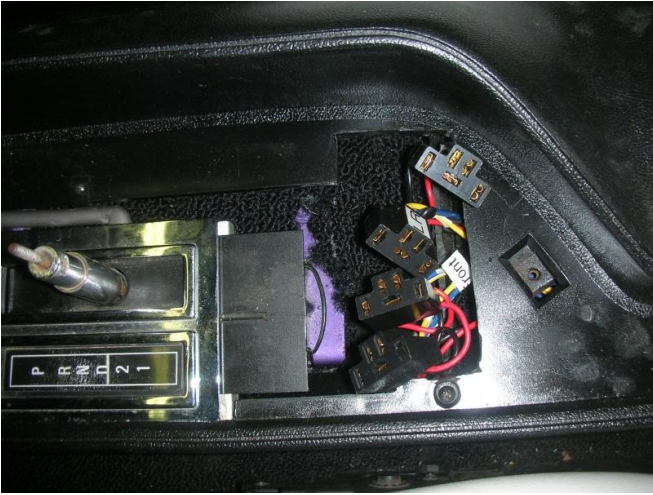
Figure 5: Second choice switch

lighted selection as pulling window window to switches tested second choice

that was recessed enough but could not be found in a cluster arrangement that was acceptable. Finally the configuration in Figure 6 was found that met the criteria and could be mounted easily in the console.

The final selection, Figure 6, was advertised as a replacement for a Volkswagen, year and model unknown. There were two (2) lighted switches per cluster that came with connectors and wiring, making installation straightforward. The housing had spring clips to allow the housing to be snapped in place.





The console base and finish panel was modified to accommodate the switch clusters, one set for the front windows, and one set for the rear windows. The finish panel was finished using walnut veneer with several coats of gloss Verathane.



While searching for switches, I found a blog that suggested two relays be added for each power window motor to improve operation. This required that eight (8) relays be used for all four (4) windows. An array of eight (8) relays was added conveniently on the brace behind the back seat. The window switch activates the appropriate up or down relay which in turn applies power to the power window motor. Power to the array was provided per the OEM diagram for power windows which took the 12V, through a 30A circuit breaker, directly from the alternator input mounted on the rear of the voltmeter as shown in Figure 9. This meant that power was standing on the switches, so they stayed lite all the time. While not a large drain it was not really desirable. Adding a relay operated from accessory power to apply power to the switches only with the ignition on remedied this issue.

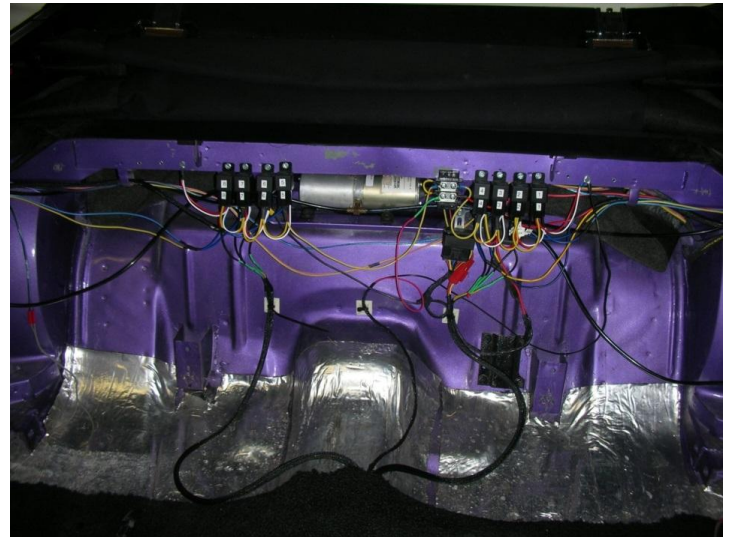


Figure 8 - Power window relay array located behind the back seat

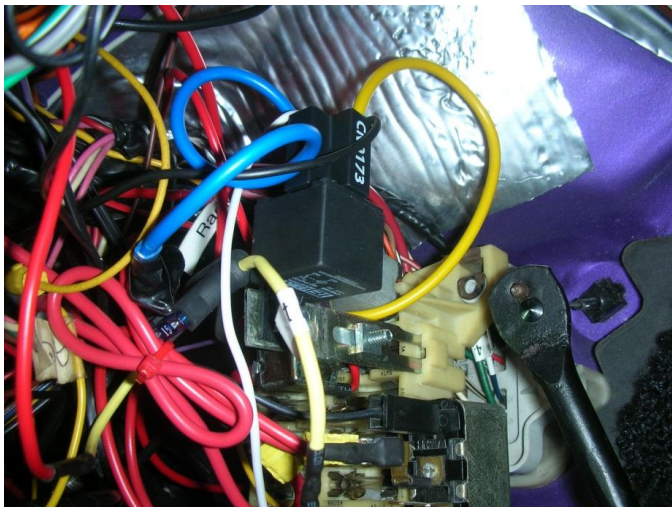


Figure 9 - Power window relay mounted on the fuse block



**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

**CHRISTMAS PARTY:** DECEMBER 5, GARLAND SENIOR ACTIVITY CENTER CONTACT LEE ELMS FOR DETAILS.

**AUTO RAMA:** FEBRUARY 19-21, 2016 DALLAS MARKET HALL CONTACT BOB OSTROSKI FOR DETAILS.

STATE FAIR DIRECTIONS

**RACE UPDATE:** CONGRADULATIONS TO ROBERT VAUGHN AND ROBERT GOODWIN



# Edgewood heritage festival



Attendees: Brad and Becky Buttermore, Tracy and Jody Barenz, Terry Lewis, and Jerry and Michele Reed.



# SANTA and MRS CLAUS



Edgewood Heritage Festival



Edgewood Heritage Car Show



Becky Buttermores New Daily Driver

## Jokes and Quiz



**#1 Mom and dad had just given their teenage daughter, Joan, family-car privileges.**

**The following Saturday Joan was allowed to take the car to a party, and in addition to the usual don't-be-home-too-late admonishments she had been given one about don't-drink-and-drive.**

**Joan was a sensible girl. On Saturday night she stayed away from alcohol, but had lots of fun anyway. Lots of fun.**

**The next morning her father went out to the driveway to get the newspaper and came back into the house frowning.**

**At 11:30 AM the girl sleepily walked into the kitchen, and her father asked her, "Sweetheart, what time did you get in last night?"**

**"Not too late, Dad," she replied, perhaps a tad nervously.**

**Dead-panned, her father said, "Then, my precious one, I shall certainly have to talk with the paperboy about not placing my morning paper under the tire of the car."**

**#2 One day a guy was driving with his 4-year-old daughter in the van and honked his car horn by mistake.**

**She immediately turned and looked at him with an expectant look on her face.**

**Seeing her look at him he said, "I did that by accident."**

**She replied, "Oh, yes, I know that, daddy."**

**He replied, "How did you know?"**

**The girl said, "Because you didn't Cuss afterwards!"**

Can you guess which mopar engine goes with each car? Answers back page



A



B



C



D



E



F

87 Dodge Ram, 66 Dodge Charger, 67 Chrysler Newport,  
79 Chrysler 300, 70 Plymouth Duster, 68 Dodge Charger

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- **There is no charge for our Services.**



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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 – Tracy Barenz, President</i>	<i>July – Clint Cash, Vice President</i>
<i>February – Clint Cash, Vice President</i>	<i>August – Director 1, Bill Bonney</i>
<i>March – Director 1, Bill Bonney</i>	<i>September – Director 2, Frank Maxwell</i>
<i>April – Director 2 Frank Maxwell</i>	<i>October – Director 3, Bob Ostrowski</i>
<i>May – Director 3, Bob Ostrowski</i>	<i>November – Lee Elm, Secretary</i>
<i>June – Tracy Barenz, President</i>	<i>December – Mike Boyd, Treasurer</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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Answers to quiz: A=68 Charger, B=70 Plymouth Duster, C=79 Chrysler 300  
D=67 Chrysler Newport, E= 87 Dodge Ram, F=66 Dodge Charger