

# Pentastar Press

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Treasurer – Tracy Barenz 469-343-9087

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## Contact Information

Visit our sponsor for discounts:

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# "The President's Transmission"

Happy New year to everyone and welcome to 2016.

There were over 30 members and guests at the Christmas Party, and if you were one of those absent you missed good food, fellowship, and a fun Chinese gift exchange. Elections for 2016 Officers and one (1) At Large Director were held at the party and those elected were Bill Bonney, President; Clint Cash, Vice President; Lee Elms, Secretary; Tracy Barenz, Treasurer and Jerry Reed, At Large Director. Frank Maxwell and Bob Ostrowski continue as At Large Directors until their terms expire in 2016 and 2017 respectively. Thanks to all Officers and Directors for their service in 2015 and to Clint Cash and Lee Elms for serving another year.

A special thanks to Tracy Barenz for his service as the 2015 President and Mike Boyd for his service as 2015 Treasurer. Not only is Tracy picking up duties as Treasurer but will also continue as the *Pentastar Press* Editor. Tracy would love to hear from you with technical articles, feature cars, parts for sale and any other things you would like to see in the newsletter. Mike and Melissa Boyd are busy building a new homestead several hours away so Mike stepped down as Treasurer. I am sure Mike could use some extra labor any time you are free.

The Board of Directors usually meets the Friday before the regular Sunday Club meeting. The first 2016 BOD meeting will be held January 8<sup>th</sup> at my house. All members are welcome but please let us know you plan to attend as a light dinner is usually provided. This is your Club so please pass along to any Board member ideas for activities you would like to see the Club do in 2016.

The first 2016 Club event will be participation in the 56<sup>th</sup> Autorama, February 19-21 at the Dallas Market Center. Bob "O" will be the point for this show again this year so if you want to display your car contact him. Space is limited so don't wait.

Mark your calendars for the Wylie Bluegrass on Ballard Classic Car Show scheduled for July 2. This is an all classic car show the Club hosts in association with the Wylie Downtown Merchants Association and the City of Wylie. We can always use assistance as there are usually about 200 cars. Stay tuned for more information. The 32<sup>nd</sup> DMC Southwest Mopar MiniNationals is scheduled over Labor Day weekend and Clint Cash is in charge again for this year and always needs help. Give him a call or shoot him an email to volunteer. Don't forget to pay your dues.

See you at the next meeting,

*Bill*

**Bill Bonney, President**

**Dallas Mopar Club**

**214-769-5314**

**[challengers4me@gmail.com](mailto:challengers4me@gmail.com)**



# "2015" DMIC Christmas Party



THE 2015 DALLAS MOPAR CHRISTMAS PARTY







**The Dallas Mopar Club Board Meeting  
Activity Center**

**December 5th, 2015**

**At the Garland Senior**

**Tracy called the meeting to order at 5:05pm. He said that that the financials for 2015 have been gone over and he will get the information to us.**

**Mike Boyd is resigning as Treasurer and Tracy has volunteered to be nominated for Treasurer.**

**We are going to make the Wylie Bluegrass show and our Mini Nats as our major events fund raiser, and have the membership dues as our general fund. We had 5 overdrafts because of Amazon charging us for the sound equipment we ordered and couldn't return to get our money back.**

**Tracy wants us to start working on the Mini Nats this January.**

**Tonight we have to elect officers: President- Bill Bonney, Vice President- Clint Cash, Treasurer- Tracy Barenzt, Secretary- Lee Elms, Board seat- Jerry Reed.**

**The meeting was adjourned at 5:50pm.**

**Our Christmas party started at 6:00pm, and we told everyone that this was our December club meeting too because we had to vote in our officers for 2016. We opened the floor for nominations and there we none. A motion was made to accept the officers by acclimation and everyone voted unanimously the accept the officers as presented.**

**We then began the Christmas party and feasting on the Bar-B-Q dinner that was catered by Dickies Bar-B-Q from our Wylie sponsors. We had 31 members attending the party tonight and we all had a great time.**

**Respectfully submitted,  
Lee Elms, Secretary**



## January 2016 membership update:

### Time to Renew for 2016

Club membership for 2016 is due by the end of January in order to remain a member in good standing and to continue receiving the *PentaStar Press*. You can renew, or join, by going to the Club's website, [www.dallasmoparclub.com](http://www.dallasmoparclub.com), renew by mail or pay at one of the Club events. Thanks to those who have already renewed their membership.

The membership dues have remained constant for several years; Associate membership is \$15, Single membership is still \$25, and Family membership remains at \$40. Current members need not fill out a membership form for renewal unless a change is needed for membership information the Club has on file. Your email address is especially important as an email is sent out when the newsletter is posted on the website.

## Feature Car



***Robinson Davis: 1971 Jensen Interceptor Mark II***



This is my 1971 Jensen Interceptor Mark II, shown in July while still being restored. I have wanted one since I saw them in Motor Trend in the 1970's. I had done a lot of research and had many cars for sale across the country independently inspected. It was more common than not to find out that the published photo's were up to ten years old and the cars had been sitting out in the rain (often without glass) for those years. The wisest money I spent in this whole process was on independent inspections. A lot of incomplete, non-starting, piles of rust out there that were beyond salvage being sold as "needing a little work" to "pristine." These cars are known for rust if not well cared for, but what I saw was ridiculous.



After kissing many frogs, I saw this particular car on eBay, contacted the owner (in New Hampshire), and asked the many questions I had learned to ask when inquiring about an Interceptor. It turned out that he had owned six Interceptors and was making a "change in life" and was selling them off and preparing to live overseas. I called the current owners of the other Interceptors he had sold and he was given excellent marks for honesty and integrity. This particular car had been bought new in 1971, driven for some time, had some rust repairs and a lacquer paint job over the original in the 80's, and later sat in the original owners' garage from 1986 until it was sold by the original owners' son in his estate sale in 2006. The current owner had retrofitted a modern Sanden air conditioning compressor and driven it just over 1,200 miles from 2006 until listing it on eBay in November 2013. There were substantial dents in the doors and the paint job had completely broken down (crazing). Mileage was just under 59,000 on the odometer.

I had never been on eBay before I started looking for a Jensen and was unfamiliar with "sniping." I was picked off at the last moment (lessons learned) and wrote this one off and continued my search. Strange thing though, the owner contacted me a few weeks later. The winning bidder had not yet paid him and he wanted to know if I was still interested at my last bid. Long story short, I wired money to a man I had never met (who was leaving to live overseas), for a car I had never seen, and arranged pickup by a carrier I had never used during that freak winter storm that paralyzed the east coast the first week of December in 2013.

The car arrived a couple of days late, covered in about ½" of east coast road sludge. I had left cash to pay the driver at the shop I had the car delivered to (the average car transport gypsy only deals in cash-I could write a book about these guys) and went to see it the next day. It had a new battery and started right up (good old 383), although the original 60 amp alternator was putting out zero volts. Then the next twenty-three (23) months of fun began.

Fortunately, this car had been undercoated when new, and everything that was undercoated was solid, and everything else was rust! This is not unusual for an Interceptor, however you can't really comprehend it until you see it. I was fortunate that the doors, floor, hood, hatch, and roof were good.

Like any old car, especially an east coast car, you don't really know what you have until you get down to bare metal. I kid that the Interceptor weighed several hundred pounds more after all the welding was completed than before because of all the metal replacement! Arrival and initial work pictures are here:

<https://picasaweb.google.com/106753363879391321667/DavisRobinson71Jensen?authkey=Gv1sRgCJKDjvrgx5jpPw>

Things get a little out of sequence toward the center, but you can get the gist.

I knew where I wanted to go with the car and was assisted greatly by the Jensen Owners' Club on what was available and what had been tried before.

I wanted it to run well on premium pump gas, converted to E-85, 17" GKN style wheels, larger brakes, upgraded alternator and wiring, the best rust and corrosion protection available, enhanced cooling system (Interceptors are notorious for overheating), built-up transmission with a Gear Vendors overdrive, keep the interior all original, and have as close as possible to a brand-new 1971 Jensen Interceptor when I was finished.

To get there, the 383 was sent to Kim Barr at Kim Barr Racing for rebuild and installation of a stroker kit for a final displacement of 489 cubic inches, aluminum heads (valves set up for unleaded), high rise manifold, roller cam, gear-driven timing, MSD ignition, Melling oil pump, fast-wind starter, and all of the goodies that go with that. The block and valve covers are original, everything else is new and race-built. This was a three-month process (January to May, 2014). Once the engine was back and installed, it was married to headers from Delta Motorsports (Jensens take custom headers because of the tight fit-tried Hedmans' ceramic-coated at first, but didn't fit). The alternator was sent out and had new components put in and now produces 105 amps, while looking stock. I wanted fuel injection, so I went with FAST EZ EFI 2.0 because it is E-85 ready and good for up to 1200 hp. Supported that with a new stainless steel fuel tank from K&D with electric fuel pump. Getting the fuel injection to work took over a year, but that is another story. The engine is running 561 hp, almost 600 ft-lbs of torque before fuel injection on only a 10.6:1 compression ratio. Displacement was definitely the way to go.

The headers go to stainless steel pipes to twin high-flow catalytic converters, to twin mufflers, to the original twin resonators. Between the fuel injection, unleaded gasoline, catalytic converters, and overdrive, people who know more about this than I do say that it produces 98% less pollution than when it was new in the showroom.

While the engine was being built, Plano Transmission was rebuilding the 727 Torqueflite, 3-clutch assembly out, 5-clutch assembly in, shift kit, balloon plate, strengthened to handle 600+ horsepower, and Gear Vendors overdrive (GVO) added to increase longevity, mileage, and top end. The roller cam, GVO, and fuel injection all came from Comp Cam.

To cool it all down, a four-core radiator had been put in the car at some point. It was reamed out, reconditioned, and flow tested. I had the shop fabricate an aluminum shroud and replace the pathetic original fans with the biggest that would fit under there. Also, on the advice of my engine builder, I had ninety-two louvers added to the hood to give all that heat someplace to go (they look cool, too!) During all this I bought and parted with another Interceptor (MKIII) that already had a full body restoration and knew all too well the limitations of the stock cooling and electrical system (100 mph on a 100+ degree day in Dallas-no problem, 10 minutes stuck in traffic-big problems).

Interceptors have rather unique hubs, so the five 17" GKN-style wheels came from Appleyards Engineering in England (they are a Jensen specialist and have great service). I needed (!) Z-rated tires, so with what was available in the right size locally and from Tire Rack, I chose Pirelli P-Zero Nero's.

There is an AP Racing big-brake kit available for MKIII Interceptors, however none for a MKII. I called Wilwood and asked what they had available and they referred me to Fastbrakes, who had me send them a spindle and a wheel and custom fabricated the brackets to make a 13", 6-piston, Wilwood Superlites kit for the car. The kit included all new stainless steel brake lines with all the correct fittings.

To support all that, new steering rack, power steering pump, hoses, ball joints, tie rod ends, wheel bearings, leaf springs, differential seals (limited-slip with Castro Axle Z 90 weight), new Koni shocks, you name it.

The amount of body work was unbelievable, but eventually was completed. The black coating in the engine compartment and underneath is called Lizard Skin. It dries very hard (almost ceramic) and serves as a rust/corrosion proofing treatment as well as sound deadening. The heater core was toast, so it is fitted with a new one originally made for a 1979 Ford F700 truck.

A lot of my time was spent orchestrating the rebuilds, sourcing parts, getting manuals and technical data, researching procedures, and dealing with all the foibles that occur when restoring an old car. All the

delays, wrong parts (happened again today as I write this in December), miscommunications, faulty electronics, etc, could fill an encyclopedia, so I won't bore you with them here.

It took three attempts (third time's the charm!) to pick up the vehicle after almost two years of restoration. There were many different reasons, one of which was failure of the brake booster during final testing. The retrofit kit flown in did not match the vehicle (apparently made for right-hand drive UK car version, my car is left-hand drive American car version). Fortunately, found out Cardone had all the right parts to rebuilt the original booster and did so locally in just two days. This is not unusual in the restoration world, you just learn to roll with the punches.

I am now restoring the interior. The original Connelly leather is fully intact, but in great need of restoration. I have been in leather upholstery manufacturing for 25 years now, so I am doing that myself. I have one seam that needs to be sewn (44 year-old thread broke, the leather is fine), but I have found a local source to take care of that once I have brought the leather back to life. After cleaning, the original Winton Wool carpets are in great shape except for the driver and passenger floor panels and the trunk floor is torn. The replacements arrived from England this week and I will install them when the flood waters recede.

I replaced the windshield and door glass (originals scratched), and after looking in the maintenance log book and examining the maintenance and inspection stickers on the original windshield, it looks like it has an actual 59,000 miles on it, not the 159,000 that I had assumed. That's probably why all the gauges work.

Still a lot of details and nit-noy parts to put on the interior (like the passenger side sun visor mirror- a second-hand original sourced from England on the way), but she runs well. The engine was broken in on the stand, but I have to break it in on the road for 400 miles, change the oil, then let her rip.

When you sit in it, it is 1971 all over again. The tach has modern components (electronic ignition conversion), but the original dial and needle, so no visual giveaway. Just don't open the glove box, which reveals a modern fuse box and the controller for the fuel injection. The Gear Vendors overdrive activator is floor-mounted and looks just like a 1971 floor headlight dimmer switch. The manual/automatic switch is about 1/4" long, black, and unmarked, so it is almost invisible by the steering column. The Recaro seats, 8-track and all the instruments are original. Under the hood, not so much. The new modern wiring is obvious as is the Sanden air conditioning compressor (takes 3 hp vs. 15 hp for the original and blows very cold). The original fuse panel is there and is used to conceal the ECU for the fuel injection. The performance parts are obvious.

Sooooooooooooo, 3,600 lbs, six forward gears, 2.88 final drive, and 6,500 rpm redline (full torque comes in at 2,700 rpm). Will probably want to be on a track when I explore the limits. Suffice to say, any 1970's Lamborghini that tries to cut me off on the toll way (it gets a little strange when people pull out from Coffee and Cars) will get a big surprise!



## Feature Tech story



# TECH STORY “THE BIG COVER UP”

## INTERIOR INSULATION AND CARPETING REPLACEMENT

Story and Photos by Larry Weiner



*“While the original tar and padding might have been state of the art 47 years ago, by today’s standards it’s nothing short of archaic. Advancements in vehicle sound and temperature control have made quantum leaps in the ensuing years, relegating the old stuff to the trash bin of history.”*

*“The insulation kit we used is manufactured by Quiet Ride Solutions. Their kits are designed on a two stage acoustical principal that bonds multiple layers of automotive insulation material to the vehicle body panels to minimize noise, vibration, harshness and reduce heat.”*

There comes a time in the life of all vehicles when the carpeting begins to show its age. Vacuuming regularly and using mats to protect it certainly help, but ultimately the carpeting will fray and exhibit wear in exposed areas. In addition, every time your vehicle is parked outside, the sun punishes it with UV rays, causing fading on all exposed surfaces, including the carpeting.

## “THE BIG COVER UP”

The carpeting in the 1968 Plymouth GTX 440 Six Pack Wagon that is the subject of this story had not had an easy life, although it was presentable, considering its age. However, removing the carpet mats revealed that at some point in the past, the heater core had leaked, because the passenger side front carpet showed not only extensive discoloration of the floor area, but extreme deterioration of the carpet fibers and backing at the base of the toe board. In addition, when we attempted to pull the passenger side front carpet up from the floor for a better look, as a result of leakage, the jute padding under the carpet had bonded itself to the tar underlayment. In short, it was obvious that while the protected areas were still in reasonably good condition, the exposed areas were quite faded and exhibited wear and tear at the very least, commensurate with the age and mileage of the vehicle.

Upon removal of the carpeting, on the backside we discovered the manufacturer's tags, identifying them as the original OEM items with product codes, dates and part numbers, confirming that this was the actual carpet set the Plymouth was born with. But no matter how original you want to keep your vehicle, at some point, the carpeting will become an eyesore, which leads us to the inevitable; there comes a time in the life of nearly all collector vehicles when you will need to replace the worn out carpeting, and for our Plymouth, that time was now.

We chose new bright blue loop carpeting from Auto Custom Carpets that is produced using the same 80%-20% Rayon and Nylon blend that Chrysler specified for the Plymouth when it was new. Like the originals, the carpeting is manufactured in front and back sections, and is correct right down to the edge binding, heel pad and 36 oz jute padding on the underside. The carpeting is preformed, and fit the contours of the floor pan of the B-Body perfectly, making it easy to install using just simple hand tools. And when compared, the new and old carpeting looked nearly identical, except of course for the vivid contrast in color, to say nothing of the worn areas on the original. While we were at it, we also decided to refinish the original sill plates so that everything would look just like new.

This was also the perfect time to consider replacing the underlayment. Back when our cherished muscle cars were new, the factory generally used a tar based material with padding that was glued to the floor of the vehicle. The purpose of the underlayment was to help insulate the vehicle from road noise, quiet the cabin and keep the heat from the exhaust out. While the original tar and padding might have been state of the art 47 years ago, by today's standards it's nothing short of archaic. Advancements in vehicle sound and temperature control have made quantum leaps in the ensuing years, relegating the old stuff to the trash bin of history. Even the factories no longer use this product anymore.

## **“THE BIG COVER UP”**

Since we were completely restoring the Plymouth, we had removed the entire interior and all of the insulation prior to having the body custom painted. After the new multi stage paint was applied, cured and had been buffed, it was time to start the reassembly process. We decided that this was the perfect time to upgrade the insulation. The insulation kit we used is manufactured by Quiet Ride Solutions. Their kits are designed on a two stage acoustical principal that bonds multiple layers of automotive insulation material to the vehicle body panels to minimize noise, vibration, harshness and reduce heat. Each kit is pre cut for the specific vehicle application and includes detailed instructions, along with everything you will need for the installation, with the exception of a scissors or knife. One of the great things about replacing the original insulation with this modern kit from Quiet Ride Solutions is that once it is installed, you cannot see it, but you will appreciate the sound reduction and cooler interior, especially on hot summer days.

Follow along with us as we revitalize the interior of the 1968 Plymouth GTX 440 Six Pack Wagon with the Quiet Ride Solutions insulation kit. And while we're at it, we'll be installing new OEM type replacement loop carpeting from ACC along with completely reupholstered seats in pearl white leather that have been patterned to match the original GTX design by Katzkin Leather. The final result is an interior that looks better than it did when the Plymouth rolled off the assembly line back in 1968.



**Note sun fading and stain from leaking heater core on original carpeting.**

## **“THE BIG COVER UP”**



**Once the carpeting was removed, we scraped away all of the original underlayment. Look closely and you can see that there is still a section left on the floor between the rear seat and rear cargo area of the wagon.**



**With everything removed from the interior, it's easy to see that the wagon is little more than a tin can. The Quiet Ride Solutions kit will change everything when it comes to noise control and insulation from heat and cold.**

# "THE BIG COVER UP"



Quiet Ride Solutions AcoustiShield pre-cut insulation kit.

## Mopar B-Body AcoustiSHIELD™

Roof to Road Solutions to Control Automotive Noise, Vibration and Heat

### 1968-70 Mopar Coupe Body Panel Installation Kit

P/N: MOPAR B 6870-CBPK



The materials in this kit are designed on a "two-stage" acoustic principal which bonds multiple layers of state-of-the-art automotive insulation material to the vehicle body panels to minimize mechanical and environmental noise, heat, and vibration.

#### Kit Contents:

- Dynamat Damper Pads and Strips
- Pre-Trimmed Heat Absorber/Barrier Panels
- Spray Adhesive (14 oz.)
- Roll Aluminum Foil Tape

#### Tools Needed for Installation:

- Sharp knife and scissors
- Wallpaper seam roller
- Felt tip marker

**Prerequisites:** Installation of any AcoustiShield product begins with preparation of the interior metal surfaces. All panels must:

- Be thoroughly cleaned, washed and painted (recommended). Over time, adhesive material will not stick to dusty, dirty, grimy, body panel surfaces.
- Be bone dry.
- Be sure that the temperature of metal surface is above 70 degrees.

Study the illustrations provided on the back of this installation guide, comparing them to the body panel of your vehicle. You should easily be able to locate where to apply the damper pads.

#### Installation Procedures:

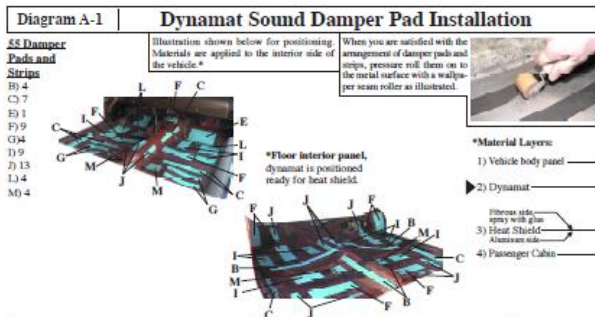
##### 1. Applying the Dynamat Damper Pads and Strips

Clean any debris off the body panels and layout the Sound Damper Pads and Strips according to Diagram A-1. When you are satisfied that all the damper pads and strips are in their correct location, remove the protective film from each pad, exposing the self-adhesive surface, and "lightly tack" the pad in place.

Using the wallpaper seam roller, "pressure roll" the Damper pads or strips to the metal skin of the body panel, removing all air gaps so that the adhesive backing firmly grips the metal. Work the roller across the damper material from the center toward the edge.

##### 2. Applying the Heat Shield Insulation Patterns

Diagram B-1 illustrates the approximate size and shape of the pre-trimmed, ready-to-install Heat Shield patterns and the location they will be installed on the body panels. Position the patterns on to the body panel, aluminum side facing in to the interior of the vehicle, smoothing the material out as you go. Make sure that the edges of the patterns "butt" tightly against each other. Some "nipping" of the edges with the scissors may be required. Using the marking pen, trace the edges of the patterns on the body panel for guide lines to assist you when you begin the gluing process. Spray glue to the fibrous side of a Heat Shield pattern. Spray glue to the corresponding section of the body panel to which this pattern will be applied.



Now STOP and let everything dry. This is the key to permanent adhesion. When the glued surface is "dry to touch" it is ready to be installed.

Following the guide lines you marked on the floor panel, place the Heat Shield Insulation pattern in to position, and "lightly" tack it in place. When you are satisfied with the way the panel lays in place, permanently adhere it to the floor panel by applying hand pressure to the material, smoothing it as you go. Complete the installation

process for all of the Heat Shield Insulation patterns. The final step is to apply the aluminum tape to all seams and edges of the material. Measure out a length of tape and peel back a few inches of the protective film, exposing the self-adhesive backing. Overlap the seams and edges evenly and apply hand pressure along the entire length of the tape to seal it against the Heat Shield material and the floor panel.

#### Thank you for your order

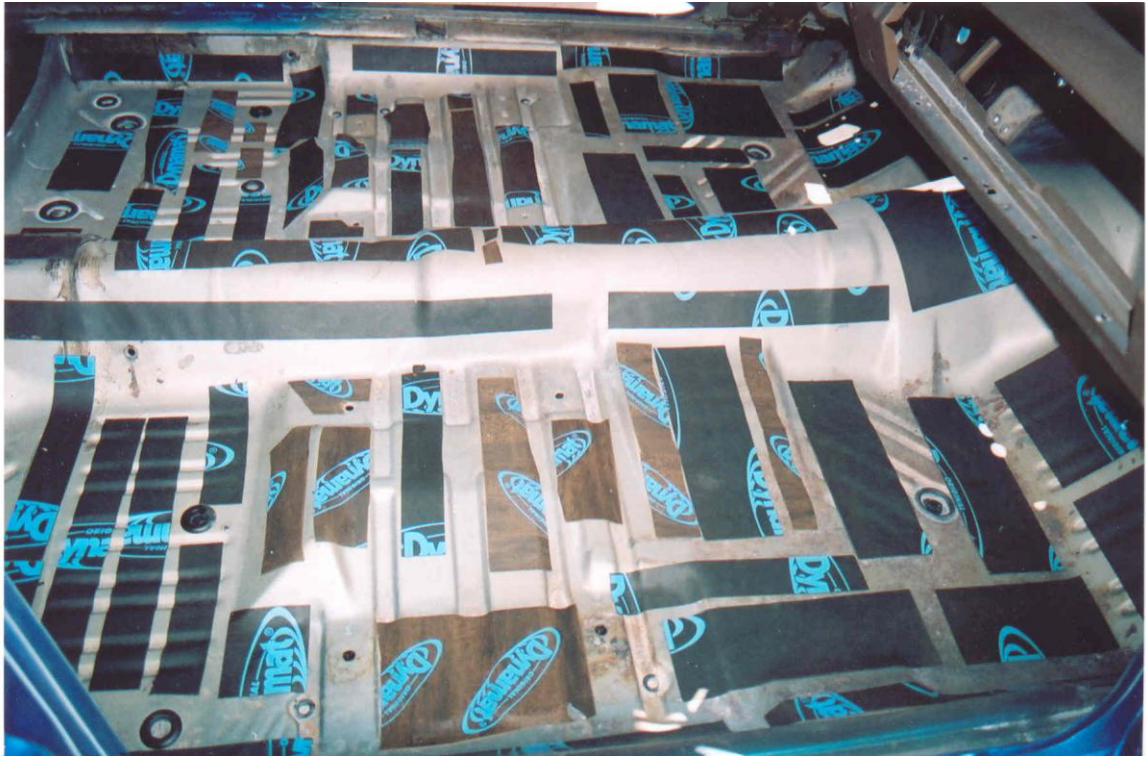
This product was made with quality and pride by:

Name: \_\_\_\_\_ Date: \_\_\_\_\_

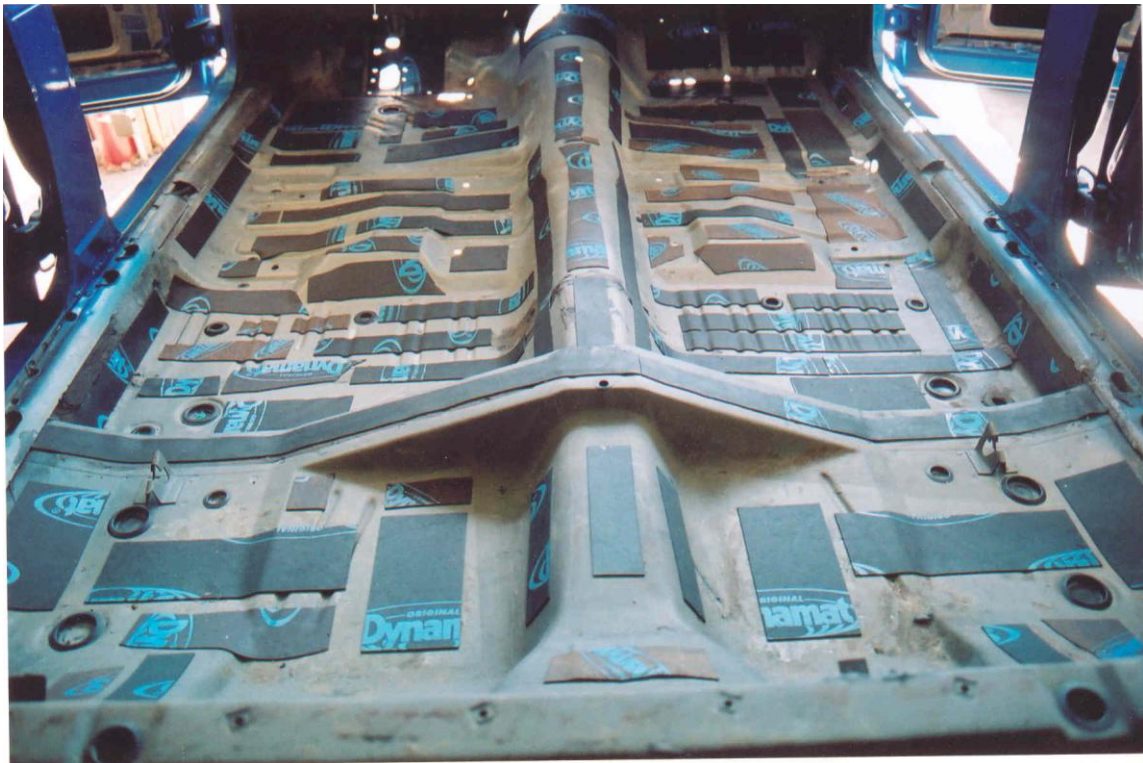


## Front and Back of Quiet Ride Solutions Instructions for 1968 – 1970 Mopar B-Body

## “THE BIG COVER UP”



Place the pre-cut Dynamat damper pads and strips on floor per the diagram in the instructions.  
Note: Each damper pad and strip is marked with a letter that corresponds with the instructions to identify its proper location on the floor of the vehicle.



# **“THE BIG COVER UP”**



**Peel the protective backing from the Dynamat damper pads and strips**



**Place in the correct location on the floor of the vehicle**

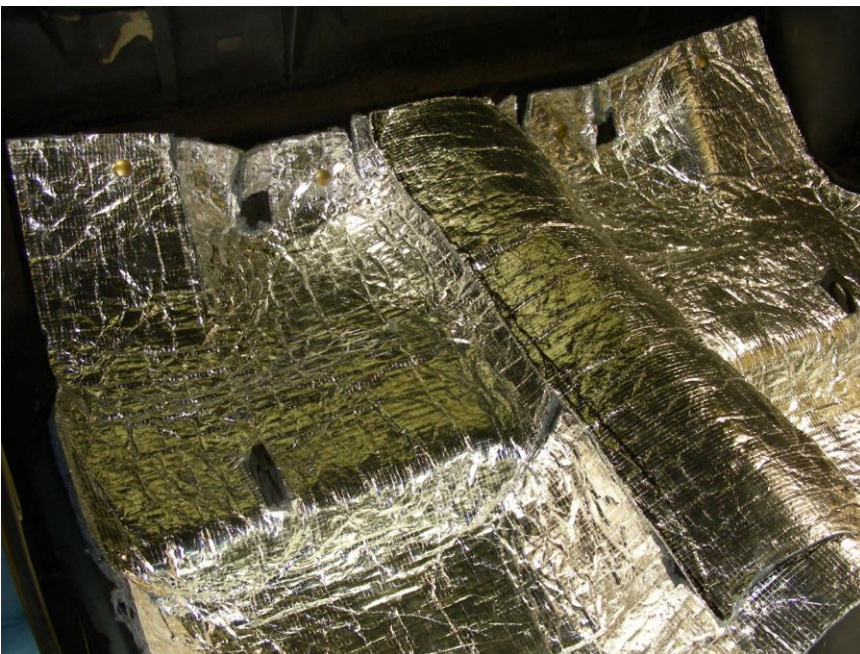


**Pressure roll each pad and strip using the roller provided with the kit.**

## **“THE BIG COVER UP”**



**After thoroughly cleaning the inner roof skin, the Dynamat sound dampening insulation strips were installed following the same method as outlined in Step 7.**



**Position each of the pre-cut Heat Shield Insulation sections on the floor where they will be installed. Make sure that the sections butt up tightly to each other. Be sure to mark and trim for items such as seat belt anchor bolts, console mounting bolts and seat track mounting bolts at this time. Because each vehicle is optioned differently, some cutting and trimming may be necessary.**

## **“THE BIG COVER UP”**



With the Heat Shield Insulation sections in place, remove each one and spray glue the floor of the vehicle and the fibrous side of the Heat Shield with the spray glue provided in the kit. Next, reinstall each of the sections in the correct place, being sure to butt the sections tightly.



## **“THE BIG COVER UP”**

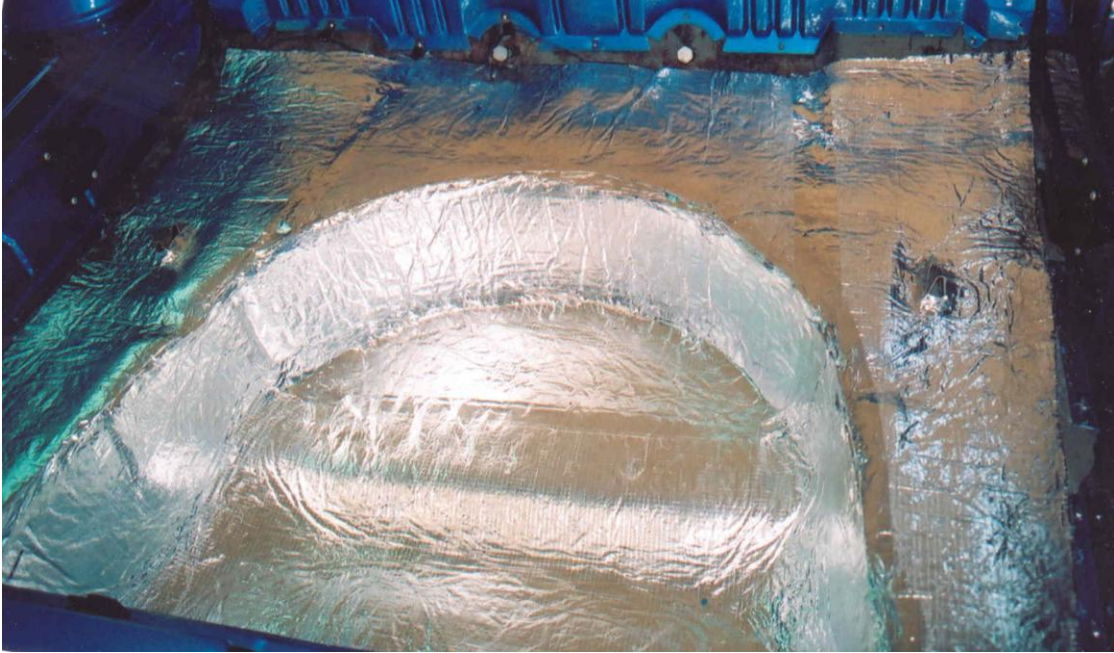


**With the Heat Shield Insulation sections in place and properly butted to each other, measure the correct length of Aluminum Foil Tape from the roll in the kit and tape every seam.**

# “THE BIG COVER UP”



# **“THE BIG COVER UP”**



**The cargo area at the back of the wagon and the inner roof with the Heat Shield Insulation sections installed.**



## **“THE BIG COVER UP”**



Once the new carpeting was checked for fit, the seams for the front and rear sections were lined up. Note that the front and rear carpet sections meet under the middle of the bucket seats as seen



With the wagon, the rear carpet section meets the last section underneath the rear seat cushion as seen. In both cases, these sections are also retained by the sill plates, which have been refinished.

## **“THE BIG COVER UP”**



**This illustrates where the holes were pierced for the seat track bolts, and seat belt anchor bolts.  
At the firewall, the carpeting was slightly oversize, so it was trimmed to fit as shown.**



## **“THE BIG COVER UP”**



**The upper deck of the rear cargo area of the wagon was also covered with carpeting to match.**



**Original 1968 GTX front buckets and the correct wagon folding rear seat were reupholstered in pearl white leather in the original GTX pattern by Katzkin. At this time, we installed the seats and new seat belts for the last time and the bolts were tightened to the correct torque.**

## **“THE BIG COVER UP”**



**The final result speak for themselves. The interior of the Plymouth looks better than new, and thanks to the Quiet Ride Solutions insulation kit, it's quieter and cooler than it ever was.**

### **SOURCE BOX LISTING**

Quiet Ride Solutions  
6507 Pacific Ave. Ste.334  
Stockton, CA 95207  
Phone: 209-942-4777  
[www.quietride.com](http://www.quietride.com)

Auto Custom Carpets  
1429 Noble St.  
Anniston,Al 36201  
Phone: 256-236-1118  
[www.accmats.com](http://www.accmats.com)



**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

**AUTO RAMA:** FEBUARY19-21,2016 DALLAS MARKET HALL CONTACT BOB OSTROSKI FOR DETAILS.

**MOPAR MAGIC SHOW:** MARCH 19<sup>TH</sup> 2016 @ FIRST BAPTIST CHURCH OF SHREVEPORT 543 OCKLEY DRIVE , SHREVEPORT, LA 71106 CONTACT BRAD BUTTERMORE OR TRACY BARENZ FOR DETAILS.

**RACE UPDATE:**

## Jokes and Quiz



I was in a car dealership a while ago, when a large motor home was towed into the garage. The front of the vehicle was in dire need of repair and the whole thing generally looked like an extra in the film "Twister". I asked the manager what had happened. He told me that the driver had set the "cruise control" and then went in the back to make a sandwich.

I went to a couple of car dealerships last week, and the first one I stopped at was Kia, well nothing caught my eye, but the price was right, then I went to a Ford dealer, again nothing really caught my eye, but I looked anyway, then I go to the Chevy dealer, well I see one that I like, the dealer does the once over with me, then he pops the trunk, disappointed, I looked at the dealer and said, "Well, There's something missing" the dealer, puzzled asks "What"? I said "at the Ford dealership I checked out, they had a new pair of shoes in the trunk of every car"! Smiling the dealer says "That's so they can walk home"!

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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 – Bill Bonney, President</i>	<i>July – Clint Cash, Vice President</i>
<i>February – Clint Cash, Vice President</i>	<i>August – Jerry Reed, Director 1</i>
<i>March – Jerry Reed, Director 1</i>	<i>September – Frank Maxwell, Director 2</i>
<i>April – Frank Maxwell, Director 2</i>	<i>October – Bob Ostrowski, Director 3</i>
<i>May – Bob Ostrowski, Director 3,</i>	<i>November – Lee Elm, Secretary</i>
<i>June – Bill Bonney, President</i>	<i>December – Tracy Barenz, 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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