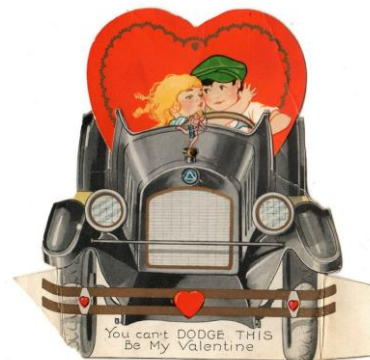
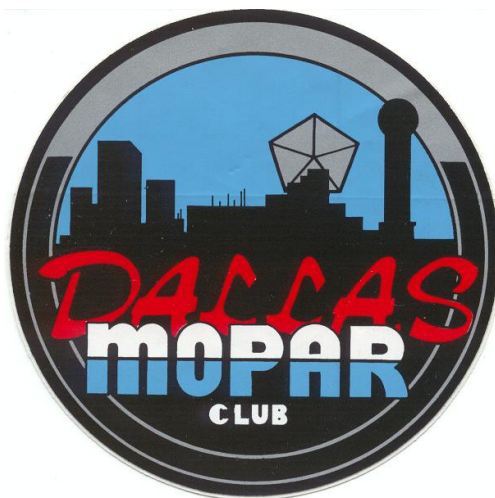


Pentastar Press

Volume 35, Issue 2

February, 2016



www.dallasmoparclub.com
dallasmoparclub@group.facebook.com
dallasmoparclub@gmail.com

Officers

President – Bill Bonney	214-769-5314
Vice-President – Clint Cash	972-742-8191
Secretary – Lee Elms	972-276-2934
Treasurer – Tracy Barenz	469-343-9087

Directors at Large

Frank Maxwell (8/14 – 7/16)	214-577-5187
Jerry Reed (1/16 – 12/17)	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-Frank Maxwell

214-577-5187

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
--------------	--------------

Contact Information

Visit our sponsor for discounts:

Chrysler Jeep Dodge City of McKinney

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



www.dodgecityofmckinney.net



"The President's Transmission"

Ready, set, here we go to AutoRama. Bob Ostrowski once again is working his magic to set up the Club's display. He has six (6) Club member's cars scheduled to be a part of the booth but can use volunteers for booth duty to promote the Club. Autorama runs from February 19-21 at the Dallas Market Center. Get in touch with "BobO" if you can assist. This is a Club subsidized event for Club members so remember to pay your dues.

The first 2016 BOD's meeting discussed the 2015 budget and the two (2) Club hosted shows, Wylie Bluegrass on Ballard and Southwest Mopar MiniNats. Tracy, Clint and I are working up the budget for 2016 including individual budgets for MiniNats and Wylie Bluegrass on Ballard. The Club's By-laws are under review for the first time since 2010. Once recommendations are approved by the BODs, the membership at large must approve any changes. Remember to pay your dues.

The first regular Club meeting was January 10th at the Spring Creek BBQ, our regular Club meeting location, 1635 and Preston Rd. in Dallas. The question presented at the meeting was, what activities do Club member's want to do this year? The consensus was not to add another fund raising event that the Club must organize and manage. Instead loosely organized events such as breakfast and cruises to other shows or eateries are preferred. A show at McKinney Dodge was suggested similar to what we did at Dallas Dodge.

Remember to pay your dues.

The next Club subsidized car show is Mopar Magic's Mopar LA Nationals Silver Anniversary Car Show, March 19th at First Baptist Church of Shreveport. We need 12 cars present to exceed Mopar Magic attendance at last year's MiniNats or we pay them \$100. This is a well-managed and fun event. You can register on line at their website, www.moparmagic.us.

The Club pays the registration fee for members in good standing to take their cars.

Remember to pay your dues.

Oh, did I mention it is time to pay your dues.

See you at the next meeting,

Bill

Bill Bonney, President

Dallas Mopar Club

214-769-5314

challengers4me@gmail.com



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 may renew, or join, by going to the Club's website, www.dallasmoparclub.com, renew by mail or pay at one of the Club events. Thanks to those 23 who have already renewed their membership.

Feature Car



BUT WAIT, THERE'S MORE THE DEMON'S MADE ME DO IT!

Story by Larry Weiner

Photos by Richard Truesdell

"For dealerships that built their reputations on hi performance, the impending scenario did not look promising and the thought of alternative paths to maintaining sales weighed heavily on their minds. Yet in spite of all of this uncertainty, at Grand Spaulding Dodge, Mr. Norm felt that the demand for hi performance was still very much alive and it was time to do an encore to the GSS 440 Darts of the late '60's and the 340 Six Pack Demon of 1971."



Mr. Norm's 1972 Supercharged Demon GSS. Note the new for 1972 Demon snorkel hood scoop and optional hood tach, a popular period accessory.

The year is 1971. Dark ominous clouds have gathered on the horizon that foretell of an impending doom. Hi performance cars have come under serious attack on several fronts. The aggressors are the insurance companies with deliberately high premiums, and the bureaucrats with horsepower strangling emissions edicts. Both of the enemies have one goal in mind; eradicate the muscle cars. There appears to be no reinforcements forthcoming to help the besieged hi performance machines turn back the diabolical forces of the enemy.

But wait, perhaps the battle isn't lost. Reinforcements for the Mopar brigade are on their way from Chicago, home of Grand Spaulding Dodge and its fearless leader, Mr. Norm. And what strategy is he planning to use to save the situation, and beat the enemy at their own game? It certainly isn't big cubes, because that won't solve the problem. No, he's bringing in the new Dodge Demon 340 to do battle. Not potent enough when the big guns on the street are packing bigger firepower, you say. Watch yourself, we're talking Mr. Norm here, and he knows what it takes to get the job done. How about a Supercharged Demon GSS, a lightweight killer package designed to annihilate most street aggressors, and beat both the insurance goons and feds at the same time! Only Mr. Norm could have thought of an offense like this.

So what's the scoop and how did it happen? In late '70, you didn't need a crystal ball to see the handwriting on the wall. The bottom was beginning to fall out on hi performance cars due to conspiratorial efforts on the part of the insurance companies. Their goal was to make insurance for muscle cars so expensive as to be unaffordable. To add insult to injury, at the same time, the federal government was imposing increasingly stringent legislation for emissions. These actions were not only beginning to have a negative effect on performance, but additionally caused a deproliferation of engine and powertrain options as manufacturers scrambled to produce vehicles that conformed to the new laws. Magazines of the period were predicting an ominous gloom and doom scenario, such as Super Stock and Drag Illustrated showing a new Camaro posed along side a gravesite suggesting the approaching end to our beloved cars.

For dealerships that built their reputations on hi performance, the impending scenario did not look promising and the thought of alternative paths to maintaining sales weighed heavily on their minds. Yet in spite of all of this uncertainty, at Grand Spaulding Dodge, Mr. Norm felt that the demand for hi performance was still very much alive and it was time to do an encore to the GSS 440 Darts of the late '60's and the 340 Six Pack Demon of 1971. The obvious question was how to produce and market high performance in a period when it was becoming increasingly difficult, and the preferred engine choices were becoming emasculated, or worse yet being discontinued.

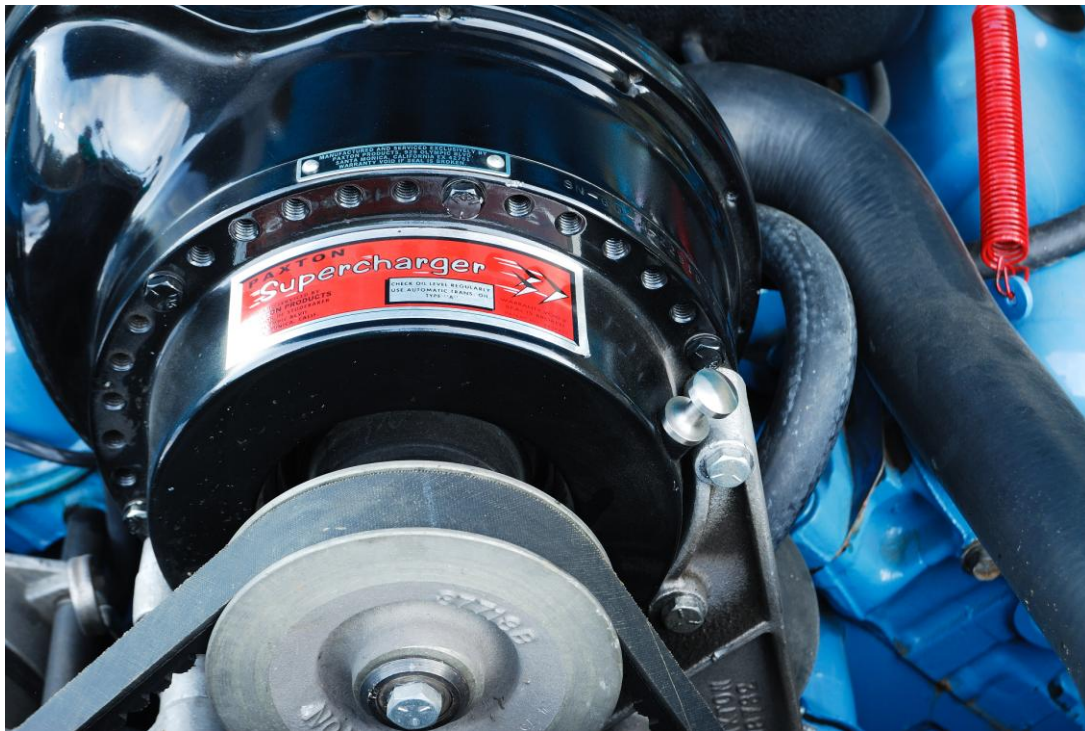
The answer was found at the Specialty Equipment Manufacturers Association Show in 1970, when Norm was checking out the Paxton booth. There, a belt driven supercharger setup on display caught his attention. Intensely aware of the escalating insurance and regulatory problems facing the high performance new car sector, he was determined to create a new package of performance that would still give the enthusiast the power and responsiveness he craved, yet produce it in a vehicle which would not be prohibitive to insure, and would meet the current emissions standards.

The more Mr. Norm thought about it, the more sense the supercharger setup made. By utilizing the compact Demon 340, as he had already done with the Six Pack Demon, but by substituting a supercharger for the tri carb setup, he could create a lightweight high performance car that could more than keep up with the big inch cars. Another plus, was that unlike a temperamental, high strung naturally aspirated engine, the supercharged 340 would be good natured, easy to drive, have lots of power on demand, yet still be relatively easy to insure as well as be emissions legal. A call to Paxton confirmed that the supercharger with a boost limit of 7 lbs would work with a 340 and could be configured to fit within the confines of the compact Demon.

The green light was given for the project and Paxton in conjunction with Gary Dyer at Grand Spaulding Dodge developed the package. It was released in the latter part of '71 as a 1972 car and was well received by both the public and automotive journalists. Here was a car that actually delivered on its promises. Stock, out of the box, with little E70-14 Fiberglas belted tires, the GSS Supercharged 340 could crank out blistering high 13 second passes. Incinerating the tires was so easy, that you had to launch conservatively, or it was up in smoke. Certainly impressive to watch, but not the fast track to a low e.t. Here was a car that begged for some serious tires. Add slicks, a gear and open headers and low 13's were the reward. Like I said, this car could play with the big dogs, no problem!



The heart of the Demon GSS, the supercharged 340 small block that produced big block horsepower.



The Paxton centrifugal supercharger. Mr. Norm and Gary Dyer determined that this was the perfect solution to increase the performance of the 8.5:1 compression ratio 340 in the 1972 Demon. The GSS Supercharged Demon provided big block power while keeping the cost of insurance affordable.

For only \$3595 the Supercharged Demon GSS offered great performance at a truly modest price. It had a reasonable insurance premium, got acceptable gas mileage, yet produced copious amounts of horsepower on demand. This was no mere token hi performance car with little more than tape stripes. The Supercharged Demon GSS was genuine rompin' stompin' MoPar performance in an alternative package.

The Supercharged Demon GSS program was a great success and lasted through the '72 model year after which it became illegal for a dealer to do even these kinds of things. After that came the Arab oil embargo of '74, and the rice burners. Definitely a period most of us performance crazies would sooner forget, but at least we have the Supercharged Demon to show that when the chips were down, we would really rather fight than switch! Yes, it was the end of an era, but thanks to Mr. Norm, it went out in style. The Supercharged Demon GSS offered an alternative to what was then available, and put out plenty of power for the most discriminating performance enthusiast. Additionally, Mr. Norm accomplished what he set out to do; offer a high performance package that was affordable to insure.

Today, these cars are very desirable, and collector's prize original examples of genuine Mr. Norm's GSS Supercharged Demon's as the last of the breed of dealer installed power packages.

MR. NORM'S

OWN



SUPERCHARGED

DEMON

GSS

IS HERE FOR YOU FOR '72

the most exciting
new high
performance car concept
on wheels today!!

with this **PERFORMANCE PLUS** package:

Complete Supercharger Set-Up:

- Fresh-air intake and Filter Unit
- Full-Capacity Hoses
- Oversize Pulleys
- Blower Drive Unit
- Modified Fuel-Pump
- Fuel Pressure Regulator
- Fuel Intake Enclosure
- Competition Oil-Pump Package
- Heavy duty aluminum valve spring retainers
- Heavy-duty Torqueflite
- Sure-Grip Rear End
- Wide-Oval Boots
- Completely set-up with:
Distributor Curved, Carburetor calibrated and jetted, dyno-timed & Sun-Scoped.

\$3595

F.O.B. CHICAGO

hundreds in stock

IMMEDIATE DELIVERY
INSURANCE & FINANCING AVAILABLE

NO
MATTER WHERE YOU LIVE,
YOU'RE NEVER TOO FAR AWAY!

1001 high performance
parts in stock



Write or call:

GRAND SPAULDING

DODGE

Phone:
312/227-3300

3300 WEST GRAND AVE.

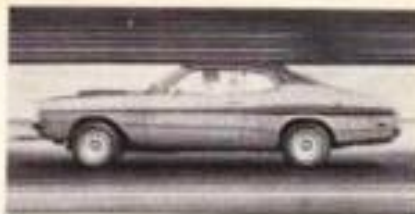
CHICAGO, ILL. 60651

Hrs: Daily 8AM - 9PM • Sat. 8AM - 6PM
Sun. 10AM-6PM

Magazine ad for Mr. Norm's Supercharged Demon GSS spells out all of the upgrades to the vehicle. This was a lot of muscle car value for the money in 1972.

Deep-Breathing DEMON

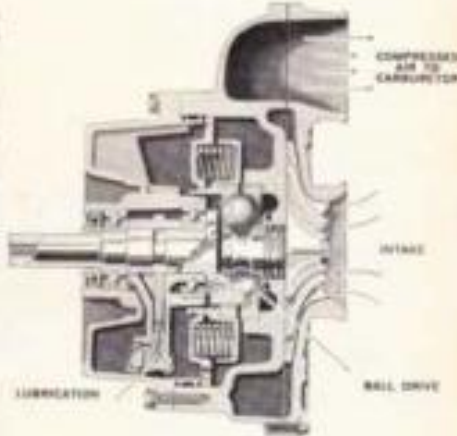
Dodge lowered the compression ratio,
Paxton added a supercharger and
Mr. Norm turned out a super Demon.
No noise, no dirt and no sweat



• "One thing we've got to do is to work on the automatic so it'll shift by itself at 4000. Right now it drops out at 3700, and this car wants to run at grand speeds," he said Joe Granatelli, the president of Paxton Products, as we were looking down the freeway. The two of us were testing out a Paxton-blown Dodge Demon, a car available from Mr. Norm's Grand Thrifting Dodge dealership in Chicago for less than \$3000. The base (and original) Mr. Norm GSS Demon was covered in our May '71 issue (pg. 118-120), and while it did run sub-16-second quarter-mile times, the supercharged GSS has the scales much well covered. And the '72 model has 8.5:1 compression ratio, while the '71 model had 10.5:1. Joe, the owner of the Granatelli Institute, has been a worldwide advocate of supercharging since Buick's Turbodiesel engines were available from a new car dealer. He's even gone with on these cars that anti-pollution restrictions have caused compression ratios to go down. Low compression adds to the acceptability of a blower in an engine.

"Look at this setup," This is Joe's best bet. "All the stock plumbing is intact. We've also got two check valves so that nothing can blow back into the valve cover or carbon converter (temperature sensitive control device), and we're running lower supercharged than when the car was normally aspirated."

Joe Granatelli is right. The stock Dodge Demon showed a 14.0:1 air/fuel mixture as it came from the factory with a Thruway Quad four-barrel carb and three-speed automatic. At 3000 rpm, the supercharged (the Paxton) Demon showed a fuel/air mix of 14.5:1, and at 4000 rpm it was 14.7:1. This means it is burning less fuel at 4000 rpm in supercharged form than when it is normally aspirated. Actual blow pressure, in pounds, is around 7 psi, and even with this added pressure, there is no harm done to the stock 340 Dodge engine. It idles at 600 rpm, though it is normally set at 800, and will top 5100 in low gear without hesitation or failure in the head gasket. Unlike turbochargers, blowers such as the Paxton don't depend on a wastegate arrangement to bleed off unwanted pressure, particularly at the low end. The Paxton blower is belt-driven; therefore, the speed of the blower is directly proportional to the speed of the engine. The blower pressure can be altered by changing to a smaller or larger drive pulley which will result in higher or lower input pressure, respectively. Also, unlike turbochargers, direct-drive blowers go into action immediately. In other words, when you leave, it's working. It should be no surprise to those who have driven a normally-aspirated GSS from Mr. Norm's that the Paxton-blown version runs the quarter-mile in about 12.6 seconds, and goes from zero to 60 miles per hour in just over 5.5 seconds. This is a very sub-



ABOVE — Cross-section of Paxton blower shows inner workings. Lubrication reservoir is filled with automatic transmission fluid. Air filter is mandatory with Paxton.

LEFT — All emission control lines leading to carburetor and carb have check valves to prevent "bleeding" from suddenly becoming "surging."

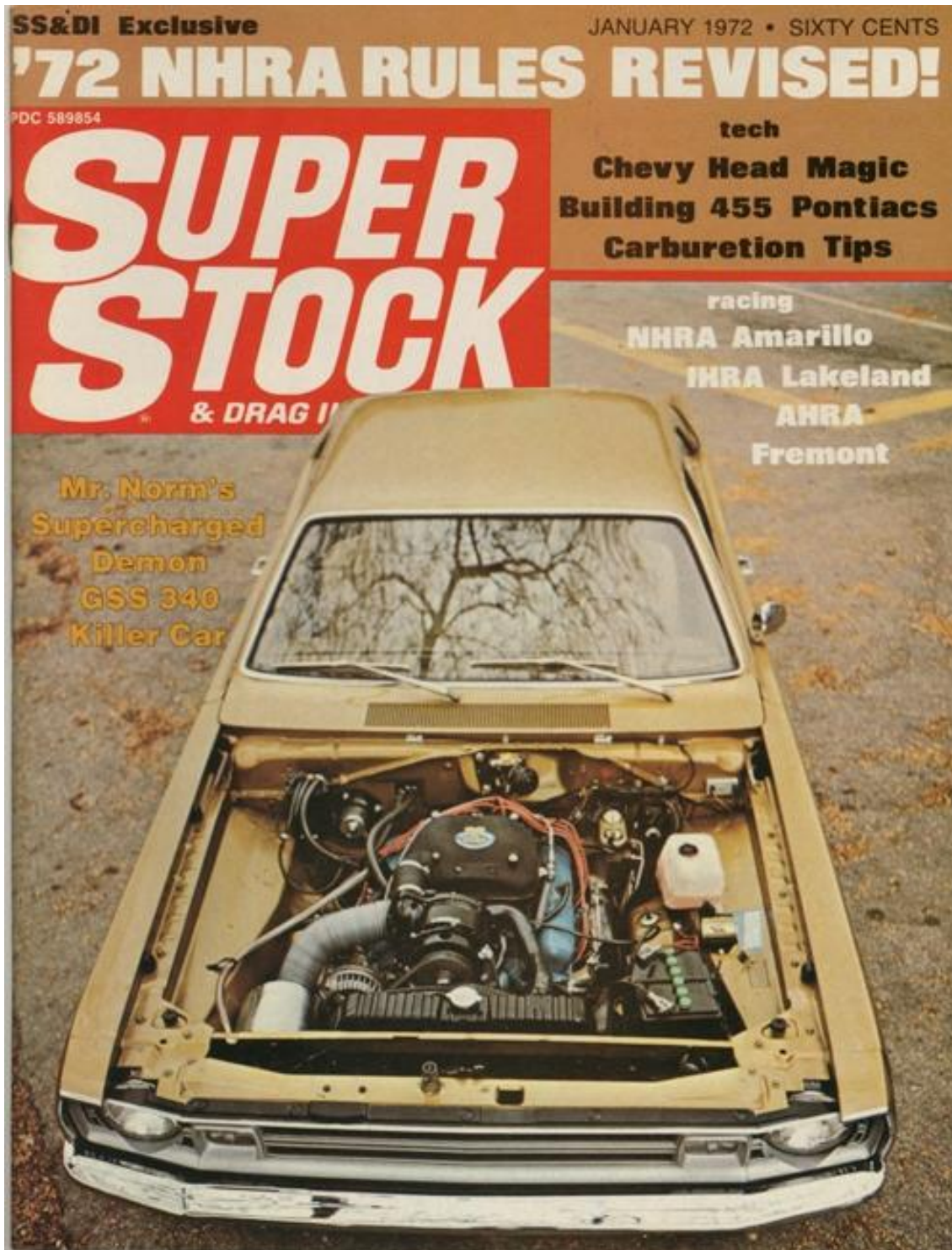
stantial gain over what we ran with the three-speed stock 340 Demon from Mr. Norm's last year, and it had 10.5:1 mixture.

Just about everything that is stock with the 340 GSS Demon remains on the car when the blower is added, even the stock mechanical fuel pump. The Carter four-barrel is housed within a pressure box, because this route is safer than "pressurizing" the carburetor. The stock pump is "pressurized" by way of running a line from the Paxton to a hole drilled just over the diameter of the fuel pump. This is all that's needed for the fuel delivery system to work.

We don't know what else a person could want from a Demon 340 after Norm Kinn and Joe Granatelli (apart on other combinations) finish with it, except maybe a higher shifting automatic.

MARCH 1972 HOT ROD 121

Hot Rod Magazine story in the March, 1972 issue on Mr. Norm's GSS Supercharged Demon.



Super Stock and Drag Illustrated from January, 1972 with Mr. Norm's Supercharged Demon GSS on the cover.

Up and Coming Mopar Events:

THE EVENTS LISTED BELOW ARE EVENTS ATTENDED BY MEMBERS

MONTHLY CRUISE UPDATE:

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

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

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

PLYMOUTH OWNERS CLUB 2016 NATIONAL MEET: MAY 11-14, 2016 KERRVILLE TEXAS. INFO: <http://www.plymouthbulletin.com>

WYLIE BLUEGRASS ON BALLARD SHOW: JULY 2, 2016, DOWNTOWN WYLIE: CONTACT BILL BONNEY OR [HTTP://WWW.DALLASMOPARCLUB.COM](http://WWW.DALLASMOPARCLUB.COM)

DALLAS MOPAR CLUB MININATS 2016 : SEPTEMBER 3, 2016, GARLAND CENTRAL PARK GARLAND TEXAS: [HTTP://WWW.DALLASMOPARCLUB.COM](http://WWW.DALLASMOPARCLUB.COM)



Race Info



Texas Muscle Car Club Challenge Racing Series.

Come race with us!

2016 Race Schedule

www.tmccc.org

Electronics, Outlaw, Super Pro, & Pro are all 1/8 mile

SPRING RACING

6-Mar [North Star Dragway](#)
Denton, Texas
Gates open at 9am
Entry \$30.00 Spectator \$10.00
940-482-9998

3-Apr CHALLENGE LIII- ENNIS
[Texas Motorplex](#)
Ennis, TX
Gates open at 8am
Entry \$30.00 Spectator \$12.00
972-878-2641

10-Apr [North Star Dragway](#)
Denton, Texas
Gates open at 9am
Entry \$30.00 Spectator \$10.00
940-482-9998

1-May [North Star Dragway](#)
Denton, Texas
Gates open at 9am
Entry \$30.00 Spectator \$10.00
940-482-9998

5-Jun CHALLENGE LIV- ENNIS
[Texas Motorplex](#)
Ennis, TX
Gates open at 8am
Entry \$30.00 Spectator \$12.00
972-878-2641

FALL RACING

11-Sep [Wichita Raceway Park](#)
Wichita Falls, Texas
Gates open at 8am
Entry \$30.00 Spectator \$10.00
940-704-7420

18-Sep CHALLENGE V - ENNIS
[Texas Motorplex](#)
Ennis, Texas
Gates open at 8am
Entry \$30.00 Spectator \$12.00
972-878-2641

2-Oct [North Star Dragway](#)
Denton, Texas
Gates open at 9am
Entry \$30.00 Spectator \$10.00
940-482-9998

30-Oct CHALLENGE LVI- ENNIS
[Texas Motorplex](#)
Ennis, Texas
Gates open at 8am
Entry \$30.00 Spectator \$12.00
972-878-2641

12-Nov [BANQUET](#)

1/4 mile tracks

Electronics	1/8 mile
Super Pro	1/8 mile
Pro	1/8 mile
Outlaw Muscle	1/8 mile
King Muscle	12.00-12.99
Super Muscle	13.00-13.99
Street Muscle	14.00-15.49
Stock Muscle	15.50 & slower

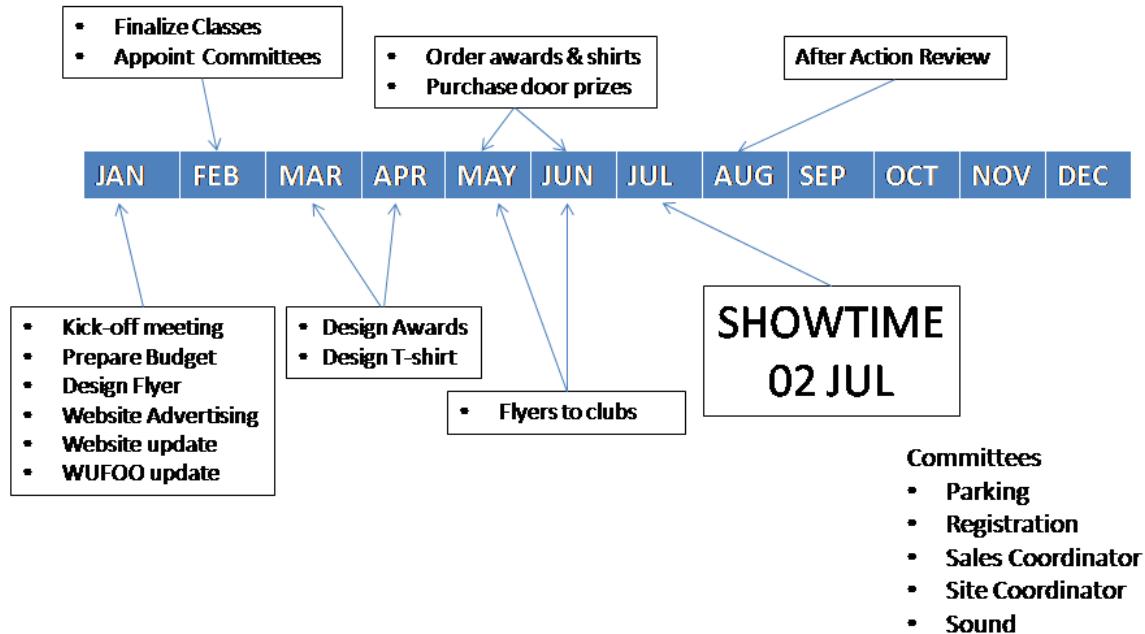
1/8 mile tracks

Electronics	all E.T.
Super Pro	6.99 & quicker
Pro	7.00-7.64
Outlaw Muscle	7.64 & quicker
King Muscle	7.65-8.27
Super Muscle	8.28-8.91
Street Muscle	8.92-9.87
Stock Muscle	9.88 & slower

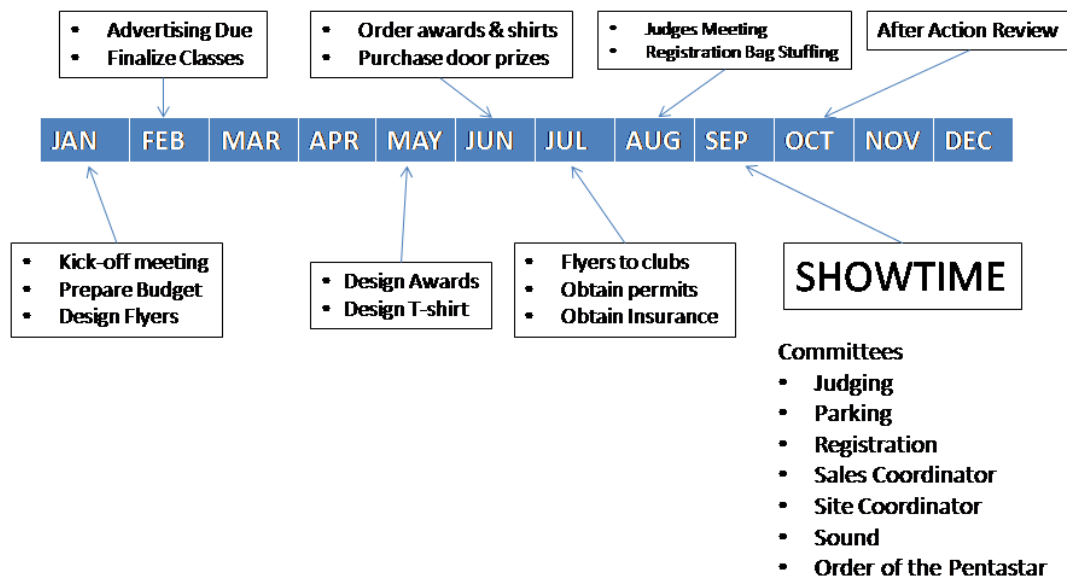
12/29/2015

DALLAS MOPAR SPONSORED SHOWS TIMELINES

2016 Wylie Bluegrass on Ballard Planning Timeline



Southwest Mopar MiniNationals Planning Timeline



Jokes and Quiz



A blonde was driving home after a football game, and got caught in a really bad hailstorm. Her car was covered with dents, so the next day she took it to a body shop. The shop owner saw that she was a blonde, so he decided to have some fun. He told her just to go home and blow into the tail pipe really hard, and all the dents would pop out. So, the blonde went home, got down on her hands and knees and started blowing into her car's tailpipe. Nothing happened. She blew a little harder, and still nothing happened. Her roommate, another blonde, came home and said, "What are you doing?" The first blonde told her how the repairman had instructed her to blow into the tailpipe in order to get all the dents to pop out. Her roommate rolled her eyes and said, ... "HELLLLO" "You need to wind up the windows"

Nelson Mandela is sitting at home watching TV and drinking a beer when he hears a knock at the door. When he opens it, he is confronted by a little Japanese man, clutching a clip board and yelling, "You Sign! You sign!" Behind him is an enormous truck full of car exhausts. Nelson is standing there in complete amazement, when the Japanese man starts to yell louder, "You Sign! You sign!" Nelson says to him, "Look, you've obviously got the wrong man", and shuts the door in his face. The next day he hears a knock at the door again. When he opens it, the little Japanese man is back with a huge truck of brake pads. He thrusts his clipboard under Nelson's nose, yelling, "You sign! You sign!" Mr Mandela is getting a bit hacked off by now, so he pushes the little Japanese man back, shouting: "Look, go away! You've got the wrong man. I don't want them!" Then he slams the door in his face again. The following day, Nelson is resting, and late in the afternoon, he hears a knock on the door again. On opening the door, there is the same little Japanese man thrusting a clipboard under his nose, shouting, "You sign! You sign!" Behind him are TWO very large trucks full of car parts. This time Nelson loses his temper completely, he picks up the little man by his shirt front and yells at him: "Look, I don't want these! Do you understand? You must have the wrong name! Who do you want to give these to?" The little Japanese man looks very puzzled, consults his clipboard, and says: (It's a beauty)... (wait for it)... (Get your best Japanese accent ready)..... "You not Nissan Main Deala?"

Mopar's: For Sale - Cars Wanted – Stuff

Club Member and Sponsor Clint Cash wants to let you know "WE BUY HOUSES!" WE STOP FORECLOSURE!
WE MAKE OFFERS! (972)742-8191

- Need a **Quick Sale?** Don't Repair it, Sell it! We can buy it!
- We Can **Stop/ Cancel Foreclosure!**
- We **take over payments!** We **catch up payments.**
- Have **NEGATIVE or ZERO EQUITY?** **Can't sell your house?** WE BUY THEM!
- Have Equity, **we pay CASH!**
- We can close as soon as 24 hours! Most closings are within days!
- Is the bank telling you to do a SHORT SALE? We can get an offer submitted immediately! Although, there are still other options to pay your house in full.
- Loan modification denied? **CALL US! WE CAN HELP!!**
- Property in Probate or Inherit a property? We can make you an offer!
- **There is no charge for our Services.**

I BUY HOUSES!
I MAKE OFFERS!

Clint Cash
Real Estate Investor
(972) 742-8191 phone
(972) 395-1434 fax
clint.cash@gmail.com

Serving Collin, Dallas,
Denton, and Tarrant
Counties in Texas.

Don't lose your house to foreclosure. Let me help you save your credit.

Meeting Information:

Monthly meeting 2nd Sunday of each month at 2:00 pm, Spring Creek BBQ,
12835 Preston Rd. SW Corner of Preston and LBJ

BOARD MEETING INFORMATION

(Based on current officer and board positions)

<i>January – 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 Elms, 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



700 S. Central Expy McKinney, TX 75070
Sales: (877) 627-1395 Parts & Service: (972) 569-9650

Need Speed?

Chrysler Jeep Dodge City of McKinney can help you with all of your performance needs.

We work on all Makes and Models.

Sales, Parts & Service Department: Employee Pricing Discount bring us a copy of this page of the newsletter for proof you are a member of the Dallas MOPAR Club.

views or opinions expressed by the authors might not express the views of the Dallas Mopar Club, Inc. Other non-profit classic automobile clubs, provided proper credit is given to its source, may reprint all material in the PentaStar Press, including artwork. We ask that two copies of reprints be sent to the editor of this newsletter; one for the author, the other for the club archives. Commercial publications wishing to reprint an entire article should contact the editor for permission.

Send all contributions for this newsletter to: Dallas Mopar Club, Inc. PO Box 472601 Garland, Texas 75047
Or email to Tracy Barenz barenzt@sbcglobal.net