

Pentastar Press

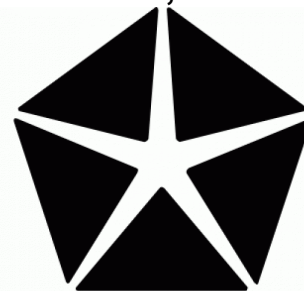
Volume 36, Issue 3



Dodge



March, 2017



Dodge

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"The President's Transmission"



Mopar Max.

It is now late february, 2017, and i am finally back in town, and ready to take over the reigns from Mr. William "Bill" Bonney, our former President, a really hard worker, great trouper, and all around nice guy. He, and all our other core club members have kept this club alive. Congratulations to this year's elected board members, and officers. We are expecting to have a very good year.

My name is Frank Maxwell (Mopar Max), second longest active club member, having first joined the club in 1988. I have known all the Greats, both past, and present. The first thing that i want to convey about 2017, is that i will always be available to assist anyone the best i can. My goals are simple. I intend to increase total club membership, with increasing renewals, and finding new members. We intend to research ways to accomplish this goal. We have participated in the Dallas Autorama, our Mini-Nats for 35 years, Saturday night cruises, special road trips, and by the summer of 2018 hopefully more events hosting, and possibly a new Saturday night cruise hosted by the DMC.

In addition, with Robert's help i want us to be even more active in the MCCC events both in attendance, and participation. And finally, with Jerry running the Mini-Nats, i want us to have a bigger and better show, with incentives this year to get more volunteer help.

The first three months each year are slow, however; by late April we will be deep into Mini-Nats planning, road trip planning, and encouraging club members to participate in other events.

Everett and I plan to increase renewals and find ways to increase new memberships. In March we have the first MCCC, on the 5th, in Denton. The Mopar Magic show is March 25th, and our first road trip to Tyler is coming up.

Pres.



March 2017 membership update:

Time to Renew for 2017

Dues for 2017 are due on or before 31 January 2017 in order to remain a member in good standing and to continue receiving the Club monthly newsletter. Dues remain the same, \$25 for an Individual Membership (1 vote) and \$40 for a Family Membership (2 votes). The Club voted earlier in 2016 to eliminate the Associate Membership level. You can pay dues on the website via PayPal, cash or check. Any questions contact Bill Bonney at 214-769-5314. Thanks to those who have already renewed, you know who you are.

Remember the NAPA Auto Parts Store in Wylie has extended DMC members a discount. Dallas Mopar Club members have on line access to the NAPA parts listing, pricing and can place orders for pickup.

Go to www.napaprolink.com and log in, username: DallasMopar, password: DMC1234 On checkout place your name in the "cart name"

Welcome new member(s) for 2017:

Member Cars/Trucks

Don Emmerich 1968 Dodge Charger 318 w/Auto

Thank you to all those DMC members that have renewed their membership

Feature Article



How Bad Did Mopar's 340 beat Ford & Chevy? Shocking New Data!

Written by [Steve Magnante](#) on February 28, 2017



Everyone knows Mopar factory horsepower ratings in the muscle car era were the most honest of them all; if the 440 Magnum was advertised with 375 horsepower, that's what it made. And let's not forget how the 426 Street Hemi was cleverly under-rated by the ad guys. Rather than tout its nearly 500 horsepower at 6,000 rpm (and give the safety watchdogs even more to chew on), Chrysler intentionally stopped counting at 5,000 rpm, where 425 horsepower was legitimately on tap. But what about the 340, launched in 1968 specifically for lightweight A-Body installations, then spread throughout the B- and E-Body performance models in 1970-'73? Did it really make "only" 275 horsepower in pre-'72 mode with 10.5:1 compression and 2.02-inch intake valves? And what

about the 1970 SCCA-inspired 340 Six Pack installed in those special Challenger T/A (2,399 built) and AAR ' Cuda (2,724 built) E-Bodies? Was the claim of its 290 horsepower (5,000 rpm) and 345-lb-ft (3,200 rpm) realistic?

We' ve always wanted to know, and tagged along with Donnie Wood and Steve Chmura of R.A.D. Auto Machine to watch the assembly of a nearly stock-specification 340, and the subsequent dyno test comparison with factory 4-BBL and 6-BBL induction setups. The results was surprising and not surprising at the same time.

On factory claims of 275 horsepower at 5,500 rpm and 340 lb-ft (3,200 rpm), we got 320 horsepower at 5,500 rpm and 368 lb-ft at 3,500 rpm. So it' s clear Mopar understated the facts by 45 horsepower and 28 lb-ft. Then we replaced the manifolds with a set of headers and got 352.1 horsepower and 395.9 lb-ft (at 3,200 rpm)—77.1 horsepower and 55.9 lb-ft higher than published peak claims.

For some in the dyno room, the elevated power readings came as a surprise. Let' s remember, the 340-powered 1968-' 69 Dart GTS/Swinger 340 and Barracuda Formula S' Cuda 340 A-Bodies were initially marketed as budget or " junior" supercars, battling stuff like the SS350 Nova (295 horsepower), W-31 Olds 350 (325 horsepower), Pontiac 350 HO (325 horsepower) and 351 Windsor four-barrel Mustang (290 horsepower). There it would have been great to advertise its real 300-plus horsepower capability against the competition.

But on the other side of the coin, when sold beside 383-powered Road Runners and Super Bees at Plymouth and Dodge dealerships nationwide, the difference between their 335 horsepower rating and the 340' s 320 horsepower may have led to internal competition, and reduced B-Body sales. It' s all water under the bridge at this point, but the 320 horsepower we observed explains a stock 340' s well documented ability to toss any A-Body well into the 14-second zone at the strip. So what about the Six Pack?

Testing RAD' s patience, we asked them to swap intake and exhaust systems on the dyno so we could get more answers. Going back to the factory stock cast-iron exhaust manifolds, a Six Pack replaced the four barrel and we got 356 horsepower at 5,500 rpm and 382 lb-ft at 4,000 rpm. Again, Chrysler' s 1970 claim of 290 horsepower at 5,000 rpm and 345 lb-ft at 3,200 rpm was bettered by 66 horsepower and 37 lb-ft. Finally, we replaced the headers and watched it grow another 20.1 horsepower and 26.9 lb-ft with readings of 376.1 horsepower at 5,500 rpm and 408.9 lb-ft at 4,000 rpm.

So the next time you see a stock 340 or 340 Six Pack, don't be fooled into thinking it's a sub-300 horsepower muscle car wannabe. Follow along as we assemble a 340 small-block and put it to the test!



For our rebuild, the stock 4.04-inch bores were enlarged to 4.080 by a 0.040-inch cut on RAD's Rottler F79A boring machine. Torque plates were bolted to the decks before the Rottler HP6A diamond hone went to work. Sharing the same 3.312-inch stroke with the 273 and 318, the 340's extra cubes came strictly from its bigger 4.04-inch bores. Bore spacing is 4.46 inches



Like all LA 273, 318, 340, and 360 engines, the displacement is cast into the driver's side of the block. Ours was cast on 10-1-71 and originally fitted to a 1972 model year car with reduced 8.5:1 compression, electronic ignition, a Carter Thermo-Quad, and a cast crank. Rated power was 240

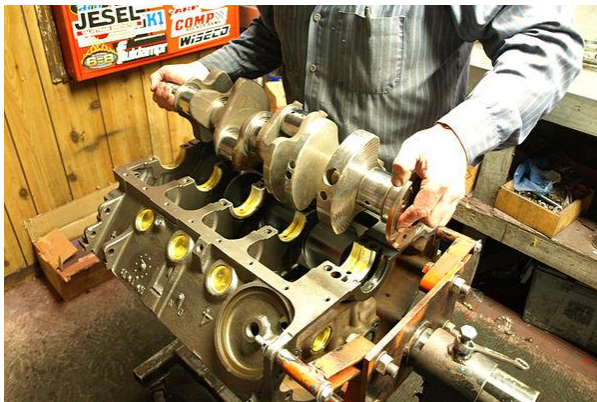
horsepower at 4,800 rpm with 290 lb-ft at 3,600 rpm. We'll bring it back to full-pep 1968-'71 status.



The cheaper cast-iron cranks used in 1972-'73 340s are safe to 400 horsepower, but RAD had several forged cranks on hand (left) so they made the upgrade. At 55.6 pounds, the forged crank is only 2.6 pounds heavier than the casting. Unlike externally balanced 1972-'78 big-blocks, all 1968-up 273 and 318 cast cranks were internally balanced.



With the main saddles aligned on RAD's Sunnen align hone machine, the Clevite main bearings (PN MS963-P) are installed. The 340 block has thicker bulkheads and wall sections than the 318. Hemi legend Tom Hoover played a key role in developing the A105 340. Read Willem Weertman's book Chrysler Engines 1922-1998 (SAE Books) for the full story.



Some 11.6 pounds lighter than a forged 440 big-block crank, Donnie sets the crank in place. The cap bolts torque to 85 lb-ft in two steps. While 273 and 318 blocks have two core plugs per side, the 340



(and later 360) have three per side.

For under \$300, forged Eagle cap screw rods (left) share the same 6.123 length and weigh 166 grams less (587 versus 753) than factory items (right). At 893 grams the forged Sealed Power pistons (part No. L2316F) are 23 grams heavier than the stock castings. Refurbishing the stock rods can come close to the cost of superior aftermarket offerings. Times have changed, why go there?

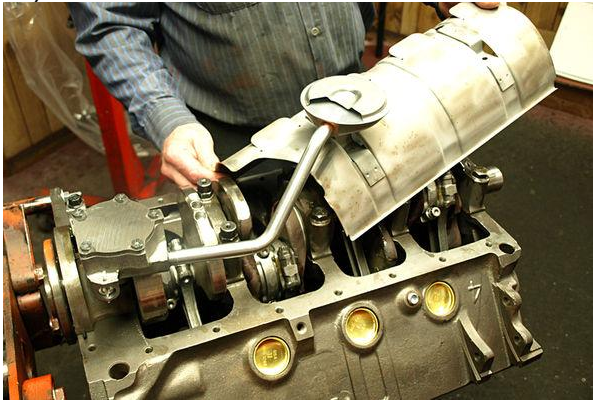


Hastings moly-faced rings (part No. 2M694-040) share the same 5/64, 5/65, 3/16 width as stock, and are gapped at 0.018 inch. The Sealed Power pistons feature anti-scuff coating on the skirts and deliver the same 10.5:1 compression as stock. Note the floating pins and clips. The stock 340 pins



are also floating type, all other LA pins are press-fit.

A mild hydraulic flat-tappet cam from Sealed Power (part No. LS644) with 0.429-/0.442-inch lift, 201-/ 220-degrees duration and 114 degree LSA matches the cam used in 340s mated to the Torqueflite automatic transmission. Four-speed 340s got a slightly hotter cam in 1968 (only) with 0.445-/0.455-inch lift and a few more degrees of overlap. Stock-spec hydraulic lifters are also from Sealed Power (part No. HT211B). The 1970 340 Six Pack used the same Torqueflite-spec cam used in all other



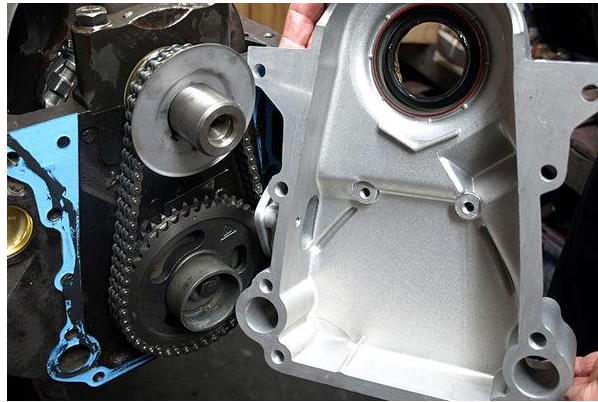
340s that year.

Standard-issue windage trays separated the 340 from lesser LA small-blocks until the E58 360 came along in the late seventies. Chrysler claimed it saved 5 to 10 horsepower. Specific main cap fasteners with tapped receiver holes accept the tray hold-down bolts on caps two and four. The stock-spec oil pump (part No. M-72) and 5/8-inch



pickup tube and screen (part No. 72-S2) are from Melling.

The stock pan was dented and rusty so a new 5-quart unit from Spectra (part No. CRB-09B) went on.



Don't forget, 360 pans are not interchangeable. With the cam thrust plate, Engine Pro double-roller timing set (part No. 3028), fuel pump eccentric, and oil-sling disc in place, a fresh Pioneer die-cast aluminum front cover (part No. 500390) seals the block.



After a light surface cut to restore deck flatness, the stock J heads (casting number 3418915-H) were cut for PC valve seals. Bronze wall valve guides were also installed. With the cutting fixture in between, note the stock guide boss (left) and post-surgery boss (right). The outside diameter is reduced to 0.530 inch so PC seals press right on.



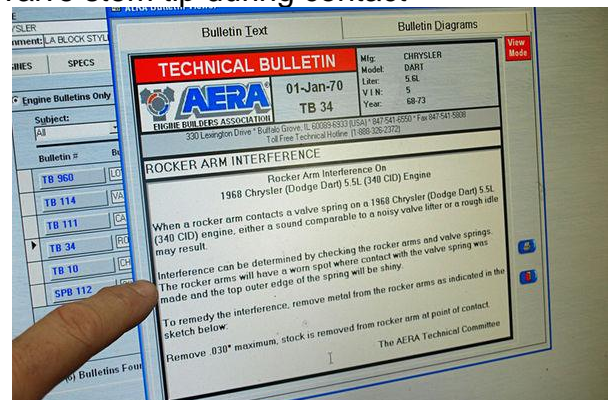
A "bowl hog" cutter (center) was inserted in the Rottler SGF8 seat machine to lightly dress the throats (left). We argued against this step to keep things stock for testing but were overruled by the engine owner. It's doubtful this work added more than a few clicks to the results with the mild cam. No other porting or hand blending was performed.



Stock-diameter 2.02-/1.60-inch swirl-polished Manley valves replace the burnt stockers. Some 1972 and all 1973 340s were demoted to 1.88-inch intake



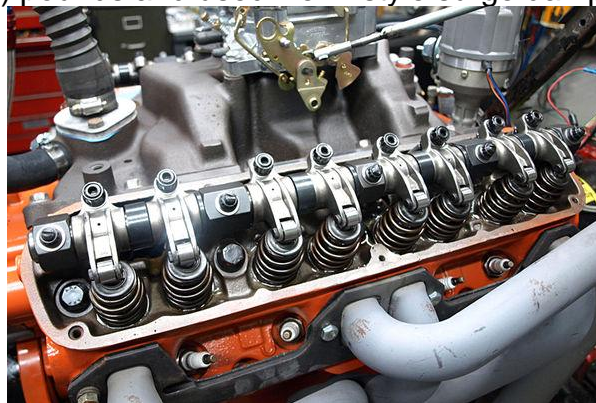
valves but retained the 1.60 inch exhaust valves. With FelPro Permatorque composite gaskets (part No. 8553PT) in place, the ARP half-inch head bolts were torqued to 100 lb-ft in three steps. The neutral balance crank damper is from Liberty Performance Components (part No. LPB1004ST). The 340 intake port windows measure 2.2 square inches versus 1.60 on the 318 head. The big-port 340 head was adopted for the 360 "family car" engine in 1971 (with smaller 1.88-inch intake valves). We deviated from the stock stamped rocker arms and chosen an internet-sourced roller rocker arm kit. Complete with shafts, fasteners, rocker arms, and even the spacer blocks, the \$180 purchase price was amazing. Unfortunately, the undersides of the rocker arms contacted the 1.440-inch diameter valve spring retainers. The pen points to the large gap between roller and valve stem tip during contact



For kicks, Donnie logged onto the AERA online data site (a paid subscription service) and unearthed this service bulletin from January of 1970. Though it isn't directly applicable to our situation, it confirms the 340's history of rocker-to-retainer contact. Chrysler's remedy called for grinding 0.030-inch clearance slots into the stock rocker arms!



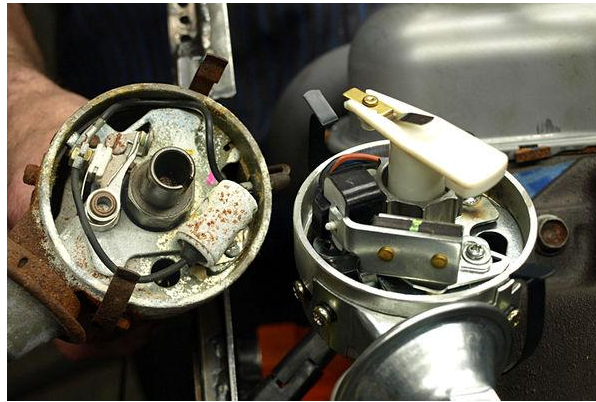
COMP Cams beehive valve springs (part No. 26986-16) and matching 1.340-inch diameter retainers (part No. 795-16) saved the day. The 10-degree locks were transferred and reused. With 123 pounds on the seat and 284 pounds at 0.500-inch lift, the tapered springs restored the ability to use the roller rocker kit. The pen points to the resulting clearance. Stock 340 valve springs were rated at 96/242 (I/E) pounds and used Hemi-style surge dampers.



The roller rocker arm kit rendered the Chrysler's 7.500-inch 340 push rods too long for the job. Donnie found some 7.266-inch long, 5/16-inch diameter COMP Cams push rods (part No. 7809-16) from a Brand X application. The lifter preload was set at ½ turn beyond zero lash.



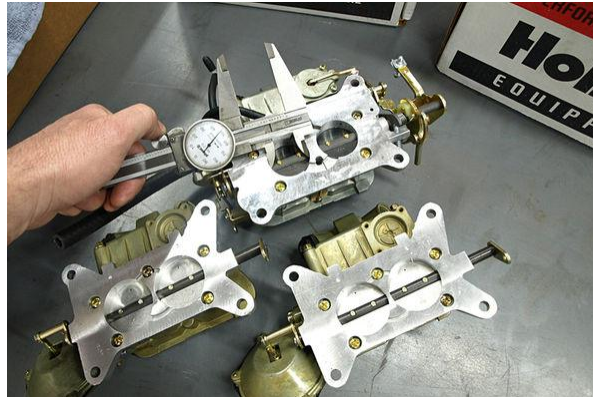
Gb Auto Metal Direct (AMD) supplied fresh 1970-spec 340 valve covers (part No. EF-3882AR), breather (part No. EF-3881-BTB1), and oil fill cap (part No. EF-3881-CAP). The original parts (in orange) can trap residual grime that can never be fully eradicated. AMD offers year-correct valve covers for all popular small- and big-block applications, not to mention a growing line of excellent, high-precision body panels.



Though all 1965-'67 A861 273 four-barrel engines got dual-point distributors, they were only installed on four-speed 340s in 1968-'71. For 1972, Chrysler's breaker-less electronic ignition was standardized on the 340 (optional in '71). Our 340 uses a Mopar Performance electronic unit (part No. P3690430, right). Total timing is set at 35 degrees BTDC



The stock dual-plane four-barrel manifold (46.6 pounds) is an excellent piece. The Edelbrock-sourced Six Pack (23.4 pounds) is the only aluminum intake manifold ever offered on the 340. A full two inches taller, the added runner and plenum volume are a huge bonus. Our Six Pack is a 1970 unit; Edelbrock still makes them



There's no Six Pack setup better than a brand new one, and Holley still sells 'em. Unlike swap meet stuff, no gurus have been inside tinkering, and the optimal factory settings are ready to deliver crisp cruising or neck-snapping, bog-free surges when wanted. The center carb (part No. 0-4792) has 1.50-inch diameter throttle blades and is rated at 350 cfm. The twin 500cfm outboard carbs (part No. 0-4790) are vacuum operated.



Lacking a vintage Carter AVS (1968-'70) or Thermo-Quad (1971-'73) we substituted an Edelbrock Performer 1405 for baseline testing. Its 600cfm rating puts it between the 570cfm AVS (1968-'70) and 750cfm TQ (1971-'73), both of which Chrysler claimed made the same 275 horsepower at the 340

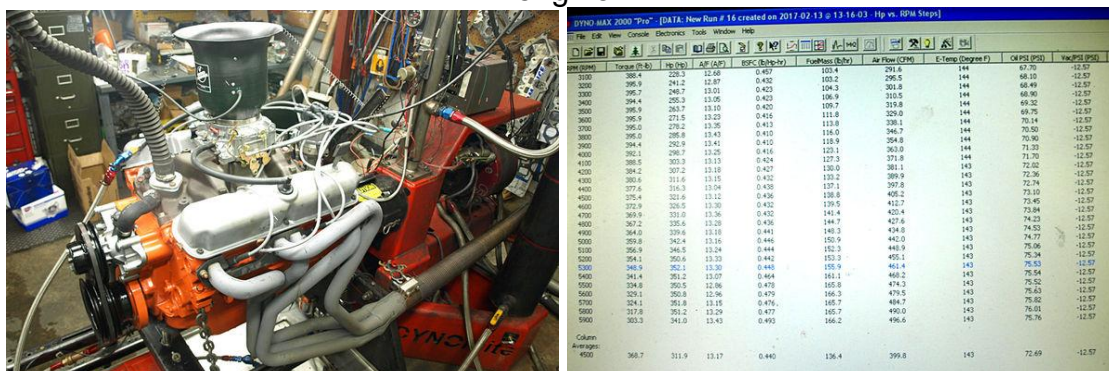
DYNOMite Test Run: RAD Auto Machine on 2017-02-15 @ 15-15-12

Date: 2/15/2017

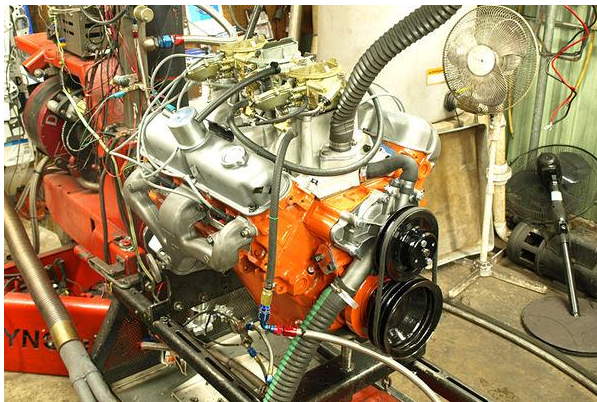
Correction Method: Standard

RPM (RPM)	Torque (ft-lb)	Hp (Hp)	A/F (A/F)	BSFC (lb/hp-hr)	FuelMass (lb/hr)	Air Flow (CFM)
3100	360.0	212.3	12.68	0.480	99.30	283.3
3200	364.1	221.8	12.84	0.457	98.79	287.7
3300	364.7	229.0	13.01	0.449	100.3	293.7
3400	366.8	237.5	12.86	0.448	102.5	300.5
3500	368.0	245.3	12.70	0.450	107.6	307.7
3600	367.1	251.8	12.74	0.449	110.1	315.9
3700	365.4	257.6	13.01	0.462	111.0	325.3
3800	364.0	263.4	13.35	0.434	111.4	334.7
3900	363.2	268.6	13.52	0.429	112.7	342.9
4000	361.0	275.0	13.58	0.428	114.6	350.3
4100	357.4	279.0	13.60	0.430	117.0	358.0
4200	354.7	283.7	13.56	0.434	119.9	365.9
4300	352.0	288.3	13.47	0.439	123.3	374.1
4400	349.3	291.8	13.33	0.442	125.7	382.5
4500	345.8	296.2	13.72	0.439	126.5	390.7
4600	343.6	300.9	13.75	0.445	128.6	398.2
4700	340.1	304.3	13.68	0.445	131.8	405.7
4800	337.5	308.3	13.65	0.448	134.5	413.3
4900	335.5	312.9	13.66	0.449	136.8	420.7
5000	332.7	316.6	13.70	0.451	138.7	427.9
5100	328.8	319.3	13.77	0.452	140.4	435.1
5200	323.1	320.0	13.79	0.458	142.5	442.8
5300	316.5	319.3	13.76	0.468	145.3	450.2
5400	311.3	320.0	13.71	0.476	147.9	456.6
5500	305.9	320.3	13.74	0.480	149.3	461.9
5600	299.0	318.8	13.82	0.485	150.0	466.6
5700	291.1	316.0	13.90	0.490	150.4	470.6
5800	279.6	309.2	13.99	0.502	150.6	474.2
Column Average: 4450	341.0	285.3	13.47	0.453	126.0	383.5

So much for Chrysler's claims! With the single four-barrel cast-iron factory dual-plane intake and exhaust manifolds, the basically stock 340 revealed the glorious truth with 320.3 horsepower at 5,500 rpm. Torque was 368 lb-ft at 3,500 rpm. There's no way our minor bowl work, roller-tip rocker arms, and lighter rods added 45.3 horsepower and 28 lb-ft to Chrysler's claim. The 340 is one potent little engine



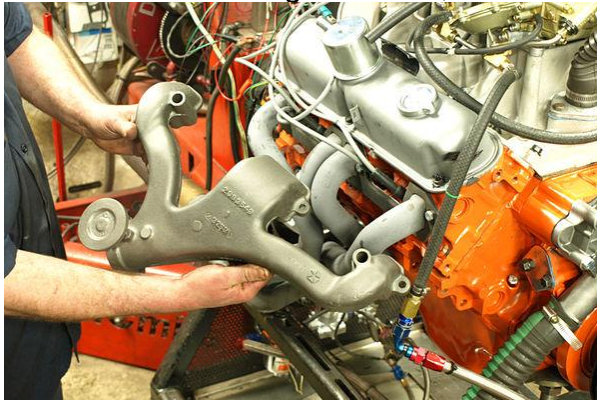
With the simple addition of 1 7/8-inch headers, output jumped to 352.1 horsepower at 5,300 rpm and 395.9 lb-ft of torque. In a 3,200-pound A-Body with 3.91 gears and traction, mid-thirteen second e.t.s are guaranteed.



Correction Method: *Standard*

RPM (RPM)	Torque (ft-lb)	Hp (Hp)	A/F (A/F)	BSFC (lb/Hp-hr)	FuelMass (lb/hr)	Air Flow (CFM)	
3000	343.5	197.9	0	0.534	105.0	0	
3100	350.4	206.4	0	0.535	109.7	0	
3200	359.3	218.9	0	0.516	112.2	0	
3300	364.4	229.1	0	0.500	113.8	0	
3400	366.7	237.6	0	0.489	115.4	0	
3500	367.9	245.2	0	0.482	117.5	0	
3600	369.6	253.4	0	0.477	120.1	0	
3700	372.4	262.2	0	0.473	123.2	0	
3800	377.0	272.6	0	0.468	126.7	0	
3900	381.6	283.5	0	0.461	129.9	0	
4000	382.9	291.7	0	0.458	132.8	0	
4100	381.9	298.3	0	0.459	136.1	0	
4200	380.1	304.1	0	0.463	139.7	0	
4300	377.4	309.0	0	0.467	143.2	0	
4400	376.8	315.5	0	0.469	147.0	0	
4500	376.8	322.8	0	0.469	150.4	0	
4600	374.8	328.3	0	0.470	153.3	0	
4700	370.8	331.9	0	0.473	155.9	0	
4800	365.6	334.2	0	0.479	158.9	0	
4900	360.9	336.6	0	0.487	162.9	0	
5000	357.1	339.9	0	0.491	165.7	0	
5100	353.3	343.0	0	0.491	167.1	0	
5200	349.7	346.1	0	0.491	169.7	0	
5300	346.8	350.0	0	0.491	170.5	0	
5400	344.4	354.2	0	0.489	172.1	0	
5500	340.7	356.9	0	0.488	172.9	0	
5600	332.8	355.1	0	0.493	173.6	0	
5700	322.9	350.3	0	0.502	174.4	0	
5800	315.8	348.9	0	0.506	175.2	0	
5900	301.0	338.1	0	0.517	173.3	0	
Column Averages:	4450	358.8	302.1	0	0.486	145.6	0

With the Six Pack installed, we reverted to the factory exhaust manifolds and got 356 horsepower at 5,500 rpm and 382 lb-ft at 4,000 rpm. The trio of Holley 2300-series carburetors were intentionally run straight out of the box. Donnie says, "Resist the urge to fiddle. As long as the linkage and vacuum hose routing is correct, Six Packs are maintenance-free on the street."



No holds barred, the Six Pack with the same 1 7/8-inch headers cranked 376.1 horsepower and 408.9 lb-ft at 4,000 rpm. The air/fuel readings were safe with box-stock calibrations. After testing, the engine was sprayed Street Hemi Orange.

Sources

AMD Flowery Branch, GA [866-591-8309http://www.autometaldirect.com](http://www.autometaldirect.com)
 COMP Cams 3406 Democrat Road Memphis, Tennessee 38118 [\(800\) 999-0853http://www.compcams.com/](http://www.compcams.com/)
 Engine Pro Chandler, AZ 85044
 Fel-Pro [\(800\) 325-8886http://www.felpro-only.com](http://www.felpro-only.com)
 Holley 1801 Russellville Rd. Bowling Green, KY 42101 [866-388-5120http://www.holley.com](http://www.holley.com)
 Liberty Performance [877-621-4242http://liberty-engine-parts.com/](http://liberty-engine-parts.com/)
 Manley 1960 Swarthmore Ave. Lakewood, NJ 8701 [732-905-3366http://www.manleyperformance.com](http://www.manleyperformance.com/)
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 SAE International [\(724\) 776-4970http://www.books.sae.org](http://www.books.sae.org)
 Sealed Power <http://www.sealedpower.com>



January 2017 Club Meeting

Dallas Mopar Club Meeting February 12th, 2017 SpringCreek Bar-B-Que

The meeting was called to order by Vice-president Jerry Reed. President Frank Maxwell is not present because he is on vacation in Mexico. Jerry gave Leroy Daniels a club participation award today for his work with the club in last years' MiniNats. He was the head judge.

Lee read the minutes of this months' board meeting that was held at Jerry Reds' house. Jerry discussed a road trip we want to take over to Tyler to visit a winery and maybe try a wine tasting. It will be only a tasting, you don't have to worry about having a " designated driver".

There won't be a club display in the AutoRama. Ron Rendleman and Jerry are going to put their cars in the show on their own.

Kevin Matisse was at the meeting today and he is going to send out an e-mail blast and have everybody look at the updated web site. If you have any comments on how it looks, he would like the feedback.

Jerry Reed will be doing the MiniNats this year, and we will be needing to get started on it now.

We had a visitor today, Eric McCormick and he has a 68 Charger that he just put a 360 motor in. He is wanting help on restoring it and we have plenty of Charger owners to help him with it.

LeRoy Daniels discussed the Louisiana Mopar Show in March. Glenn had another game for us to play and Wayne was the winner. He won a Mopar wall switchplate.

Brad Buttermore has finally made up his mind and he is selling his '66 red Charger. He wants to devote all his time on getting the GTX back on the road.

Bob O' told us about his new Dodge convertible. It was at one time in the LeMay collection. He bought it off EBay and had it transported down here from Denver. It just so happended that there was a big snowstorm happening in Colorado while it was being moved down here. It was on the bottom back level of the transport truck and ended up having ice and snow thrown up from the highway on it. It chipped his paint, so his insurance cut him a check to cover the paint damage.

The 1st half of the 50/50 pot of \$10 was won by Brad. The other \$10 was won by Bob O' for the favorite car which was his new Dodge convertible.

There was a short discussion about Dodge coming out with a new Demon. It is a modified Challenger. It will basically be a drag car.

We also mentioned that the Decature Swap meet is coming up on February 24th thru 26th. The meeting was adjourned at 3:10pm.

Respectfully submitted,

Lee Elms , Secretary

Events and Race Info



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
cruise in:

Meteor hamburgers; 600 hwy 78, wylie 75098

1st and 3rd tuesday of each month, April through October, 6 to 9pm

WWW.METEORHAMBURGERS.COM

Mopar magic show: MARCH 25TH 2017 @ First baptist church of shrevport

543 ockley drive , shreveport, La 71106 WWW.MOPARMAGIC.US

32nd Annual Southwest MOPAR Mini-Nationals 03 sep 2016; garland central park

for early registration Visit the club's [Mini-Nats page](#) or contact [CLINT CASH](#) , 972-742-8191 for more details.

Cowtown MOPARs go to www.cowtownmopars.com for more information

RACE UPDATE:

Texas Muscle Car Club Challenge

Come race with us!

2017 Race Schedule

www.tmccc.org

SPRING RACING 11-Jun North Star Dragway

5-Mar North Star Dragway Denton, Texas

Denton, Texas Gates open at 9am

Gates open at 9am Entry \$30.00 Spectator \$10.00

Entry \$30.00 Spectator \$10.00 940-482-9998 940-482-9998

FALL RACING

12-Mar CHALLENGE LVII- ENNIS 10-Sep **Wichita Raceway Park**

Texas Motorplex Wichita Falls, Texas

Ennis, TX Gates open at 8am

Gates open at 8am Entry \$30.00 Spectator \$10.00

Entry \$30.00 Spectator \$12.00 940-704-7420 972-878-2641

8-Oct North Star Dragway

2-Apr CHALLENGE LVIII- ENNIS Denton, Texas

Texas Motorplex Gates open at 9am

Ennis, TX Entry \$30.00 Spectator \$10.00

Gates open at 8am 940-482-9998

Entry \$30.00 Spectator \$12.00

972-878-2641 29-Oct CHALLENGE LIX - ENNIS

Texas Motorplex

23-Apr The Big Country Raceway Ennis, Texas

5601 West Stamford Street Gates open at 8am

Abilene, TX 79603 Entry \$30.00 Spectator \$12.00

Gates open at 9am 972-878-2641

Entry \$30.00 Spectator \$10.00

7-May North Star Dragway

Denton, Texas

Gates open at 9am

Entry \$30.00 Spectator \$10.00

940-482-9998 18-Nov BANQUET

1/4 mile tracks 1/8 mile tracks

Electronics 1/8 mile Electronics all E.T.

Super Pro 1/8 mile Super Pro 6.99 & quicker

Pro 1/8 mile Pro 7.00-7.64

Outlaw Muscle 1/8 mile Outlaw Muscle 7.64 & quicker

King Muscle 12.00-12.99 King Muscle 7.65-8.27

Super Muscle 13.00-13.99 Super Muscle 8.28-8.91

Street Muscle 14.00-15.49 Street Muscle 8.92-9.87

Stock Muscle 15.50 & slower Stock Muscle 9.88 & slower

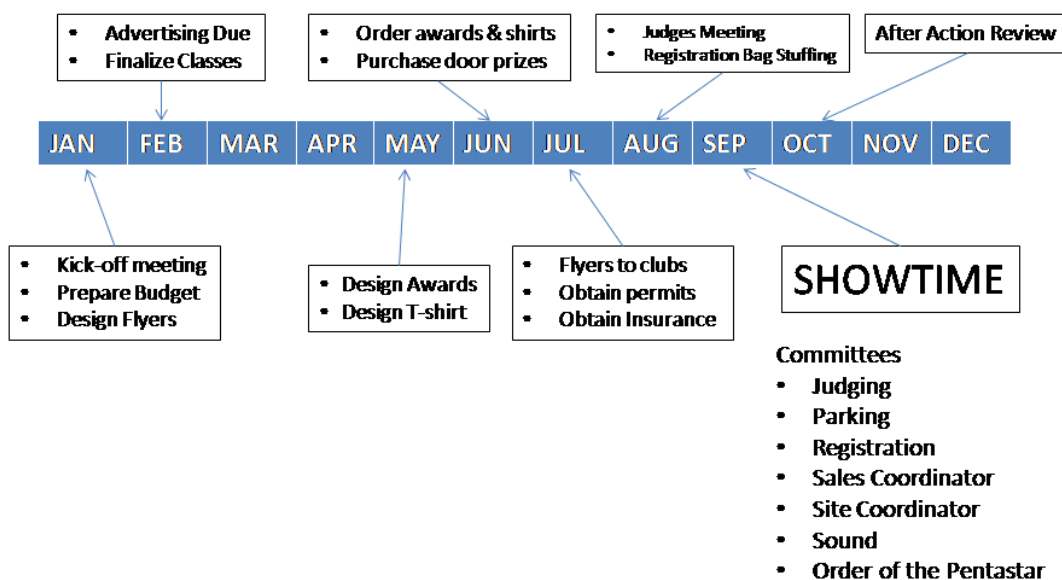
FOR INFO CONTACT ROBERT VAUGHAN

972-988-7381 REV383@YAHOO.COM

Southwest Mopar Mini Nats



Southwest Mopar MiniNationals Planning Timeline



Mopar's: For Sale - Cars Wanted – Stuff

Hey Guys, we have a couple of members here in South Texas that are in need of parts.

1st is **Norm Scott**, our treasurer, is needing a turn signal switch from plug-in up to the steering horn for his 66 Barracuda. If you have one that is functioning, contact him @ taylorsscott@hillcois.net.

2nd is **Tom Newman** looking for an engine part. It is for the 1950 L-head he has in his 36 Plymouth. This is all that he needs to get it back on the road after years of construction. Here is his contact info: tanewman@wans.net

Please pass along to all your Mopar pals that might be able to assist.

Thank you So MUCH.

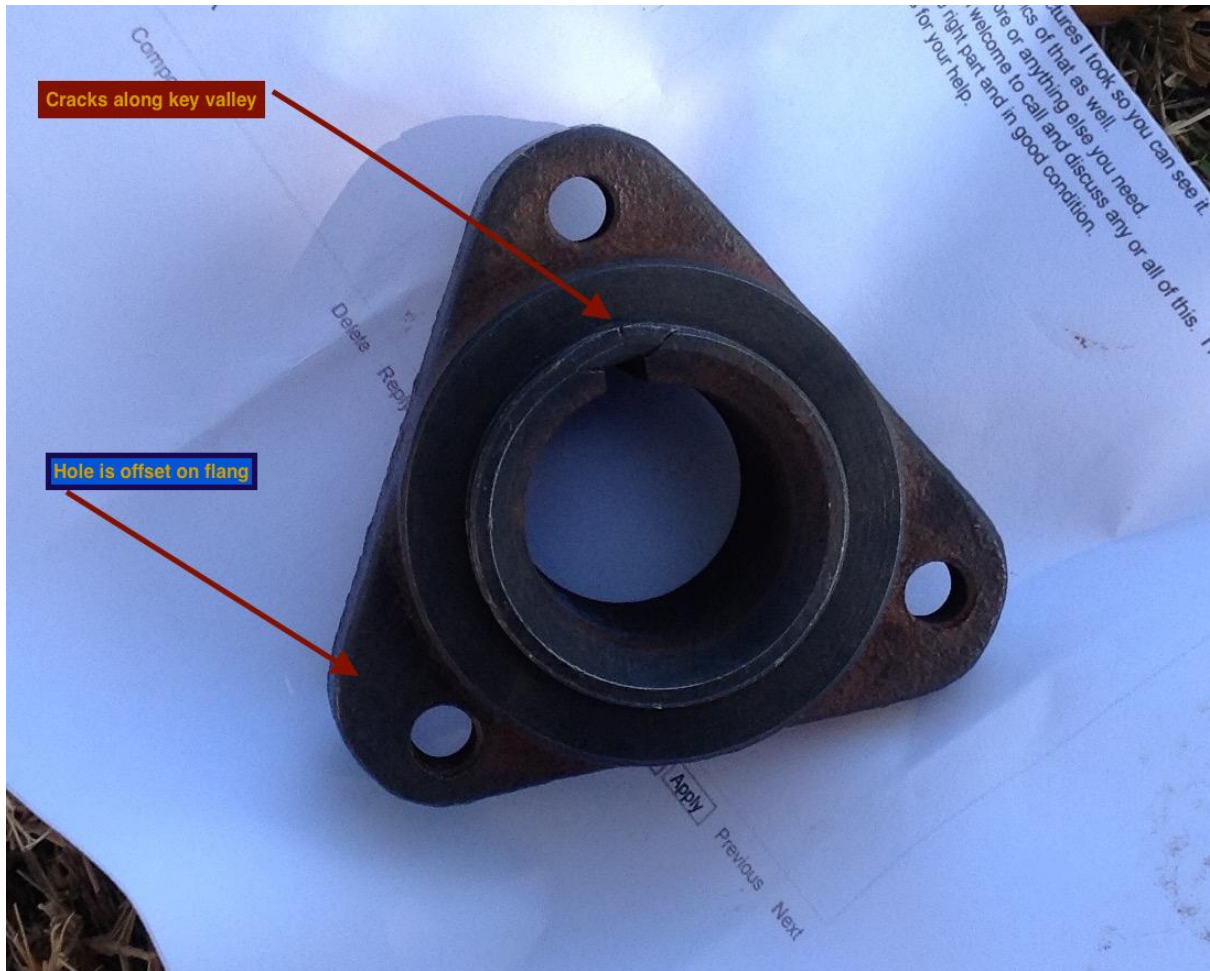
Happy New Year,
Mike, Norm, Tom

Here is what Tom has to say:

The part I need is the camshaft timing-gear hub for a Mopar 217.8 cid. L-head engine (part # 869998). The part # is different for 201.3 cid. L-head engines (part # 601758). and they do not interchange. So if there is one available out there, I need to know the engine # of the engine it was in. With that, I can tell which engine it is. The engine # is located on left front side of engine block, just behind the water pump, and just below the head. I've attached a pic of the hub still attached to the cam (it has the thrust plate just behind it).

Hope this is helpful.





This is from Robert Vaughn.

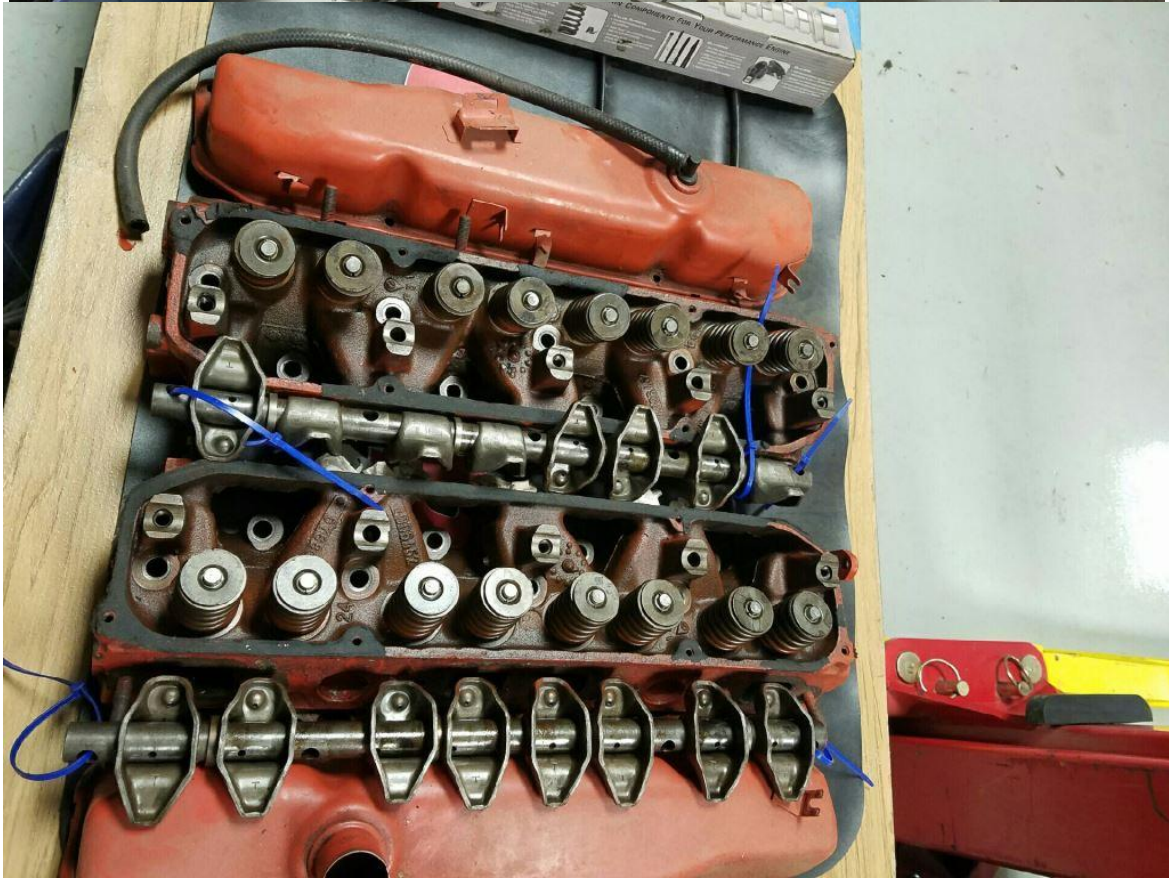
Robert.Vaughan@entrematic.com

(972) 998-7381

Friend has some stuff for sale, most is from a 73 Challenger. There are 2 sets of 906 heads and one set of 452s. Loose engine parts are 440, plus he also has a complete 383. Let me know if you are interested in all or part and I'll put you in touch with him. No firm price on anything, but reasonable offers will be considered.















Important Info from the Newsletter editor

Fellow Dallas Mopar Members, I wish to thank all those who sent articles to be in the newsletter. I am planning to continue to be the newsletter editor but I do need your help. I need your input on what you would like to see in the newsletter.

If I don't get input I can not put it in the newsletter.

I need the following:

1. Feature Car
2. Tech article
3. Items for sale or trade
4. Pictures of events, parties, shows
5. Any thing you would like to have in the newsletter
6. All ads will run for 3 months unless

Please send Articles, Pictures, your write-ups to:

Tracy Barenz @ Barenzt@sbcglobal.net
469-343-9087

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 – Frank Maxwell, President</i>	<i>July – Jerry Reed, Vice President</i>
<i>February – Jerry Reed, Vice President</i>	<i>August – Mike Boyd, Director 1</i>
<i>March – Mike Boyd, Director 1</i>	<i>September – Open, Director 2</i>
<i>April – Open, 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 – Frank Maxwell, President</i>	<i>December – Bill Bonney, 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

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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