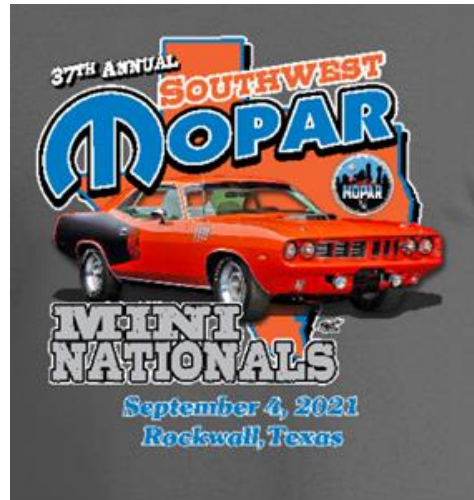


# Pentastar Press

Volume 40, Issue 6

June - 2021



[www.dallasmoparclub.com](http://www.dallasmoparclub.com)  
[dallasmoparclub@group.facebook.com](mailto:dallasmoparclub@group.facebook.com)  
[dallasmoparclub@gmail.com](mailto:dallasmoparclub@gmail.com)

## Officers:

President – Frank Maxwell	214-577-5187
Vice President - Becky Buttermore	256-679-6661
Secretary – Craig Bush	214-924-8237
Treasurer – Brad Buttermore	214-202-7480
Assistant Treasurer – Andy Dicus	214-543-8051

## Contact Information

## Directors:

Ron Petrasek (9/19-8/21)	214-385-0413
Clint Cash (1/21-12/23)	972-742-8191
Gary Herring (4/21-4/23)	817-757-3379

## Web Site:

Mike Boyd (1/21-12/23)	972-762-4777
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## Event Coordination:

Membership & General Club	
Frank Maxwell	214-577-5187
Mini-Nat's - Becky Buttermore	214-202-7480

Race Info - Robert Vaughan	972-998-7381
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## Newsletter:

Ron Petrasek	214-385-0413
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## Chrysler Jeep Dodge City of McKinney

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

## The President's Letter

Sunday June 13th Robert and Mary Vaughan hosted our monthly club meeting at their home in Wylie. Mopar members and families, brought side dishes, and deserts. Everyone came ready to eat Robert's burgers and hot dogs.

The July 11<sup>th</sup> DMC monthly meeting will be held at O'Riley's 8989 Forest Lane Dallas, Texas.

Throughout the rest of 2021 we will hopefully do other meetings at Garland Central Park, maybe Clint Cash's large new facility again, and after the summer break, when the TMCCC drag racing gets back in action, we will present a cookout (and likely a monthly meeting) at one of the local events. We may also try to get back to the Spring Creek BBQ on Midway if it works out. Please see my recent blast email where I discussed alternative meeting places with help from our club members finding/relaying suitable locations. Please feel free to suggest places that you may know of that I have never even heard of. We are always open to fresh new ideas.



We are now starting to rev up our planning phase for the 2021 Mini Nats with the usual leadership coming from Brad and Becky. We believe Covid19 is now waning and that car people are anxious to get out and show their classics. The Shreveport show and Pate sure had plenty of venders and large crowd.

For the rest of this year, we do not have many special events scheduled, so most of our get togethers will be monthly club meeting related. The annual joint picnic with Cowtown is cancelled. There has not been nearly enough support for that event. Ditto for AutoRama 2022 and Pate Swap Meet 2022. With lack of support there will be a change in how we participate in these two events or completely cancel both events (as club events). We could still formulate some sort of club supported participation.

Also remember Bluegrass on Ballard in Wylie is June 26th, which we want to support.

One final comment. Welcome new club members Phillip Akins from Arlington, a modern Mopar guy who wants to be helpful in many ways to our club. Also, Danny Raider, of Abilene with a '66 Charger 4sp, and Robert Tanner, Cedar Hill, with a '66 Mopar which I believe is his car since new? And finally, a big welcome back to Jim Carpenter an old-time club member/leader. He and Larry Granger ran our Saturday night cruises up at the Sonic in Addison (across from the Addison Airport). While they ran that show it became about the biggest car cruise show in town. Later they turned over control of that show to Jim Daniel and with my assistance it began to steadily go down hill. Still, it was one where we could count on 75 cars each and every month for years. As of now please start getting your Mopar's ready for our 37<sup>th</sup> Mini Nats Sept 4th in Rockwall.

Moparmax



## Our Members Mopar Events

Photo's from the June 13<sup>th</sup> DMC club meeting get together at the Robert and Mary Vaughan's. The food was great, as luck would have it the rain stopped and the Texas sun came out to dry everything out with temperature in the mid nintys.



## Our Members Mopar Tech Information

Received this Mopar Tech update from Mike Boyd

The tech info is from the Tennessee Valley Mopar Club

<http://tvmoparclub.com/http://tvmoparclub.com/tech-library/>

Mopar Timing the purpose of this document is to describe the precise way to set timing on your Mopar engine. It applies to non-computer-controlled engines only. The author accepts no responsibility for your safety or the safety of your vehicle by using the instructions included in this document. It is expected that the user of this information is fully knowledgeable of the safety practices required to protect themselves from bodily harm and to protect their vehicle from hazards. Adequate safety precautions should be taken anytime work is performed on a motorized vehicle. Work should never be performed in a closed building without adequate exhaust ventilation.

### Tools Needed:

- Timing Light Vacuum
- Gauge Vacuum pump (hand held)
- Vibration Damper Timing Tape
- Allen Wrench (if car has vacuum advance distributor)
- Tachometer (hand held or a helper if dash mounted)
- Distributor Hold Down Wrench

### Ignition Timing Theory:

Timing is the point, measured in crankshaft degrees, that the distributor fires each respective spark plug. The measurement is established on the number 1 cylinder of all Mopar engines. Once the timing is set the distributor fires each consecutive spark plug at the same number of degrees. The crankshaft is divided into 360° degrees, a perfect circle. The point of reference is 0° (Top Dead Center {TDC}). Timing is measured After Top Dead Center (ATDC) or Before Top Dead Center (BTDC). The 0° reference means the number 1 cylinder piston is on the compression stroke at the maximum point of travel before beginning to move away from the head on its power stroke. All engines include a timing mark on the vibration damper and a gauge usually attached to the timing gear cover. The gauge usually measures from 0° to about 12° Before Top Dead Center (BTDC). BTDC is also called advanced timing because firing occurs before the crankshaft reaches the 0° point in rotation. ATDC is called retarded timing because firing occurs after the crankshaft reaches the 0° point in rotation. The objective is to establish the minimum timing and the maximum timing of an engine. The maximum timing is the most critical from a performance standpoint. An engine needs less timing (fewer degrees of advance) at low RPM and more at increased RPM. The increase in BTDC degrees occurs over a smooth line as engine RPM increases. The line may be linear or exponential depending on the type of equipment added to control timing.

### Components That Affect Timing:

- Distributor – the primary device, which is adjusted to establish minimum timing.
- Vacuum Advance – a device that increases or decreases the timing by moving the distributor plate. It is controlled by the amount of vacuum the engine produces. The source of the vacuum is a ported opening in the carburetor.



- Mechanical Advance- consists of weights attached to the distributor shaft, controlled by coil springs attached to the distributor plate. Centrifugal force created by the speed of the turning distributor shaft is transferred to the weights attached to it.

Total timing is determined by measuring Initial timing (distributor setting) + Vacuum Advance (the setting of the small diaphragm can attach to the distributor) + Mechanical Timing, the advance caused by the weights attached to the distributor plate and controlled by the strength of the springs.

Correct adjustment of timing affects the quickness of the engine starting, gas mileage, amount of horsepower, rod bearing life, valve ping, and idle quality. Timing that is set outside the parameters of the capability of the engine may cause severe damage to the engine.

## **PROCEDURE:**

### **Step One:**

- Determine the base line of the settings that affect timing and write them down. Initial timing
- Start with a COLD non-running engine. Find the timing mark on the vibration damper (the big round wheel about 1 inch thick behind the belt pulleys at the very bottom front of the engine). It is a perpendicular mark that is cut into the damper. Clean the mark with an appropriate shop cleaner such as WD40 so it is clearly visible. If it is not clearly visible after cleaning it use an artist's brush with white paint to paint a thin line on the mark.
- Attach Mopar timing tape or measure and mark degree increments on the vibration damper to about 40° BTDC. (Note 1 inch equals 16° and 2 ¼ inches equals 36°.
- Find the degree gauge usually attached to the timing cover and visible from the top of the engine. Clean it also, so the numbers and marks are clearly visible.
- Find the distributor hold-down clamp and bolt. Loosen bolt then tighten very slightly.
- Find and disconnect the vacuum line to the distributor. Connect the vacuum gauge to the line.
- START ENGINE, outside of garage, and run until Engine operating temperature is reached and choke is completely off, transmission in Park.
- Determine your vehicle's ideal idle speed in RPM; usually 600-800 RPM. If you have a high-performance cam, it may be as much as 1100 RPM.
- Connect tachometer to determine idle rpm (SEE DRAWING No. 1).
- Adjust carburetor idle screw to achieve desired rpm.
- TURN ENGINE OFF.
- Connect Timing Light (SEE DRAWING No. 2)
- START ENGINE and point timing light at mark on damper. Record the timing reading and the vacuum reading.
- Disconnect the vacuum gauge.
- Re-connect the vacuum line to the distributor.
- Run the engine up to 3000 RPM, point timing light as above.
- Record the timing reading.
- TURN ENGINE OFF You have now established the theoretical minimum and maximum timing. Mopar performance recommends a maximum (total) of 35° BTDC for street engines. The following step will identify and quantify the source of timing which exceeds the minimum (initial) timing.

## Step Two:

- Disconnect the vacuum line to the distributor.
- Connect a vacuum gauge to the end of the vacuum tube you disconnected.
- START ENGINE, RUN UP TO 3000 RPM, repeat with timing light as above. Record the timing reading and the Vacuum gauge reading.
- Subtract the first maximum timing reading from the second maximum timing reading. The difference is the number of degrees of advance timing the vacuum system is adding.
- Subtract the minimum (initial) timing (step 1) from the maximum timing as recorded in step two. The difference is the number of degrees of advance timing the Mechanical advance system is adding. Now let's look at an example, which will help you decide the next steps. Let's say the minimum timing is set at 8° BTDC, the vacuum advance provides an additional 13°, and the mechanical advance provides 21° at 3000 RPM.  $8+13+21=42^\circ$ . This is too much advance timing.

## We have 3 choices:

- 1) Reduce the minimum timing (initial) to a point that 35° is achieved by the above tests. Set up the minimum timing procedure and retard the distributor to a number less than 8°, then re-measure everything again. Keep adjusting and measuring until the number is achieved. OR;
- 2) Reduce the Vacuum advance to a point that 35° is achieved. This done by removing the vacuum line at the canister on the distributor and inserting the 3/32-inch Hex head Allen wrench, through the hole where the line was connected, into the set screw (inside the canister) and turn the screw to the right (in) to reduce the amount of advance (or left to increase). Turn the screw one (1) turn and record the amount "1 turn right". Re-connect the vacuum line, run the engine back to 3000 RPM and check the timing again. If still too high turn to the right and record the number of turns (or partial turns). Check timing again. Continue to adjust until the 35° is achieved.
  - Alternately you may use the hand-held vacuum pump and the reading for vacuum from the first and second step instead of running the engine up to 3000 RPM. OR;
- 3) Change the springs on the distributor plate and check timing in the same manner at 3000 RPM. This is a fairly complex process and beyond the scope of this document. You may have to use some combination of all three to achieve the desirable results which include; easy start, good idle, power throughout the RPM range, and no valve pinging. Disconnect all equipment and replace hoses. Happy motoring!!!! The EPA prefers low BTDC settings to reduce emissions. Unfortunately, this is counter to a high-performance engine. If you don't have the above equipment and/or do not want to go through the involved process, there is a fairly simple procedure to use, which will produce, desirable but not optimum performance.

## Steps:

- Loosen the distributor hold-down clamp bolt.
- Start the engine and turn the distributor a small amount in the direction that the engine speeds up. This is advancing the timing.
- Tighten the bolt without moving the distributor.

- Turn engine off, and then re-start. It should turn over without hesitation and start quickly. If not reduce timing slightly.
- Test drive the vehicle. From cruising speed (about 50 MPH) accelerate slightly and listen for valve noise from under the hood. Accelerate fully and observe valve noise and vehicle performance.

If no valve noise, repeat the entire process. When valve pinging is heard reduce the advance by turning the distributor slightly in the opposite direction from above. Re-test and adjust if needed. Once this state is achieved your engine is handling all the advance timing it can take.

Tachometer

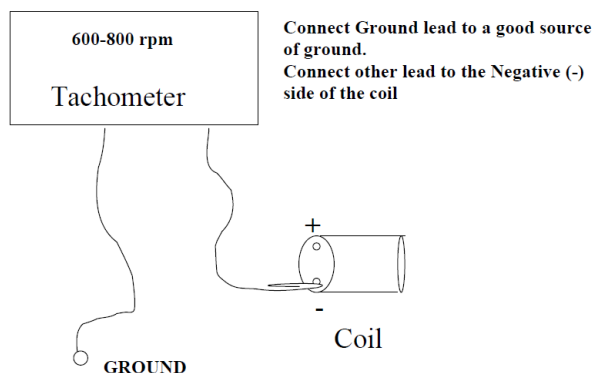
600-800 rpm

GROUND, + Positive, - Negative, Coil

### Drawing No. 1

Connect Ground lead to a good source of ground.

Connect other lead to the Negative (-) side of the coil 6

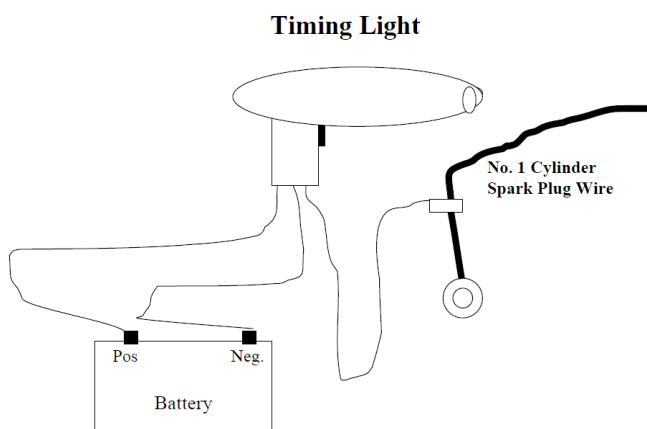


### Drawing No. 2

Battery, Neg, Pos

No. 1 Cylinder Spark Plug Wire

Timing Light



## Membership in Dallas Mopar Club

### Time to Renew for 2021

Club membership dues for **2021 are 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) and pay with PayPal, or renew by mail or pay at one of the Club events. Your email address is especially important as an email is sent out when the newsletter is posted on the website. Thanks to those who have already renewed their membership.


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.

Join or renew by mail fill out a membership form send check to Brad Buttermore, 973 Benton Woods Drive, Rockwall, Tx. 75032.

### Membership updates:

- a) Dallas Mopar membership cards/badges are available on line through DMC website.
  - a. Current and new members can print DMC membership card
  - b. Log on to <https://dallasmoparclub.wildapricot.org/>
  - c. Click on "Become a DMC member" on DMC home page and click on:

"Edit your membership profile"

 You are already a member. [Edit your member profile](#)

- d. Click "Printable PDF" to print your 2021 DMC Membership card

Dallas Mopar Club Jackets are available for DMC members to order.

- Contact Gabby at Unique Karz and Awards in Forney, TX to order yours. All you need to do is contact her by e-mail: [Gabby1975e@Yahoo.com](mailto:Gabby1975e@Yahoo.com) or phone 469-632-6993. The jackets are \$45 and she takes credit cards.

### Current Membership:

Family	9
<u>Individual</u>	<u>45</u>
Total	54



# Dallas Mopar Events and Member Activities

## THE EVENTS LISTED BELOW ARE EVENTS ATTENDED BY MEMBERS

### Upcoming Events

- Monthly DMC meeting 2<sup>nd</sup> Sunday of each month at 2:00 PM  
Check Web site for most current meeting location
  - July 11<sup>th</sup> Club meeting at O'Riley's 8989 Forest Lane Dallas, Texas

- June 26<sup>th</sup>, Bluegrass on Ballard in Wylie Texas.
  - 101 S Ballard Ave, Wylie, TX 75098 4 to 9 PM



- July 2021 Carlisle, PA. Adventure for Chrysler Nationals July 9 - 11, 2021.

Event Hours	Admission	Location
Thursday: Set-Up Day	Daily Thurs - Sat: *\$15	1000 Bryn Mawr Rd
Fri- Sat: 7AM- 6PM	Sunday: \$7 at Gate ( <a href="#">Free with Event Ticket</a> )	Carlisle, PA, 17013
Sunday: 7AM- 12PM	Event Pass: *\$30	
	Kids 12 and Under FREE	

Mike Boyd is playing with the idea of going to Carlisle this year. He would get on the road Tuesday July 6th to get set up on Thursday. Then leave mid afternoon Saturday to be back late Monday.

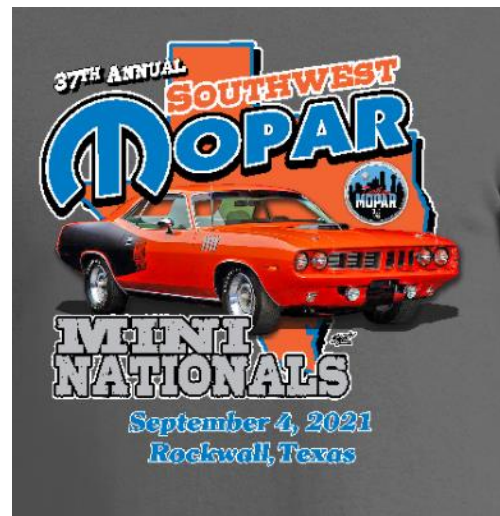
Mike is in the planning stage, but wanted to put it out there for if others from the club wanted to go or if we wanted to make it a club road trip. If intersted contact Mike Boyd at [msb.boyd@gmail.com](mailto:msb.boyd@gmail.com)

If you do not know what this is about, here is a link to the website for more information.

<https://www.carlisleevents.com/events/events-detail/index?id=chrysler+nationals>

- September 4<sup>th</sup> 2021 Southwest MOPAR Mini-Nationals

- \$25 Entry Fee day of show
- Online Pre-registration will be available in July.
  - Stay tuned to DMC Facebook page and our website  
<https://dallasmoparclub.wildapricot.org/>
- Free T-shirt to all on-line pre registrations
- Volunteers needed, Please contact Becky at [Beckyllynnlatham1@hotmail.com](mailto:Beckyllynnlatham1@hotmail.com)
  - Show Location:  
First United Methodist Church Rockwall  
1200 East Yellowjacket  
Rockwall, TX 75087



## Race Info

# Texas Muscle Car Club Challenge

FOR INFO CONTACT ROBERT VAUGHAN  
972-988-7381 [REV383@YAHOO.COM](mailto:REV383@YAHOO.COM)



### 2021 Race Schedule

<b>28 Feb</b>	<b><u>Xtreme Raceway Park</u></b> 1800 South I-45 Service Rd. Ferris, Tx 75125 Gates Open at 9:00 am Entry \$30.00 Spectator \$15.00 Phone 972-544-3724	<b>5 Sept</b>	<b><u>I-30 Dragway</u></b> 5326 FM 1565 @ I-30 Caddo Mills, Tx 75135 Gates Open at 9:00am Entry \$30.00 Spectator \$15.00 Phone 281-881-4774																																
<b>7 Mar</b>	<b><u>Ardmore Dragway</u></b> 15793 US 77 Ardmore, Ok 73401 Gates Open at 8:00 am Entry \$30.00 Spectator \$15.00 Phone 580-504-0138	<b>19 Sept</b>	<b><u>Xtreme Raceway Park</u></b> 1800 South I-45 Service Rd. Ferris, Tx 75125 Gates Open at 9:00 am Entry \$30.00 Spectator \$15.00 Phone 972-544.3724																																
<b>21 Mar</b>	<b><u>Texas Motorplex</u></b> 7500 US 287 Ennis, Tx 75119 Gates Open 8:00 am Entry \$30.00 Spectator \$15.00 Phone 972-878-2641	<b>26 Sept</b>	<b><u>I-30 Dragway</u></b> 5326 FM 1565 @ I-30 Caddo Mills, Tx 75135 Gates Open 9:00 am Entry \$30.00 Spectator \$15.00 Phone 281-881-4774																																
<b>18 April</b>	<b><u>Xtreme Raceway Park</u></b> 1800 South I-45 Service Rd. Ferris, Tx 75125 Gates Open 9:00 am Entry \$30.00 Spectator \$15.00 972-544-3724	<b>24 Oct</b>	<b><u>I-30 Dragway</u></b> 5326 FM 1565 @ I-30 Caddo Mills, Tx 75135 Gates Open 9:00 am Entry \$30.00 Spectator \$15.00																																
<b>2 May</b>	<b><u>I-30 Dragway</u></b> 5326 FM 1565 @ I-30 Caddo Mills, Tx 75135 Gates Open 9:00 am Entry \$30.00 Spectator \$15.00 Phone 281-881-4774	<table><tr><th colspan="2"><u>Texas Motorplex 1/4 mile</u></th><th colspan="2"><u>All other Tracks 1/8 Mile</u></th></tr><tr><td>Electronics</td><td>1/8 mile</td><td>Electronics</td><td>1/8 mile</td></tr><tr><td>Outlaw</td><td>1/8 mile</td><td>Outlaw</td><td>1/8 mile</td></tr><tr><td>Super Pro</td><td>1/8 mile</td><td>Super Pro</td><td>6.99 &amp; Quicker</td></tr><tr><td>Pro Muscle</td><td>1/8 mile</td><td>Pro Muscle</td><td>7.00-7.64</td></tr><tr><td>King Muscle</td><td>12.00-12.99</td><td>King Muscle</td><td>7.65-8.27</td></tr><tr><td>Super Muscle</td><td>13.00-13.99</td><td>Super Muscle</td><td>8.28-8.91</td></tr><tr><td>Street Muscle</td><td>14.00 &amp; Slower</td><td>Street Muscle</td><td>8.92 &amp; Slower</td></tr></table> <p>Drivers may enter only Two (2) Classes, but must have different Numbers on each Class Entry—example below:</p> <p><b>1st Class ...Pro Muscle # 908L ... 2nd Class Outlaw # 880L</b></p> <p>Cash Bracket, If run . All cars run 1/8th mile - Minimum 16 Cars</p>		<u>Texas Motorplex 1/4 mile</u>		<u>All other Tracks 1/8 Mile</u>		Electronics	1/8 mile	Electronics	1/8 mile	Outlaw	1/8 mile	Outlaw	1/8 mile	Super Pro	1/8 mile	Super Pro	6.99 & Quicker	Pro Muscle	1/8 mile	Pro Muscle	7.00-7.64	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 & Slower	Street Muscle	8.92 & Slower
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## The DMC Racing Update

DMC had three folks representing the club at the TMCCC race in Abilene, myself, my stepson Andy Edmunds and John Roach. Andy and Craig went out in the first round of eliminations.

John continued his domination in King Muscle by making it to the final round in his 2013 SRT Challenger where he lost by a thin margin. He has made it to three final rounds this year and won two of them, John has nice point lead as we head into the summer break. The next race is September 5th at the new I-30 Dragway in Caddo Mills.



Craig Bush

## Mopar's: For Sale - Cars Wanted – Stuff

Robert Vaughan received a call from Mike Dowd. He lives in East Texas and has helped us with Mini Nats in the past. He's a Viet Nam Vet and is having some health issues presently and needs to sell his project car. It's a '69 Barracuda Fastback. He has replaced the quarters and floors and now the car is rust free, it has some surface rust. He has a lot of parts that go with the car (mostly year one items), including new bumpers. He has nearly \$9000 invested and is willing to let it all go for \$2995. Includes all glass and Vintage American Racing Wheels. Check out the pics and if you are interested, PM Robert and I'll give you his phone number. He might also be interested in a partial trade for automatic transmission repair on his 1-Ton.

Contact Mike Dowd 903-824-1174

2-21





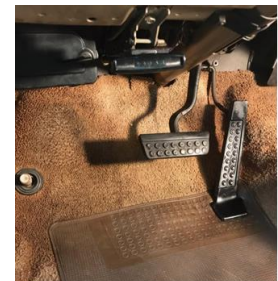
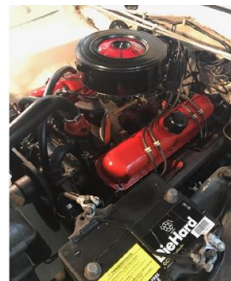
Dallas Mopar Club Member Keith Williams, who lives in Texarkana is selling his 1965 Barracuda. He has had it for a number of years and it has always been garage kept.

1965 Barracuda, 273 cid auto.

Car is in what appears to be great shape and comes with some new uninstalled parts as well.

Asking \$14,500 Please call or text Keith with any questions or to set up an appointment to view. 903-277-5593

5-21





From Charles from the Houston Mopar Connection Club.

One of our members passed away recently and we now have two Mopars for sale. It was sudden when we lost Ken, and all of our members are, what we refer to "Car Poor" so none of us have room for another vehicle. Was wondering if you could pass it on to your club members. We are trying to find someone who keeps their vehicles, not buy and sell. First one is "Chargeup " a 67 Charger that was customized.



The second is a 62 Newport

The Newport has just recently been painted and started to be re-assembled. Chargeup is a 440 Automatic, front disc brakes. They are asking 35k for it. It is very nice.

Both vehicles are available down in Pearland Texas. Please call Charles cell 281-804-0355



## Important Info from the Newsletter editor

Fellow Dallas Mopar Members, I wish to thank all those who sent articles to be in the newsletter. As the Dallas Mopar Newsletter editor, I need your inputs on what you would like to see in the newsletter.

If I don't get your input, I cannot put it in the newsletter.

- Feature Car
- Tech article
- Items for sale or trade
- Pictures of events, parties, car shows attended
- Anything you would like to have in the newsletter

Please send articles, pictures, your write-ups to:

Ron Petrasek @ [ripetrasek@msn.com](mailto:ripetrasek@msn.com) 214-385-0413

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## Meeting Information:

Monthly meeting 2<sup>nd</sup> Sunday of each month at 2:00 PM

### BOARD MEETING INFORMATION

Monthly meeting 2nd Sunday of each month at 2:00 PM

BOARD MEETING INFORMATION

Check Web site for most current meeting location

Board meetings are open to all club members: Board meeting will be held at 12 noon prior to DMC Monthly. All members are encouraged to attend. Check the DMC website for any last-minute time or location changes.

=====

Our sincere thanks go to Russel Hardin - Main 972-569-9650, Cell 469-337-06920 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

- We can help 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.



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