



UPCOMING EVENTS

Nov 8 Remember to Vote

Nov 19 Cowtown Mopar Annual Christmas Toy Drive
and Car Show, 10a-2p, Speedtek, North Richland Hills

Nov 19 TMCCC Awards Banquet

Nov 24 Happy Thanksgiving

*****no word on Nov Club Meeting—watch website and
emails for date/time*****

Cowtown Mopars Performance Team
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Rush To:

Nov 2016

THE STARTING LINE

Official Monthly Publication of Cowtown Mopars

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Race Team - Mark Buchanan
Website - Kirk Maisenbacher
Show Team - Ron Carroll/Morris Counts

BY THE MINUTES *Rich Lemmon*

Sept 18, 2016

Start 1705

1. Chili Cook-off at Bill Boon's Oct 15.
 2. Race Team is currently 11 points ahead. Next race Denton, Oct 2.
 3. Ron Carroll's local show update.
 4. Club sponsorship is still up in the air.
- End 1720

Clubmembers Special Offer

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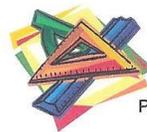
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MEMBERSHIP INFORMATION

JoAnn Deering, Membership Director

Time to Renew for 2016

2016 is here. Time to renew your club membership. Remember...upon renewal your Membership Card that allows you to participate in all our events. We have meetings every month where we share and build our Mopar Team with gear head ideas & the trade our Mopar parts.

Join or Renew by mail or at one of our events
Single membership New \$25 / Renewal \$15
Family membership New \$35 / Renewal \$25

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Cowtown Mopars newsletter now has its own email address:

moparnewslettereditor@CowtownMopars.com



The Go Fast(er) Department

Mark Buchanan - Race Team Coordinator

HEY FOURTEEN TIME TMCCC CHAMPIONS!!!!

Denton, Oct 2...I didn't hear how many tech cards where sold but it look like a nice turnout. We had 24 racers today and 5 of them got awards. Welcome back to the race track Kelly Hilla.

Congratulations to:

- Kelly Hilla ----- stock muscle winner
- Susan Brownell ----- stock muscle runner up
- Jim McCutcheon ----- street muscle runner up
- Rick Brownell ----- street muscle semifinalist
- Mark Buchanan ----- pro muscle winner

Kennedale, Oct 9...Well we had a fine day today. We had 21 racing with Cowtown Mopars and 8 of those got awards.

Congrats to:

- Aaron Boon ----- winner electronics
- Bryan Carpenter ----- outlaw semifinalist
- Gary Kemble ----- pro semifinalist
- Stan Allan ----- king runner up
- Rich Lemmon ----- street semifinalist
- Kelly Hilla ----- stock winner
- Dana Burth ----- stock semifinalist
- Don Deering ----- stock semifinalist

Ennis, Oct 30 (ed note: last race of the season)...We had 2 of our 24 racers with wins yesterday.

Congrats to:

- Greg Carter -----2016 Big Dog Winner
- David Huffman -----semifinalist super muscle

Last but not least our good friend Ken Angyal is considering retiring as cook for Cowtown Mopars at the races. I knew this day would come sometime and I wasn't looking forward to that day. Ken has given a lot to the race team and I want to say thank you Ken for all you have done.

Stay tuned
Mark

2016 Race Schedule:		
March	6	Denton
April	3	Ennis
April	10	Denton
May	1	Denton
June	5	Ennis
Sept	11	Wichita Falls
Sept	18	Ennis
Oct	2	Denton
Oct	9	Kennedale
Oct	30	Ennis
Nov	19	Banquet



Don't forget we're online:
www.cowtownmopars.com
 and "Cowtown Mopars" on Facebook!!!



Off The Wing by Barry Hansen



Mopar spotting...new commercial for Grand Cherokee is great. Music by Cat Stevens. Check it out on YouTube. Also two more great Jeep Wrangler commercials, one commercial with 75 years of faces from Jeep history and another with 75th Anniversary "Army Edition" Wrangler being built on the assembly line complete with authentic Army paint and decals and old school steel rims and narrow mudgrip tires.

Chili Cook-Off at Bill Boon's wonderful as usual. Temperature was close to 90 degrees, chili eating weather needs to be 50s, 60s, 70s. Lots of good chili, I had a couple of samples of each. Must have been good stuff, heartburn for two days.

Such a bad ride couldn't tell dept...while changing the oil in the Ramcharger discovered the front left shock broke away from the lower mount. Dirt and rust says broken for a while. 4WD suspension so stiff could not tell when driving. Purchased lifetime warranty shocks in 1996, the original parts store long out of business. Called Monroe Shocks, emailed them copy of original invoice. They Fed Exed out 4 new shocks, free shipping old shocks back. Wornout Gabriel lifetime shocks on the Wrangler warrantied last year just as easy.

Kennedale TMCCC meet Oct 9 was a blast. Perfect weather, great food, great fellowship, Cowtown victories all over the place, my mother's secret recipe mustard potato salad. Hope you make it for the finale at Ennis, Sun, Oct 30, 8 am.

Sometimes so lame dept...rewatching the first season of The Rockford Files. One nighttime chase scene a mid 70s Ford sedan is about to crash into another Ford or Merc sedan, cut away to a dark grainy shot of two 1957 Plymouth Furys crashing and catching fire.

NHRA...Texas Fall Nats, Ennis, TX, all Charger F/C final Matt Hagan beating Ron Capps. Toyota Nats, Las Vegas, NV, a bust for Mopars. And just as I was really getting into Pro Mod and they announced they will run more races next year they are going the way of funny cars away from stock bodies and more and more to aerobodies. A couple of three years and they will be all aerobodies with only painted on grills and headlights as the difference.

Off the subject dept...I agree with our VP, Phil, I am so ready for this election to be over. How did we fall so far from George Washington to the current choices? Even the independent party choices are poor. Is a puzzlement. Same with our governor. How did we fall so far from Sam Houston to the present?

Happy birthday dept...Chuck Berry 90 years old on Oct 18. Working on a new CD to be released in 2017.

I Love Mopars, You love Mopars, If you don't love Mopars You're so lame
(with apologies to "Cheesy Poofs" on South Park)

Show Off Your Mopar

Monthly:

Every Fri. 5p-9p, Truck Cruise-In, Home Depot, IH 20 and Cooper St, Arlington. Free.

Every Fri. 6p-10p, Cruise-In, Albertsons, Hwy 287 and Sublett Rd, Arlington. Free.

Every First and Third Tue. 6p-10p, Johnson County Car Meets, 812 S. Crowley Rd, Crowley, TX. Free.

Every Wed. 8p-10p, Mopar Cruise-in, Redneck Heaven, IH 20, The Highlands, Arlington. Free.

Nov shows:

Nov 5 Justin Spirits Car & Truck Show, 11a-2p. 950 FM 156, Justin, TX. \$15 entry. Top 30, 5 BOS. Portion goes to local charity, good 50/50 raffle.

Nov 13 Dallas Mopar Club monthly meeting, 2 pm, Spring Creek BBQ, 12835 Preston Rd, Dallas.

Nov 19 Robinson Restoration & Services Fall Customer Meet & Greet, 9a-1p. 5240 Dakota Ln, Denton, TX. FREE.

Nov 26 Fort Worth TFT Finance Charity Car Truck & Bike Show, 5p-9p. American Legion Post 516, 6801 Manhattan Blvd, Fort Worth, TX. \$20 entry. 34 classes.

AUTORAMA is coming up FEB 17-19, 2017. Anyone interested contact me, Ron Carroll, I have entry forms.

Let's Brag, You Deserve It...

Mike Dixon won Best of Show 80's and newer cars at Bartonsville, TX show.

Ron Carroll won 80's to 90's Truck class at same show.

Several cool plastic model kits coming soon...

65 Dodge A-100 p/u "Dodge Fever" wheelstander by The Lindberg Line

1972 Don Prudhomme top fuel dragster yellow car from MPC, Mongoose coming Jan 17

69 Plymouth Barracuda by MPC

64 Plymouth Belvedere Super/Stock "The Lawman"

"Soapy Sales" Dodge Challenger F/C

70 Dodge Challenger R/T " Vanishing Point"

If any one else would like to show off we would sure like to brag about you. Contact me, Ron Carroll at dodge_roncarroll@yahoo.com.

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DEAN ALLEN

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Dean is offering up his years of knowledge to help members with their automotive questions.

What is on Phil's mind?

By Phillip Taylor

(one in an occasional series, with apologies to 1310 the Ticket)

Hello again, time for some more weird information. I ran across an article about a car made by Pontiac in the early 60's. A year after Chevrolet introduced the revolutionary rear-engined, air-cooled Corvair, General Motors' other divisions released their own compact models. Buick and Oldsmobile went with conventional front-engine, rear-drive cars, the Special and the F-85, respectively. By that time, John Z. DeLorean – yes, that DeLorean – was on the verge of becoming head of the Pontiac division. He wanted something different for Pontiac, and his automotive freak flag was the Tempest.

As with any recession-era car, good fuel economy was a priority when the Tempest was designed. But rather than use the powertrain layout options adopted by other G.M. divisions, DeLorean took a rather unique approach. His engineering team decided to use a 4-cylinder engine, but they didn't have the budget to develop a new design. So they adapted the big 389-cubic-inch V8 that Pontiac introduced in 1959 for its larger passenger cars by removing the left-hand cylinder bank to create a big 4-cylinder engine. The Pontiac Trophy 4 was born. At 195 c.i., or 3.2 liters, the Trophy 4 was massive for a four-banger. Because it was essentially a 389 with four cylinders missing, it was also very heavy, about the same weight as a contemporary small-block Chevrolet V8. Large-displacement 4-cylinder engines are also prone to torsional vibrations – another problem that had to be overcome.

But there were advantages to this half 389 too. First, it could be produced using the same tooling and most of the same parts as the 389, they were built on the same assembly line. Also it offered strong torque output and for the time competitive fuel economy.

To address the engine's heft, DeLorean decided against using a traditional transmission – the sort mounted just behind the engine – opting instead for the rear axle-mounted Corvair transmission. This moved a bunch of mass to the rear of the car also tipping the weight balance to an unusual (even for now) and advantageous 50/50. Another innovation was the driveshaft. Instead of using the typical universal joint-ended steel tube DeLorean's team connected the big four and the Corvair transaxle with a flexible 5/8-inch-thick steel bar. This shaft – similar to the torsion bars used as suspension springs in some vehicles – was routed through a hollow tube, supported by roller bearings. It featured a 3-inch downward deflection that enabled Pontiac engineers to build the Tempest with a floor that was nearly flat, an attractive feature in the era of passenger space transmission tunnel protrusion. The curvature of the 5/8-inch bar – and the way it was attached to both the engine and transaxle – combined with soft motor mounts, helped dampen the vibrations inherent in the Trophy 4.

It was a novel approach. Here's what DeLorean had to say about it in a 1960 engineering document I procured with the help of the <https://www.gmheritagecenter.com/> G.M. Heritage Center: “Perhaps the newest single component of the Tempest is the torsion bar drive. This is a long thin torsion bar bent in the arc of a circle that transmits the drive from the engine to the transmission. It is possible to do this, since with the propeller shaft ahead of the transmission it will never carry more than engine torque. This torque can be carried by a bar of 5/8" or less in diameter without overstressing the material. A shaft of this small diameter will, of course, have critical speeds within the operating range of the engine.”

The Tempest could also be ordered with a Buick-sourced aluminum 215-c.i. V8 but it was a costly option that most buyers didn't choose.

For the time DeLorean's Trophy 4, torsion bar, rear transaxle approach was very innovative. As a concept however, it didn't last. The economy was on a long upward climb and the 4-cylinder Pontiacs were known for problems most consumers wouldn't endure when faced with the option of buying something more easily understood. Even slightly out of tune Trophy 4s would shake more violently than most people were accustomed to earning the engine the unkind nickname "the hay baler." The torque tube driveshaft got a nickname as well, "rope drive." It worked just fine, but the standard universal-joint-ended driveshaft was what people knew. An improving economy was the final nail in the coffin of this strange, interesting design. Consumers started buying bigger and more powerful cars again, and the muscle car era rushed in. DeLorean himself is usually credited with bringing the first muscle car to market in 1964 when Pontiac introduced the GTO.

Torsion bar driveshafts and half-V8 4-cylinder engines were relegated to history's dust bin but Occasionally, as I observed in Hershey, one appears, much like the tattered phantom of a long-dead Crusader.

ITEMS FOR SALE / ITEMS WANTED

FOR SALE: 1964 Dodge 440, 2 door hardtop, Candymatic clone NSS race car. Call Mark Buchanan for details. \$25,000. 214-727-4324

FOR SALE: TRANSPEC (long time club sponsor, see sponsor pages) offering some parts and transmissions cheap. Two transmissions for '81-'83 Lasers and Daytona Omnis, model A523, tag number 42957755, build dates 2/08/1985. Brand new from Chrysler, donated to a mechanic school, never used, never apart. Brand new transfer case for a Jeep, model 242J, fits '98-2001 Jeeps, 4.0 and can be converted to fit the 4.7. Call for low, low prices.

FOR SALE: 1974 Plymouth Duster w/500+ hp 440 mag. I'm interested in selling the engine, new 4 core Aluminum Radiator and possibly the entire vehicle. It's (body and chassis) a basket case now. Contact Freddie Thacker 817.371.3597 or email at Freddie.l.thacker@gmail.com

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*A reminder to anyone looking for First Gen Charger ('66-'67) parts, especially original. Roger Bohl is selling all of his stock. He would like to sell it all before his health gets too bad. Roger is the Grandfather of First Gen parts (next to Great-Grand-Pappy Jim Rodebaugh). He has been my go-to First Gen guy since well before I got my first one back in 1998 and has a wealth of knowledge. There aren't too many parts he doesn't have. Contact Roger at bohl@sunflower.com or 913-400-7281. He now lives near KC, KS...*Dan Robinson**

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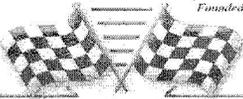


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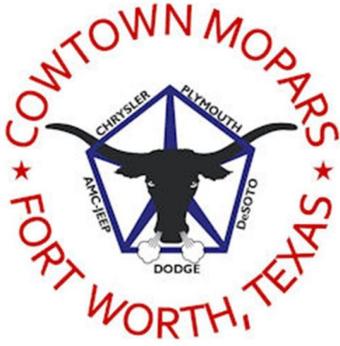
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Membership Form

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Please Print or Type

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How were you referred to the club? _____

Personal Information-Name, Address, Phone number, etc are placed in to a club roster and made available to club members. Cowtown Mopars will also attempt to get club-pricing discounts for its members. This will require providing the vendor with a club roster to verify affiliation.

Cowtown Mopars can include my information in the club member roster: YES _____ NO _____
Cowtown Mopars can include my information in the club discount roster: YES _____ NO _____

Signature _____ Amount Paid _____ Check # _____

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