

Pentastar Press

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March, 2015



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Secretary – Lee Elm 972-276-2934
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Bill Bonney (1/14 – 12/15) 214-769-5314

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Bill Bonney 214-769-5314
Brad Buttermore 214-202-7480

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Arthur Clarke, Staff / “DJ” 214-946-3867
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Newsletter

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Contact Information

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www.dodgecityofmckinney.net



"2015" DMC Hole Shot

Tracy Barenz, Dallas Mopar Club President

This March I will be international traveler 3 weeks in Malaysia. I will be out of phone contact but I will be able to email and Skype. I will have Bill Bonny help me with running the meeting.

For those that want to caravan to the Mopar Magic's Annual Car Show in Shreveport Louisiana on March 28th we will meet up at the IHOP at Tanger Outlet Center in Terrell at 6:00 AM. The board voted on paying for the entry fee to any active member in good standing attending the Louisiana Mopar Magic Show .You must attend with your car to get reimbursed. We need at least 16 cars to beat Mopar Magic this year.

I want to congratulate those who have 10 years or more with Dallas Mopar Club

Everett Lee	17 years		
Brad Buttermore	14 years	Bill Evans	19 years
Clint Cash	14 years	Jerry Reed	19 years
Bob Ostrowski	15 years	Frank Maxwell	27 years
Ron Rendelman	15 years	Gaylen Williams	28 years
Robert Vaughn	16 years	Lee Elms	30 years

Clint Cash would like to get as many members for a video shoot on March 7th weather permitting. he would like to make a good showing so his cousin can use us in the future for any car video He is looking for nice classic cars and muscle cars and to film them in action going up 78 or whatever they do. For more details please contact Clint Cash 972.742.8191

Tracy Barenz

Dallas Mopar Club President

Next board meeting March 6th next Club Meeting March 8th

Minutes from the DMC Club Meeting

Dallas Mopar Club February 8th, 2015 Spring Creek Bar-B-Que

The meeting was called to order at 2:00 PM by President Tracy Barenz.

Nominations are open for Lee Elms Board seat, which becomes open in March. Bill nominated Patrick Landry for the board seat. We will open nominations again in March and then vote. It is a full 2 year term.

Bill gave out our recognition awards, a Mopar Club pin. You receive one after belonging to the club for 5 years. Then, after every continuous 5 years served you get a dongle that hangs below the pin showing those years. Here is the list of members who received their pins for years of continuous membership.

Glen Balco	7 years	Everett Lee	17 years
Brad Buttermore	14 years	Bill Evans	19 years
Clint Cash	14 years	Jerry Reed	19 years
Bob Ostrowski	15 years	Frank Maxwell	27 years
Ron Rendelman	15 years	Gaylen Williams	28 years
Robert Vaughn	16 years	Lee Elms	30 years

Racing starts on March 8th, check out the racing schedule on our website.

Everett discussed our club jackets. We have picked out the style of the jacket we are ordering from Gabby. The total cost will be around \$70.00 or so. At next months' meeting we will order our jacket, so bring a check or cash to pay for your jacket.

AutoRama is coming up next weekend and we go in on Thursday to set up. Thursday is a good day to go in and look around at the cars because it is free while they are setting everything up.

The Shreveport Show is March 28th and we will all meet up at Tanger Outlet Mall in Terrell, and then cruise on over to Shreveport.

The Wylie Jubilee Bluegrass on Ballard Classic Car Show is on June 27th. This year we will have more parking space, we had 200 cars last year. Several members said they have walkie-talkies to loan out to the people who are helping to park cars. We will need a lot more people this year for parking. Meteor Hamburgers wants to be the title sponsor of this years' show.

We had 2 new members at the meeting today. Greg Hulls has a Dodge Charger and Jerry Galleger has a '79 Chrysler 300.

Clint Cash said he has a relative that wants to make a film of old Mopars. He will film it over at the "Cuda Shop in Wylie. Check with Clint for the upcoming date for filming.

Because Mothers' Day is on the 2nd Sunday of May, our May club meeting will be held on May 3rd, the 1st Sunday in May.

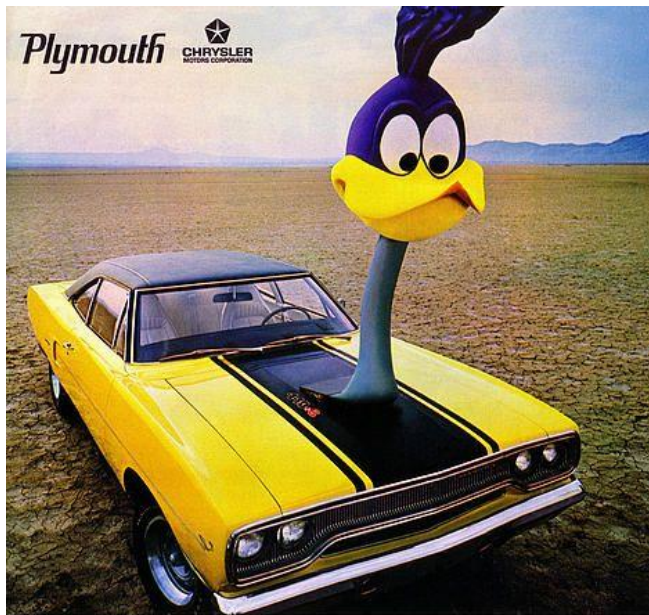
If anyone has any tech articles to put in the newsletter, let Tracy know. He is also looking for feature cars.

Our 50/50 pot was won by Kevin Mattice, and the favorite Mopar in the parking lot today was won by Brad Buttermore.

The meeting was adjourned at 2:55pm.

Respectfully submitted, Lee Elms

Feature Car / Truck: Mopar 1960's advertising

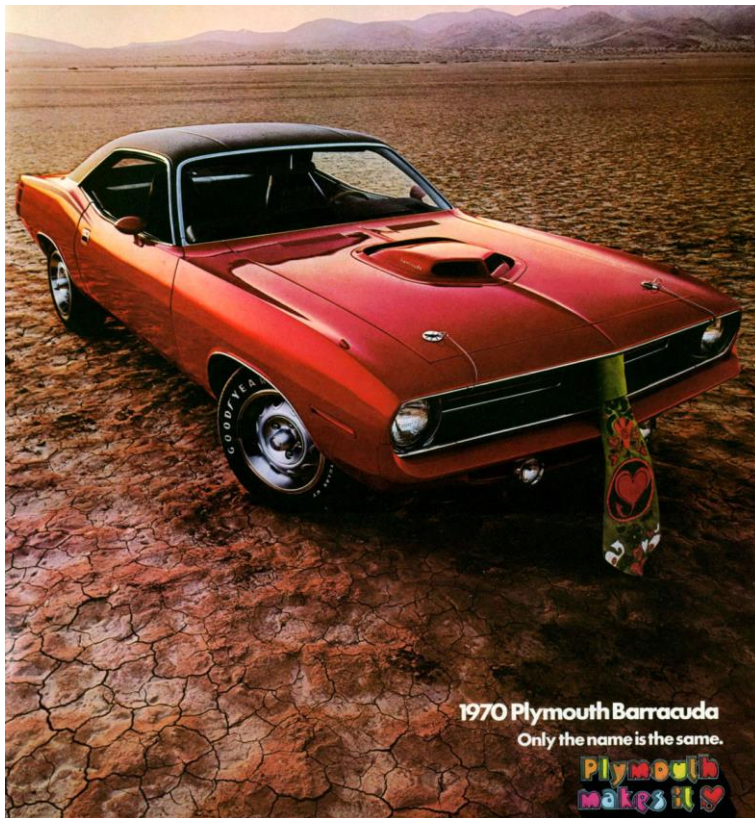
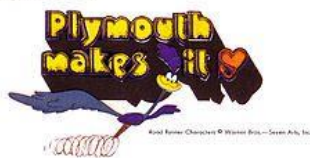


We first introduced Road Runner in '68. It was love at first sight. A performance car for people who want a car to perform. A car with a low price for people who haven't stashed away their first million yet. A car with a personality for people who don't just think of a car as a hunk of iron that moves.

It all clicked. In 1969 Motor Trend magazine named Road Runner, "Car of the Year." For 1970, we present a new Road Runner. We changed it very carefully. In the right places, for the right reasons. For instance, you can order your Road Runner with an all-new, driver-controlled Air Grabber up front. And Road

Runner dust along the side. We think you'll love our Beep-Beep more than ever. And if you want more to love, look around. We make a whole system of performance cars. From the high-winding Valiant Duster 340 and all-new Barracuda. To the executive Supercar—Sport Fury GT. Plymouth makes it.

The loved bird.



1970 Plymouth Barracuda
Only the name is the same.



"Beep-Beep!"

Plymouth CHRYSLER

...the Plymouth win-you-over beat goes on!

This ad you want to know what our new Road Runner is all about? Take a look at the standard equipment and you'll get the idea.

- Super 302 wedge, exclusive to the Road Runner, running out 235 hp at 5400 rpm and 327 hp at 6000 rpm.
- A high-91 shock, 1400 lb. crank and 400 lb. shaft with 54 degrees of camming and duration of 275 degrees (1968 and 1969 degrees nominal).
- A tremendous brake/weight ratio, with 11 in. x 2 1/2 in. drums in front and 11 in. x 2 1/2 in. at the rear—plus a new 160-0001 coupe configuration.
- A 70 in. wide track.
- A speed fully synchronized gearbox.
- Heavy-duty torsion bars, springs, shock absorbers, air intake and 38 in. stabilizer bar.
- A special variety of the best, with Road Runner drive at the in-club drive, and rear-wheel drive drive at the club.
- Just like in the cartoon.
- A price you believe what you would pay for a Supercar.
- A total lack of unnecessary controls, gauges, and screens.
- A special storage housing.
- 3.55 rear end with Sure-Grid, shock for close and heavy-duty wheel control, and the rear wheel is all put together for the job with heavy-duty brake shoes and springs and mating lights and back to work. So, check how to use the car.
- Following the rules and keeping the road. Our kind of joy.

Nothing subtle here!



Our new improved Beep-Beep.

We hoped you would take to the Road Runner. But his is ridiculous. It's already our hands-down success of 1969. But we're not taking any chances. Beep-beep. Here comes another Road Runner. The one you saved us for. This Road Runner is a hardtop.

Naturally, it has Road Runner's four-speed floor shift. The heavy duty suspension and brakes. The red interior and heavy, and the beep-beep horn. All standard.

But this hardtop interior is fitted with premium vinyl. It makes for an overall nicer feeling inside.

Still, you wouldn't call Road Runner posh. But the price isn't, either. Do see the new hardtop. Or the original hot selling sport coupe.

It's just a nice friendly bird with a 383 cubic inch V-8 and a high lift cam. And from the way things look, it's not about to go extinct.


Plymouth Road Runner And the beat goes on.



Plymouth  CHRYSLER MOTORS CORPORATION

DODGE ANNOUNCES SCAT CITY

The '70 Dodge Scat Pack is road ready.



Scat City is anywhere competition is hot, keen, and sanctioned.

It's the day after race day . . . U.S.A. In a small brick building in Highland Park, Michigan, a group of white-coated engineers roll a long-shooted automobile into a closed van. In the Daytona Beach airport, NASCAR winner Bobby Isaac catches a plane for Chelsea, Michigan . . . proving ground for the Scat Pack Chargers. Monday morning

From the USAC wars, former national champion Don White wings in to blast the 1970 Charger R/T around the high-bank Michigan circuit. His opinion . . . "A great muscle car for all-purpose driving . . . and it's even got a functional back seat."

Up the river, the guys in the parts department are stuffing boxes with speed goodies . . . selected intakes, jugs, cams, cranks, mags, headers . . . the works for the guys who won't take stock for an answer. Special show kits for those who want special styling.

California Charlie Allen, the all-American boy, world's greatest Dodge Dart drag race artist, shows up to smoke the new version of the Swinger 340. At

at 5 a.m., the "Wing Thing," the new Charger Daytona, goes for a shake-down run . . . flat out.

"Big Daddy" Don Garlits, king of the dragsters, hot from shutting down two dozen fuelies at a Long Island race meet, catches a cab for Kennedy Airport. His destination—Michigan International Speedway and a date with the hot new Dodge Challenger R/T. Daddy signs it. See report inside.


Detroit Dragway the budget bomb lives up to its name.

Dandy Dick Landy, who races for loot, puts his boot in the new Super Bee SixPack. Finds out it sizzles and gets off the line like lightning.

Scat City is where it's taking place, where the Dodge Scat Pack cars are proving to be the toughest performance cars going. From Riverside to Raceway Park . . . from Dallas drags to super speedways. And back at the shop, a group is putting the finishing touches on a thing called the Scat Pack Club.

Yes, gang, you do have a friend at the factory . . . he's waiting to talk to you.

Welcome to Scat City—where the competition is hot, hairy, and sanctioned. Be a swinger and join the Scat Pack Club. Details on the following pages. And don't forget . . . keep the tach in the black!



So you're coming up to the Christmas tree and the exhaust is going bappetybappety-bappetybappety and all those little internal bits are going whumpwhumpwhumpwhump-whump and you're out to grind the sound barrier into bite-sized equations with your howlin' Barracuda.

Say what? BARRACUDA? You're kidding! Nope. And this is why:

A new, lightweight, high-winding 340 cubic inch you can order. Its strength lies in things like intake valve diameters of 2.02 inches and exhaust diameters of 1.60 inches. Then there's the cam, which goes in 4-speed cars and is definitely of the

"let's do it" variety: .445 inch lift on intake and .455 inch on exhaust, with 60 degrees of overlap. Intake duration is 284 degrees, with 292 degrees on exhaust. The resultant idle is so wild an automatic box can't quite cope with it. Hence, the cam you get with TorqueFlite models is a bit less hairy. The score: 275 bhp @ 5,000 rpm.

As if that isn't enough, we have another engine option, this one with 383 cubic inches. For openers, the heads are new and have big 2.5 inch ports. The intake valves are 2.08 inches in diameter and the exhausts are 1.74. The cam provides a .425 inch lift on intake and .437 on exhaust.

Overlap is 40 degrees, duration is 264 degrees, intake, and 268 degrees, exhaust. For a total of 300 bhp @ 4,200 rpm. And much torque.

In either case, Barracuda is one running organization—a natural for sanctioned drag racing.

And just to show how we feel about sanctioned drags, we'll pay you to do your racing there. Any Plymouth that takes Stock Eliminator at a NHRA National or Regional gets a cash contingency award from us. You won't get rich from it, but it helps. Sort of makes safety pay.

...the Plymouth win-over beat goes on.

Write for four 24 in. x 17 in. full-color cartoon posters of GTX, Road Runner and Barracuda. Send \$1.00 to: Posters, Dept. H, P.O. Box 7749, Detroit, Mich. 48211.

Shortcut.



Plymouth  CHRYSLER MOTORS CORPORATION





6,000 RPM FOR LESS THAN \$3,000

DART SWINGER 340

Play your cards right, and three G's can put you in a whole lot of car this year. Dart Swinger 340. Newest member of the Dodge Scot Pack. You don't make it on looks alone. 340 cubic inches of high-winding, 4 barrel V8. A 4-speed Hurst on the floor to keep things moving. All the other credentials are in order. Just check at right. Then check with your Dodge Dealer. Especially about the price.

Dodge **CHRYSLER**

STANDARD DART SWINGER 340 EQUIPMENT

- 340-cubic-inch 4-bbl. V8
- 4-speed full synchromesh with Hurst shifter
- Heavy-duty suspension
- Dual exhausts
- D70x14 wide-tread tires
- Dart Swinger BUMBLEBEE stripes
- Performance hood with die-cast louvers
- 2.23 axle ratio, 3.55 and 2.91 are optional ratios, with Sure Grip differential.

Dodge Scot Pack ... the cars with the Bumblebee stripes




DRIVE SAFELY, IT'S ALSO CONTAGIOUS

CHARGER R/T
The Class Machine—Not built for the common on crowd. Not with a 340-Magnum V8 as standard equipment. Not with special stripes, wheels, sway bar and over-sized brakes. Not to mention your choice of Torqueflite or four-speed transmission. Charger R/T was made for a rugged type of individual, but one who likes to get inside. And that's the way Charger R/T is. Fully-padded, vinyl-trimmed bucket seats. Shave comfort. For a little added razzle-dazzle, the distinctive BUMBLEBEE stripes and red and white wide-tread tires. Like to get your hands on R/T? It's easier than you'd expect.

CORONET R/T
The Time Machine—A grand example of how to put more in a new car than just good looks. This one's got character. With BUMBLEBEE stripes and wide-tread tires. And to support your "Let's go!" attitude, a heavy-duty suspension and a 440-Magnum V8. Standard of course, inside, you get a gripping floor pan. Like the deluxe wainscotic or four-speed. And bucket seats, carpeting, and more, easy-to-read instruments. But this is just the start. Your Dodge Dealer has a Special Performance Catalog that covers the specifications and options on all the Dodge performance cars. Stop in and ask for it.

DART GT Sport
The Scot Pack Concept—When you buy a compact, you get a compact engine, right? Wrong! Not once Dart GT's. This is a new breed that boasts a 340-cubic, 4-barrel V8. That's standard. There's also an optional 383 4-barrel. Coronet would like a body-car, show it to it doesn't look or ride like one, either. BUMBLEBEE stripes in back, new air scoop hood design, wide-treads, and a Rallye Suspension that includes heavy-duty shocks, sway bar and heavy-duty rear springs. And from its strong, bucket-seated interior, it handles beautifully. That's Dart GT's. Why not check your Dodge Dealer for details. In the meantime, send us the coupon below and get signed on the Scot Pack.


**Three quick ways to catch
DODGE fever**

SPECIAL OFFER

Send me the Scot Pack checks, label badges and catalog of goodies. Here's my request. Write: Dodge Scot Pack HQ, Dept. A, P.O. Box 624, Detroit, Michigan 48221.

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address _____
city _____ state _____ zip _____
car preferred make _____ model _____ year _____

THE Rapid Transit System



Plymouth makes it

Plymouth

THE Rapid Transit System

Plymouth makes it!

Plymouth

If you can't find the System, look.



GTX and Sport Fury GT

The Executive Branch of the Rapid Transit System has several announcements to make for 1971. First, the standard 440 V-8 in the posh Sport Fury has 20 more horsepower than last year's version. Second, the plush GTX interior is now contained in the slickest new body shape this side of Modena.

Read on. An additional 42 important announcements appear below.

Specifications: 1971 GTX

Body Style
2-door hardtop

Dimensions (Std.)
Wheelbase—115 in.
Overall Length—203.2 in.
Overall Height—53.0 in.
Overall Width—79.1 in.
Track (Front)—60.1 in.
Track (Rear)—62.0 in.

Suspension
Torsion Bar, Front—Heavy-duty 0.92" dia.
Rear Spring, Left—Heavy-duty 5 leaves + 2 half leaves
Rear Spring, Right—Heavy-duty 6 leaves
Stabilizer Bar, Front—Heavy-duty 0.88 in. dia.

Brakes
Standard, Front—11" x 3" drums
Standard, Rear—11" x 2 1/2" drums
Optional—Disc, front/drum, rear
Rim Size—14" x 6"
Tire Size—G70 x 14
Optional Rim Size—15" x 7"
Optional Tire Size—G60 x 15

Specifications: 1971 Sport Fury GT

Body Style
2-door hardtop

Dimensions (Std.)
Wheelbase—120 in.
Overall Length—215.1 in.
Overall Height—55.0 in.
Overall Width—79.5 in.
Track (Front)—62.1 in.
Track (Rear)—62.0 in.

Suspension
Torsion Bar, Front—Heavy-duty 0.98" dia.
Rear Spring, Left—Heavy-duty 6 leaves
Rear Spring, Right—Heavy-duty 6 leaves
Stabilizer Bar, Front—Heavy-duty 0.94" dia.

Brakes
Standard, Power-assisted disc, Front/drum, rear
Rim Size—15" x 6"
Tire Size—H70 x 15

The following Drive Train and Rear Axle specifications are the same for both GTX and Sport Fury GT.

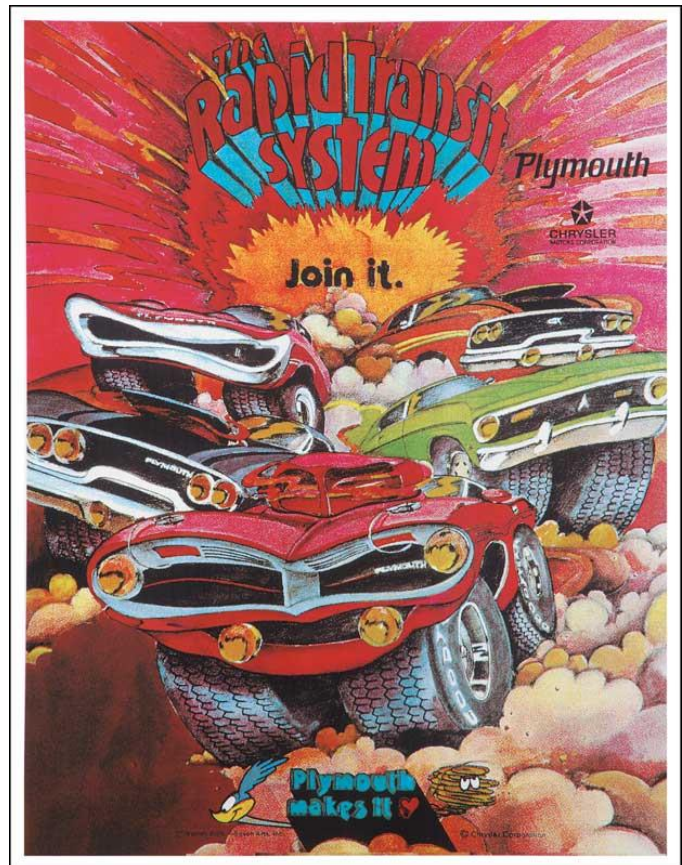
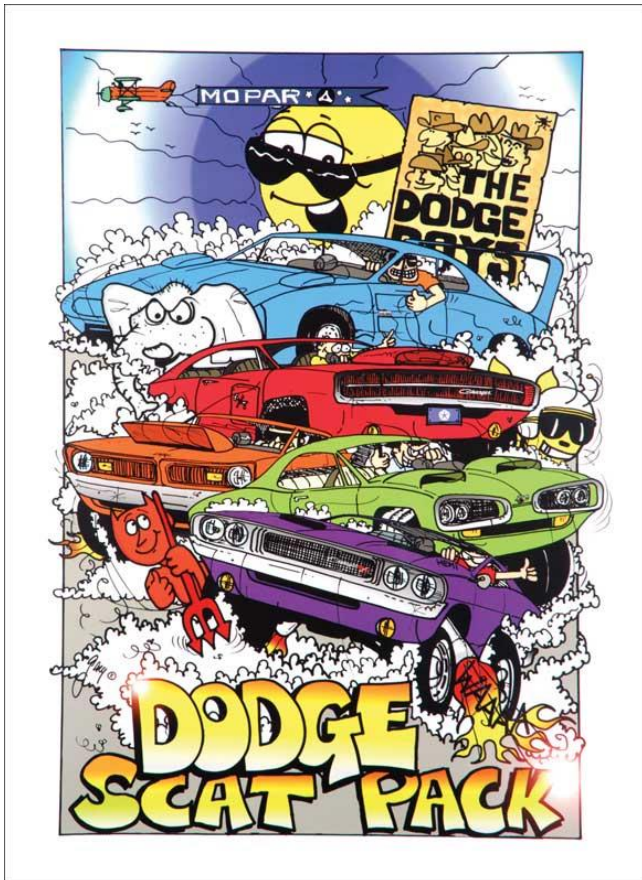
Drive Train (Std.)
Engine—440 CID V-8
Gross Horsepower—370 hp @ 4,600 rpm
Gross Torque—480 lbs.-ft. @ 3,200 rpm
Net Horsepower—305 hp @ 4,600 rpm
Net Torque—400 lbs.-ft. @ 3,200 rpm
Transmission—High-uptshift TorqueFlite auto.

Rear Axle (Std.)
Type—Chrysler-built, Heavy-duty
Ring Gear Dia.—8 3/4 in.
Ratio—3.23

Drive Train (Opt.)
(See Inside Back Cover)

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Edited by: Ray Z 1/19/15

In Case You Missed It...



Up and Coming Mopar Events: Membership Dues are Pro-rated at Mid-Year. See application for details on our club web site: www.dallasmoparclub.com





MONTHLY CRUISE UPDATE

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

AUTORAMA: FEBRUARY 11 — 15, DALLAS MARKET HALL, DALLAS, TX

CONTACT BOB OSTROWSKI BY DECEMBER 1ST.

MOPAR MAGIC: MARCH 28, 1ST BAPTIST CHURCH, SHREVEPORT, LA

CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

MOPARS AT THE MOTORPLEX: MARCH 28, TEXAS MOTORPLEX, ENNIS, TX

CONTACT ROBERT VAUGHAN FOR DETAILS.

THE HEIGHTS CAR SHOW: TBD, THE HEIGHTS BAPTIST CHURCH, RICHARDSON, TX

SEE THE HEIGHTS CAR SHOW WEBSITE FOR MORE DETAILS.

COWTOWN MOPARS: APRIL 19, ALLEN SAMUELS CHRYSLER/DODGE, FORT WORTH, TX

CONTACT BRAD BUTTERMORE FOR DETAILS.

CHRYSLER PARTS DEPOT CAR SHOW: TBD

CONTACT DAN CLARK OR BRAD BUTTERMORE FOR DETAILS.

CENTRAL OKLAHOMA MOPAR ASSOCIATION: TBD, JOE BARNES PARK, MIDWEST CITY, OK

CONTACT TRACY BARENZ FOR DETAILS.

BLUEGRASS ON BALLARD: JUNE 27, WYLIE, TX

CONTACT BILL BONNEY FOR DETAILS.

31ST ANNUAL SOUTHWEST MOPAR MINI-NATIONALS: SEPTEMBER 5, GARLAND
CENTRAL PARK, GARLAND, TX
VISIT THE CLUB'S MINI-NATS PAGE OR CONTACT CLINT CASH FOR MORE DETAILS.

TEXAS STATE FAIR: SEPTEMBER, FAIR PARK, DALLAS, TX
CONTACT JERRY REED FOR DETAILS.

GRAND STREET FALL FESTIVAL: TBD, WHITEWRIGHT, TX
CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

HERITAGE FESTIVAL AND CAR SHOW: NOVEMBER 7, EDGEWOOD, TX
CONTACT BRAD BUTTERMORE FOR CRUISE DETAILS.

CHRISTMAS PARTY: DECEMBER 5, GARLAND SENIOR ACTIVITY CENTER
CONTACT LEE ELMS FOR DETAILS.

ANNOUNCING THE FIRST ANNUAL
CAR SHOW
SATURDAY MAY 2, 2015

JOIN US for the Wheels of Hope Car Show in Garland, TX and enjoy antique and classic cars, music, raffles, a car giveaway, local celebrities and much more. Proceeds benefit the Hope Clinic.

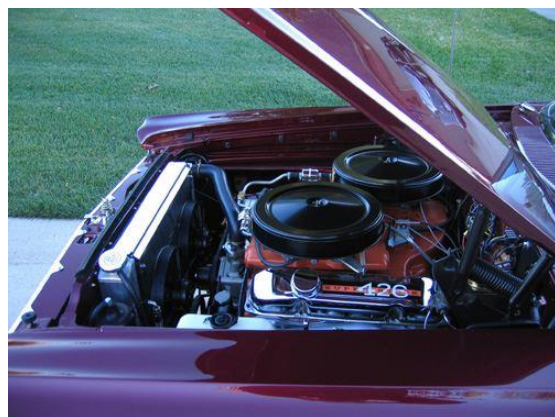
10:00 am - 5:00 pm Downtown Garland FREE Admission WheelsOfHopeGarland.com

Special appearance from the Gas Monkey star Richard Rawlings. Also the Car Pro Jerry Reynolds. It is a benefit for the Hope Clinic. Go to: wheelsofhopegarland.com and look around. Thanks.



Spring Festival of LX's 10 will be March 21, 2015.

- **Registration: Open to owners of modern Chrysler 300s, Dodge Challengers, Chargers & Magnums**
- **Location: Irvine, CA**
- **Registration: FREE. Registration opens MIDNIGHT January 1, 2015. Sign up here: www.socallx.com**
- **Book your hotel room thru the above website. Doubletree: Two night minimum stay. Other nearby hotels available.**
- **Info and responses on the LX Forum here: http://www.lxforums.com/board/showthread.php/364778-***The-Date-For-Spring-Fest-10-has-been-set***?highlight=SPRING+FEST**
- **cali75chevy@gmail.com Interested talk to Tony here he goes seemingly every year.**



I just had to put her in the newsletter!

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Sponsored By:



Rotary Club of the West Bank



14th Annual New Orleans Mopar Show

Date: *Saturday*
March 14, 2015

Featuring:

Ken Mosier
The Finer Details

Rob Wolf
Mopar Collectors Guide

Tim Wellborn
Muscle Car Museum

Joe Suchy
Mopar Cars & Parts

Herb McCandless

Roy Gobjczynski

bigeasymopar.org
bigeasymopar@gmail.com
(504) 415-5731 (Paul)

To Benefit:



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4535 Williams Boulevard
Kenner, LA 70065
Phone: (504) 712-0504
Code Word: BEM



Extended Stay America Kenner
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Kenner, LA 70062
Phone:
(504) 465-8300

- Friday*
March 13, 2015
- \$129.00 per Couple—Must register by January 14, 2015**
Includes:
- | | |
|--------------------------|---------------------------|
| • Registration for 1 car | • Swamp tour |
| • Charter bus | • French Quarter shopping |
| • Lunch | • Cajun dinner & party |

www.bigeasymopar.org/

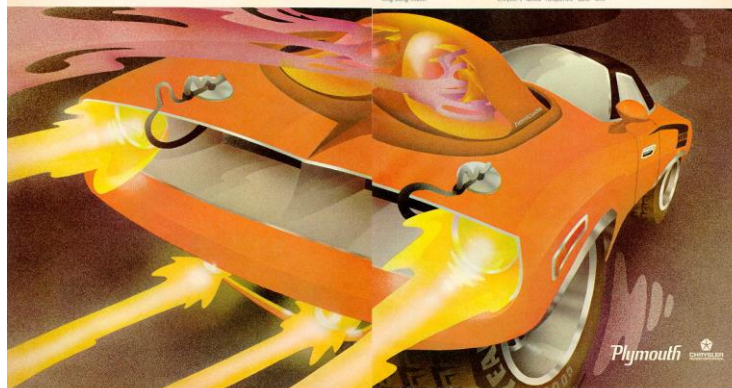
The Rapid Transit Authority.



Plymouth Car and Light Division
Specialty Sales Dept., 4000 North Central
Expressway, Detroit, Michigan 48207

All you need to purchase the 1965
Plymouth is the money. The first requirement
is the same as for any other car: you must
have the money. But, there is one more
requirement: you must have the money in the
right form. It must be in the form of a
check, payable to the order of the
Rapid Transit Authority.

For more information, call
1-800-848-1234. Or, write to:
Rapid Transit Authority, P.O. Box 100,
Detroit, Michigan 48207.



Plymouth

New Stuff from Mopar



2015 Jeep Grand Cherokee SRT Gets More Power, More Quiet, and Red Vapor

September 4, 2014 by **Alexander Stoklosa**

Photography by **Marc Urbano**



Based on the past month or so of automotive media coverage, Chrysler builds just two cars: the [2015 Dodge Challenger SRT Hellcat](#) and its equally horsepower-endowed four-door sibling, the [Charger SRT Hellcat](#). This is not, in fact, true—Chrysler still makes Chryslers, Rams, Fiats, Alfa Romeos, and, of course, Jeeps. And one of those Jeeps, the [Grand Cherokee SRT](#), has received a mild slew of updates for 2015 despite having been given a mid-cycle refresh just last year.

We'll get it out of the way right now: There is not a 707-hp, Hellcat-powered Grand Cherokee. Not yet, anyway. But the GC SRT's 6.4-liter Hemi V-8 moves incrementally closer to that pie-in-the-sky output figure. Horsepower and torque peaks increase by 5 each, for new totals of 475 ponies and 470 lb-ft of torque. Even though we doubt that the minor output bump will drastically alter the Grand Cherokee SRT's performance—the [2014 model we tested](#) nailed 60 mph in 4.6 seconds—higher numbers are always welcome.

Otherwise, Jeep has added active noise-canceling technology, which uses the audio speakers to selectively damp ambient noise, and made available a new “Red Vapor” special-edition appearance package. Offered with just three exterior colors—Redline Red Pearl, Brilliant Black Crystal, and Bright White—the \$3995 Red Vapor kit includes 20-inch black-chrome five-spoke wheels, black-painted badges and grille inserts, a dark-red “engine beauty cover,” and a back-lit SRT logo for the steering wheel. Pricing for the 2015 Jeep Grand Cherokee SRT barely budges, the \$65,390 base price being just \$15 higher than last year.



<http://blog.caranddriver.com/2015-jeep-grand-cherokee-srt-gets-more-power-more-quiet-and-red-vapor/>

2016 Jeep SRT Hellcat





<http://www.topspeed.com/cars/jeep/2016-jeep-srt-hellcat-ar166284/picture577674.html>

Edited by: Ray Z 2/15/15



Technical Article: March 2015

MIG Welding Basics for Automotive Repair

Miller Welding Training Site



When it comes to keeping farm and ranch equipment and autos in good repair, MIG welding offers numerous benefits. Because MIG welding is an easy-to-learn process that offers flexibility in welding light-gauge to thick materials, it's a good choice for quick repairs around the farm, ranch or garage.

MIG welding can be used to weld all common metals, including carbon steel, stainless steel and aluminum, and the process is much more forgiving on thin metals than Stick welding. MIG welding enables the DIY welder to make most types of maintenance and repair welds on material from 24-gauge up to 1/2-inch thick.



Also, greater speeds can be achieved with MIG welding compared to Stick welding, which reduces the time spent on repairs. The continuous wire feed of MIG welding also minimizes stops and starts, which contributes to more consistency and efficiency in the process.



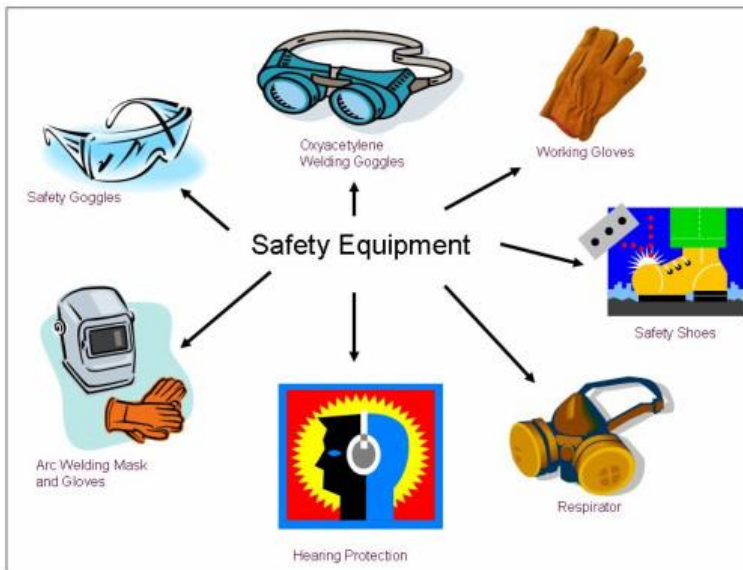
Following some basic tips can help users achieve a good quality weld with MIG welding in farm and auto repair applications.

Getting started

It's a good idea to get comfortable with the welder and complete some practice welds on scrap metal that is similar to the material and project type to be worked on. That way, the operator can optimize technique to best achieve a proper weld.

It's also important to clean the surface of the base material and clean the joint as well as possible, then check to make sure there is a good ground clamp connection. If the material is 1/4 inch or thicker, bevel the joint to ensure proper penetration of the base metal. This is especially important for butt joints.

Before tackling any project, make sure to have the appropriate safety gear, including eye protection and a welding helmet. The [Miller Arc Armor® line of welding protection](#) offers a wide range of helmet options, apparel, safety glasses and accessories.



Equipment Preparation

There are numerous tips to keep in mind when selecting the proper equipment and consumables for the welding application. This includes choosing the most appropriate wire and gas and knowing power needs and capabilities.

To select the proper wire, be sure to match the wire type to the base material. Therefore, an operator would want to use aluminum wire with aluminum base material, and stainless steel wire with stainless steel base material, for example.

Some wires are better suited for welding dirty or rusty steel because they contain more oxidizers, so read the manufacturers' recommendations for each type of wire.

Road Runner.
(accelerated register maximum)

Plymouth

CHRYSLER

www.harttransit-historical.com

The Rapid Transit System and friends.

Plymouth

The Rapid Transit System. Coming Through.

There are four left, from left to right, you see a 1977 Plymouth Road Runner, a 1977 Plymouth Duster 360 and a 1977 Plymouth Cuda. you see almost the same thing. Except that from right to left, there's a 1977 Plymouth Satellite, a 1977 Plymouth Duster and a 1977 Plymouth Road Runner.

Now the ones on the left have certain "recesses" or standard equipment that the ones on the right don't.

Such as high-flow or fender-brake and trailer mounts, high-performance cams, and heavy-duty suspension. But, not only do the ones on the left, they also possess impressive similarities that aren't so obvious. They have similar hump-up front and wide-stance leaf springs in the rear. Which are a couple of the main reasons you can handle the way they do. They have one uni-body construction, for example.

They've been spruced and trimmed to help protect them against rain.

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This system eliminates the breaker points and condenser. Which eliminates a major cause of misfiring.

And when you recline reclining, you reduce vibrations. The cars on the right also offer special handling packages.

On Road Runners and Dusters, you can get a heavy-duty suspension package that includes a front sway bar and heavy-duty shocks and springs. Any '68 Satellite gets "Tough-Flow" and power steering (with a variable timing package with these same features—as well as a high-capacity cooling system and heavy-duty brakes).

In short, while the cars on the right and the left have their differences and similarities, we build all of them with the same spirit in mind.

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Diagram 4: Welding Wire Thickness Chart

MATERIAL THICKNESS	RECOMMENDED WIRE SIZES						
	MIG SOLID WIRE				GASLESS FLUX-CORED WIRE		
	.024"	.030"	.035"	.045"	.030"	.035"	.045"
24 Gauge (.025)	Red						
22 Gauge (.031)	Red	Red			Red		
20 Gauge (.037)	Red	Red			Red	Red	
18 Gauge (.050)	Red	Red	Red		Red	Red	
16 Gauge (.063)		Red	Red	Red	Red	Red	Red
14 Gauge (.078)		Red	Red	Red	Red	Red	Red
1/8" (.125)		Red	Red	Red	Red	Red	Red
3/16" (.188)			Red	Red	Red	Red	Red
1/4" (.25)			Red	Red	Red	Red	Red
5/16" (.313)			Red	Red	Red	Red	Red
3/8" (.375)			Red	Red	Red	Red	Red
1/2" (.5)			Red	Red	Red	Red	Red

Multi-pass welding or a beveled joint design may be required on material thickness 3/16" and greater depending on your welding machine's amperage capability.

When it comes to selecting gas, a shielding gas with a 75 percent argon/25 percent CO2 blend (also called 75/25 or C25) gives the best overall performance for MIG welding. It produces the least amount of spatter, best bead appearance and won't promote burn-through on thinner metals. A 100 percent carbon dioxide shielding gas will provide deeper penetration, but it also increases spatter, and the bead will be rougher than that produced when using 75/25.

It's important to know the requirements and capabilities for the application. How much voltage and amperage a weld requires depends on a number of variables, including metal thicknesses, type of metal, joint configuration, welding position, shielding gas, wire diameter and speed. Miller machines provide a convenient reference chart, located on the inside of the door housing the wire feed system, to help determine voltage and amperage.

Miller machines with the Auto-Set™ feature, found on several Millermatic® models, offer a simpler process for setting proper voltage and amperage. Simply select the wire diameter and dial in the thickness of metal. Auto-Set will then select the proper voltage, amperage and wire feed speed.

Technique Basics

Once the proper wire and shielding gas are selected, there are some basic welding techniques to keep in mind to help achieve the best results.

The proper wire stick out for MIG welding should be around 1/4 to 3/8 of an inch from the contact tip, possibly a little longer for tight joint access. Sickout refers to the length of un-melted wire that extends from the end of

the contact tip. One good rule of thumb is to listen for the “sizzling bacon” sound; if the arc sounds irregular, one common culprit could be too long of a wire stick out.

Also keep in mind that changing the distance of the contact tip to the work piece causes voltage to vary and changes the shape of the weld bead, so don't hold the gun too far away from the material being welded.

Push or pull?

The push technique involves pushing the gun away from (ahead of) the weld puddle. Pushing usually produces lower penetration and a wider, flatter bead because the arc force is directed away from the weld puddle.

With the pull or drag technique, the welding gun is pointed back at the weld puddle and dragged away from the deposited metal. Dragging typically produces deeper penetration and a narrower bead with more buildup.

In considering gun travel for MIG welding, the push technique is the most recommended, since it gives the operator a good view of the weld puddle and allows them to better direct wire into the joint.

Tips for various positions

The travel angle in welding is defined as the angle relative to the gun in a perpendicular position. Normal welding conditions in all positions call for a travel angle of 5 to 15 degrees. Travel angles beyond 20 to 25 degrees can lead to more spatter, less penetration and general arc instability.

The work angle is the gun position relative to the angle of the welding joint. The recommended work angle varies with each welding position and joint configuration.

Flat position

- For a butt weld (a 180-degree joint), hold the gun at a 90-degree angle to the work piece, directing the filler metal straight into the joint with a travel angle of 5 to 15 degrees. A small, back and forth motion with the gun can help fill a large gap or when making multiple passes. A slight pause at the side of the weave bead can help avoid undercut.
- For a T-joint or fillet weld, keep the gun as a 45-degree angle, or equal distance from each piece. When making multiple passes, the work angles change slightly. This helps avoid uneven weld beads and undercuts.
- For a lap joint (also a fillet weld), angle the gun between 60 and 70 degrees. The thicker the metal being welded, the greater the angle.

Horizontal position

- Because of the effects of gravity, the gun work angle must be dropped slightly by 0 to 15 degrees. Without changing the work angle, the filler metal may sag or rollover on the bottom side of the weld joint. The travel angle, whether using a push or pull technique, generally remains the same as for a weld joint in the flat position.

Vertical position

- Vertical welding, both up and down, can be difficult, which makes pre-weld setup important. Consider reducing the voltage and amperage 10 to 15 percent from the settings for the same weld in a flat position. The vertical down technique helps when welding thin metals, because there is less arc penetration due to the faster travel speed. When welding vertical down, keep the wire on the leading edge of the weld puddle. A slight weave may help flatten the weld crown. With vertical up welding, the travel angle of the gun is a 5 to 15 degree drop from the perpendicular position. A slight weaving motion can help control the size, shape and cooling effects of the weld puddle.

Overhead position

- This is the most difficult and should be avoided when possible. If you need to weld in the overhead position, reduce welding parameters a minimum of 10 to 15 percent and try to maintain fast travel speeds to avoid having the weld pool fall from the joint onto you.

Choosing a welder

When choosing a machine to meet farm, ranch and auto repair welding needs, consider the types and thicknesses of metal that will be welded most often. Also, if portability is an important need in many applications, keep in mind that some machines offer greater portability than others.

Numerous Miller MIG machines are suitable for these applications:



- The Millermatic® 141 with Auto-Set™ is an all-in-one wire welder that welds 24-gauge to 3/16-inch mild steel, in a 120V, easy-to-use package.
- The Millermatic® 190 with Auto-Set™ welds 24-gauge to 5/16-inch mild steel, and is one of the simplest Millermatic machines to setup and start welding. It weighs only 35 pounds, so it can be easily moved around the workspace.
- The Millermatic® 211 Auto-Set™ with MVP™ welds from 24-gauge to 3/8-inch thick material in a single pass and offers Miller's Multi-Voltage Plug, which allows you to connect to common 120 or 230 V power receptacles without using any tools.
- The Millermatic® 212 Auto-Set™ welds from 22-gauge to 3/8-inch thick in a single pass, with 160 amps at 60 percent duty cycle.
- The Millermatic® 252 offers the highest duty output in its class and can weld material from 22-gauge to 1/2-inch thick in a single pass. The machine has no-tool, quick-change reversible drive rolls and an easy-to-set, scaled tension knob.
- It is important to know the proper voltage and amperage requirements for the application. Engine-driven welder/generators are a good option when you have power generation needs in addition to welding. Miller welder/generators that are good options for farm, ranch and auto repair applications include the Blue Star®185, Bobcat™ 250 and Trailblazer® 325, which offer rugged durability, reliable outdoor power, stable arc performance and portability.

Choices to suit many applications

Most welding operators can create good, high quality MIG welds with a combination of practice and following the basic techniques and tips discussed.

For more information on machine options and accessories or to purchase any of the machines mentioned in this article, visit your local welding distributor or MillerWelds.com.



When choosing a machine to meet farm, ranch and auto repair welding needs, consider the types and thicknesses of metal that will be welded most often. Also, if portability is an important need in many applications, keep in mind that some machines offer greater portability than others.



Because MIG welding is an easy-to-learn process that offers flexibility in welding light-gauge to thick materials, it's a good choice for quick repairs around the farm, ranch or garage.

- http://www.millerwelds.com/resources/articles/index_print.php?articleID=3971
- <http://www.millerwelds.com/resources/improving-your-skills/mig/>
- https://www.youtube.com/watch?v=ahf2oggp8qY&feature=youtube_gdata_player
- https://www.youtube.com/watch?v=YU8WdV6k3rA&feature=youtube_gdata_player

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And it still has fat tires, high-flow cylinder heads, 4-barrel carburetion and heavy-duty brakes and suspension.
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A red 1971 Plymouth Road Runner car is shown in a desert landscape. A large yellow scorpion-like creature is standing next to the car. The car has a license plate that says '1971' and a '389' badge on the hood.

Plymouth CHRYSLER

Mig Welder Reviews

Which MIG welders fit your need best?

We offer a number of mig welder reviews here - it's what we're all about. We provide welding information by **welders, for welders.**

We profile each of the major mig welder manufacturers. We're also interested in hearing your mig welder reviews. If you wish to submit a mig welder review, we'll publish it (your email address, city and name should be included with your review. We cannot publish anonymous reviews. We won't publish reviews from "web service" email addresses, such as **Hotmail** or Yahoo mail. It must be from a company or ISP domain.

The M.I.G. welder review section is all about specific models of mig welders. We want to know what you think of your welder - does it perform right? Was it worth the money? What have you learned about it? How would you compare your mig welder with others you've used?

We're constantly working to increase the quality of our mig welder reviews section. Right now, we have mig welder reviews and analysis by manufacturer:

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For more mig welder reviews, check back with Welder's Corner often.

<http://www.mig-welders-tig-welder.com/mig-welder/mig-welder-reviews.htm>



Edited by Ray Z 1/2/15

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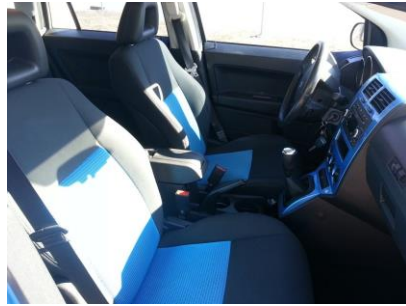
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Meeting Information:

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 – Tracy Barenz, President</i>	<i>July – Bill Bonney, Director</i>
<i>February – Clint Cash, Vice President</i>	<i>August – Tracy Barenz, President</i>
<i>March – Lee Elm, Secretary</i>	<i>September – Clint Cash, Vice President</i>
<i>April – Mike Boyd, Treasurer</i>	<i>October – Lee Elm, Secretary</i>
<i>May – Open, Director</i>	<i>November – Mike Boyd, Treasurer</i>
<i>June – Lee Elms, Director</i>	<i>December – Open, Director</i>

Board meetings are open to all club members: Board meetings are usually held at an Officer's or Director's home starting at 7:30PM the Friday before the Sunday monthly Club meeting and all members are encouraged to attend. Check the DMC website for any last minute time or location changes.

Our Sincere thanks go to Jim Proctor and the staff of [Chrysler Jeep Dodge City of McKinney](#) their support of the Dallas MOPAR Club



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