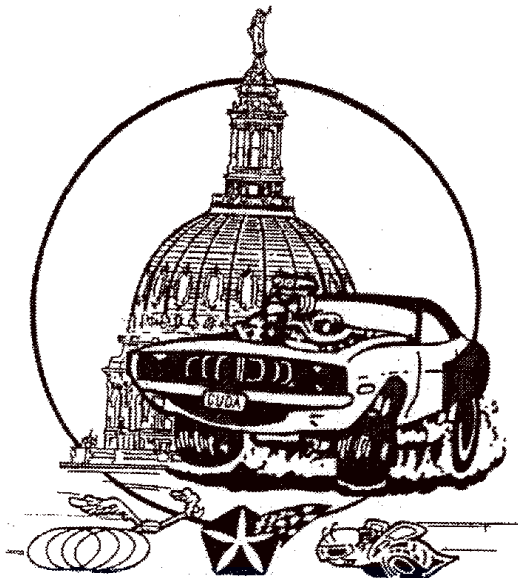


# MOPAR MUSCLE CARS OF AUSTIN

Vol: 20      No: 2



April 2006

Mopar Muscle Cars of Austin is a non-profit organization formed September 1986. The MMCA is "Dedicated to the restoration, preservation, and promotion of Chrysler built products."

Monthly club meetings are currently being held the first Tuesday of every month at 6:30 PM Gethsemane Lutheran Church, Austin, Texas, located at 183 and Georgian Drive next door to the Humane Society.

<http://www.mopar.org>

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a monthly newsletter (Currently online at [www.mopar.org](http://www.mopar.org)) with free newsletter classifieds, a discount on parts at participating vendors, access to a network of Mopar parts and paraphernalia, and become eligible to attend club functions as well as show off your Mopar. Non-members may place an ad in the newsletter for a \$2.00 monthly donation. Copies of the newsletter are available for a \$1.00 donation.

### 2005-2006 Club Officers

Office	Name	Phone	E-mail
President	Michael Mosely	(512) 671 6490	mosley@mail.utexas.edu
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### **Letter from Editor**

Summers here it seems at least daylight savings time is back, and I think I like it. Now I have a little time after work to go get greasy and I can actually see what I'm doing now.

A lot of us have project cars sitting around, I know I do, that we need to find the time to work on. It's amazing to me how time just flies by and our inertia to work on a car that we just had to have, kinda dries up. When we buy the car, or only window shop, we can see how the car will look and sound when its done, we even realize that if we buy that car, we'll now have a use for that aluminum intake manifold that's been sitting on the shelf for 7 years. So we talk our better half into it, rent a trailer (in my case) and drag the beater home, knowing exactly what it will look like in about 6 months of work. Unfortunately, the A/C goes out, or you have a car accident and sprain your wrist...the list goes on. Pretty soon a years gone by and the project car is still sitting right where you parked it. The grass has grown up around it and now you have to actually trim the grass to get under it and your starting to worry about rodents getting in the car. Its not a pretty picture, but one that we see a lot.

Well boys the time has come to do something with that old car! I know, I know, there are still bills to pay, and school talent shows to go to, and that house isn't going to paint itself..... so you're going to have to MAKE time to work on your project. Set that alarm on Saturday and Sunday morning. Get out there before it gets hot and do a little at a time, but keep plugging at it. Just get it up on jack stands or pull one door panel, but do something to keep it going. Don't let it languish one more weekend.

Before you know it you'll be close to firing that baby up and giving it an open exhaust test drive through the neighborhood, much to the neighbors dismay.

So, Go Get Greasy,

Chris

### **Dues Blues**

Please remember to take a moment to send in your dues.  
You know who you are.....If you don't, then please pay anyway :)

### **Last Month**

We had a movie night at Carl Samo's house. Carl has a in-house theater that is nearly overwhelming. We watched some cool car shows that Carl saved off the cable. A good time was had by all.

We also had a work day at Dustin Clouds new place out in the country near Elgin. I'm not sure how much work got done, but when it does, Dustin will have a nice place to store is many and varied project cars. I didn't make it, but I hear the shop is as big as the house.

### **This Month**

In the coming months, there are a couple of shows in the area. We have the Hot Rod show down on Lake Austin on April 1-2, its been very popular in the past.

We have the Tri-City picnic in Bastrop on Saturday the 8<sup>th</sup>. We'll meet at Callahan's General Store on Hwy 183 @ 9:30 and caravan to Fishermen's Park in Bastrop to meet up with the Houston and San Antonio Clubs for a cook out and fun.

### **Major Club Event**

Northwest Park, MMCA Annual picnic, May 6<sup>th</sup> @ 9:30-?. We'll have sausage wraps and all the fixin's. Please bring cold drinks and chairs and your mopar in any condition. This is our annual club event.

If you come across a new / old junkyard in Central Texas with a lot of old Mopars, let us know and maybe we'll check it out at next years Freeze Your Buns Junkyard Run.

**MMCA Discussion List** is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

[mopar\\_muscle-subscribe@topica.com](mailto:mopar_muscle-subscribe@topica.com)

## CALENDAR OF EVENTS

### April 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4 <b>Monthly Meeting 6:30</b>	5	6	7	8 <b>MMCA Tri-City Picnic 9:30 at Callahans</b>
9 <b>Randolph AFB Open Car Show 210-652-6508 Delmar Swap</b>	10	11	12	13	14 <b>DFW Summer Swap Meet 254-751-7958</b>	15 <b>DFW Summer Swap Meet</b>
16 <b>DFW Summer Swap Meet</b>	17	18	19	20	21 <b>New Braunfels Swap Meet</b>	22 <b>Newbraunfelswapmeet.org</b>
23 <b>New Braunfels Swap Meet</b>	24	25 <b>Officers Meeting 6:30</b>	26	27 <b>Pate Swap Meet</b>	28 <b>pateswapmeet.org</b>	29 <b>Hot Rods and Hogs Cedar Creek</b>
30 <b>Pate Swap Meet</b>						

### May 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2 <b>Monthly Meeting 6:30</b>	3	4	5	6 <b>MMCA Northwest Park Picnic 9:30-?</b>
7	8	9	10	11	12	13 <b>Kars &amp; Kids Car Show</b>
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30 <b>Officers Meeting 6:30</b>	31			

### Weekly/Monthly Events

- Home Depot parking lot on 1431 near Parmer every Saturday night (usually a really nice turnout ~200 cars)
- Albertsons parking lot every Saturday night at the Y in Oak Hill.

### Mopar on the Web

The Internet has made it a whole lot easier to participate in this fine hobby of ours. Keeping your car running, finding parts, benefiting from the knowledge and experience of other enthusiasts, and even just fine tuning our points of appreciation becomes a much simpler task with all the resources of the World Wide Web at our disposal. We'll try to keep you posted on the best and newest sites here.

#### **Mopar in General**

##### Car Show News

(<http://www.carshownews.com/national/TX.htm>)

##### VIN Number Identification

(<http://users.erinet.com/30561/moparvin.htm>).

##### ET and HP Calculator

([http://www.race-cars.net/calculators/et\\_calculator.html](http://www.race-cars.net/calculators/et_calculator.html))

#### Nationwide Mopar Clubs

([http://www.yesterdays-cars.com/Mopar\\_clubs.htm#florida](http://www.yesterdays-cars.com/Mopar_clubs.htm#florida))

#### Vehicle Specific Sites

##### Guide to the 8 3/4 Rear end

([http://www.autohobbydigest.com/8\\_75.html](http://www.autohobbydigest.com/8_75.html)).

##### Great Tech and Restification Page

(<http://www.sweptline.com/tech/>)

## **Member Spotlight**

*Not exactly a member of our club, but lets say a member of our fraternity.*

### **Soldier returns from Iraq to surprise: Restored collectible car**

Associated Press

\*SOUTH BEND, Ind. - \*An Indiana National Guard soldier who spent a year in Iraq returned home to a big surprise: In his absence, his friends had transformed his rusted 1967 Plymouth Barracuda into a deep blue, chrome-trimmed car lover's dream. Spc. Bob Metcalf, who had stored the rusted, hoodless, fenderless Barracuda in his brother's garage, left for Iraq last year. He had planned to someday fix up the old muscle car.

Friends of the 39-year-old reservist kept their restoration work secret until Friday night. That's when Metcalf wandered into South Bend's Joyce Center to see the Cavalcade of Wheels auto show with his pals.

Metcalf, who returned recently from Iraq, was incredulous when his friends told him that the gleaming deep blue car with red and white stripes sitting under a spotlight was his old car sporting a new look.

"I don't believe it. This is incredible," he said, looking around at the crowd of volunteers and cameras that greeted him at his new ride.

Sean Burns, a friend of the Army National Guard soldier, turned over the keys to him.

"Why don't you go start it up?" he told Metcalf.

The hot-rodded Chrysler 318 V-8 under the hood awoke from its slumber with Metcalf's first turn of the key, settling into a loping rumble.

Metcalf's friends and family had waited a long time to see him sitting in his polished car. Dozens of volunteers had endured six months of busted knuckles, grease and sweat to finish a project they called "one soldier's dream."

Metcalf, a veteran of more than 20 years in the service, had shipped out to Mosul, Iraq, last year for what was originally supposed to be two years in Iraq, but was later cut to one.

After he left, Burns and several of Metcalf's other friends pitched in with work, parts, and cash to make the Barracuda restoration project a reality. They toiled until the early morning hours behind the roll-up steel door in a Mishawaka workshop, fueling up with caffeine and pizza as they worked their magic on every nut and bolt of the old car.

"Everyone I talked to thought it was a great idea," Burns said. "I can't believe what kind of support we found."

Metcalf, who plans to retire from the reserves later this year, has already figured out what he's going to do with his new toy, which remained on display Saturday at the Joyce Center.

"I'm probably going to cruise (U.S.) 20," he said with a smile. "And at some point, I'm going to have to take her out and see what she'll do."

## **Mopar Tech**

### **Adding shoulder belts or rear seat belts to vintage cars**

from [www.valiant.org](http://www.valiant.org)

While vintage cars are wonderful in many ways, safety is usually not on the list. The brakes on Plymouth Valiants can need beefing up, crumple zones don't exist, side impact standards were decades away, and rear seat belts were an option for years! Front shoulder belts were a nuisance from their introduction in the early 1970s until 1974, when they finally reached the modern era.

There is good news, though. You can, with some work and imagination, add shoulder belts to front and rear seats. The bad news is that they may not be as safe as the ones installed in modern cars - but we suspect they are better than nothing. Proceed at your own risk, we cannot be held liable for the consequences of reading further.

When I told him of my concerns on buying a 1965 Dart for my family, Bill Watson wrote:

The front belts would have to be mounted on the "B" pillar, or on the upper door frame if it was a hardtop. I believe you would have to do some beefing up in the mounting area, especially in the case of the hardtop.

You could check the "B" pillar of a model with the shoulder belts already installed. You might be able use the bits from that car in the one you want to install the belts. This is something I have heard others talk about, but never heard what happened when they actually went through with it. Next time I visit the local yard, I'll have to take a closer look at the mounting hardware.

The floor mountings should be no problems as Chrysler had the floors drilled for belts, front and rear, from at least 1962. My 1965 Valiant has plates with a threaded bolt welded in place where the belts go (it only has front belts, but these plates are in the rear as well). My 1962 Valiant and Lancer have the holes front and rear with belts only on the front. There are no mounting plates, but the belts have a nut and bolt arrangement with a large round "washer" inside and out. The one under the floor is about 3" in diameter. The "washer" takes the strain in the case of an accident and spreads it over a larger area.

You could do something similar with the shoulder belts, just make sure they are round. The corners of square or rectangular ones could cut through the floor, or whatever panel the belts are mounted, in an accident. I suppose welding these plates/washers in place would also strengthen the support.

The rear belts, depending on their length, could be mounted at the same spot as the lap belt. Or, you could drill a hole through the floor in the area over the axle. This spot is higher than the floor where the seat is, and thus you would not need such a long belt. Also, the steel is thicker - just use a plate to add extra strength to the mounting point.

I cannot think of another point, unless you tried the wheelhouse, on a flat area. Again that would mean a shorter belt, but would need those plates to add more strength to the mounting point.

Some may consider it sacrilege, but I view it as being the same as installing turn signals on cars prior to 1955. They are a safety feature, and given the traffic these days, perhaps a safety necessity. The previous owner of my 1962 Valiant installed rear belts, and I will be doing the same with the other two. You have given me thought about installing front shoulder belts now, especially in the 1965. That one is my daily driver (or will be again when the new rear springs are installed).

Let me know how you are getting along with the installation. Wish I had kept close contact with the others that had attempted the installation.

## **Introduction to the 318 Engine**

from [www.allpar.com](http://www.allpar.com)

The 318 is a good, solid and dependable engine. The 360 is an outrageously great engine because it has so much potential, greater than a Chevy 350 or Ford 302/5.0. The SB Chevy guys have a little advantage because all the aftermarket parts. A 318 can be built rather easily using stock components and be very reliable and strong, the 360 you can do the same thing with a lot more aftermarket options. About the only things that are different between the two other than the heads/intake, are motor mounts (right side, actually), harmonic balancer and torque converter (being external balance on the 360) and rear main being smaller on the 360 means oil pan will not interchange. The 318 does have the advantage of a steel crank stock, so power and rpm limitations are minimal.

If you are on a 'budget', your best choice is to 'freshen' the 318 and only replace or machine items as necessary. There are some differences between the 318 and the 360, but many parts interchange. It is easier to get raised or decent compression pistons for a 360, not as easy for the 318. Another common thing is there is no replacement for displacement. 4 inch bore is always good as opposed to the 3.91 inch bore for the 318, but you can still get whatever valve you want into the head so that is not an issue either. There is no better source than either the MOPAR Engines or MOPAR Chassis 'Speed Secrets' books available through your nearest dealer.

I always advocate that anyone who lacks experience and/or technical training and wishes to 'build-up' or 'modify' an engine, should talk to engine builders, ask lots of questions and read and learn. Read and talk to a reputable machine shop, talk to MOPAR people at car cruises and swap meets in your area and find out who they recommend in the way of a machine shop and go talk to them about a hi-po 318 build.

### **First performance enhancement CAMSHAFT**

The first performance enhancement you do on a stock 318 is a Cam. Install the (factory) 340/360 H.P. cam (or equivalent). with stock heads, 2Bbl carb and even 2.76 gears this is already a 'fun-package'. Don't over-carb it or have a non-functioning accelerator pump or the car may 'fall on its face'. You will benefit from a quicker advance curve in the distributor and enough initial lead to give about 36 degrees max. A dist with 13 inside will double to 26 degrees on the crank then you can set the 'static' to 10.

### **HEADS**

The 360 heads and Intake swap will fit on the 318, but the compression will be around 7.2:1, which is not very good for performance, which is not to say that the heads cannot be shaved .050 and intake be rematched to fit, adjustable rockers added to offset the rocker geometry, and away you go.

The book says the 360 to 318 works well, but, take the 318 heads, shave .020 off the head, install 1.88 intakes vice 1.78, port the heads and you would have a better combination, especially on the bottom end response and will still rev as high as you want and float the valves before the power falls off (how can you beat that?). Keep in mind that the 318 runs about 8.5:1

compression and will be about 8:1 or as low as 7.5:1 with the J heads of the 360. This is going to drop the compression pretty low, which is great for cheap gas, but bad for the performance side, thus most 318s are rated at the 185hp. Some of the pistons can be as much as .080 below deck just to start with. The area of the chamber of a 318 stock head and a 360 J head is greater. Unless the block was 0 decked to the pistons, aftermarket pistons were limiting the distance below the deck, or the J heads are shaved, measure the compression or it will be lower than stock.

Here is the thing about the 318 heads compared to the 360 heads. The intake valves are smaller on the 318, but if the stock 360 valves are put into a 318 head (1.88 vice 1.78) and then the bowl tuliped, vice opened up all the way, it really makes the head flow in the chamber side. The pushrod pinch on the intake port is the same for the 318 and 360 head, so there is no gain there, but the height of the port is taller than the 318, and the port mismatch can have detrimental effects. Port matching can be done on most castings; some are close at the top of the gasket.

You can indeed 'shave' the (360) heads 20 or 30 to raise the CR but you should still keep it under 9.0 to 1 and allow the use of (cheaper) 87 octane. The power potential is already there, but everything has to work together; the timing, the intake and exhaust flow, the distributor curve, the plugs and wires, the cam specs, the carb itself, and even the type/grade of engine oil to make any 318 dependable, efficient and a pleasure to drive. The 340/360 intake is a larger runner than the 318/273 heads. This is like taking a 3/4 inch pipe and running it into a 1/2 inch pipe. They have to be port matched, or, if that cannot be done, find a 318 specific Streetmaster type dual plane intake. If you do go with the stock 360 heads, you have to stick with a 360 intake, for the 340/360 heads and 318 intake do not match, and vice versa. But, I don't recommend just switch everything over to 340/360 heads and intake. It really kills your compression and stock ported heads run higher velocity for the 318, which you need.

There was only one 273/318 casting, #2843675, from 1968 through 1974. It was of the open chamber design, 61-63 cc's, and the valves were 1.78" and 1.50". In 1975 and '76, the #3769973 casting was used but there were no other significant changes.

The next version was from '77-'84? but they were still of the open chamber config. After that came the 'infamous' and soon to be legendary - 302's. Anything past 1973 will have hardened exhaust seats for added durability.

**The Best bet for a 318** is to go out to the salvage yard and find a set of 302 closed chamber heads. 302 castings, circa 86-91 pre-magnum, they flow better than the early 360 heads and have swirl port heart shaped combustion chambers. Have the valve unshrouded, the ports mildly cleaned up and clean out the bowl area under the valves. Edelbrocks dual plane intake set up very good for building power out of small cubes like the 318. You can even buy their complete kit, intake, carb, cam and lifters package which can be purchased thru Jegs or Summit pretty cheap. Or Edelbrock makes a really nice aluminum head, with the smaller chamber size, along with headers/dual exhaust and a 4 bbl and 600cfm carb would add in the neighborhood of 100 hp/ftlb torque to a 318. To my way of thinking, installing late 80s #302 swirl port heads on a 318. (about 500cfm & duals, no headers) is the hot ticket, in fact I did just this to my 74 Barracuda 318 when the wrong valves were sent to me and I was not in a position to wait for them to be replaced. The difference between 1.78 and 1.88 is 100 thousandths of an inch. That's one tenth of an inch. Mileage did not decrease, it actually increased because the added efficiency with the small runners breathed better, not worse. I was using the Crane .444 cam and it was superb. I could feel the difference from stock and it worked well. It was coupled to a Streetmaster dual plane and Hedman headers, ported heads, balanced stock rods and pistons, and Holley 650 double pumper, 2.71 rear 8 3/4 rear.

The 302 closed chamber heads add compression and simplifies the need to shave so much off to raise compression. Get a set of (1.88inch) 360 intake valves and get the intake seats cut for them. Port the heads to gasket match the intake and tulip the bowl to the valve size, but don't just bore the bowl out to the bigger valve. If you can't get a set of heads that are closed chamber, only shave the heads .020 so as not to throw the geometry for the rockers off any more than necessary. Get a set from the salvage yard and get them prepped and ready instead of waiting a week with your car down. I recommend replacing the stock (1.75 or 1.78) /1.50 valves with the 1.88/1.60 360 size.

A good port job works well for the 318 heads, headers work well, and a dual plane intake with a 600 cfm Holley, or Carter, work well. Cam selection is really good in the .444 range. Not too big to kill the bottom end, not so small that it won't rev to 7000rpm, either, and you won't need a stall converter with an automatic. The stock 340 cam is about this size, and will work very nice. Remember, this is a small bore/short stroke engine, so they rev well, but too much lift does not work unless you are running above the 4000 rpm range, which is not feasible on the street, only the strip.

There is additionally, when you can find them, a tarantula 2 bbl intake manifold that is good for about 8-10 hp over the stock 2 bbl H pattern. I have seen them on cars, but usually on pickups and vans.

When I rebuilt the original 318 from my brother's '70 Satellite back in '86, I remember that the chambers were 'round' and it did indeed have 'floating' pins, (like all 340's). I guess nothing is 'etched in stone'. My '74 Challenger should have a 'blacked-out' rear-end panel according to Paul Herd's resto guide but it definitely has a 'charcoal-gray bum' and I proved it.

SB Mopars always do best with about 34-38 degrees advance, brought in by 2400rpm, vacuum advance all in around 3500.

## MOPARS IN THE MEDIA

### The Dodge Caliber SRT4

#### Overview:

- 300 horsepower, 260 lb-feet of torque
- 0-60 in under 6 seconds (similar to Neon SRT-4)
- 28 mpg on the highway (22 city)
- Front wheel drive / manual transmission only
- Quarter mile in under 14 seconds
- 60-0 braking in 115 feet

The 2007 Dodge Caliber starts at \$13,985 (including a \$560 destination charge), \$410 below the outgoing Dodge Neon (but without all those rebates, so in reality it will cost more). The Standard 2007 Dodge Caliber (shown at right) will be available in global volume markets outside the US in the second quarter of 2006; it will eventually be sold in 100 countries, according to Chrysler.

“From the very first sketches of the 2007 Dodge Caliber SRT4, we wanted an aggressive, SRT -signature look,” said Trevor Creed, Senior Vice President – Design. “For example, because the intercooler is positioned so high behind the front grille, we moved the fascia slightly forward and extended the walls of the grille. The result is a much more aggressive look



than the standard Dodge Caliber.”

A front fascia below the signature Dodge crosshair grille incorporates functional performance features including ducts that direct air to cool the brakes and a wide center inlet that provides air flow to the radiator. Fog lamps are also set into the fascia, alongside brake ducts. The 2007 Dodge Caliber SRT4's hood incorporates a functional scoop that brings cooling air into the engine compartment and a pair of extractors that exhaust hot air.

The rear fascia continues the muscular, functional character of SRT

vehicles, with lower vertical strakes that direct underbody air flow out the back of the vehicle, contributing to more stability at speed. A single, 3.5-inch exhaust tip exits from the right side of the fascia.

Editorial note: I saw an '06 Caliber at the 1431 cruise on 4/13, it was pretty sweet. It wasn't an SRT4, but it was very nice, good size family sport wagon. CLR



[Join the Discussion](#)

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## Member Classified Advertisement Section

**Got any extra parts taking up space? Sell them here. If any of these ads are obsolete let us know so we can remove them!**

### Items For Sale

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#### Mopar Muscle Cars of Austin 10th Anniversary License Plate Frames.

These are metal frames with black-on-white lettering. Frames are now officially real cheap!. **Contact Harry Amon (512) 345-5832** and he might just give you a pair (or charge \$5 each, \$8 for a pair).  
12/98

#### Mopar Muscle Cars of Austin gift store

Check out the many item in our new gift store. From T-shirts to beer mugs to lunch boxes, it's got it all.  
Go to [www.mopar.org](http://www.mopar.org) and click on "SHOP".

**1968 318 and 904**, still bolted together -\$100

E-body dash parts, vents, lower control arm, slap stick shifters, trim, etc.

Give me a call if you need something E-body

**Call Chris Ryon (512)833-5158 (4/06)**

**68-69 Coronet R/t Or 500 Trunk Trim**, Stainless steel trunk edge trim \$100

**Email Aria - deity@ariakristen.com**

Parts for sale: 66 black A-body bucket seat backs. \$20 each

66 black A-body door panels(rough with good vinyl, needs new backing) \$50 pair

65 Barracuda drivers side rear wheel molding. \$15

65 blue Barracuda fold down rear seat(needs recovering) \$65

Tuff Wheel horn button. A few small cracks. \$10

1985 Dodge Diplomat patrol car. No motor. Make offer.

**Contact Dustin Cloud at hell\_fish\_65@hotmail.com**

1/03

97 Ram SST 5.9 engine, The parts on the 5.9 engine are RT heads P5007141, Intake Valve Stainless P5249878, Exhaust Valve stainless P5249876, Valve Springs .520 lift P 5249464, Retainer P4452032, , Roller Rockers 1.7 P5007404, Valve Covers-Black P5249343, Intake manifold 2bb Single plane P5007398, RT Cam P5249549, Headers P5249963. The Comp Cam is a custom and is new never installed. The engine made 220 rear wheel HP and 260

ft lbs. torque. would like to go as a package. The engine is complete with water pump, damper and flexplate.

-6 pack air cleaner

-Big block heads, 2 each. Casting:

915(\$300), 906(\$250), 452, 346 (\$200)

**Call Isaac Jackson (512) 251-8999**

4/04

Parting out 400 Mopars, 1953 to 1976, southeast of Austin. Email your parts request to **DrMopar440@aol.com**

**Web:** <http://www.drmpar.com>

4/06

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### Items Wanted

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Want to buy junk Mopars in Austin area

**call Glenn at 512 376 6600 after 6 PM (4-06)**

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### Help Wanted/Given

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Need help rebuilding a 273 engine. Also, need help with minor bodywork to fix a few rust spots on a 65 Barracuda.

**Contact Dustin Cloud at hell\_fish\_65@hotmail.com**

10/04

Computer and some HTML help given. I will be glad to help any club members that need a hand.

**Contact Dustin Cloud at 680-9958**

12/04

General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

**Joe Hoppe 452-6400**

01/05

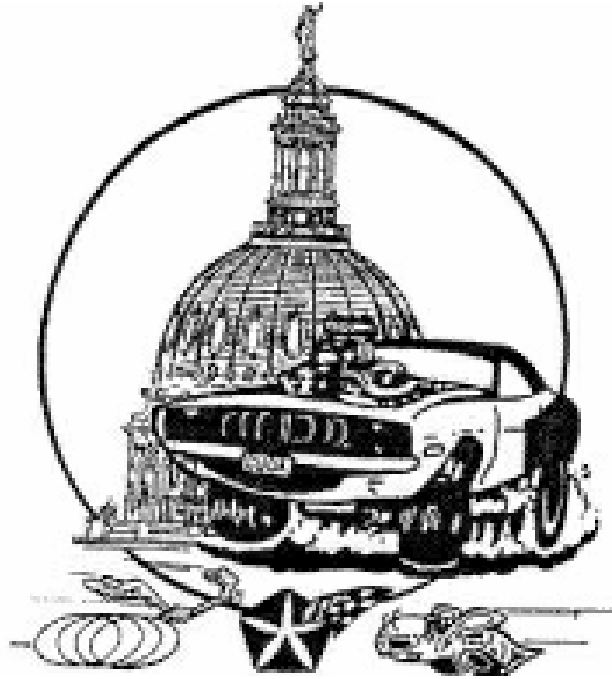
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### !!! NOTE !!!

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Please keep your ad current! Call or email the newsletter editor with new ads and corrections. All MMCA members may place ads free of charge. Nonmembers may place ads for \$2/month.

# Mopar Muscle Cars of Austin



<http://www.mopar.org>

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events.

To join send an email to

[mopar\\_muscle-subscribe@topica.com](mailto:mopar_muscle-subscribe@topica.com)

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