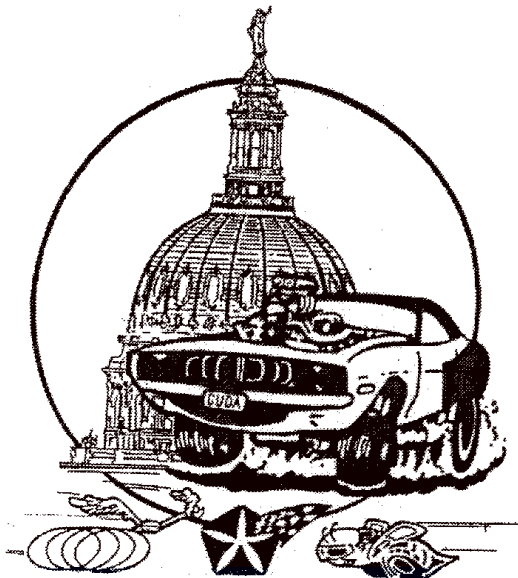


MOPAR MUSCLE CARS OF AUSTIN

Vol: 20 No: 5



August 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) 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
Vice President	Ed Sewell	(512) 326-2592	wiking5@netzero.net
Events Director	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
Membership	Dean Haight	(512) 346-3298	haight@ev1.net
Treasurer	Harry Amon	(512) 345-5832	teamons@yahoo.com
Newsletter Editor	Chris Ryon	(512) 833-5158	cfryon@earthlink.net

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For their support and generosity in the production of this Newsletter.

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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

Letter from the Editor

Well it's starting to cool down, thank goodness. That means its time for the car show season to start. We've got quite a few in the coming months so finish up those last minute projects and get your ride on the road again so you can attend the many mopar events that occur each fall.

It seems that many folks seem to think that their car isn't good enough to put in a show and I say so what!! I know every time I put my car in a show its not going to win anything. With all the concourse restored Ebodies out there, mine isn't even close. But that's not the point. I'm going to check out the other cars, meet some new folks and hang out with old friends and basically get a good parking spot to boot.

For some its all about winning a trophy. One of my neighbors bought a really nice \$\$ restored 64 Corvette convertible. So I asked him if he was going to Rudy's. He said "no, I want to win a trophy, so I'm going to the little show at Laguna Gloria for the Dieciseis celebration. I'm sure I'll win a trophy there"

Well for some its the competition, and that's fine, you spend big bucks for a restored beauty and you need a little justification for your outlay, but that's not why I attend car shows. I want to support the brand, our club and my friends, and maybe get a good tan.

I hope you do the same, wash what you got and take it to a show. It's a lot more fun then parking your pickup way over there and just saying, yeah I got one, but didn't bring it.

And of course, take a kid, any kid to a car show, if they ride in your car, all the better.

Chris

Dues Blues

Terry Siegmund	Aug 8
Sean Krasen	Aug 8
Enrique Guerra	Aug 10
Bryan Perez	Sept 9
Andrew Cohen	Oct 9
Carl Samos	Oct 11
Joe Hoppe	Nov 8
Willie Jeffries	Nov 10
Steve Lacker	Nov 11
Jeff Egger	Nov 12

Please remember to take a moment to send in your dues.

You know who you are.....If you don't, then please pay anyway :)

Past Events

Club Events

July 25th - We held an Officers meeting/front end assembly party at Bryan Perez's house.

We did what we could for Bryans front end. We got the front end out of it on Saturday night, Bryan got most of it all cleaned up to install and we assembled what we could. He ordered a new poly kit and we converted it to a disc brake conversion using factory parts that he assembled. These are the biggest factory brakes offered on our cars with 11.75" rotors. Bryan provided drinks and pizza for everyone too. Ask him how they work next time you see him.

Aug 19 - Twins have a big party at their farm each year. They have semi-unorganized events like pitching horseshoes and washers, frisbee, croquet, the swimming pools were great fun, watermelon seed spitting and balloon toss for the kids and the wide open spaces were enjoyed by all.. No one brought a tent to spend the night, but I sure stayed late. It was a nice drive and a lot of fun. Dave said bring all your 21 year-old daughter's friends, but no one did... maybe next year. The weather turned our perfect, overcast with a nice breeze made it a very pleasant day to be outside in mid-August.

Other Events

The Mopar Nats were on Aug 12th and was attended by Ed Sewell. He took lots of pictures and brought back several goody bags of literature and t-shirts for those that asked.

August marked the end of Mike Mosley's reign as President of the MMCA. Mike took a good job up in Dallas and moved up there with his wife, twin 3 year olds and his 67 Barracuda. Good luck Mike, we wish you well. He can still be reached at his old email address.

Upcoming Events

Club Events

Sept 16 – Rudy's Texas Classic Car Show

Sept 26 – Club Tech project, come help and learn on someone else's project. Dinner and soft drinks provided. Location to be announced.

Oct 2-3 - 22nd Annual MOPAR Mini Nats

Central Park, Garland, Texas

Return visit by Galen Govier

For info call: Jerry Reed at 972-271-6189

<http://clubs.hemmings.com/frameset.cfm?club=dallasmoparclub>

Oct 7th - 24th Annual San Antoino Car Show at Biff Buzbys

Burgers on 12702 Topperwein in San Antonio. 12-5 pm

http://www.moparmuscleclub-sa.org/Car_Shows/MMCSA2006/

Oct 20-22 Lone Star Shootout, Baytown

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.

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mopar_muscle-subscribe@topica.com

Calender of Events

August 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1 Monthly Meeting 6:3	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19 Twins Farm Party
20	21	22	23	24	25	26
27	28	29 Officers Meeting/Tech Party 6:3	30	31		

September 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5 Monthly Meeting 6:3	6	7	8	9
10	11	12	13	14	15	16 Rudys Car Show
17	18	19	20	21	22	23
24	25	26 Officers Meeting/Tech Party 6:3	27	28	29	30

Weekly/Monthly Events

- **CLOSED** Home Depot parking lot on 1431 near Parmer every Saturday night (usually a really nice turnout ~200 cars)
New location is the abandoned *Albertsons at the I-35 and Hwy 79 in Round Rock.*
- 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. Be sure to shoot me a note if you find some cool mopar websites.

Mopar in General

Sweet Cuda and has a good tech section
(<http://440jim.tripod.com/mopar/index.html>)

One of the best tech websites out there
(<http://www.earlycuda.org/>).

Moparts excellent tech section, the Best classifieds
(<http://www.moparts.com/Tech/>)

Cool Auto Stuff

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

High end muscle car sales, some nice rides
(<http://www.show-go.com/>)

If you're building a custom engine, you may need these guys
(<http://www.pushrods.net/>)

Member Spotlight: -

If you would like to show us your vehicle or tell us your story about a favorite mopar or how you got into this hobby or the one that got away, let me know. We'd all love to hear about it.

Mopar Tech

R-134A Conversion - A/C Temperature Control

There are a number of different styles of adjustable compressor cycling switches available. What I did was go to Austin Rebuilders and ask for one with the longest thermal tube (the part that senses the temperature) that they had. I've gotten two from them, one for the R/T and one for the Polara. They're different brands and styles, but they work the same.

The BEST place to put a thermal cycling switch temperature sensing tube is between the AC core and the heater core inside the duct work.

If you've got the dash apart, this is the way to go. Route the thermal tube out of the ducting (drill a little hole and use a rubber

grommet) and mount the switch somewhere under the dash, and wire it in series with the compressor clutch. If you can put the thermal sensing tube in contact with the "downwind" face of the AC core that is best- then you can tweak it to shut the compressor off *just* before the core freezes up. That gives you the coldest possible air without freezing up the core.

In my case, I didn't want to rip into a dash or an AC system that didn't need disassembly, so I mounted the switch on the firewall under the hood, right next to where the cold "suction" line comes out of the firewall and goes back to the compressor. I wrapped as many turns of the tube as I could around the suction line (CAREFULLY- if you flex the tube too much and it cracks, you will have to buy another switch). Once I got it wrapped around the tube, I covered it with metal duct-splicing tape to hold it tightly against the tube and keep some engine heat off of it. Its not as sensitive as putting it inside the ductwork, but it will kick off when the suction line gets freezing cold. You just have to twiddle the switch adjustment until you get the best compromise of not turning off too soon when the engine bay is still cool, versus running until the core ices up when the engine bay is hot. Covering the metal splicing tape with some sort of insulation helps.

And you only need to do this if you pull the "EPR" (evaporator pressure regulator) valve out of the compressor's suction inlet.

Gotta do that when you convert an old Mopar compressor to R-134a. If you use a new-style compressor, they don't have them anyway so you have to use a thermal switch.

--

Steve Lacker
sglacker@texas.net

How to swap in a police firm-feel chuck and get rid of steering slop

I recently performed this swap on my 70 Challenger and years ago on my convertible, and it is one really nice upgrade to one of these over-assisted old cars, so I thought I'd include this article written by Mopar Action's Richard Ehrenberg describing the swap. Chris Ryon

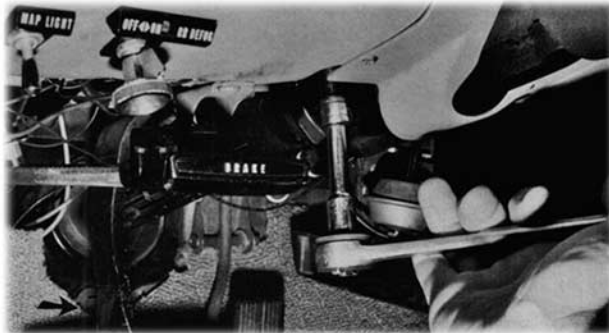
While resurrecting our [Stealth Duster](#) (er, make that "Rust Duster") for the [One Lap of America](#), I made the not-too startling discovery that the steering box was ancient history. No amount of fiddling with the sector shaft adjustment would produce a satisfactory result. Either it had a whole bunch of play at the wheel or, if the adjustment was snugged

down enough to take out the play, the result was similar to turning a wheel connected to a fan blade in a bucket of molasses. Simply put, the steering wheel was acting strictly in an advisory capacity.

With 10,000-plus hard miles ahead of us, I needed a fix and I needed it fast. Rebuilding the box was briefly considered as an economy-related move but, based on previous experience, this was discounted. Typically, when the box is as shot as ours was, everything is shot, there's not much worth salvaging. Then, too, there was another fact to consider: We wanted better than stock, original steering if possible.

Luckily, I had the answer: a new, genuine Mopar steering box (actually a chuck, in Mother Mopar's official terminology). Not just any chuck, though: a police, firm-feel unit. Editor Steve Collison made a call to his good buddy

Larry Shepard at Mopar Performance and, as if by magic, a carton containing one of part number 3643375 showed up at my door. Now all I had to do was put it in.



Begin by removing the nuts securing the column jacket to the underside of the dash. Leave the last nut on, but finger tight. Also unscrew and remove any plastic or metal shield covering the bottom of the column (arrow). Next, remove the bolts holding the lower support plate to the dash panel.



Now drive out the roll pin in the pot coupling, using a punch and a good-sized hammer.



Pry the pot coupling off the steering box. A pickle fork works great for this. If you have a column shift, disconnect the linkage from the lever protruding from the base of the column jacket. Take off that last nut, unplug the electrical connectors, and remove the column assembly.



Jack up the car and support it safely. Remove the large nut securing the pitman arm, then, using a puller, remove the arm.



Remove the three special bolts securing the box (chuck) to the K-member. Disconnect the hoses and pull the box up and out. On most cars you'll have to unbolt the driver's side motor mount and raise the engine a few inches to gain enough clearance.

All Chrysler RWD passenger-car power steering boxes since at least the early '60s are outwardly similar, being made of a housing of gray cast iron, with all parts contained therein. Except for the pump and hoses, there are no external parts-cylinders, linkages, etc.-as are present in some GM and FoMoCo setups. The sector shaft and sector gear ("output" shaft) are machined from a solid steel forging. A power-assist piston has teeth broached onto its outer diameter, and these teeth are in constant mesh with the sector gear. The wormshaft ("input" shaft) is geared to the inside of the

power piston via a series of endless recirculating steel balls. Hydraulic circuitry is controlled by a valve body mounted on the top of the chuck, which directs the hydraulic pressure to the power piston as needed.

The firm-feel box, at first glance, appears identical to the standard unit. A careful inspection reveals that the reaction springs have been upgraded to increase road feel. The main difference, though, is in assembly: Careful, hand-select-fit is the norm, as opposed to slam-it-home for the more mundane units. Also helpful, of course, is the fact that it's a 100 percent new unit with 100,000 less miles on all the parts than a rebuilt or used chuck.

The result of all this upgrading is a box that comes close to duplicating the precise road feel of the better rack-and-pinion systems. In fact, to my mind, there is absolutely no technical reason why a recirculating-ball setup can't be every bit good as a rack setup. This is borne out by the fact that some of Europe's most highly regarded makers have steadfastly stayed with the ball-guide setup.

As I mentioned earlier, all Mopar boxes appear similar. The biggest year-to-year difference was a slight enlargement of sector-shaft spline size (where the gear arm bolts on) in the early 1970s. This, then, means that the police box will not be a true bolt-in on cars originally equipped with the smaller shaft. To complete the swap on these vehicles, the gear arm ("pitman" arm) will need to be swapped to a late '70s piece. Part numbers for these are shown in the parts table. Don't buy the new arm, though, until you try the original one on for size; it may just fit. Incidentally, the threaded portion of the sector shaft is the same in all cases, meaning that your original pitman arm nut and lockwasher can be recycled.

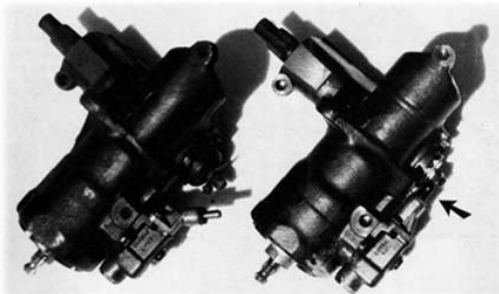
The return-hose fitting on the police unit is parallel to the wormshaft, while on most muscle-era Mopars the fitting juts up at a small angle. This is of absolutely no consequence, as the hose will easily attach to the straight fitting. If your car is a 100-point concours ride and you are afraid some show judge will notice, just swap your original nipple adapter (the aluminum casting) onto the new box. This is a two-minute bolt-on deal.

On every swap I've tried, which includes A-, B-, E- and even F-bodies, the unit has been a bolt-in, excepting the aforementioned variation in sector shaft size. I do know, however, that some vehicles use a larger wormshaft spline; I believe any variation here is limited to boxes used in vans and, possibly, C-bodies. If this turns out to be a problem in your case, all that would be necessary for a fix would be a change to a pot-coupling housing of the correct spline size. A word now about a wild card: swapping from manual steering to police power. Aside from the obvious need to add a pump and hoses, there are two more "details." First, while the sector spline size was increased in the early 1970s on power-steering cars, it was unmolested on manual cars. This requires that the pitman arm be changed in every case.



Installation is the opposite of removal, with three exceptions.

1. The master spline on the shaft (shown above) must index with the corresponding spline on the pot coupling.
2. Always use a new roll pin.
3. The steering shaft must be "centered" in the pot coupling, not bottomed out. If you don't have the factory manual, this will work: bottom out the shaft by pushing in on the wheel (with jacket bolts loose), then pull up on the wheel so the shaft comes out of the pot coupling 1/2 to 3/4 inch.



What a difference a part number makes! Cop chuck, right, appears identical to mundane unit, left. The only visible difference is the angle of the return-hose fitting (arrow).

Second, the overall length of the power chuck is greater than that of the manual box, requiring a shorter steering shaft. The only rational way to cover this is to obtain a complete column from a junk vehicle of the same type as yours, but factory-equipped with power assist. Since the majority of Mopars were so equipped, this would not seem to be much of a problem; however, if for some reason the column should be unavailable, a competent machinist could no doubt shorten your original shaft the requisite amount, then remachine the "flats" required for potshoe contact and redrill a hole for the shoe-drive pin. This procedure,

in my opinion, should be the course of last resort.

Anything you can do to the steering linkage to reduce deflection will of course increase steering precision. One way to do this is to increase the size of the tie rods. Most Mopars have historically used 9/16-inch tie rods. However, C-bodies, as well as a random sample of F-bodies, used massive 11/16-inch ends and tubes. These superstrong parts will, naturally, bolt into any F-car (Aspen, etc.), and they can also be used on damn near any other Mopar if the sleeve is shortened a bit, to match the length of the original sleeve. As near as I can tell, this shortening would be only about 1/4 inch on A-bodies, while on B- and E bodies it's virtually a bolt-in fit.

Don't be conned into using the wrong lubricant. The only approved lube is Chrysler power steering fluid, part number 4318055. Anything you can do to keep the juice cool will, of course, increase the life span of both the fluid and all rubber parts in the system, such as hoses and seals. Therefore, pirating a small power steering cooler off of a junker is a good idea. Most cars equipped with 3.55 or steeper gears installed at the factory had one. The cooler simply mounts to the pump and gets "spliced" into the return hose.

Have your front end aligned by someone you trust (I've recently begun to do my own, if you catch my drift). Be sure to go for the maximum positive caster, something like +2 degrees is usually attainable and really helps wheel return and straight-ahead tracking. If the tie rods are fresh, you shouldn't need much more than 1/6inch toe-in. Camber requires a bit of thought, however. The car will corner markedly better if it's decambered that is, if the top of the wheels are tilted in. I've found that something on the order of -1/2 to -1 degree is about right. The only problem with this is that the tires wear rapidly, so I usually compromise at zero, with maybe -1/a or -1/4 degree on the right side to compensate for road camber-although, since most of us Moparites drive the "hammer" lane, this might not be such a good idea.

By Richard Ehrenberg. Copyright © 1989 Richard Ehrenberg and Harris Publications

Tech Flash

If you have grungy, dingy vinyl that's still in good shape, but it just won't come clean, try "soft scrub w/bleach". It seems to work where others fail. Use a stiff brush and very little water. Scrub until you can see it removing the dirt, then wipe it off with a clean towel. It takes some elbow grease, but the results are great, especially with white vinyl. It also works well on tire sidewalls.

Mopars in the Media

The Newest Challenger

Unique Performance and Foose Design will convert a small number of 1970 Plymouth Challengers into "world-class performance machines with ultra-cool design and 21st century speed technology." Production will begin in July.

Unique Performance President and CEO Douglas Hasty said, "Our 1970 Challenger program is designed to fulfill those wishes with a very, very small run of an even more exclusive Mopar. Working with Chip, our team will turn a handful of these vintage muscle cars into pink slip winning, Z06 eating supercars."

The team will transform 1970 and 1971 Challengers with contemporary wheels, engines, suspensions, transmissions and interiors. Each Foose Challenger will be clad in DuPont's Hot Hues™ custom finish and have a sleek custom interior. Either a 347 c.i.d. HEMI small block or a 426 c.i.d HEMI big block can be mated to the TKO 5-speed transmission. The car will feature a Unique Performance Parts rear suspension, 4-wheel disc Wilwood Brakes, Foose 18" wheels and BF Goodrich tires. Styling cues include Foose emblems, a custom front grill, shaved bumpers and custom hood. Each car will have a unique serial number for documentation purposes.

"I've always loved the lines of the '70 Challenger," stated Chip Foose. "It may be the quintessential American muscle car from that period. We're adding contemporary speed gear and updating the Challenger's style to redefine the vintage car as the ultimate limited edition MOPAR."

Chip Foose is the creative head and driving force behind Foose Design

(www.chipfoose.com). Headquartered in Huntington Beach, Calif., it specializes in illustration, graphics, ideation model making, surfacing and complete construction of automobiles and automobile-related products.



Courtesy of Allpar website: <http://www.allpar.com>

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

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). 8/06

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 and click on "SHOP".

-Need help with your Mopar Project? (especially E-body) Give me a call, I like to help others with their rectification.

Call Chris Ryon (512)833-5158 (8/06)

-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

Contact Dustin at hell_fish_65@hotmail.com (6/06)

Seats, seats and more seats. Many sets of late model bucket seats are available.

Call Bryan Perez (512)833-5158 (8/06)

-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. I 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)

-E-body fuel line and sending unit (\$250 obo)
Contact Isaac Jackson (512) 251-8999 (6-06)

Parting out 400 Mopars, 1953 to 1976, southeast of Austin.

Email your parts request to **DrMopar440@aol.com**

Web: <http://www.drmpar.com> (6-06)

Complete 440 motor and transmission

-(8) SRT-10 Dana 60 rear ends with 4.56 gears and suregrip with disc circle track rotors-brand new-\$1,200.

Contact Stu Hansen (6-06)

Items Wanted

Want to buy junk Mopars in Austin area

Contact Glenn at 512 376 6600 after 6 PM (6-06)

Help Wanted/Given

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 hell_fish_65@hotmail.com (6-06)

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 (6-06)

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

Joe Hoppe 452-6400 (6-06)

!!! NOTE !!!

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.

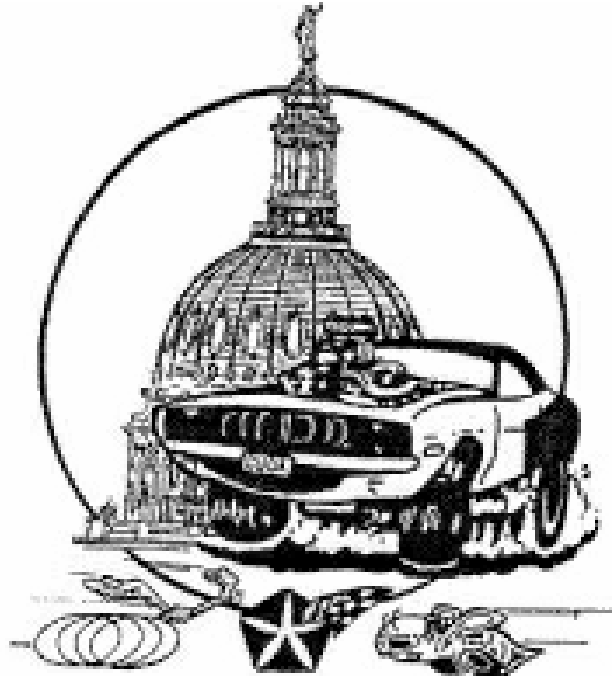
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