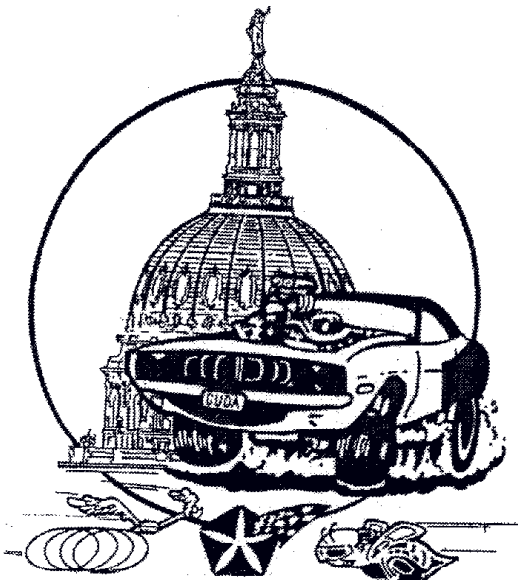


MOPAR MUSCLE CARS OF AUSTIN

Vol: 22 No: 1



August 2008

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.

2007-2008 Club Officers

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Join the Discussion

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

To join go to

<http://groups.google.com/group/MMCA-TX/subscribe>

Letter from the Co-Assistant Editor - January 2008

Winters around here offer a nice break from the heat. It's a lot easier to heat my garage than to cool it. It's as simple as unhooking the hose on my dryer and running it for a cycle.

I am not the Editor of this publication, but the MMCA VP, but this newsletter needs to be written, so here goes again. With most of my home remodeling projects completed recently I am now able to focus my attention on my passion, my mopars.

I stopped by a friends shop recently, he was working on a customers 70 Challenger, that I had recently inspected for a cross-country buyer. It's a beautiful car, just off the rotisserie, but the motor bucked and kicked like an ol' mule, and likewise was not eager to move out of its way. But with some troubleshooting and some tuning that big block purred like a kitten and then roared like a lion. Add a little voltage to the coil input, set the timing, tune the carb, and voila. There was nothing wrong with the motor, it just needed its inputs corrected to run well.

This club and newsletter are similar to that engine in the way it needs input from its members to move along in a smooth and efficient manner. Please take an active roll in the club when you can. If you don't have much going on this week, or next, give a shout to the officers and see where you can lend a hand. This club doesn't take a lot of effort to run, but it does take some, and it needs you to take some responsibility for its direction and content.

Need some help with your project, we've been there, done that. Let us know, and hopefully we can help.

Roast 'em,
Chris Ryon

Dues Blues

Please remember to take a moment to send in your dues. Call Harry Amon and find out when yours are due. \$15/yr

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

Past Events

Club Events

Dec 15th - Christmas Party at the Dean and Dave Haight's. White Elephant gift exchange. I wasn't able to make it, but was told it was great as usual.

Upcoming Events

Club Events

The Bastrop Picnic

We had a great turn out for this annual event with the Houston and San Antonio Clubs. Great cars and folks turned up and the weather was unbeatable.

The MMCA Annual Club Picnic

Another terrific day at Northwest Park. The food was great, thanks again twins for heading that up, and we had a pretty good turn out of our regular club members.

Other Events

Rudys Car Show Sept 27 www.texasccs.com

San Antonio Show Oct 18

TBD - The Twins Farm Party

Always a great time, at the beautiful family farm of Dean and Dave Haight. Come play horseshoes, pitch washers, tell lies, hang out in the pool, eat some great food and visit with your friends. Date to be announced soon.

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

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 follow link to

<http://groups.google.com/group/MMCA-TX/subscribe>

Calender of Events

August 2008

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

September 2008

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

Weekly/Monthly Events

- Saturday Night Cruise**
 - New location is the abandoned *Albertsons at the I-35 and Hwy 79 in Round Rock*. 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. Be sure to shoot me a note if you find some cool Mopar websites.

Cool Links

This website has a good tech section

(http://www.4secondsflat.com/Technical_Information_f or_Ignition_and_Carburetion.html)

An oldy, but still one of the best tech websites out there (<http://www.68cuda.com/>).

Need wiring diagrams?

(<http://www.mymopar.com/wiringdiagrams.htm>)

Cool Links

Got Rust?

(<http://www.rustbusters.com/locations.html>).

ET and HP calculator

(http://www.race-cars.net/calculators/et_calculator.html)

Find your Dragstrip here

(<http://www.staginglight.com/links/trackfinder.html#TX>)

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.

1970 Dodge Challenger – owned by Chris Ryon



Chris Ryon has owned this 70 Challenger for two years, has performed many upgrades and is planning many more. When completed, the car will be my primary transportation, its currently my 2nd car that I drive regularly. The car has a little rust in the floorboards and trunk and around the rear glass.

So far I've moved the shifter to the floor and added a console, swapped steering columns, converted to disc brakes, rebuilt front suspension with poly and added a 1 1/8" sway bar, repaired the door handles, locks and A/C, rebuilt the window channels and replaced weatherstripping and outside mirrors. It runs and handles pretty good now, but I've got upgrades planned.

Future plans include swapping the drivetrain for a TBI 318 and A500 OD trans from a 90 van, its ready when I am. Swapping the rear for a 3.73 SG 8 3/4, adding a rear sway bar, power door locks and windows, repairing body and painting. I've bought new door glass and windshield for it and will install it after the paint is done. I'm still not sure about the color, maybe black or dark green. I'm changing the interior color to tan, likely with late model front seats. I'm hoping to avg. 20 mpg from this combo and really enjoy driving it every day.

Thanks for reading, lets hear about your car. Email me a couple photos and tell me about your cars, past and present. Chris.ryon@parsons.com

Mopar Tech

Low Body Voltage Troubleshooting 1962 to 1978 Mopar Products

from Moparfins.com

There are quite a few places this can happen. It's all in the connectors and quality of the remaining wiring. This will be sort of generic, there is a breaking point in production concepts of some of the cars, but when I am done here, I think you'll see what I mean.

Low Body voltage is a problem. It tends to degrade connectors and wire because of over heating. But! If you see burned insulation on wires, near a connector, you have found one of your problem spots. This is also true for shorts, which burn wires.

Let's list the tools you need. Besides the obvious screw drivers and pliers needed to access the wiring locations, it would be a good idea to have a test light, volt meter, soldering gun and Flux Core solder. Don't forget a drop light or flash light.

If you know you are going to be working on a power feed problem, get some #10 wire. It can be purchased in different colors and in 10- foot lengths. I suggest Red and Black and 25' packages. Invest in some shrink-wrap for the wiring as well. 3/8' is good for #10. Shrink-wrap, while expensive, has great insulation properties, and will give you a much neater job when done. Get some shielded solder-less connectors and butt connectors. You want both male and female spade connectors in the YELLOW jacket for #10 wire. Blue for 12 to 18 Ga. Try to buy the ones with the plastic shield around the spades as they will be safer and save you time shielding them. Electrical tape has a tendency of peeling back.

If you are new to auto electrics, I suggest you read some Basic Wiring Tips at the Moparfins website first:

Get your tools and supplies together before you dive into this

So let's review the symptoms.

- A. Lights are dimming
- B. Ammeter is either over charging or under charging
- C. Nothing works
- D. Discharges as you add accessories

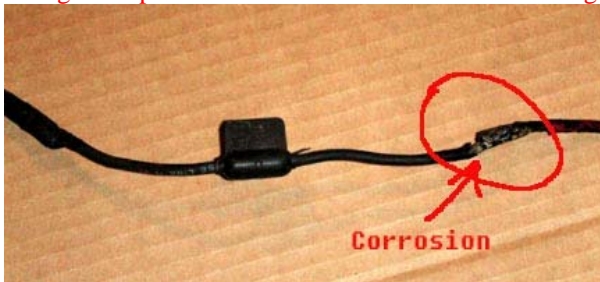
99% of the time, all of these symptoms is as a result of poor connections. Keep in mind; you may have damaged other connections on accessories. This is common as well.

OK so let's assume you have eliminated the obvious . . .Bad Battery, Bad Alternator, wiring under hood is in tact.

Here's what to look for.

1. Check the pigtail connection on your battery. If you have a replacement connector, make sure it's tight and clean. **NO CORROSION!** Make sure you have good connections in the battery connector. If in doubt, re-strip the wires and replace the connector,
2. Follow the pigtail to the fusible link connector. Take it apart and be sure the connector isn't burned and is tight. If not, it will need to be replaced.
3. Now look at the fusible link itself. Run your fingers down it and feel for knots or lumps. The knots or lumps usually mean there is corrosion and should also be replaced. Please note, some cars do not have a link in there. The link could be at the bulkhead connector or none at all. (Early 60's) It is a good idea you replace the link anyway. They tend to degrade over the years and leak voltage or could disintegrate without notice.
4. Check the connector at the other end of the link. Inspect it for tightness, corrosion, or burning. If any of this is present, this too needs to be replaced.
5. Continue to follow the heavy wire to the bulkhead connector. This is where it gets interesting. All of what you have looked at so far is very important. This is where the engine compartment feeds the car and all it's accessories.

Please note: The images provided below mostly came from the same harness. The exception is the image with the fusible link on the bulk head connector. These will show you what can happen if you leave a low voltage problem unattended too long.



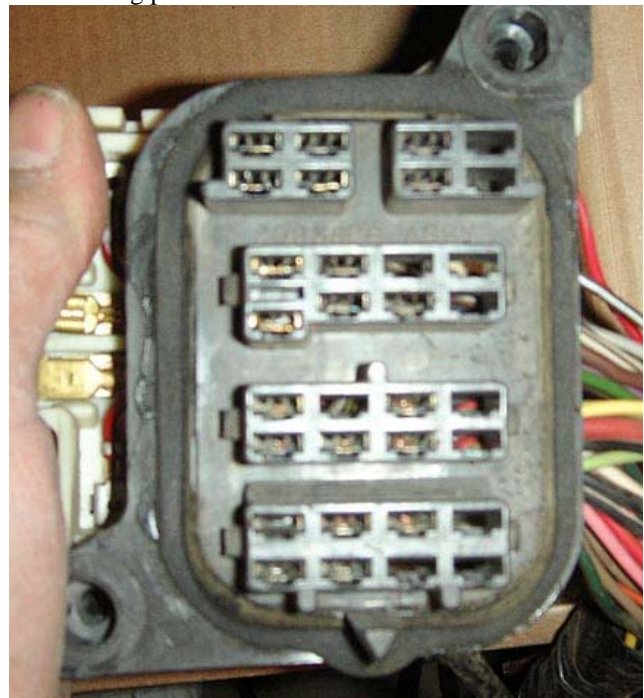
Here the link has been repaired where the quick connector was probably burned. The mechanic did

the right thing by crimping and soldering. But the link has developed corrosion at the repair point. Usually Links are degraded when this is scene. This particular situation was a result of over heating and using acid core solder.



This is from a 70 Plymouth. The red circles indicate over heating on this harness where the fusible link is fed from the battery.

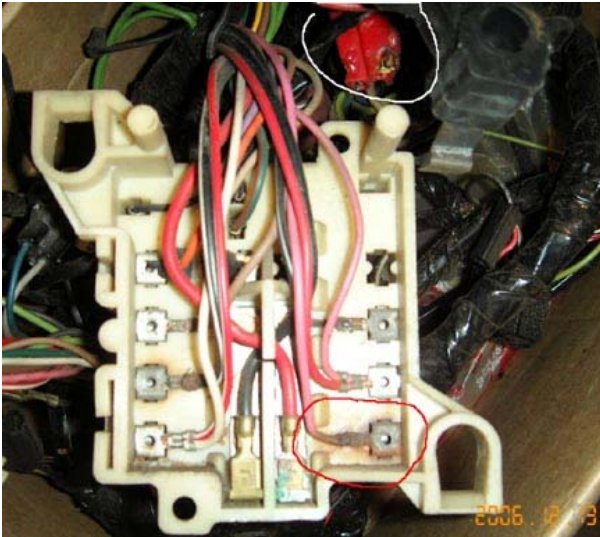
- a. Disconnect the battery
- b. Remove the plugs from the bulkhead connector. They are keyed, so you can't put them back in the wrong places.



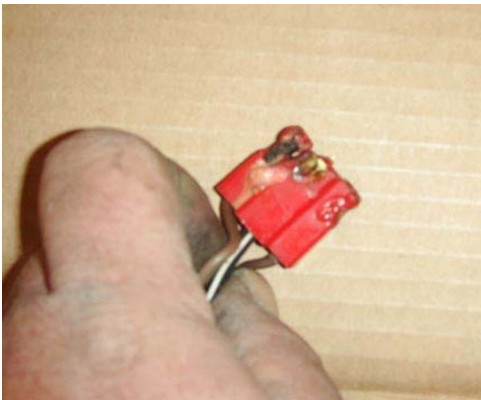
No apparent Damage here

c. Look at the spade connectors in the plugs. Look for corrosion, or melted plastic. Particularly around the bigger wires. The Bigger wires are the main power feeds for the charging system and body feeds. If you see browned, corroded plastic or wire insulation, this is a place you need to pay some attention and probably cause for your problems. However, I remind you, any poor connection in this primary circuit is critical. Letting it go will only make it worse in time. You also leave an opportunity for components to fail prematurely.

d. Now the fun part. Under the dash, On the C bodies, the bulkhead connector is behind the fuse block. May be the same on the early 60's, but you'll know when you are under there. Here again you need to inspect all your connections on the back side of the connector.



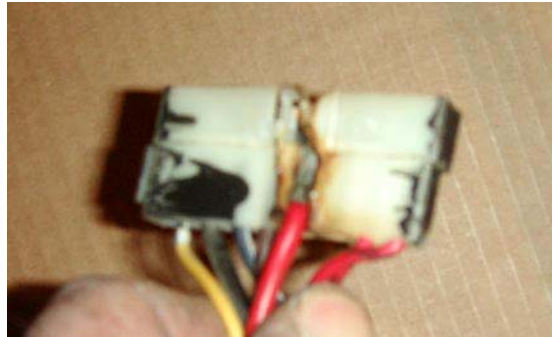
Here an accessory wire has been burned by an overload. This happens to be the feed to the heater blower.



Heater Connector. I would examine your blower switch too.

Earlier 62 to 69 (Maybe 70) the Ammeters were used in the primary circuit. The whole load ran through the ammeter. The power went in one end, registered on the meter, and came out the other end, feeding everything, including the battery. From 70 on up, the cars had a parallel circuits. One circuit ran from the alternator back to the battery. The ammeter was piggy backed on that with a shunt. The ammeter was not used as a primary supply device, but showed the usage of current without being in the line directly. (Did that make sense?) Well anyway, the whole car didn't run through the ammeter. The battery circuit ran into the body through a separate wire, (The one with the fusible link) which fed the ignition switch and accessories.

e. So far, we've covered half the trouble spots. On the cars with the Column ignition switch, the connector is at the bottom of the column. The tilt column has the whole switch at the bottom of the column. This is better as it eliminates a bunch of wire and a connection block. These are trouble spots also. Most are white plastic, so it will be easy to see damaged wiring or connections. Like the bulk head connector, look for burned plastic, connections or insulation. These hot spots will cause resistance and only continue to burn.



This is a column ignition switch connector. Located under the dash next to the steering column. The red wire is the primary ignition feed. Obviously the damage is pretty bad. This is from the same harness as the burned heater connector (Above) and damaged fuse box.

f. On dash ignition switches, the connections are on the back of the switch. You need to remove the switch and examine the connections and wiring. These connections are held on with nuts. The nuts tend to loosen in time and again may cause hot spots. Examine these connections and wiring as before. If possible, I suggest you replace the ignition switch while there. This way, you are sure there is no internal damage causing high resistance.

g. The ammeter is another story. As mentioned, the earlier Mopar vehicles used the

Ammeter in the primary circuit. The car was dependant on the meter and the connections on the back. Here again, you will have to remove the meter from the dash, or pull the cluster to check the connections. This is usually another trouble spot. Some people bypass the meter by putting the two wires on one terminal.

However, if the connections are burned and there is burned insulation, you need to replace the connections. Before doing that.

Mopars in the Media

From allpar.com

Powering the Dodge Challenger R/T is a revised 5.7-liter HEMI V-8 engine producing 370 horsepower (276 kW) with a five-speed automatic, and 375 hp (280 kW) with a six-speed manual transmission. The engines belt out 398 lb-ft (540 Nm) and 404 lb-ft (548 Nm) of torque, respectively; the Challenger R/T can do 0-60 in under six seconds, bone stock. Gas mileage is not bad given the power, with 16 mpg city, 23 highway (automatic; the manual transmission drops down to 15 city, 23 highway due to the loss of MDS, and requires premium rather than midgrade gas). The Challenger SE is rated at 18/25.

The manual-transmission Challenger R/T has numerous differences from the automatic, including a variable displacement power steering pump, different rear shocks, and other tuning changes — and the ability to shut off the ESP completely, rather than having it in “rescue” mode. The gas mileage is lower than the automatic, because it cannot have the multiple-displacement system (cylinder shutoff). A special-edition Dodge Challenger Classic R/T will be available later in the 2009 model year, with B5 blue paint, black side stripes, unique badging, and 20-inch five-spoke aluminum wheels.

The 2009 Challenger SRT8 keeps its 425 horsepower V8, while adding a stick-shift option; it can do 0-60 in under five seconds. The Dodge Challenger SE, powered by the 3.5-liter V-6, uses a four-speed automatic.

For 2009, the Hemi engine was upgraded to get higher gas mileage and more power, especially at lower engine speeds, thanks to variable cam timing, an expanded MDS range, an increased compression ratio, improved port flow, and reduced restriction exhaust and induction. Other updates are crankshaft structural upgrades, a dual-mass crankshaft damper, floating pin piston design, valve spring design and oil pump capacity increase for VVT.

The 3.5 liter V6 uses a dual-tuned intake manifold with electronically controlled manifold short-runner valves (SRV) — in other words, switching from short to long runners to achieve a “supercharging” effect at various engine speeds.

	C/R	Horsepower (kW) @ rpm	Torque lb-ft (Nm)	mpg (EPA)	Minimum Octane	Preferred Octane	Redline
Challenger SRT-8	10.3:1	425 (317) @ 6200	420 (569) @ 4800		91	91	6,400
Challenger R/T, manual	10.5:1	375 (280) @ 5,800	404 (548) @ 4,200	15/23	87	91	5,800
Challenger R/T, automatic	10.5:1	370 (276) @5,800	398 (540) @4,200	16/23	87	89	5,800
Challenger SE	10.0:1	250 (186) @ 6,400	250 (339) @ 3,800	18/25	87	89	6,800

The six-speed Tremec TR-6060 manual transmission was derived from the 600 horsepower [2008 Dodge Viper SRT10](#), with triple cone synchronizers in first and second gears and dual cone synchronizers for third through sixth gears, along with modifications including new gear ratios. The clutch is the Viper’s (ZF-Sachs) 250 mm twin-disc design for torque capacity and clutch life, low pedal efforts, excellent engagement qualities and optimized spinning inertia; it features a 1-4 skip-shift and reverse inhibit solenoids, with a 5:1 remote shifter. Hill Start Assist (HSA) is standard with the manual

transmission; it holds the brake for three seconds and allows the driver to seamlessly apply torque via throttle for an effortless start. The brake automatically releases when the system senses engine torque. Also included with the manual transmission is a unique dual exhaust that has two low-restriction bottle resonators replacing the underfloor muffler, and bright pedals.



The five-speed automatic (V8) has an aggressive first-gear ratio for launch performance, and AutoStick to select a higher or lower gear. The four-speed automatic (V6) provides adaptive electronic control with an electronically modulated converter clutch (EMCC) that nearly eliminates torque converter slippage and enhances fuel economy up to 3%. Torque management is more sophisticated, for better wide-open throttle up-shifts and down-shifts.

The front suspension is an independent short-long arm design with a high upper A arm, coil spring over gas-charged shocks and stabilizer bar, with lateral and diagonal lower links; the SRT-8 uses Bilstein monotube shocks. The rear suspension is a five-link independent setup with coil springs, link-type stabilizer bar, shock absorbers, and isolated suspension cradle; the SE and R/T (with automatic) use gas-charged twin shock absorbers, while the SRT-8 uses Bilstein monotube gas-charged shock absorbers, and the R/T with manual transmission uses gas-charged monotube Nivomat load-leveling shocks. SE doesn't get the fancy chrome fuel filler door; and the SRT uses a half-inch lower ride height. For 2009, SRT engineers fine-tuned suspension settings for both performance tires.

Four-wheel disc brakes are standard on all models. Ducts in the front fascia direct airflow to the front brakes, which reduces front-brake temperatures by as much as 15% in heavy use for enhanced performance and longer life. Brake pads are tuned to match the characteristics of each Dodge Challenger model.

- The Dodge Challenger SRT8 uses Brembo four-piston calipers on all four wheels, for a 60 to zero mph stopping distance of approximately 110 feet.
- The Challenger R/T uses twin-piston aluminum calipers and vented rotors in the front and single-piston aluminum calipers with vented rotors in the rear, for a 60 to zero mph stopping distance of approximately 125 feet.
- Finally, Dodge Challenger SE uses single-piston aluminum calipers and vented rotors in the front and single-piston aluminum calipers with solid rotors in the rear. These brakes have a larger effective radius than many competitive systems, providing a 60 to zero mph stopping distance of approximately 130 feet.

Four wheel antilock brakes, traction control, and electronic stability control with brake assist are all standard on R/T, SRT8, and, when the Popular Equipment Package is ordered, on the SE. The SE's Popular Equipment Package will probably be popular indeed; it includes anti-lock brakes, Electronic Stability Program (ESP) with traction control and brake assist, 18-inch aluminum wheels, tires better than those found on economy cars, eight-way power driver's seat, fog lamps, luxury floor mats, leather-wrapped steering wheel and shift knob, security alarm, and dual-illuminated visor mirrors. The popular equipment package for the R/T is less to the point: it includes leather, six-speaker stereo with big amp, satellite radio, heated front seats, "luxury floor mats," keyless ignition, seatback map pocket, automatic headlights, and heated outside mirrors. Track Pak includes a six-speed manual transmission, Hill Start Assist, anti-spin differential (3.73 w/18-inch, 3.92 w/20-inch wheels), and ESP full-off switch.

The modern Dodge Challenger has exceptional rear seating for a two-door coupe, with best-in-class rear head (37.4 inches) and leg (32.6 inches) room, as well as best-in-class cargo space (16.2 cu. ft.) — equal to the Dodge Charger. The front-passenger seat features the new “EZ” entry with high-mounted seat-back lever for easy, one-handed operation. Courtesy lights located behind the driver and passenger seats illuminate the second row when the door is open; the second row has seat belts for three passengers and a standard center armrest, with 60/40 fold-down capability. The front center console armrest moves forward to provide flexibility for comfort, easy cup-holder use and shifting ergonomics; it has a 231-cubic-inch storage bin, 12-volt power outlet, and coin holder.

New colors for the 2009 version of the Challenger SRT8 are classic B5 Blue (late availability) and TorRed — in addition to Brilliant Black Crystal Pearlcoat and Bright Silver Metallic. New for the 2009 Dodge Challenger SRT8 is a classic “pistol-grip” shifter. Reminiscent of the original Dodge Challenger shifter, the new “pistol-grip” shifter is the finishing touch for the modern interior in the Dodge Challenger SRT8.

All 2009 Challenger models have standard equipment including side-curtain airbags, CD stereo, air conditioning, cell phone storage, cruise control, floor console with sliding armrest, power mirrors, locks, and windows (1-touch down), rear window radio antenna, 3-place rear seatbelts, satin/chrome grilles, Sentry Key anti-theft system, adjustable lumbar support, folding mirrors, tire pressure monitor, and a tilt-telescoping steering wheel. None have a spare tire; a “service kit” is provided instead. The SE model has a tire pressure warning light, while others have a full display showing each tire’s pressure individually; it comes only with the V6 and four-speed automatic, with single round exhaust.

The R/T comes with the 5.7 liter Hemi, eighteen-inch aluminum wheels, dual rectangular-tipped tailpipes, antilock brakes, stability control, traction control, fog lamps, leather-wrapped steering wheel and shifter knob (with automatic), and eight-way power driver's seat. Options include Remote Start, keyless push-button starter, body-colored rear spoiler, and heated leather seats. Manual-transmission buyers also get hill start assist, an anti-spin rear axle, bright pedal covers, performance steering, and ESP shutoff switch.

The list price for the 2008 SRT8 was just under US \$38,000, including destination; for that, buyers got —

- 0-60 in 4.9 seconds
- Five seats
- Zero to 100 mph and back in under 17 seconds
- Quarter-mile times 13.3 seconds
- 60-0 braking of 110 feet
- Skid pad performance of 0.88 g (or .9g as reported in the launch ceremony)
- A five-speed automatic (no manual transmission yet)

The two-door, rear-wheel drive coupe is based on the Dodge Charger, which has found favor among lucky police departments. With a 116-inch wheelbase, the Challenger coupe is four inches shorter than the Charger and 300C. With a brake-lock differential, all-speed traction control, and a uniquely-tuned Electronic Stability Program (ESP), the 2008 Dodge Challenger SRT8 has world-class ride and handling characteristics.

The 2009 Dodge Challenger SE (V6, late production) starts at \$21,995, while the Challenger R/T (Hemi) starts \$29,995 and the SRT-8 starts at \$39,995. Some popular option prices for the SRT8, according to “CudaAAR:” sunroof, \$950; MyGIG with GPS, \$890; high-performance summer tires, \$50.

Other pricing details just sent in by Joseph Martino: for the Challenger R/T, the six-speed manual transmission will actually add \$995 to the list price (\$915 dealer cost), identical to the sound group. Satellite radio is under \$200; hood-to-fender striping is \$200; and the power sunroof is \$950. Twenty-inch chrome-clad wheels add a whopping \$1,350, with less dealer profit than you might think. Dave added that the Convenience Group is \$1,245.

On the SRT-8 versions, the manual transmission adds just \$695 - far less than the \$1,700 gas guzzler tax, which is partly subsidized by dealers.

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".

-1968 Barracuda, good running, 318 4brl, 727, 8 3/4 suregrip, console, rallye gauges with tach. Nice white on black interior, all trim, bodywork and paint needed. Other parts included.

Call Chris Ryon (512)699-0629 (8/08)

-65 Barracuda drivers side rear wheel molding. \$15

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

Contact Dustin at hell_fish_65@hotmail.com (10/06)

-6 pack air cleaner

-Big block heads, 2 each. Casting: 915 (\$200), 906 (\$200), 452, 346 (\$100)

-New never driven on BFG Drag Radials 275/60/15 on light weight wheels for sale.

I also have the Ram SST wheels 5, 4 with Goodyear F1 / 275/55/17 and 1 275/60/17 Goodyear Eagle GT II. Rims are 94 up truck bolt pattern. May sell tires separately.

Contact Isaac Jackson (512) 251-8999 (1-07)

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

Web: <http://www.drmopar.com> (10-06)

71 Charger for sale, 175k miles, daily driver, older purple paint, rough tan interior, wide tires and moon caps, 318 auto on column.

If interested call Kay or Jerry at 443-7061 (1-07)

Items Wanted

Want to buy junk Mopars in Austin area

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

Want to buy an A518 transmission

Call Chris Ryon (512)699-0629 (10/06)

Help Wanted/Given

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)

Need help with your Mopar Project? (Especially E-body)

Give me a call, I like to help others with their restification.

Call Chris Ryon (512) 699-0629 (1/07)

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.

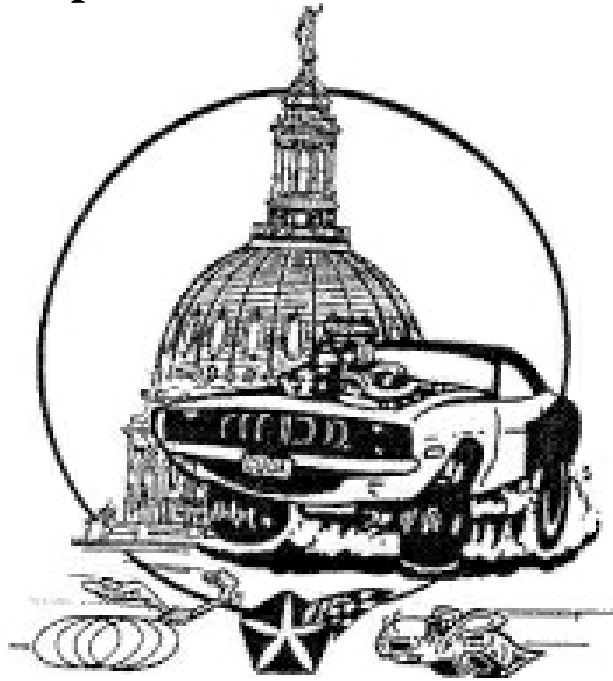
Join the Discussion

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

To join follow link to

<http://groups.google.com/group/MMCA-TX/subscribe>

Mopar Muscle Cars of Austin



<http://www.mopar.org>

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