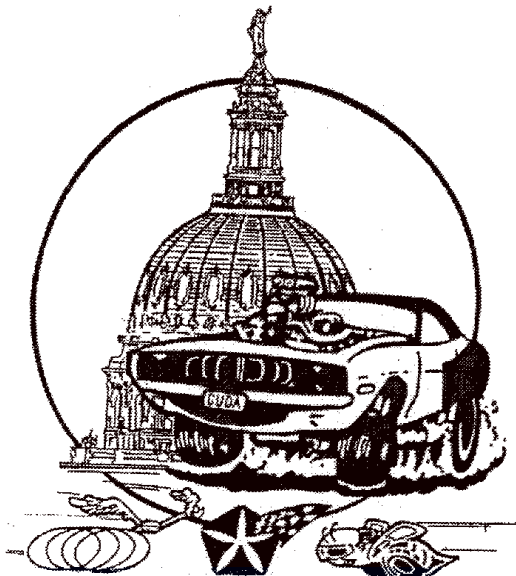


# MOPAR MUSCLE CARS OF AUSTIN

Vol : 19

No: 5



December 2005

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 Quarterly 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
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	theamons@yahoo.com
Newsletter Editor	Chris Ryon	(512) 833-5158	cfryon@earthlink.net

---

MMCA wishes to thank our sponsor:

**Insty Prints**  
**6448 Hwy 290 East**  
**467-6655**

**And**

**Sage Advisory**

For their support and generosity

### **Letter from Editor**

---

Well the wheel in the sky keeps turning and things change. All change isn't bad and for our gang of enthusiasts the turn-over of the club leadership means new ideas and a great bunch of folks bringing a fresh energy to the offices they now occupy.

To start things off on the right foot we'll be throwing our Annual Christmas Bash soon, so be sure to mark your calendars and wrap your white elephant gifts and be prepared to stay late and be loud!

After two years I am ready to step down as the MMCA club president, and am now devoting even more energy to the post of Newsletter Editor.

I am hoping that we will have some contributors to upcoming editions to this newsletter and that it will be more colorful and interesting. I'd like to use the newsletter to update members projects to present current and past cars that have made an impact on their love for Mopars and their lives.

If there was a certain car or maybe several, and you have a photo or two and wouldn't mind sharing your story with our members, please let me or a club officer know and maybe you will be in the Member Spotlight in an upcoming edition of this newsletter. Its nice to have your car and story in print and maybe your story will serve as an inspiration or at least jog a good memory from one of us.

To start things off, and since we've not heard from anyone else ready to tell there story, this month you'll read about how I came to become Mopar nut and about the cars I've owned. I'm sure many of you have similar stories that are even more interesting than my own, so let's hear them

### **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 Quarter**

---

There were lots of local car shows during September and October. There was the Rudy's Show, the San Antonio Club Car Show, There was the Lone Star Round Up in Houston, The Dallas Mini-Nats Car Show.... You could have hit a car show almost every weekend over those two months, and seen literally hundreds, maybe even a thousand muscle cars and hot rods. Can we ever get enough? From what I was able to find out (because I didn't make it to any of them!) was that the Rudy's and San Antonio shows were nice, similar to last year, the Mini-Nats were really good, and the Lonestar Roundup was pretty lame, probably due to the hurricanes in the area and lack of hotel space.

We nominated and installed new MMCA officers last month. The new President is Michael Mosely. He's taking the reigns from Chris Ryon, who has now taken over the newsletter editor position (yes, I'm writing this right now). Mike was featured in the Member Spotlight section of our newsletter in the February MMCA Newsletter. Ed Sewell has stepped up to be the Vice President, Dean Haight is now the Membership Coordinator, Dustin Cloud is the Events Coordinator and of course, Harry Amon is still the club Treasurer.

### **This Quarter**

---

This month is a fun quarter. On the 10<sup>th</sup> of December the "twins" Dean and Dave Haight will host the annual Christmas Party at their home at 11717 Santa Cruz, here in Austin starting at 3:00 PM.

We will be having dinner and our traditional "White Elephant" gift exchange, which goes a little something like this.

Everyone that brings a gift gets a number. The lowest number (or playing card) goes to the table and selects a gift and unwraps it. Everyone ooohs and ahhs at the great, thoughtful gift. The person with the next lowest goes next. That person can take a new gift from the table...OR snatch that great, thoughtful gift from the last person (who will then get to select a new gift again). And so it goes until the last person gets to take the last gift off the table, or take any of the gifts already opened, with one exception. Each gift may only be selected 3 times, then its home for good.

Its always a lot of fun, with lots of swapping and generally very little blood is shed.

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 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

## December 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6 Monthly meeting	7	8	9	10 Annual Christmas Party 3:00 at Twins
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27 Officers meeting	28	29	30	31

## January 2005

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

## Weekly/Monthly Events

- Home Depot parking lot on 1431 near Parmer every Saturday night (usually a really excellent 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**

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

Moparts ([www.moparts.com](http://www.moparts.com)).

Mopar Style ([www.moparstyle.net](http://www.moparstyle.net))

### **Vehicle Specific Sites**

The Early Valiant Barracuda Club  
([www.earlycuda.org](http://www.earlycuda.org) [www.earlyvaliant.org](http://www.earlyvaliant.org)).

Slant Six Engines ([www.slantsix.org](http://www.slantsix.org))

Dodge Sweptline Trucks ([www.sweptline.org](http://www.sweptline.org)).

*These sites are probably just a small sampling of what's available out there. Feel free to drop us a line with the address and some facts about your favorite places to find Mopars on the web.*

## Member Spotlight

### Chris Ryon and his 1970 Challenger

Mopars have been in my blood since I was 16 and probably will be for the rest of my life.

I've owned one 73 Charger and four Challengers in my life, a 73 318, 3 spd.; a 72 340 Rallye; a 73 318, that I turned into a 340 Rallye; and my current project, a 70 Challenger convertible. I bought it in 2000 after searching the internet for almost 6 months looking for the right deal. I even drove to Florida pulling a trailer all the way only to find out the pleasant, honest sounding fella was lying through his teeth about the condition of "his baby", I'm still a little bitter, can you tell?

My car was found on an obscure website though an ad that was placed by the owner's sister, he didn't have access to the internet. After talking with the guy, my uncle videotaping the car for me and I decided to get it. A deal was struck on a clean stock 318 car with a new top, paint, brakes, engine, tranny, etc. This car was completely restored by the owner. I flew to Detroit, drove 3 hours to the boondocks (that's a very small town in Michigan) to claim my car and the various parts promised by the owner. When I arrived with my parents, who were visiting relatives nearby and were then driving back to Texas with an empty truck, I quickly realized that the beauty in the video left a little to be desired. This was indeed still a project car. The car started with ease and ran very smooth, but nothing else worked on the car. You all know the story, weak brakes, no blinkers (the blinker arm actually fell off when I touched it), none of the gauges worked, but non-the less I had flown up to get a car.



This guy actually had 7 challengers behind his house, mine being his 2nd convertible. Because the car was less then advertised and my cashiers check was for the full amount, I took some parts in trade to help with the upgrades. I got a complete '69 340, a 727, lower control arms, front and rear swaybars, rallye dash, a nicer windshield and a rimblow steering wheel. I loaded the spare parts into my folks truck and started on a 3000 mile road trip back to Texas, in August. The car ran fine all the way home with no problems. Thank God! I don't know if any of you have driven an unknown 30 year old car cross-country in temperatures ranging from 70-105 degrees, but I can tell you it's a little nerve wracking. Once I got the car home, I tore into the car immediately to turn the luxocruiser into a tire frying, cornering beast. I installed a lot of upgrades to the car to get it into the shape it's in now, and its now nearly finished. Some of the upgrades are:

front and rear sway bars, hemi torsion bars, HD rear springs, 15" magnum 500s with 255/60 and 235/60 BFG TAs, 11.75" front power disc brakes, 8.75" rear axle, currently 2.76, soon to be 3.23 gears, High Performance 727, 340, .30 over, 10.1:1 forged pistons, Edelbrock RPM 340 Alum. Heads, RPM Airgap intake, 800 EPS carb, TTI ceramic headers, 2.5" exhaust w/ Dynomax mufflers (sounds very nice), police power steering box, tie rod ends, pitman arm, upper ball joints, Rallye gauges, dash cover (looks really good), factory A/C, killer sounds, rimblow steering wheel, timed-delayed interior lights (this is a later model upgrade I highly recommend it)

After the majority of these upgrades were completed, I loaned my car for a local film production. The movie is about a very lucky female car thief that was going to steal my car. It was pretty cool. My car's been a blast so far and am anxious to get the motor finally dialed in and install the new 3.91 gears to run it at the strip.

Chris Ryon

## **Mopar Tech**

### ***Shadetree Shankster***

#### **Some "improvisation" maintenance for the Mopar Fanatic**

by Ed Sewell

I thought I'd share how I resolved some issues I had in the past with my 72 Demon's original Slant 6. The radiator that came with the Demon was bad, and finding one that bolted up was difficult for the 70-72 years.

So I found one that fit the opening in the engine compartment (which is wider than early 64-66 Cudas/darts, but not necessarily as deep or wide as a B-Body). I think it came out of an F-Body mid to late 80's Dodge Diplomat, but may have been an Aspen, and it bolted right up to the mounting area with 2 of the bolts, the other 2 I had to drill holes and use bolts with nuts, with about the same width for the top tank.

BUT the problem was the top radiator hose tube on the tank was at least an 1-2 inches smaller in diameter than the stock Demon radiator hoses!!! (those hoses were as big in diameter as early cudas, while newer cars of the same size category tended to be much smaller & longer). I could not find a radiator hose with a large end to the motor, small end to the radiator anywhere, but got a new replacement large at both ends stock hose for the Demon ( so the rubber would be pliable) .

Then I found a radiator hose whose OUTER diameter that fit within the large stock hose, and the INNER diameter was close to the size of the new radiator top tube. I cut a piece of it about 2 inches long, lubed the new larger hose with some Vaseline (yes that's right, I was out of KY jelly), placed it inside the larger hose, then slid it over the smaller radiator tube, and clamped it down. The fit left no gaps and was consistent grip around the tube so no leaks! I dove it like that with 50 mile round trips per day for about 3 years. It still works, no leaks, and no over tightening on the tube (which, if you aren't careful, will cause the tube to separate at the tank and leak). That Demon sits in storage to this day like that, and never had a leak, but has a newer model good radiator that cooled better than the original ( 3 core vs. 2 core).

I did a similar thing on a Ford heater hose ....they sometimes have a smaller hose between the firewall & the heater bypass switch, and a larger hose from the switch to the engine manifold. Again, piece of hose inside larger hose to take up the difference between large hose and the radiator tube. Still running, no leaks, no fouls, no errors! Rigged yes .....noticeable to observers, No ! Why Pay More ????

### **You Can Convert You're A/C System to R-12**

By Chris Ryon

Here is a couple letters I wrote to help a friend with the conversion of an old R12 A/C system to use the new R134A refrigerant.

New hoses were 20 bucks each when I did mine a few years ago at Bishops. Unfortunately, they moved down to Slaughter Rd. I bet there's a place in Round Rock that will do them though. They just replace the hose and use your fittings. They turn out very nice. Yes you can use R134A, but you *should* blow the system out with a solvent and HAVE to then add the correct oil for your use with R134A, PAG is the correct oil to use. But then it should work fine if it hasn't been open to the air for long. If it has, you want to replace the desiccant dryer too ~ \$35.

OK here's what I suggest to get started. If your using parts from a system off another car like I did, then install the condenser, compressor, and try to install hoses and dryer. Then take measurements, and determine if you need any new hoses or fittings. Use a piece of rope, if the hose routes are weird or if hoses are MIA, to determine the length you need from fitting to fitting. Write it all down, (and take or draw a Picture!)

Go get your hoses made, take your picture. If you need new fittings go to the junkyard and get them and consider them in your length measurements. The shop will make the connections, so don't worry about hose clamps, it will look just like factory. Make sure they know the orientation of the fittings (they connected one of mine 180 degrees off and now it won't fit without twisting the hose). Get new R134A o-rings at the hose shop too (green, nitrile).

Get a R134A conversion kit (fittings, hoses and coolant, and get a bottle of oil and A/C solvent)and a new drier. Dump as much oil out of your compressor as possible, while turning/pumping compressor. Don't put solvent in compressor.

Put solvent in evaporator, swish around and dump, they blow out with air, add solvent to hoses condenser and blow it through the system. If evaporator and condenser are out, it's a good time to check it for leaks (plug one end and blow air in the other, pieces of hose and clamps work pretty good for this).

Bolt it all back up, add 134A oil to compressor and turn it a couple of times. Get a vacuum pump and pull a vacuum on the system, (this removes water from the system) you may want to take it to a shop for this, unless you have A/C gauges. Make sure there are no leaks (no vacuum drop) for at least an hour after shutting off vacuum pump. If it does, you have a leak somewhere, you have to find it....bad o-ring or condenser or evaporator leak.

Hook your charging hoses up and connect to can. Start car, open windows, and turn on A/C. Then let the coolant flow. If you don't have gauges just fill it until the air gets cool, put a thermometer in the vent (get it to ~50 degrees). You're done. Hopefully it will last for years, but if not a charge is just a short jaunt to the parts store and \$9 for another can of coolant.

## **MOPARS IN THE MEDIA**

### **The New Dodge Challenger Concept From Autoweek.com**

To all those purists who still can't forgive Dodge for building a four-door Charger, here's your answer: the 2006 Dodge Challenger concept. The Dodge boys released a sketch of the car to the world, but we obtained these exclusive spy photos of the car, which will premiere at the North American International Auto Show in January in Detroit.



Challenger draws on the 1970 model as the icon of the series, says Tom Tremont of Chrysler's Pacifica studio in California.

But instead of merely recreating that car, designers tried to build the Challenger most people see in their mind's eye, without imperfections like the tucked under wheels and long front overhang of the old car. At the same time, the concept incorporates distinctive Challenger cues like the rear fender kick, wide mouth front end, functional hood scoops and rectangular exhaust tips.



Built on a shortened Chrysler 300/Dodge Charger chassis (116-inch wheelbase vs. 120 inches), the Challenger gets a 6.1-liter Hemi hooked to a six-speed manual transmission with a pistol grip shifter.

All that's left to ponder is "will they build it?" With all the hardware in place and a primed marketplace, we can't see why Dodge wouldn't rise to this challenge.

## **MMCA Preferred Vendors**

Here are some folks you can trust with your car, and you can trust to do things right. We all know how hard it is to find somebody who's willing and able to work on our old Mopars, so if you've had a good experience with a local shop, let us know and we'll include them in the list.

### **Air Conditioning**

**A-C Auto Parts Etc.** 9000 S. Congress 458-5100

Their card says "If we don't have it, we can probably get it." Richard knows old air conditioners and he'll go out of your way to help you stay within your budget. They'll do both parts and labor. Recommended by Joe Hoppe.

**Austin Rebuilders** 505 W. Oltorf 448-0884

Another great source for parts. Recommended by Steve Lacker.

### **Alignment and Frame**

**B&W Brake and Alignment Specialists** 1711 W. Anderson Lane 452-0193

These guys have been working on brakes and front ends since our cars were new. They know what they're doing and will stand behind their work. Recommended by Steve Lacker and Joe Hoppe.

**Walker Tire** 6926 N. Lamar 454-8772

Garry will take time to talk to you and explain things. He's an old Mopar fan and can even work on old trucks with kingpins. Recommended by Joe Hoppe.

### **Brake and Clutch Parts**

**Austin Brake and Clutch** 8151 N. Lamar 836-0482

The place to go for the hard-to-find stuff. They also do machining, turning, and they're the only place in town to swedge your old centers into new drums. James at the counter will make a big effort to get you what you need. Recommended by Joe Hoppe.

### **Engine Rebuilding**

**Precision Machine Shop** 1029 Reinli 451-1663

Dennis is the guy to go to here in Austin. He'll guide you along with parts and advice if you want to do it yourself, or he'll do a most excellent job if you just want to leave things in his very capable hands. Recommended by Steve Lacker, Tim Josserand, and Joe Hoppe.

**Meineke Muffler** Burnet Rd. just north of Koeing Ln.

Tell them you want a "stock" dual exhaust, so its not a "custom job". They put 2.5" duels w/ crossover, on my Challenger from the headers back for \$290. I supplied the Dynomax mufflers. Recommended by Chris Ryon.

### **Inspections**

**MBC Station, Inc.** Texaco station at 1801 Briarcliff 929-0309

Elie is the guy if you want your vintage ride inspected. If you don't pass, you don't have to pay. And he'll let you fix your car so it will pass right in the parking lot. Recommended by Joe Hoppe.

### **Paint and Body**

**Apollo** 10611 N. IH-35 833-0300



Stephanie is the best. They're a club sponsor, so tell them you're a member. Good work at a reasonable rate. (Well Stephanie is now gone, but they're getting ready to spray Diskinds 69 Road Runner, so that's something) Recommended by Chris Ryon.

### **Parts, Hard-to-Find**

**A-Line** 1811 Rutland 459-4333

Donna is a goddess of the parts counter. Go see her when all else fails. Recommended by Chris Ryon.

### **Parts, Used**

**Dr. Mopar** 5296 Schuelke Rd. in Neiderwald, TX [www.drMopar.com](http://www.drMopar.com) E-mail [DrMopar440@aol.com](mailto:DrMopar440@aol.com) for part requests. Glenn is a club member and provides a true service to the cause with a wide assortment of Mopars put out to pasture. Let him know that you're and MMCA member. Recommended by everybody.

**Texas Acres** 1130 F.M.2410, Harker Heights, Texas 254-628-9927 [www.texasacres.com](http://www.texasacres.com)  
Big selection of old Mopar parts. If Wendell doesn't have it, they're the next best place to check. Most of their business is mail order and Internet, but if you're desperate they can pull something for you and you can go and pick it up. Recommended by Joe Hoppe.

### **Transmissions**

**AAMCO** 8417 Burnet Road 458-6115

Ask Rick if he can help you on the side for a great deal. Tell him Chris Ryon (purple Challenger) sent you. Recommended by Chris Ryon.

**Ike's Transmissions** 1721 W. Anderson Lane 467-7881 [www.ikestransmissions.com](http://www.ikestransmissions.com)

If Ken Beard takes his cars there, you know you can trust them. Ike is an old musclecar guy and knows what he's doing.  
Recommended by Joe Hoppe.

SATISFY ALL YOUR MOPAR NEEDS  
THOUSANDS OF LINKS  
CARS - PARTS - GOODIES



Original Chrysler, Plymouth, Dodge, AMC  
**Cars & Parts**

*Located in central Texas.*

Doc has over 500 MOPARS from the 1950's to 1980's. Accurate descriptions of parts, fair prices, all parts are guaranteed. UPS shipping daily. International customers welcomed.

[www.DrMopar.com](http://www.DrMopar.com)

## **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 send an email to

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

# Member Advertisement Section

## Got any extra parts taking up space??? Sell them here.

### 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).

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".

**1965 Valiant Convertible**, but has a 66 Front grille & fenders, I checked rear taillights and VIN and its a 65. Maroon Exterior / Black Interior with bucket seats (complete, front seats have dry rot holes, rear seat & door panels no apparent holes but weathered) floor auto shift console, underdash AC, all chrome appears there 273 - 2 bbl runs but has valve noises. Convertible top has multiple tears & rips, but appears to be all there. Front and Rear floorboard has extensive rust, and not over frame rails yet? Trunk floor has only surface rust, and rear quarter panels look good. Good parts car, especially for the convertible rear seat interior, quarter panels, door panels, dash, auto floor shift console (FS type). **\$2500**, but may accept Offers for Less or Sell together with Car below:

**1965 Valiant Signet 2 Door Hardtop** White Exterior, Black bucket seat Interior with floor FS type console shift auto, Slant - 6 automatic runs good, underdash AC still runs Passenger Front Seat dry rot hole Right front fender krunckled, otherwise Body straight and all Signet chrome looks good, everything appears to be original and no apparent rust holes, but surface rust in trunk  
Contact = Bill Mohen, Home # 443 - 1217 after 1pm

#### 1999 Chevy Blazer 2 door / 2 Wheel drive

Gold / Tan Interior and Exterior / Bucket Front Seats & Console / CD and Cassette am/fm / Folddown Rear Seat / Folddown Tailgate and Lift Rear Window/PW / Pwr Door Locks / Perfect Body & Interior in Great Shape (one owner little old lady car, you can meet the lady to verify that) / Recent Front Brake Job / Alluminum 5 Spoke Mag Wheels & Good Tire Tread. 4.3 Litre FI V6 runs good, but has Rod Knock due to Quick Lube place not screwing new filter completely on / Lost all Engine Oil within 20 minutes (spun rod bearing) / otherwise in Perfect Shape / NADA Value with 100,000 mileage is \$5025 trade-in, and \$6825 retail. Owner has already replaced this vehicle, and is willing to deal due to no room to garage it.

**FOR Sale for \$3500 or Best Offer** this allows for the cost of a replacement motor & installation costs.

Call MMCA member Ed Sewell Phone # 326-2592 after 5pm, or leave message anytime before 5pm

**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

Ebody dash parts, vents, LC arms, shifters, trim, etc. Give me a call if you need something.

'68 318 and 904, still bolted together-\$100

'74 Dart Sport 360, bucket seats, auto on floor, 8 3/4, pdb, fold down rear seat. Tan seats, black interior, brown paint. Needs rear 1/4 installed. New 360 installed, not fired up yet. -\$2,000

**Call Chris Ryon (512)833-5158 (11/05)**

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>

10/02

### Items Wanted

Want to trade SB main bearing set (.010 over) for SB rod bearing set (.010 over) and intake gasket set.

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

Want to buy junk Mopars in Austin area

**call Wendell at 512 376 6600 after 6 PM (10/02)**

1964 Plymouth Valiant

**EMAIL [bug123@ev1.net](mailto:bug123@ev1.net) (4/02)**

### Help Wanted/Given

Need help rebuilding a 273 engine. Also, need help with min or 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**

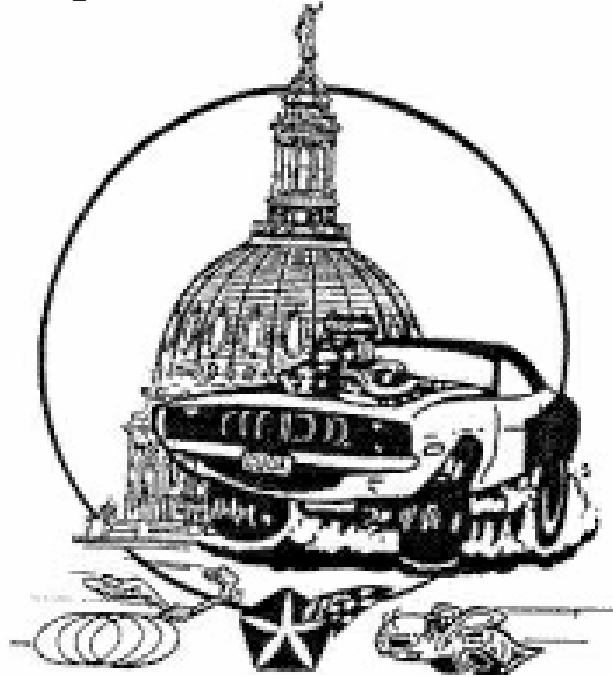
General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

**Joe Hoppe 452-6400 01/05**

### !!! 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.

## **Mopar Muscle Cars of Austin**



**<http://www.mopar.org>**

**Mopar Muscle Cars of Austin  
P.O. Box 49829  
Austin, TX 78765-0829**