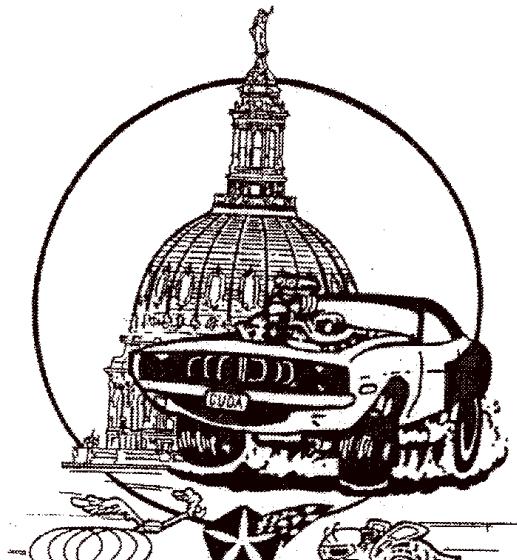


MOPAR MUSCLE CARS OF AUSTIN

Vol: 21 No: 2



February 2007

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 | Ed Sewell | (512) 671 6490 | wiking5@netzero.net |
| Vice President | Dave Diskind | (512) 251-9861 | ddiskind@sbcglobal.net |
| Events Director | Steve Lacker | (512) 836-9490 | sglacker@texas.net |
| Membership | Bob Crockett | (512) 440-1360 | 64r2gtop@earthlink.net |
| Treasurer | Harry Amon | (512) 345-5832 | theamons@yahoo.com |
| Newsletter Editor | Chris Ryon | (512) 699-0629 | cfryon@earthlink.net |
| | Brent Perez | (512) 431-2109 | Brentp@venkel.com |

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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 winter is here with a vengeance. As I write this snow is actually falling outside. Its very pretty, and I enjoy working from home too. But as Brent mentioned last month it's a bear to wrench in. One suggestion, unhook your dryer hose from the wall and turn it on, it's a easy way to take the chill off your otherwise frigid garage.

This is kind of a slow season for us, but car prices are down so pick up your new project from folks trying to come up with tax money or pay off their Christmas bills. There are a lot of cool cars on the market. But it seems that most of them are out of reach for most of us. So take a look at some old mopars that you may have overlooked before for your next project.

I've been in the garage working on my project as much as possible anyway. After our junkyard run, I now have lots of parts to install and still have lots to repair, but at least my cars on the road and its very enjoyable to drive.

I don't know about you, but I'm looking at my bare bones old car and am starting to miss the conveniences of my newer car, with disc brakes, power steering, cruise control, keyless entry, hood and trunk lights, power windows, a/c, overdrive... etc. See, I don't want to give up the modern conveniences to drive my old daily driver.

Luckily, it's easy to add all of those goodies to our cars and I've started working on it.

- Disc brakes -v,
- power steering -v,
- hood light -v,
- trunk light -v,
- power trunk release -v,
- inside hood release -v,

As in all projects, just keep plugging away at it and it will get done.

Chris Ryon

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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 :)

Past Events

Club Events

Dec 16th – Our annual Christmas Party was held at the home of Dean and Dave Haight. It was a great evening with terrific food and drink.

As always the highlight of the evening was the White Elephant gift exchange. The most sought after (stolen) gifts were the large and small Mopar Musclecar photo books, the LED droplight, and the margarita party in a box. Everyone had a great time and there were plenty of laughs and stuffed bellies.

Big thanks goes to Dean and Dave Haight for hosting the party, they put a lot of hard work went into it both before and after it. So be sure to thank them for their generous efforts.

Other Events

None.

Upcoming Events

Club Events

Nov 28 – Club Tech project, come help and learn on someone else's project. Dinner and soft drinks provided. Location to be announced.

Dec 16th - Christmas Party at the Dean and Dave Haight's. 5 PM - ? White Elephant gift exchange, \$15 recommendation..

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.

Calender of Events

November 2006

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

December 2006

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

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.

Cool Links

This website has a good tech section
(<http://www.lamopar.com>)

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 Links

Great Links Page
(<http://www.mooresmopars.com/links.html>).

Funny Site...
(<http://www.acme.com/licensemaker/>)

Wanna HEMI? Check these guys out!
(<http://www.forhemisonly.com/>)

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

Adding shoulder belts or rear seat belts to vintage cars

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 shoulders 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.

Valiant.org

GM HEI Ignition for Mopars



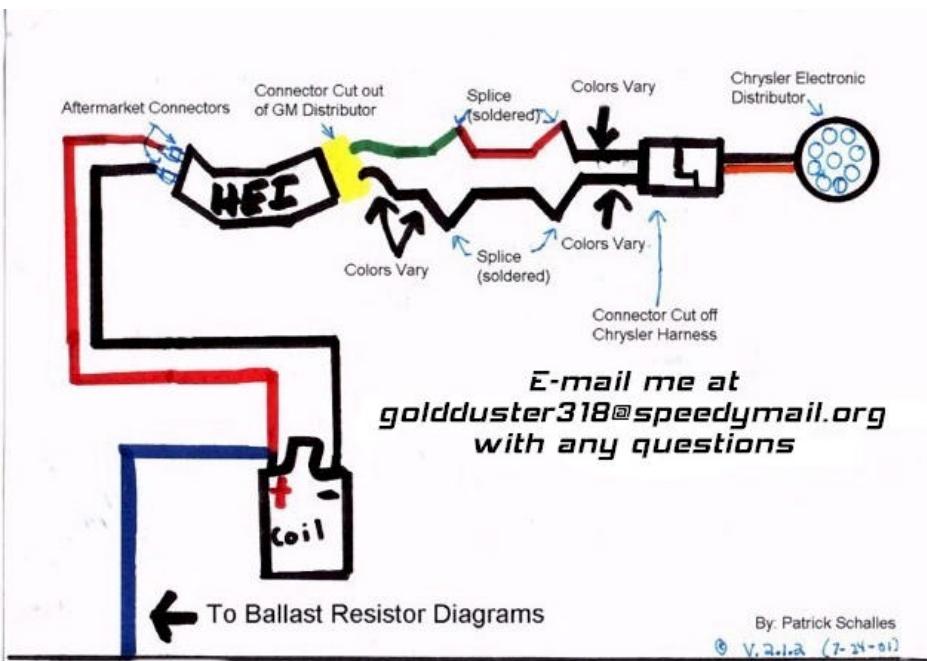
[click to enlarge]

Yes, it can be done. I chose to try to put an HEI ignition on a Mopar because of the articles I've read about [Performance Distributors](#) HEI distributors. I have seen in magazines and catalogs that the HEI's best control modules are about \$40.00. This represents a really good deal, because the Mopar Performance Orange Box is \$38.00, the Chrome Box is \$55.00, and the Gold Box is \$120.00. Heat or moisture does not affect the HEI ignition. There are two kinds of HEI ignition, the 4-Pin (shown above) and the 7-Pin. The 4-Pin is used in carbureted vehicles, while the 7-pin is used in Fuel Injected cars. Using this system, the troublesome ballast resistor can be removed if you run an aftermarket coil.

Finding a Control Unit and related Wiring

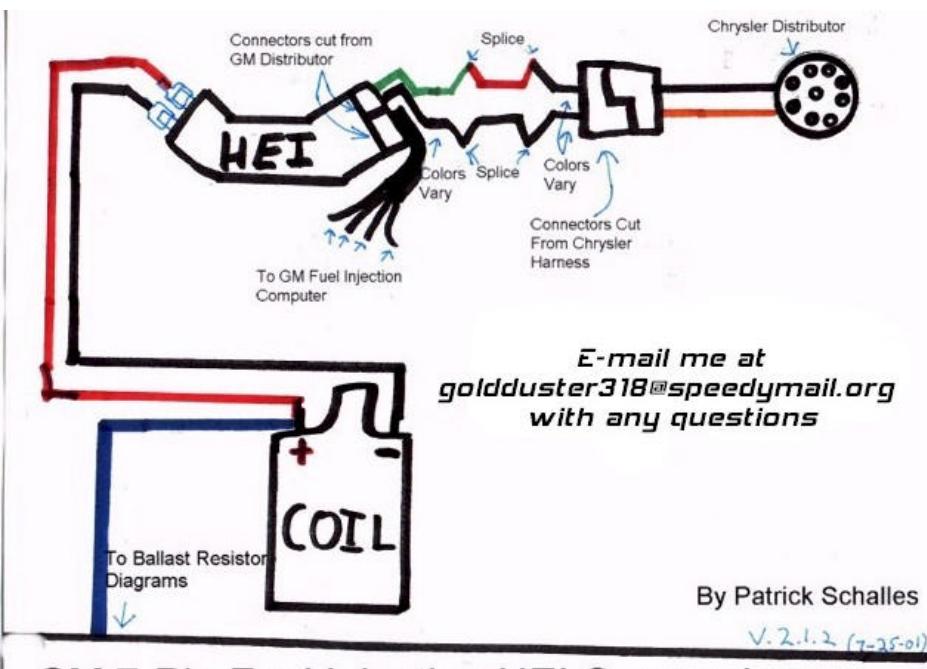
Unfortunately, one of the connectors needed to put an HEI on your mopar has to be found at the Junkyard. That yellow connector above has to be used, because the control unit has an odd sized connection for the green wire. Also, you must cut a distributor connector off a Mopar car with a distributor the same kind as the one you're using. (e.g. lean burn only goes with lean burn...etc) You must use a Mopar Electronic Ignition Vacuum Advance distributor with this setup (get the right one for your engine) When you take the control unit, take the self-tapping screws that hold the Control Unit (ECU) to the distributor. The best candidates to take the control units off of are the cars with the big caps (about 4-6" across) and they usually have a coil on the top. These can be found in straight sixes and V8's of all GM makes. Out of the two control units shown above, the top one is from a '77 Chevy Chevelle with a Straight Six, and the Bottom one is from a Cadillac Eldorado with a 425 V8. There are only minor differences between the two control units, and they are fully interchangeable. You also must replace your original coil with one from a lean burn car or an Aftermarket coil such as an Accel Super Stock Street or MSD blaster, etc... and bypass the ballast resistor as shown in the diagrams below.

Fabbing Up a Wiring Harness



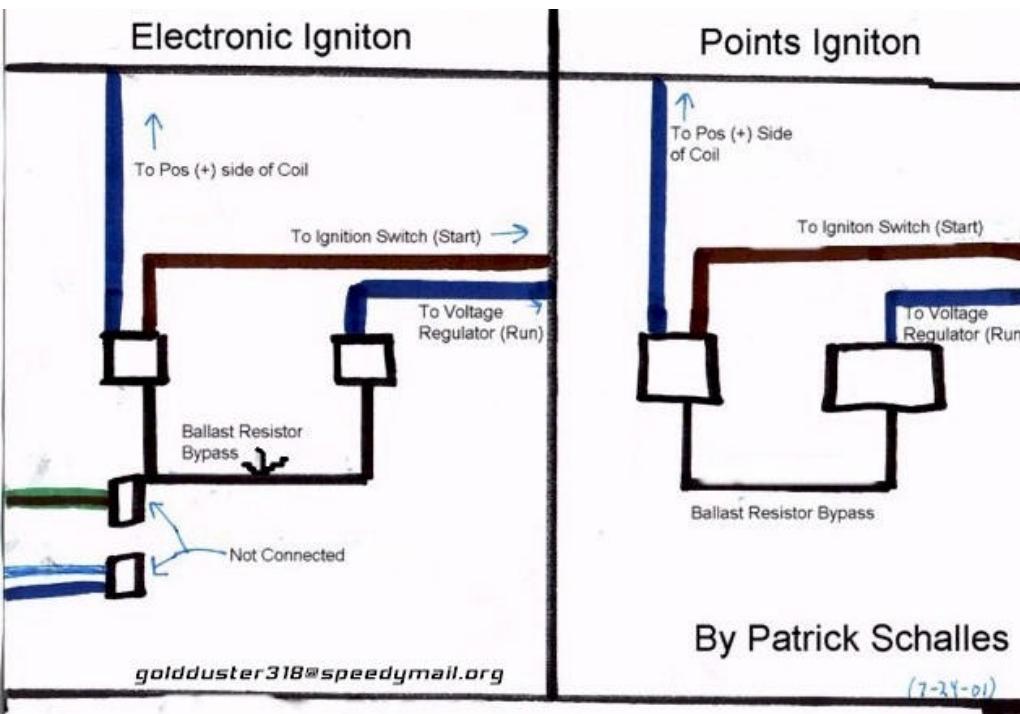
GM HEI 4-Pin conversion for Chrysler

4-Pin HEI



GM 7-Pin Fuel Injection HEI Conversion

7-Pin HEI



HEI Ballast Resistor Bypass Diagrams V.2.1.2

Ballast Resistor Bypass Diagrams

Using the wiring diagram above, connect the wires on the distributor side (16 or 18 Gauge) to the matching wires on the control unit, making sure to size the wires so the unit will fit where you want it in your car. Then, using some parts store connectors and 14 Gauge wire, connect the Red wire as shown in the wiring diagram to the Terminal Marked "B" on the ECU, and then connect the other side to the positive side of the coil using a ring terminal. Then take another connector with a black wire and connect it to the "C" Terminal on the ECU, then to the negative side of the coil, and make sure the dark blue wire is connected to the Positive side of the coil. It is a good idea to solder any splices, and solder the ends of the wires into the terminals, then electrical tape the entire harness and route it to keep it away from any heat (exhaust, Intake manifold, Valve covers, etc...) Mount the ECU where you feel comfortable with it (it must be grounded), and use some heat sink on the back of the ECU (on the metal part). Then try to crank her up!

Things you need:

- HEI Unit from inside of Distributor
- Hold down bolts
- 3 Large female spade terminals
- 1 Small female spade terminal
- 2 ring terminals
- 2 male spade terminals
- Solder
- Solder Iron
- Electrical Tape

- Red 14 Guage wire
- Black 14 Guage wire
- Connector for mopar distributor
- Non-Resistor Coil (Aftermarket or Lean-Burn)

Here are a few photos of the setup in Reed's 1975 Valiant. These photos were taken with the engine running.



This photo shows the ballast resistor being bypassed, and the Chrysler Electronic Unhooked.



This one shows the spliced distributor connector connected, and the old Chrysler Electronic Unhooked.



This shows the wiring of the HEI unit, and the fact that it has to be grounded to work.

My System (off the car)



This shows the entire system, including the stock distributor, connectors, HEI module. Its ready to go.

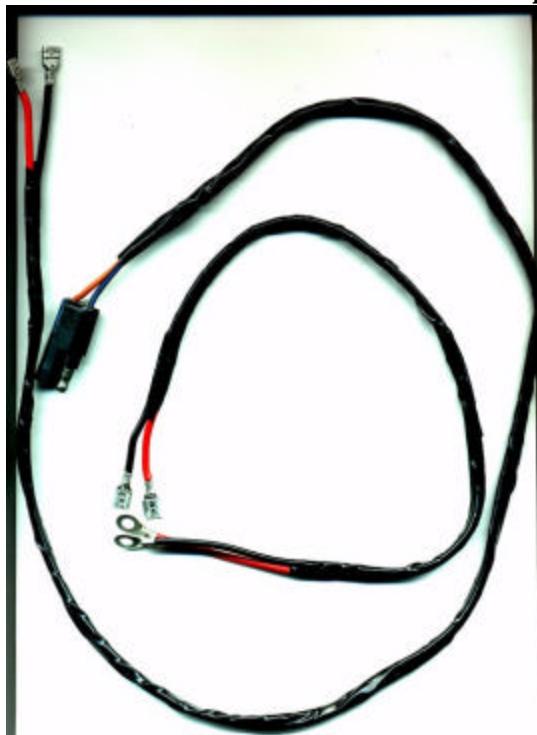


Here's the HEI with Chrysler Ballast resistor connectors on the left and a stock GM HEI connector on the right.



Here's the connection from the fabbed HEI harness to the Distributor using stock connectors so that it is easy to service the Distributor, and you can change between HEI and Chrysler Electronic/MSD, etc...

Newer Harness example (Made with Aftermarket terminals)



(Wes' HEI Harness)

This page will be updated when I get it on my 318 also (it has points now)...update...It still isn't on...I must be lazy...

Any questions can be addressed by E-mailing me at goldduster318@speedymail.org

Mopars in the Media

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

-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)

-Seats, seats and more seats. Many sets of late model bucket seats are available.
Call Bryan Perez (512)833-5158 (10/06)

-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 (\$200), 906 (\$200), 452, 346 (\$100)
-E-body new 3/8"fuel line and sending unit (\$250 obo)
-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)

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)

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)

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 !!!

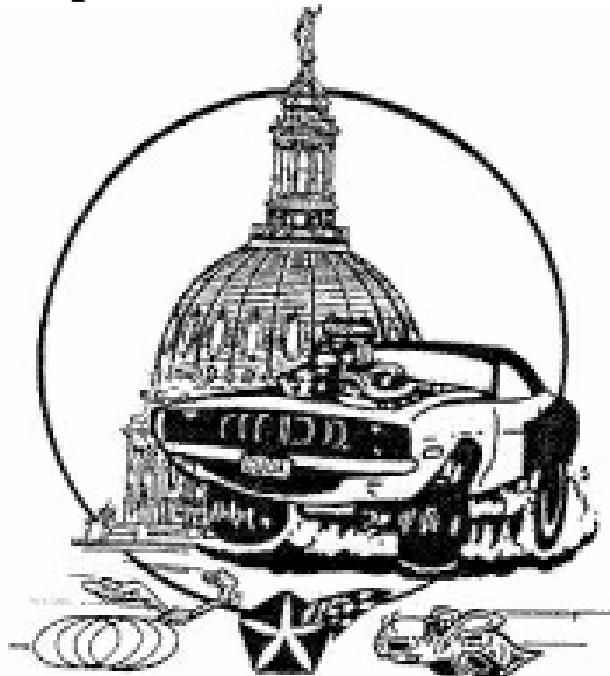
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