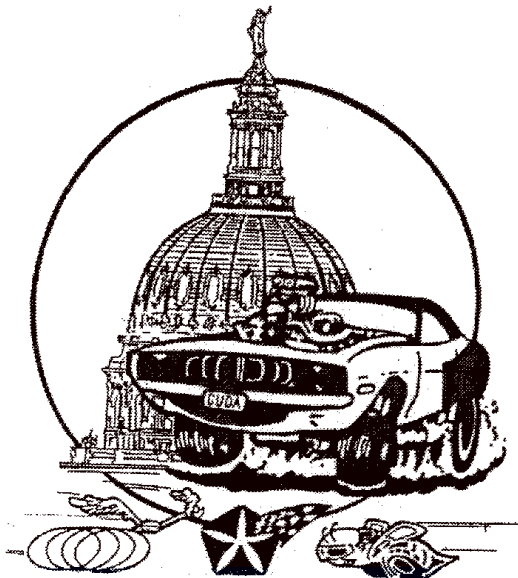


MOPAR MUSCLE CARS OF AUSTIN

Vol : 20 No: 1



January 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	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
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And

Sage Advisory Services

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



Just another cool Mopar I found on the web.

Letter from Editor

We sure start things off right each year in this club. I always eagerly await the Freeze Your Buns Junkyard Run. Because it's a sanctioned club event, I usually don't have any problem getting the ok to take the day off from Daddy duty and rummage through old cars for cool stuff and must have parts for my latest project car.

Junkyards are really just a window to the past, greasy, dirty windows, but glimpses to a bygone day just the same. They allow us to relive our memories or discover just how cool chrome on a car really was. Don't think so...just check out a 50's Chrysler with a space-age dash cluster and tell me that ain't cool.

I guess I'm preaching to the choir, because if your reading this, you already know about chrome, and how a little 000 steel wool can remove decades of decline to an aged bumper.

Junkyards take me back to high school, its kind of like walking through the parking lots checking out all the hot cars and wishing I could afford them on my grocery store wage. Now I can check out those old cars and even though I won't be taking any home, I can still imagine what it must have been like when they where new and had that new car smell instead of the musty one they have now.

I start thinking that this one or that one really doesn't need that much work. Really just a little elbow grease and a new set of tires, I bet I could probably get it started if I had a good battery and a can of fresh gas.....

I look forward to the Junkyard Run, what better way to enjoy the old cars then to do it with a bunch of great guys that know exactly what your talking about. Hope to see you there.

We've even got a cool poster for the member with the best Junkyard toolbox.

Dues Blues

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

Last Month

We had our annual Christmas Party on December 10th at the "twins". Dean and Dave Haight were our hosts at their home at 11717 Santa Cruz, here in Austin. The shindig started at 3:00 PM, and Lord only knows when it ended..... A great deal of fun was had by all (especially that "loud" fella) and the food was excellent. Please take the opportunity to thank the Twins for there hospitality when you get a chance. The traditional "White Elephant" gift exchange was again a big hit and the gifts keep improving every year. The most desired gifts truned out to be a Hemi parking sign and a die cast "Christine-like" 1958? Fury. They were all very nice gifts though and thanks to all who participated.

This Month

This month there's not a whole lot going on yet, but plans are complete for the "Freeze Your Buns Junkyard Run" on January 28th. But with the way the weather is going, we may have to wear shorts and hats to keep the sun at bay.....but we'll see. It always seems to rain on our parade somehow.

This year we'll be heading down to John's Salvage in Seguin and then heading over to Dr. Mopars in Niederwald to check out their new stock.

We'll meet at the HEB in Buda at 8:30 and head to Seguin and go through John's stash, until ~11:30, they close at 1:00. We'll leave there and then grab some BBQ in Seguin, or Lochhart and then head over to Glenn's place to pick his new cars clean.

Bring your tools, jacks, stands and everything else you may need to pull your parts. There are always some willing hands ready to help you out, so don't be shy in asking for help.

In February, the Pie Run will be on the 11th. A repeat of last years great event, the Pie Run. The group will meet at the Home Depot at FM 1431 and Palmer at 9:00 and then travel as a group out scenic, winding FM 1431, rolling some 40 minutes to the back door of Marble Falls and the famed Bluebonnet Café for some lunch and a slice of pie on the marble slabs. Let's hope for a repeat of the same great group that participated last year and then some, but without the cool drizzly weather.

For March there's talk of an even longer cruise, maybe overnight to Luckenbach, Tx. Add your voice to the discussion at the upcoming club meetings.

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

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

To join send an email to

mopar_muscle-subscribe@topica.com

CALENDAR OF EVENTS

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 Junkyard Run 8:30 Heb Buda
29	30	31 Officers meeting				

February 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7 Monthly meeting	8	9	10	11 Pie Run 9:00@ HD FM1341/Parmer Dallas Autorama
12 Dallas Autorama continued	13	14 Valentines Day	15	16	17	18 Winter Conroe Swap Meet & Car Corral Montgomery co. fair grounds
19 Conroe Continued	20	21	22	23	24 Decatur Swap Meet	25 Decatur cont.
26 Decatur cont.	27	28 Officers meeting				

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)

Mopar Based Business'

(<http://www.mopars.com/vert.html>).

SCCA Racing in Centex

(<http://www.lonestarscca.org>)

Vehicle Specific Sites

Great Tech info for A-bodies

(<http://www.bigblockdart.com>).

Great rebuild Tech by our own Sean Krasan

(<http://www.68cuda.com>)

Some Mopar Wiring Diagrams

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

Member Spotlight

Steve Lacker and his 1966 Polara

As you can see from the picture, the car is a “WW1” white 1966 Dodge Polara 4-door hardtop (note the absence of a “b” pillar between the front and rear windows.) In all my life, I can only remember seeing a couple of other 4-door Polara hardtops, although the sedans with B-pillars and framed windows and 2-door hardtops used to be fairly common. The A, E, and B- body muscle cars draw all the attention at Mopar shows, but driving a C-body in good condition around the block (and especially out on a long highway) a few times will remind you that, at the time, the C-body was the “premium” car line at Chrysler. They’re



quiet, smooth, powerful, and (for the 1960s) sure-footed. I love my B-body muscle car, but there’s a feeling of solid quality about the big Cbody that the others just don’t have in as much abundance.

I know pretty much everything about the car’s history from around 1968 onward, because that’s when my grandmother bought it from Krause Motors, a used car lot that used to sit at the corner of 6th and Lamar, about where Waterloo Records is now. I even remember going down with my dad and Grandmother to take a look at it. It was a used car, but according to the records I can

find it only had about 40,000 miles on it at the time. Option-wise, it’s a fairly simple car. It came with a 383 2-bbl engine, column-shifted A-727, power brakes, A/C, and power steering. The interior is a deep red vinyl with bench seats.

By about 1990, it wasn’t being driven more a few times a year since my grandmother had bought other smaller cars through the years- like a Dart and a Diplomat. But she never quite got around to selling the Polara, fortunately for me. In 1992 I had been married for a while and we needed a car to replace my wife’s (long gone and not much missed) Cavalier. A deal was struck, and I took the Polara home and went to work. The car only had about 140k miles, but the engine was tired and had a couple of burned valves from unleaded fuel. The bearings were loose from alternately sitting for 6 months at a time, then being driven for a few days, then sitting again. I fixed those things up, added a 100amp copcar alternator and some other goodies, and we drove the car for a while as our main vehicle. By the late 90s, I was using it as my daily driver, and the miles were racking up. The old 383 still ran smoothly, but by about 265,000 miles oil consumption was getting really high, and the power was really beginning to fall off fast. I think a lot of that wear happened during the years when the car sat so often without any special preparation, and whether it was light rusting on the cylinder walls or just “dry starts” I don’t know. But the rings did take a beating for some reason and the engine had burned some oil since I had owned it and it was getting worse fast. I tapered off using the car, and finally decided to put in a 440 in place of the tired 383.



During the last week of 2005, my 1966 Dodge Polara rolled out of the garage under its own power for the first time in a couple of years, with a fresh 440 under the hood, big disk brakes behind the front wheels, and an even bigger grin on my face. It’s a big car, but it’s always been one of my favorite cars to drive.

The new engine is basically a slightly tamed clone of a 1968-1970 440 Magnum. Compression is about 9.5:1, The block is a 1970 non-HP, bored .040 over, forged crank, non 6pack rods, KB hypereutectic pistons, 452 heads, windage tray, and it uses the MP Magnum/Commando/Roadrunner repro cam. The rotating assembly was balanced and put into short-block form by Dennis at Precision Engine service. I did the final assembly and installation myself. There were a number of subtle changes needed to put an RB engine in place of a B engine, namely A/C, power steering, and alternator brackets. Those old 413-powered 63/64 Chryslers that used to sit near the front at Dr. Mopar

provided most of that so everything still looks stock under the hood, and the front disk brakes came from a '72 Chrysler New

Yorker at Doc's. So far, I'm very pleased. The engine is mild enough to work fine with the tall gearing (2.76!) that the car has, yet still has a ton of reserve power. Highway cruising requires maybe 1/8 inch of accelerator pedal, and feels effortless, which is what I was going for. The disk brakes are amazing, and a big improvement over the old "which way is she gonna pull THIS time" feel that the front drums had. I'm looking forward to using the car as my primary driver, and probably taking it on a good long family vacation or two. I've got more upgrades in mind over the next few years, but maybe we'll save that for another article when they're done!

I have more info and pictures on the car on my web space, feel free to visit:

http://lonestar.texas.net/~sglacker/fleet/66_Polara/66.html

Mopar Tech

If Your Car Won't Start

from www.allpar.com

First off, check the ballast resistor. It's a little white block attached to the metal between the engine and the driver, with a single bolt; wires plug into each side. It's easy to replace and under \$5.

If the starter makes a rapid clicking noise, your battery may be worn or just not making good contact, even if you can see your headlights. Make sure your battery posts are clean and making good contact.

If the engine was wet, dry it, separate the wires, and try again, Use silicone spray or "wire drier" or, better yet, replace your wires with really good ones (\$25-40 mail order). These will probably improve your gas mileage and power as well.

Many of us have found that our automatic-equipped cars would not start in Park sometimes, but needed to be switched over to Neutral. Bill Watson suggested two possibilities: the shifter linkage might be out of adjustment, very slightly. The linkage from your steering column attaches to an "arm" that sticks out from the tranny on the driver's side. Get under the car while someone moves the gearshift linkage. This way you will be able to determine which way it goes when you put it into park.

What you do is place the car in park, loosen the bolts to the "arm", push the arm all the way in the direction park is engaged. Then push your gear level all the over the left - as far into "P" as it will go. Then tighten everything up.

The problem could also be the neutral safety switch, if it will not start at all. As for finding the neutral safety switch, there will be a small wire attached to your starter solenoid that leads down under the floor toward the transmission. Follow this wire. You will find the neutral safety switch at the other end of it. [This switch may simply be dirty].

Note that if the problem is a burnt out coil, you can extend the life of your ignition coil by moving it to the fender or firewall, away from the engine, so it is not affected as much by engine heat. (High Performance Mopar tip sent by Erik Namtvedt)

Shakercuda wrote: Several items will cause a no start. One clicking under the hood is the starter relay.

1. The starter has a solenoid. These will get pitted and a no start will result. A separate part of the starter.
2. You have a starter relay on the engine compartment. The connections to the relay must be tight. The battery wire leads to the relay and from the relay to the starter solenoid. These are a parts store item.
3. You have a neutral start switch on the transmission. When it does not start in park shift to neutral and try it there.
4. Check the heavy gage wire from the battery (positive and negative). The negative must be clean and tight to the engine block. The positive is hot where it connects to the starter if the wire moves under the nut on the starter disconnect the battery and then tighten.

If your problem is the starter turns the engine over but the engine does not fire:

1. The connection to the electronic ignition could have a terminal in it that is worn out or a broken wire.
2. There is a ballast resistor on the dash that could be going open during the crank cycle. It sits on the dash panel it is white in color and has two connections on it.
3. There are several connections from the ignition switch out to the ignition system, including the dash panel connector. It might be a good idea when the engine is running to just grab the wiring along the inner fender and move it around a little.
4. When the engine does not fire try turning the ignition switch to accessory and then all the way forward to start.
5. Inside the distributor is a rotor. I hope the mechanic has checked this for solid contact to the top of the distributor.
6. The distributor can have hair line cracks in it. This can be checked only when running by spaying a light mist on the cap. If you see sparks or the engine starts running rough it is the cap.

Introduction to the 340 Engine

from www.allpar.com

One of the best engines of the 1960s and 1970s for performance enthusiasts was the 340 V-8. It had high-flow heads, big ports, a two-level intake manifold, and a six-barrel option (three two-barrel carbs). The package allowed for high speed with the light weight helping handling.

The 340 cars gave away nothing to the 383 cars in a straight line, and were light years ahead of the 383 cars on anything involving turns. (All this plus better spark plug access!)

Parts from the 340 were transferred to a muscle version of the 360 in 1974. The high performance (HP) 360 went on to appear in A-body and F-body police cars, plus things like the Little Red Truck and other fast pickups.

When the 340 came out in late 1967, it was a street fighter from the start. Separating the 340 from the standard-performance 318 were not just 22 cubic inches, but also:

- a dual timing chain with a windage tray to cut down on the splashing oil,
- 2.02 inch intake valves and 1.60 inch exhaust valves,
- a high-rise dual plane intake,
- an 850 cfm carburetor (from 1971 to 1973),
- a steel crank (through 1973, when a cast iron crank was used),
- high-performance heads,
- a revised oil pump with a 90 degree adaptor,
- a special carburetor and cam.

The 340's best power rating was 290 horsepower; and even in 1973 it still managed 245 net horsepower. A good-running, early 340 in a lightweight A-body or Road Runner embarrassed many big block engines. Though relatively few were made, many parts interchange with 318s and 360s.

1970-71 engines were painted orange; they changed to blue in 1972-73, although some late 1971 engines ended up blue also. In 1971, the 340 came with the J heads and 2.20/1.60 valves. Since 1971 saw the introduction of the "360 style" J head, they used the same casting for 1971 340s and 360s, with different machining for the different sized valves. The 360 head actually saw first limited use in the 1970 340 Six-Pack AAR/TA, which also had 2.20/1.60 machined heads. In 1972, the 340 was seriously detuned, ostensibly for emissions reasons (but possibly also for insurance reasons). It went from a 10.4:1 to a 8.5:1 compression ratio, got smaller intake valves, and seriously fell in performance. It was killed off entirely before 1974.

MOPARS IN THE MEDIA

More on The New Dodge Challenger Concept

from allpar.com

According to *Car and Driver*, the Challenger concept does indeed have a 6.1 Hemi with 425 hp, 420 lb-ft of torque, and a six-speed manual transmission. So geared, with its 4,100 pound weight, it can do 0-60 in 4.5 seconds (with 20 inch wheels on front



and 21 inch wheels on back), and runs the quarter mile in 13 seconds flat; top speed is 174 mph (limited by wind resistance), while gas mileage is estimated at 14 city, 20 highway, very good compared with the original

Road and Track, in the meantime, notes that the original was 191 inches long, while the new version is a full 198 inches - despite its relatively short 116 inch wheelbase (relatively short compared with the 4-inch-longer LX series wheelbase). They pointed out that the grille is not set as deeply into the front end, presumably for aerodynamic reasons. They

gave the same specifications as C&D. They also said that Chrysler was looking for additional LX production space, since the current plant is running at full capacity.

E8502 wrote: "They are definitely going to sell more than 10,000 units. I'd guess at least 25,000 for its first year on the market. Speaking of when this bad boy will be released, I hear early March 2007 production (for Fast Feedback cars), on dealer lots by late April (so in all, similar to the Magnum timetable).

Prices will probably start around \$22,000 for the V6 model (I don't know at this point if they will use a tweaked 3.5L or the 4.0L, whatever one they use, expect about 275HP). There will probably be a few trims of the V6 models, each with varying content. The next model up will be the 5.7L Hemi "R/T" which will come in at just under \$30K. The SRT-8 with 425+ horsepower will most likely be about \$36,000 - \$38,000 depending on options."

One possibility is that the first-year run will be, as many are saying, limited to 10,000 - 15,000 units, all with the 6.1 liter SRT-8 engine; this might be called Challenger SRT-8, though most enthusiasts would prefer the original R/T designation. If the Challenger sold well, and there appeared to be strong demand, and production was flawless - or rapidly fixed - so that the Challenger, Charger, and 300C were all running nicely on the same assembly line, then the second year could see a "base" model with the 5.7 Hemi, whose cylinder deactivation would increase gas mileage; and perhaps a V6 would eventually be seen.

There are rumors that the new 392 Hemi crate engine, designed for racing, will go along with the new Dodge Challenger body. The 392 is apparently a racing-only engine in current form, not a production design, but a lower-power version may well be made for production and appear in the Challenger. The Challenger concept car to be shown at NAIAS (Detroit, January 2006; the Camaro will also be shown) uses, not surprisingly, the SRT-8 6.1 liter engine



— but, unlike any current production LX car, it also has a six-speed manual gearbox. (*Automobile* suggested that the 510 horsepower 6.4 liter 392 Hemi might be used.)

There are issues with the 392 - most notably the question of what untrained drivers will do with that much power. A fairly large number of Vipers left this world unexpectedly.

The hood scoops, incidentally, appear to be real - as on some versions of the original. Exhaust tips are, like the original, rectangular.

The *Chicago Tribune* ran an article on the Challenger suggesting it would be built "next year" (2006 calendar year), which seems a bit premature given that most others are saying 2007-2009. They also said it would first show up at the Detroit auto show in January (watch Allpar for semi-live coverage.)

The LY series will be interesting for a number

of reasons; for one, Chrysler reportedly has much more control over the engineering than they did with the LX, so more divergence of Mercedes may be expected in some areas, and the tuning and interior design may be different (though we would not expect any radical changes; it appears that the Magnum/Charger and 300 interiors are being standardized throughout the car lines). That said, the concept car interior is fairly close to the original, complete with an authentic gearshift (and clutch!), four-gauges-in-a-row instrument panel, and a general mix-of-old-and-new feel.

I can't wait for this one, I hope it turns out like this concept. C. Ryon



photo: "turboram" (at allpar.com)



photo: "turboram" (at allpar.com)

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 Josseland, 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 Dynamax 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

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.drmpar.com E-mail 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 an MMCA member. Recommended by everybody.

Texas Acres 1130 F.M.2410, Harker Heights, Texas 254-628-9927 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

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.

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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 send an email to

mopar_muscle-subscribe@topica.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).
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 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 weathere) 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 / Foldown Rear Seat / Foldown 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.drmopar.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 (4/02)

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 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

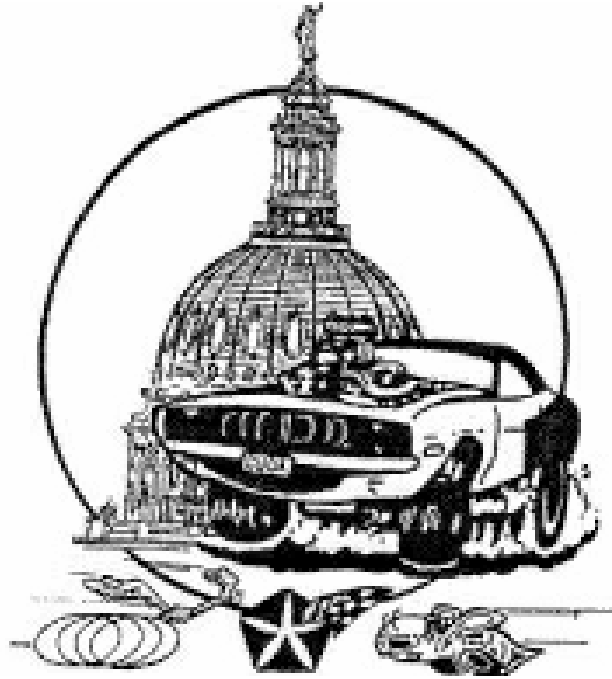
General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

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>

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

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