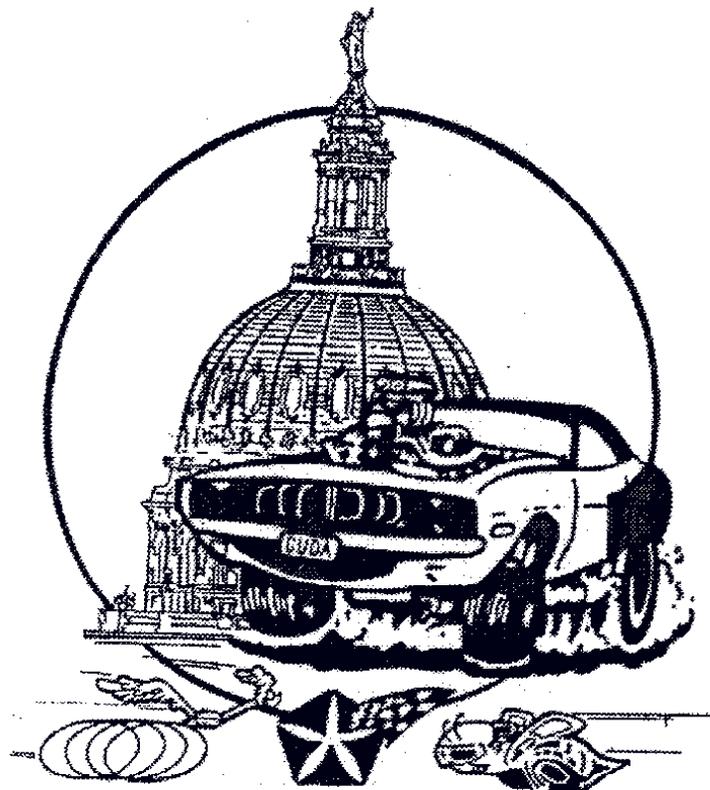


MOPAR MUSCLE CARS OF AUSTIN

Vol : 17 No: 6
July 2003



<http://www.mopar.org>



Mopar Muscle Cars of Austin

July 2003

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.

The MMCA is open to all persons of good character. Yearly membership dues are \$25.00 per person. As a member, you receive a newsletter with free newsletter classifieds, a discount on parts at participating vendors, access to a network of Mopar parts and paraphenalia, 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 \$5.00 donation. Copies of the newsletter are available for a \$1.00 donation.

2001-2002 Club Officers

Office	Name	Phone	E-mail
Co-Presidents	Dave Haight	(512) 346-3298	haight@ev1.net
	Dean Haight	(512) 346-3298	haight@ev1.net
Vice President	Ed Sewell	(512) 326-2592	wiking5@netzero.net
Events Director	Steve Lacker	(512) 442-1871	slacker@arlut.utexas.edu
Membership	Chris Ryon	(512) 833-5158	Chris.Ryon@parsons.com
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Team	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
	Joe Hoppe	(512) 452-6400	daddiowjoe@yahoo.com

MMCA wishes to thank our sponsor:

Insty Prints
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For their support and generosity



Mopar Muscle Cars of Austin

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Editorial

Hello readers. Hope your summer has started off without a hitch. With summer here once again, remember to take care of yourself while working on your Mopars. Drink lots of water, to keep from dehydrating. Beer and soft drinks won't help (sorry twins ☺). Alcohol, caffeine, and carbonated water speed up the process of dehydration. Take breaks to a cool shaded space from time to time. The living room with the A/C and Horsepower TV work best for me. If you don't have a shaded spot to work on you toys, wear some sun screen. Be careful out there. The sun can be mean if you don't take precautions.

Last Month

This past month, we had the annual picnic at the Twins farm. It was a blast. The cheap beer flowed as "croquet for cash" was

played. As the barbeque was taken off the grills, a rush to the kitchen could be heard. The food, weather, and company was great.

This Month

We need a club event. Maybe a car cruise, rally, or poker run. Would anyone like to volunteer to set this up?

Dues Blues

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

Amanda Presley
Tim Josserand
Bryan Hall
Mike Jones
Issac Jackson

Joe Matush
Craig Rowling
Robert Moseley
Dave Wolgast

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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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



Mopar Muscle Cars of Austin

July 2003

CALENDAR OF EVENTS

July 2003

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1 MMCA Meeting	2	3	4 Hill Country Car Show Lackland Car Show	5
6 Mac's Pack Firecracker Poker Run/Rally	7	8	9	10	11 Chryslers at Carlisle	12 Chryslers at Carlisle
13 Chryslers at Carlisle	14	15	16	17	18	19
20 Buzzie's 9th Annual Car Show	21	22	23 National Chrysler 300 Club, Inc. Meet	24 National Chrysler 300 Club, Inc. Meet	25 National Chrysler 300 Club, Inc. Meet	26 National Chrysler 300 Club, Inc. Meet
27 National Chrysler 300 Club, Inc. Meet	28	29	30	31		

July 4 – Hill Country Automobile Club 5th Annual Open Car Show. Kerrville, TX.
http://www.moparmuscleclub-sa.org/images/showflyers/hillcountry_july4.pdf

July 4 – Lackland Annual Car Show, Lackland AFB, TX. For more information, call Hector Martinez at 830-634-2698 or 210-694-0703.

July 6 – 2003 Mac's Pack Firecracker Poker Run/Rally. City Park, Bertram, TX. HWY. 29, Register 10:00 AM to noon, entry fee: \$20.00. For more info, 512-355-3618 or e-mail MACSPACK1@AOL.COM -- The event we will feature a run of a scenic route over back roads of Burnet Co. to a Show n Shine at a local winery. -- Early entrees welcomed : \$15.00 up to June 30th. Send to: Mac's Pack 429 Co. Rd. 332, Bertram, TX. 78605

July 11-13 – Chryslers at Carlisle. For information, call 717-243-7855 or go to <http://www.carsatcarlisle.com/Chrysler/chrysler.htm>

July 20 – Buzzie's 9th Annual Hill Country Car Show, Comfort City Park, Comfort, TX. For more info, contact: 830-634-2698, 830-995-2915, or 210-694-0703.

July 23- 27 – The 33rd National Chrysler 300 Club, Inc. meet will be held in Amarillo Texas. The meet is a Concours meet at Clarion Hotel Amarillo, 7909 Hwy I-40 at Lakeside, Exit 75. The Car show is on Saturday with a Concours meet for ALL Chrysler 300s Letter and Non Letter. Also a Mopar division. Registration \$25 per family including the 1st car, second cars \$8 Other activities for club members before the car show (may join at the meet). Banquet Saturday at 7:30 PM. Info and registration at www.chrysler300clubinc.com.

Monthly events:

River City Raceway, Marion, 2nd Friday of every month, Open Car Show for pre-1970 cars, car and driver free if in show, \$5 to pass car down the track after show. <http://www.rivercityracewayinc.com/>

RPM Raceway parking lot every Saturday night. Take the Business 35 exit.

Albertsons parking lot every Saturday night at the Y in Oak Hill.



Mopar Muscle Cars of Austin

July 2003

Poor Mans Mechanic

Add a Drain Plug to Your Mopar 8 3/4 Rear
<http://www.sweptline.com/tech/drainplug.html>

How exactly can one properly maintain their Mopar 8 3/4 rearend when there is no drain plug? Well, most owners end up using a suction gun. Or, some take their truck into the lube shop that has an air powered suction canister where the fluid can be removed the easy way. Both of these methods are okay, but neither can fully remove all the fluid in the rear differential. This is because it is difficult to guarantee the placement of the pickup tube inside the differential housing so that it resides at the very bottom of the fluid puddle. The biggest drawback is that both of the above methods are very time consuming since the lubricant is so thick.

There is, however, a somewhat simple and permanent solution to this problem. Add a drain plug to the differential housing so that the lube can be drained. In order to add a plug, you have to do some drilling and tapping plus find the proper plug. Consequently, everything is quite straightforward if you have experience with threading out new holes for previous projects. Either way, this modification is well worth its weight in gold, and doesn't cost very much to perform. The trick to getting this to work is finding just the right spot where the plug can be installed so that it cannot be broken off while driving, but will be low enough to allow proper drainage. The only logical location is at the back of the differential, just below the spherically shaped gear train housing. In this location, the drain plug will be easily accessible while remaining out of the way of potentially damaging objects while your vehicle is in motion. You just need a couple tools for this modification; a 1/8"-27 N.P.T. pipe tap, a 1/8"-27 N.P.T. pipe plug (there are various types but I used the type with the square head), the proper tap drill as noted on the side of the tap (in this case, the author's required a 21/64" drill bit), a tap holding tool of some sort (the one shown above is just one type of tap holder), a drill and a smaller drill bit (such as a 1/8" diameter bit) along with a center punch. The extra drill bit will allow you to pre-drill the hole which will greatly reduce the chance of the large drill bit "walking" on you, or loosing its position

while drilling. You may want to use two or three intermediate sizes between the smallest bit and the tap drill; this also decreases the chances of drill bit walking. Oh yeah, plan on purchasing about three quarts of gear lube to re-fill the differential because you will end up draining all the old fluid out during this procedure. The first step is to place a drain pan underneath the differential to contain the fluid that will drain out once the hole is drilled in the housing. Next, clean off the flat area just below the spherical gear-train housing at the back of the differential. This is the spot where the drain plug will reside (see photos). Center punch a spot at the vertical center of the flat spot on the differential and at the very bottom of the circle; this will maximize the amount of fluid you can drain out of the differential. Once you have a good indentation in the housing that you can easily hit with the small drill bit, drill the pilot hole in the housing using a small drill bit (something like 1/8" diameter). Note: the housing is fairly thick, so be aware that it may take at least a couple minutes to break through to the other side of the housing with the drill bit.

The nice thing about drilling these holes is that the differential lube acts to lubricate the drill bit as you continue drilling.

Once you've got a pilot hole drilled, grab the next size drill bit and drill the hole a little bigger. Continue changing out bits and drilling until you get to the size of tap drill your threading tap calls for (as mentioned above, the author's tap called for a 21/64" bit). Drill out your hole to the final tap drill size. Now, insert the tap into the tap holder and carefully tap out the hole.

The most crucial thing to pay attention to while tapping is to ensure that the tap is perpendicular from all sides to the differential housing. You must tap the hole straight or the plug will not seat properly!

Tap the hole through to the bottom so that threads have been cut down the entire depth of the hole. As long as you have tapped threads through the entire hole, you can test-fit your plug to determine if further tapping is necessary to cut the threads deeper at the beginning of the hole.

Finally, plug the hole and refill the differential. It takes a little over three quarts of fluid to fully fill the empty differential. Check for leaks and away you go!

If you have any tricks, please send them to
hell_fish_65@hotmail.com

Good Luck,
Dustin C



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Fuel-Saving Tips Part 2

<http://autos.msn.com/advice/standardart.aspx?contentid=4018909&src=News>

Other Modes of Transport

Look at alternative transportation options—even if it's just for one or two days a week. Walk, bicycle, carpool or take public transportation and leave your vehicle at home. The League of American Bicyclists, based in Washington D.C., notes that cycling to work not only saves on gas, it is an excellent cardiovascular workout. And in some cases, the league says, commuters actually arrive at their destination quicker on a bicycle than they would via congested auto roadways. When you shop for a new vehicle, compare fuel economy. Bear in mind how bigger vehicles, bigger engines, four-wheel drive and lots of optional equipment can add to a vehicle's weight and, as a result, reduce its fuel efficiency. Even larger tires can have an effect. A tire with a larger "footprint" on the road that doesn't have a special rubber compound designed to improve fuel economy has more rolling resistance than a comparable smaller tire, and this can lower fuel economy.

You don't always have to avoid popular vehicles in order to save money at the gas pump. Some smaller trucks and sport-utility vehicles rank better in fuel economy than do some cars. For example, the Ford Ranger 2WD with a 2.3-liter four-cylinder engine and manual transmission is the "most efficient standard pickup truck," according to the U.S. Environmental Protection Agency. It gets an estimated 24 miles a gallon in the city and 28 mpg on the highway, the EPA says, for a combined rating of 26 mpg. This is better than the combined fuel economy rating of 24.5 mpg for the Chrysler Sebring with automatic transmission.

Watch for New, High-Tech Solutions

Check out the newest automotive technology. It's getting more mainstream with each passing year. In spring 2002, Honda began selling its second gas-electric hybrid car in the U.S. The [2003 Civic Hybrid](#) is rated at 48 miles a gallon in combined city/highway fuel economy by the

U.S. Environmental Protection Agency. It joins the [Honda Insight](#), the first gas-electric hybrid car available in the United States, and [Toyota Prius](#) hybrid car, whose U.S. sales started in the 2001 model year, as very fuel-thrifty vehicles. In fact, the Insight and Prius are leaders in the EPA's list of fuel-efficient vehicles for the 2002 model year. (The Civic Hybrid, a 2003 model, was introduced too late to be included in the EPA's 2002 analysis.) The Insight is rated at 61 mpg in the city and 68 mpg on the highway. A two-seater, this hatchback has a small three-cylinder gasoline engine mated to an electric motor that never needs to be plugged in.

The four-door, five-passenger Prius uses a similar hybrid gas-electric combination, but the internal combustion engine is a 1.5-liter four cylinder. The Prius is rated at 52 mpg in the city and 45 mpg on the highway.

Ford Motor Co. plans to introduce the first gas-electric hybrid sport utility vehicle—the Escape HEV—in calendar 2003, and other automakers have hybrid vehicle plans on the drawing boards, too.

New technology efforts don't end there. Virtually all automakers are researching ways to build a commercially viable fuel cell vehicle.

Even if you don't decide on a new-technology vehicle, you should carefully consider whether you really need a V6 or a V8 in your next car or truck. The National Automobile Dealers Association advises consumers to test drive models with various engines in a range of driving conditions to determine what fits them best, and to assess the tradeoffs.

Other Costs Affected

Keep in mind you might pay a bit more for that next new car. Higher fuel prices in recent years have prompted many automakers to boost the price of delivering vehicles to dealerships. You see these higher trucking charges on the window sticker, on the "destination and delivery" line.

Member Advertisement Section

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".

1968 Coronet project. 440 model with #'s matching 318 & column shift AT. 8-3/4, PS, bench seat. Treated with POR15, needs bodywork. Primered, originally PP1red, factory air (equipment is missing). Also missing driveshaft and front windshield. Completely taken apart, all trim and other parts are labeled. **Call Aria 512-323-5679 or email** aria@jwamopar.com. Photos available to email. Located near 45th & Duval. 01/03

'94 Dakota SWB V-6, dark blue, gray leather, Mark III conversion, auto, A/C, PS, PW, PL, Tilt, Cruise, AM/FM/Cassette, bed rails, sliding rear window, fender flares w/integrated running boards, bedliner, extended range fuel tank, alloy wheels, good set of 265/50x15 TAs, 115K miles, Clear title.

Kelley Blue Book value is \$3305 in fair condition, MMCA price \$2750. Known mechanical flaw is electrical with rear ABS. Price reflects discount for this problem.

Steven Dykes jsdykes@swbell.net 10/02

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

67 black Dart GT drivers side door panel \$30

E-body 2 spoke steering wheel (some rust, and chrome peel, near the center. No cracks) \$25

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

-6 pack air cleaner

-Big block heads, 2 each. Casting:

915(\$300), 906(\$250), 452, 346 (\$200)

Call Isaac Jackson (512) 251-8999 8/00

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

early-to mid 70's 318 long block, disassembled, with 360 4bbl heads for sale. Make reasonable offer.

Wayne O'Neill 512-385-7950 Home, 512-627-8646 Cell

62 Dodge _ ton (typewriter transmission), 64 Valiant (body altered), 65 Valiant (body/cassis altered), 66 Barracuda(Factory A/C, auto, console)

Mopar tech. library- Shop manuals and magazines

225 /6 & 318 V8; Disassembled, shop work done, new parts

Larry Robinson (254)770-9952 05/03

Items Wanted

1964 Dodge Dart GT convertible. Must be running/drivable and have a straight body. Preferred with a 273 engine and must have a push button automatic.

Call Dustin Cloud @ (512)836-9490 03/01

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 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
10/02

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 12/02

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

Joe Hoppe 452-6400 01/03

Frustrated with 68 Coronet project; need help finishing body work (bondo). I only have time to work on it on weekends and would love the help.

Aria 512-323-5679 or aria@jwamopar.com
01/03

!!! NOTE !!!

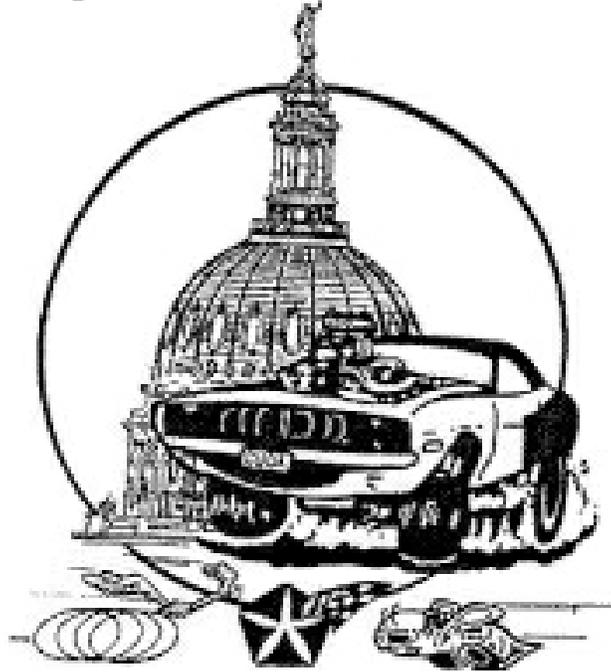
Please keep your ad current! Call or email the newsletter editor with new ads and corrections. All MMCA members may place ads free of charge.

Dustin Cloud

hell_fish_65@hotmail.com

512-836-9490 ----- evenings

Mopar Muscle Cars of Austin



<http://www.mopar.org>

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