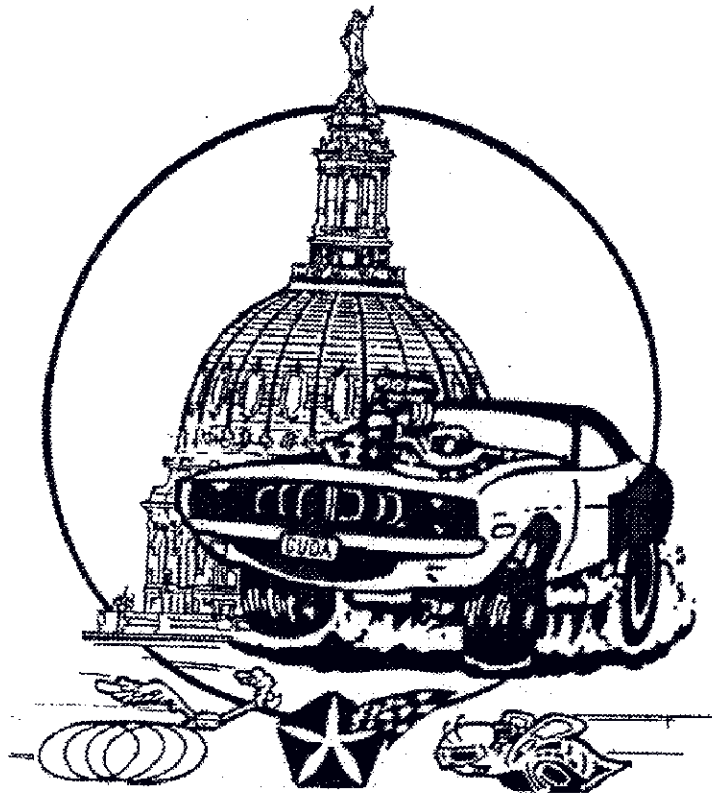


MOPAR MUSCLE CARS OF AUSTIN

Vol : 19 No: 8
September 2005



<http://www.mopar.org>



Mopar Muscle Cars of Austin

September 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.

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a 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 \$5.00 donation. Copies of the newsletter are available for a \$1.00 donation.

2003-2005 Club Officers

Office	Name	Phone	E-mail
Co-Presidents	Chris Ryon	(512) 833-5158	cfryon@earthlink.net
Vice President	Isaac Jackson	(512)	dovjack@sbcglobal.net
Events Director	Steve Lacker	(512) 442-1871	slacker@arlut.utexas.edu
Membership	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Team	Joe Hoppe	(512) 452-6400	daddiowjoe@yahoo.com

MMCA wishes to thank our sponsor:

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Editorial

Howdy,
Well this month I figured I would get a newsletter together as I have a few moments to rub together and so many events are coming up. As a club, we don't want to miss some of these.

It's truly been an odd summer this year. It was so nice getting rain weekly for a while, but not any more. The sun is beating down hot and hard.

Keep cool

This Month

There is a ton of events for the next 2 months. Dallas Mini-nats, Rosanky swap meet, Houston show and race, San Antonio car show, etc.... If you can't find anything to do these next few months, you're not trying. ☺

Also this month we will be reviewing the club by-laws.

Election Time is Coming

Want another reason to get out of the house on a Tuesday night? What to become more active in the club?

RUN FOR AN OFFICER POSITION!!!

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

It is a lot of fun. Officers meet the last Tuesday of every month to discuss club business and hang out.

Note from One of Our Newest Members

I just wanted to say that I'm pleased to have joined the club last meeting, and happy to have met some pretty cool folks. I look forward to becoming better acquainted with all of y'all. Next meeting I'll be driving the '64ragtop (Dart), barring any unforeseen calamity. The Dakota is a nice truck, but basically a transportation appliance. The Dart, however, is my RIDE!

See ya soon!
Bob Crockett

Dues Blues

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

I'm looking for members with artistic flair. I would like to see original Mopar related or car related art within these pages. Please submit works to hell_fish_65@hotmail.com

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CALENDAR OF EVENTS

September 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2 Putt & Cruise Car Show	3 VFD Car show Dallas Mini-Nats
4	5	6 MMCA Meeting	7	8	9	10
11	12	13	14	15 Rosanky Swap Meet	16 Rosanky Swap Meet	17 Rosanky Swap Meet
18	19	20	21	22	23	24
25	26	27	28	29	30	

Sept 2– Putt-Putt Golf on Burnet Rd. Miniature golf is buy one get one free if you bring a cool car. More info at <http://www.austinputtputt.com/Cruisenight.html>

Sept 3 - Center Point Volunteer Fire Dept Open Car Show, Center Point, TX (Across Guadalupe River bridge, then turn right after cross bridge) (Rain Date: Sept 10). For more info, call: (830) 634-2698 or (830) 285-7371

Sept 3 - Mopar Mini Nats, Audubon Park, Dallas, TX.

Sept 6– MMCA Club Meeting @ 6:30.

Sept 15-17th -Rosanky Annual Swap Meet, Car Corral, and Car Show, Rosanky, TX.

Oct 1– 23rd Annual San Antonio Mopar Muscle and Classic Car Show, Biff Buzby's, Toepperwein Rd, San Antonio, TX. http://www.moparmuscleclub-sa.org/Car_Shows/MMCSA2005/2005RegistrationForm.doc

Oct 4– MMCA Club Meeting @ 6:30.

Oct 15-16 – 2005 Lone Star Shootout sponsored by Layson's Restorations. For more info, go to: <http://www.houstonmopars.org/lonestarshootout2005.html> and <http://www.lonestarshootout.com/>

Oct 22 - San Antonio Police Assn & Live Oak Reserves Benefit Fund Open Car Show (Live Oak, TX - Rain Date: Oct 29). For more info, call: (830) 634-2698 or (830) 285-7371

Weekly/Monthly events:

Home Depot Parking lot every Saturday night at 1431 and Parmer Ln.

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



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DaimlerChrysler goes the robot route

August 3, 2005

Traverse City, Michigan - After decades of lagging behind on the time it takes to build a car, DaimlerChrysler is borrowing a page from Toyota Motor Company's manufacturing book.

The automaker's North American unit has started retooling its factories with robots that can switch from building one model to another in 42 seconds, a Chrysler executive said on Tuesday.

The robots will allow Chrysler to build two or three models on the same assembly line and also come at about half the cost of the current system.

They are part of a larger plan to remodel the automaker's manufacturing program on the system developed by Toyota, Chrysler vice president of manufacturing Frank Ewasyshyn told reporters at the Center for Automotive Research's annual seminar in Traverse City, Michigan.

"Smart came from the Toyota production system," he said, referring to Chrysler's new manufacturing program.

The aim is to bring the average amount of time it takes Chrysler to build a vehicle down to less than 30 hours by 2007 from the current rate of more than 35 hours.

The first plant to be retooled with the flexible robotic system is a Neon factory in Belvidere, Illinois at a cost of around \$415 million (R2.7 billion).

Additional plants will be retooled when new product lines are introduced and will be paid for out of existing capital budgets, Ewasyshyn said.

In addition to the flexible robots, Chrysler has also begun shifting the way its plants are managed. Workstations are being rearranged in order to improve ergonomics and streamline tasks.

But perhaps more importantly, he said, the structure of the workforce is changing in order to give line workers more control and input into production.

"Could we have done it faster? Probably. Should we have done it faster? Yes," he said.

Ewasyshyn said the US automakers struggled for years to figure out how Toyota managed to make cars so quickly. They originally thought it was because of better hardware. Then they thought it was better logistics. Finally, they realised Toyota was successful because of the way the system was designed to support the line operators.

"It also was a huge cultural change," he said. "It's not easy to walk into a tooling plant where a guy's been working for 20 years and say we're going to change things."

The more flexible plants will also allow Chrysler to respond more quickly to shifting market demands. Pilot models can be more easily assembled and existing models can be modified to meet niche markets.

"As long as you're not adding steps in the middle of it you can make anything you want," he said.

Increased flexibility is critical in the current highly fragmented automobile market. Traditional product lines of 250 000 vehicles have all but disappeared as consumers demand a wider range of choices.

Most automakers only produce between 70 000 and 100 000 units of a model every year and some niche models, like Chrysler's Viper, have annual runs of about 5 000 vehicles.

The flexible assembly line should have little impact on employment levels, Ewasyshyn said, because the body shop is already automated.

It also won't lead to a reduction in the number of plants as Chrysler hopes to use a greater variety of products to increase total sales.

And while the company may be switching to flexible assembly lines later than its competitors, Ewasyshyn said Chrysler will be able to make significant cost reductions because of the more advanced technology.

"I'll be the first to admit that in flexibility, the Chrysler Group was a bit late to the game," he said.

"The good news for us, however, is that by arriving late, we have been able to take advantage of more capable technology." - AFP

Chrysler Group July U.S. Sales Surge 32 Percent, Achieve Highest Retail Sales Ever

Auburn Hills, Michigan, USA, August 02, 2005

Driven by the strong and clear message of the Employee Pricing Plus program and one of the strongest product lineups in the industry, Chrysler Group sold 240,146 vehicles in July, representing a 32 percent increase over July 2004 sales of 189,619 units. Retail sales of 217,081 units represent the single largest monthly retail total in the history of the Chrysler Group, an increase of 38 percent over July 2004 results.

Each of the automotive brands of the Chrysler Group, Chrysler, Jeep® and Dodge experienced significant increases in sales that resulted in multiple nameplates establishing new sales records for July.



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Chrysler brand posted sales of 61,193 units, an increase of 32 percent and an all-time sales record for the brand. July sales for Jeep brand products surged 53 percent to 56,280 units, the highest sales total for Jeep since its inception. The Dodge brand solidified its place as the volume leader for the company by posting sales of 122,673 units, a 23 percent improvement over 2004 results.

"Our July results were made possible by the 'perfect storm' of great products, clear and direct pricing, and strong messages that broke through the clutter. An improving economy nationwide also gave consumers the confidence to buy new cars and trucks," said Gary Dilts, Chrysler Group Senior Vice President - Sales. "We plan to continue offering Employee Pricing Plus on our remaining 2005 model year inventory with the supporting advertising that will grab customers' attention."

Sales of Chrysler Group products in key segments such as Minivans, Sports Tourers and Trucks posted strong results for July and solidified leadership positions in important categories.

The next generation Dodge Stratus / Dodge Avenger and Chrysler Sebring

Allpar.com

The next generation Stratus and Sebring, expected in June 2006, will be based on the Mitsubishi Galant platform, but Chrysler is the "engineering lead." Mitsubishi had already been working on the next-generation Galant/Eclipse (Montero Sport outside the US) for some time. The resulting sedan would use Chrysler V6 and joint-venture four cylinder engines.

Dan Minick believes the Mitsubishi platform was chosen because it is newer, and because it is more adaptable - it can fit all wheel drive, transverse or longitudinal engines, etc. This is important for something that will become an sedan,

wagon, convertible, and possibly SUV and sports car (sedan, hatchback, wagon, and ragtop are confirmed).

Chrysler said that the joint-venture Neon replacement will be the basis of the next-after-this-next-generation Sebring, Stratus, and Galant, which would be "stretch" versions - much as the Spirit (and Daytona, and Caravan, and Limousine, and LeBaron, etc.) was based on the Reliant. This will happen around 2011 and is regardless of the current 2006-2010 project. Mitsubishi has dropped out of this second project.

Currently, the Sebring and Stratus sedans, combined, are selling around 200,000 units per year, including the closely-related Sebring Convertible, while the Neon is selling around 120,000 units. The Sedans outsold the Mitsubishi-designed Coupes by more than a 4:1 margin when sales data was still separated.

The 2006 Chrysler Sebring will probably be based on the modified Galant platform, with Chrysler taking the engineering lead on a redesign of that platform and other components. We had expected it to move to a shortened LX platform but that doesn't seem to be in the cards.

Dodge Challenger?

Allpar.com

Some expect the name Stratus to be dropped for Challenger, while others are certain it will be Avenger (the name of Dodge's Mitsubishi Eclipse clone a few years back, but also a Chrysler-Europe car.) The original Challenger was a specially designed sports car with a huge engine bay and relatively small interior. The name was, in Chrysler fashion, later applied to a Mitsubishi sold under the Dodge label (with no Chrysler engineering involvement but the infamous 2.6 Hemi engine.) All we can say is that after the Magnum/Charger and the cool Rebel name being tossed aside for Caliber...we have no idea...but it *would* make more sense and be more historically accurate to save the Challenger name for a shorter-wheelbase LX (not that any appear to be in the works *at this time*.)

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 items in our 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".

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. \$15 each
66 black A-body door panels(rough with good vinyl, needs new backing) \$30 pair
65 Barracuda drivers side rear wheel molding. \$15
65 blue Barracuda fold down rear seat(needs recovering) \$50
Tuff Wheel horn button. A few small cracks. \$10
Square steering wheel horn ring \$45
Contact Dustin Cloud at hell_fish_65@hotmail.com
8/05

-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 buy junk Mopars in Austin area
call Wendell at 512 376 6600 after 6 PM 10/02

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 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

!!! 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.

Mopar Muscle Cars of Austin



<http://www.mopar.org>

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