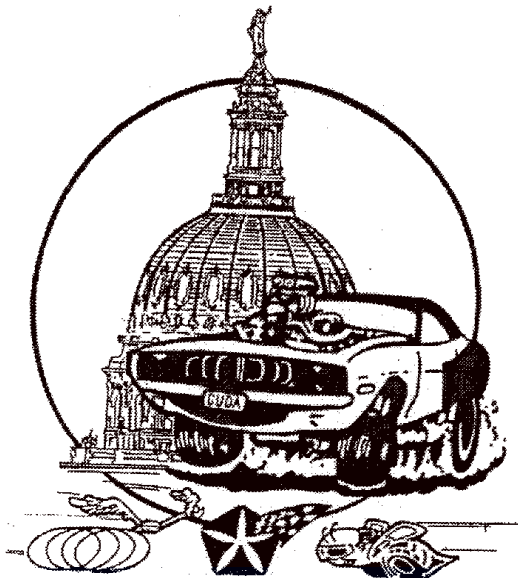


MOPAR MUSCLE CARS OF AUSTIN

Vol: 20 No: 4



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

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Located in central Texas.

Doc has over 500 MOPARS from the 1950's to 1980's.
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UPS shipping daily. International customers welcomed.
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

Letter from the Editor

Its times like these I know I'm crazy, a glutton for punishment and ask myself, "what was I thinking?"

Well the answer to that is the same one you give when you see a car for sale that you just have to have. I respond to my wife and say "It's such a good buy".... "it's a good investment"....or the ever popular "it's money in the bank"..... and finally, "you just can't loose on this deal". That was indeed my answer too. Of course its all true, usually...but still I wonder how I now have 5 cars and only one of them is currently running as it should be. One probably never will run right, until I dump that TBI and put a carb back on it.

My wife is wondering the same thing. She asked me if I wasn't really an engineer, but a auto mechanic, because mechanics never own a car that actually runs. I guess I must be at heart. If I could make my living turning wrenches, I suppose I probably would. But the retirement plan for a mechanic usually doesn't include stock options.

But it may be time to thin the herd. That's always a difficult decision to make.... which one has to go? Some decisions are made for you, like a blown motor – so you dump it, or a great offer out of the blue – and you jump on it. But when all your vehicles are great, (why would you have selected them if they weren't?), its hard to decide, especially (as in my case) your daily driver is less reliable than your standby. Or if you know that if you sell one of them, you'd never be able to afford to own a similar car again. So what to do.....

But, what if you had a place to store all those cars.... then you'd be a collector...now that's something to aspire to, not everyone can be a classic car collector.

Eureka! That's it!!! I've just changed my personal designation from a "musclecar enthusiast" to a "musclecar collector". Now, no one can complain that I have too many cars, because I'm a...collector.

Well, there's my justification, take if for a ride and see if your family will buy it too....or not.

Chris

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

We had the Tri-City picnic in Bastrop on April 8th at Fishermen's Park and met up with folks from the Houston and San Antonio Clubs for a cook out and fun.

It turned out to be great weather and we had a great turnout. We met some new friends and caught up with some old ones

We had our MMCA Annual picnic, May 6th @ Northwest Park. It too turned out to be a great event with really nice weather. Lots of nice cars were in attendance and the sausage was excellent (thanks Dean and Dave)

Other Events

The Kars and Kids Car Show was held downtown Austin on May 13th and although it wasn't quite as spread out or have as many cars as the inaugural show last year, it was a lot of fun for the participants and spectators too. (I couldn't stick around, my radiator gave out as I pulled in to park).

Upcoming Events

Club Events

Transmission Slam

June 27th at Chris Ryon's house, 11209 Terrace Bluff Dr Austin. 6:30 -9. We're going to install a 727 in a 70 Challenger convertible and have an officers meeting. Food and drinks provided.

Other Events

June 24 - 3rd Annual Luckenbach Rod, Custom , Classic & Motorcycle (830)739 2840 www.rockincarshow.com

July 21-23 - Texas Heat Wave Austin Expo Center

July 29 – Samuels Summer Sizzle. Dripping Springs, Tx Stone House Mtn Events Ctr - 3023 Hwy 290 W

Sept 16 – Rudy's Texas Classic Car Show

Oct 2-3 - 22nd Annual MOPAR Mini Nats
Central Park, Garland, Texas

Return visit by Galen Govier

For info call: Jerry Reed at 972-271-6189

<http://clubs.hemmings.com/frameset.cfm?club=dallasmoparclub>

Oct 20-22 Lone Star Shootout, Baytown

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

Calender of Events

June 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6 Monthly Meeting 6:30	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24 Luchenback show
25	26	27 Officers Meeting and Trans Stab 6:30 at Chris Ryon's House	28	29	30	

July 2006

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4 Independence Day	5	6	7	8
9	10	11 Monthly Meeting 6:30	12	13	14	15
16	17	18	19	20	21 Texas Heatwave starts	22 for those of you who may be into
23 Rice	24	25 Officers Meeting 6:30	26	27	28	29 Samuels Show
30	31					

Weekly/Monthly Events

- Home Depot parking lot on 1431 near Parmer every Saturday night (usually a really nice 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. Be sure to shoot me a note if you find some cool mopar websites.

Mopar in General

Great Slant Six Website
(<http://www.slantsix.org/>)

Info about Polyspheric Head motors
(<http://www.geocities.com/MotorCity/Track/4164/>)

Mopar Wiring Diagrams – scan yours and add them
(<http://www.mymopar.com/wiringdiagrams.htm>).

Classic Mopar Paint Color Chips
(<http://autocolorlibrary.com/cgi-bin/search/searchpic.pl?1967-plymouth-pg01.jpg>)

Cool Auto Stuff

Road Race Your Car Here in Austin
(<http://www.lonestarscca.org/>).

This Guys Garage – this is pretty slick
(<http://www.sandysgarage.com/shop.html>)

Race Track Finder
(<http://www.staginglight.com/links/trackfinder.html#TX>)

Member Spotlight: - Steve Lacker

There are lots of Mopars that are more "desirable" and certainly much flashier than this one, but this car will always be very special to me. My folks bought it at Jay Smith Chrysler -Plymouth in the fall of 1972, and I was right there with them at the ripe old age of 8. The car became mine in 1980 with around 150,000 miles on the 318/904, and since then I've racked up almost another 250,000! The odometer actually says 390,000 (or would if it had that extra digit!) and I still drive it regularly. It faithfully took me through high school, college, graduate school, the first 5 years of my professional career, and even took me and my wife Ann on our honeymoon. In 1993, I started alternating it with my [1966 Polara](#) on the daily drive, cutting the rate at



which it piles on the miles down by a factor of 2. Still, it sees about 13,000 miles a year without complaint. The 318 got "freshened" at 190,000 miles and with 200,000 miles on the rebuild it still isn't burning oil and runs great. With an Edelbrock Performer intake manifold and a Carter Thermoquad carb (purchased for \$10 at a garage sale!) its getting about 16 mpg in combined city/highway driving. Up close, its "road warrior" nature is apparent through numerous door-dings, windshield specks, and scratches, but the curvy 3rd-generation Satellite lines are still attractive from any angle.

Above is a nice front quarter shot showing the American Racing alloy wheels that I've come to absolutely hate. They've NEVER balanced in well, and will be replaced with a set of steel 15x7 Mopar Police Car wheels from a mid-80's Diplomat. Unlike the cop-cars, though, these will have both center caps and trim rings. I haven't decided yet if they'll be painted white to match the top or black like authentic cop-car wheels. It has dual exhaust tips woven through the trailer hitch. I wanted stock-looking exhaust tips, and it took a bit of doing to bend those pipes right (thanks B&B Muffler, Austin Texas!). This vintage 318 powered B-body never came with factory dual exhaust, but it sure is a benefit.

The dash layout is simple and very "early 70's". Gone is all the pretty chrome found in the 60's cars, but the plastic and vinyl work is extremely high quality compared to today's cars. The mere fact that it looks like this after 26 years and almost 400,000



miles is proof enough.

The engine bay is currently still dirty, but at least now the most visible feature isn't a cheesy chrome air cleaner. I've found an "almost correct" Chrysler air-cleaner from a 71 Dodge motorhome that fits the 4-barrel carb and still looks very similar to the original 2-barrel air cleaner. The dirt stays-its a badge of honor at this point!

Dodge 518 Conversion

This is how to convert your three speed transmission to a 1995 and older A518 overdrive transmission with a three wire connector (gas). A 518 transmission has a 31% overdrive and will produce a 30 to 40% increase in gas mileage on the road over a three speed transmission. Remember overdrive is only 3rd gear high range anyway. There are two wire 518 transmissions out there, these have a non-lock-up torque converter. With this three wire setup you have a four speed transmission plus a torque converter lock-up feature. The extra gear is 3rd high range. We've been asked this question for years, so I decided to put it down in black and white. What we're actually going to do here is control the overdrive and torque converter lock-up normally controlled by the computer using one vacuum and two oil pressure switch. Instead of using an electronic speed sensor and throttle position sensor we will use a mechanical / hydraulic / electronic speed sensor and a vacuum / electronic throttle position sensor. This will be accomplished with the use of three GM parts and some trick wiring. The Chevy and Ford guys make the swap to overdrive all the time, it's time for the Dodge people to have the same option. Lets say you drive an average of 400 highway miles per week, at that rate you could save as much as \$1000.00 per year on gas. This can be made to work with a diesel motor also with or without a vacuum pump and vacuum regulator.

#1. The center wire on the transmission is the hot wire and the two other wires are ground wires for overdrive and the lock-up torque converter. The front wire is the overdrive ground and the rear wire is the torque converter lock-up ground. You can get a three wire female connector from a junk yard or buy one from us.

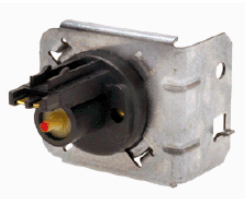


#79M. 5 79M. 518, three wire Pigtail connector for overdrive and lock-up. Cost \$33.00 18,1 connector for overdrive and lock-up. Cost \$33.

#2. Run a 12 volt fused wire that turns on and off with the key to the vacuum switch, then to the center wire on the transmission connector. This is a normally open vacuum switch that takes 7 pounds or more of vacuum to shift into overdrive and lock-up the torque converter and 3 pounds or less of vacuum to down shift and unlock the torque converter. Lets say you're in overdrive going 54 miles per hour at very light throttle, when you press on the throttle and the vacuum drops below 3 pounds the transmission will immediately shift back to 3rd gear low range without lock-up or even a lower gear depending on the throttle position.



**Vacuum Switch With Wire,
Cost \$55.00**



Vacuum Switch, Cost \$36.00



Pressure Switch, Cost \$23.00

#3. At the governor pressure tap on the transmission (top left on passenger side, #4 in photo) install a tee fitting for two oil pressure switches. Say a 44 PSI oil pressure switch for overdrive and a 52 PSI oil pressure switch for the torque converter lock-up. Or any other combination of switches you may want. At light throttle the transmission will shift into overdrive at 44 MPH and the torque converter will lock-up at 52 MPH. The pressure switches go on the outside of the transmission case in the governor pressure port. It's located on the right side, at the upper rear of the main transmission case. The figures on the pressure switch will only be correct if you have a stock tire size and rear end ratio.

#4. Run a wire from the front pin on the transmission connector to the 44 PSI oil pressure switch and a second wire from the rear pin on the transmission connector to the 52 PSI oil pressure switch. Now at 52 MPH when you step on the gas the transmission will shift back to third gear and the torque converter will unlock at the same time. It can't get any easier than this.

#5. Install a toggle switch in the overdrive ground wire. When the switch is turned off you will have 1st, 2nd and 3rd low range, exactly like a 727 transmission with the same ratios. When the switch is turned on you will have 1st, 2nd and 3rd gear low range plus 3rd high range. When the toggle switch is on the transmission will immediately shift into overdrive at light throttle over 44 miles per hour whenever it's in drive range on the gear selector. Once in overdrive the transmission will not come out of overdrive until the overdrive solenoid is turned off, or the vehicle speed goes below 44 miles per hour, or the vacuum drops below 3 pounds. The only electronic parts on a 518 transmission are the overdrive and torque converter lock-up solenoids.



NOTE: People make this swap all the time, but I've never heard of anyone doing it correctly. They drive down the street flipping a toggle switch on and off at every stop. This setup works automatically.

NOTE: The way governor pressure works is 1 pound of pressure per square inch equals 1 mile per hour unless someone has changed the tire size, or rear end ratio, or governor springs and weights. The vacuum switch acts as a throttle position sensor and the oil pressure switch acts as a speed sensor.

NOTE: Use a lock-up type torque converter if possible, this could get you as much as 5% better gas mileage and the transmission will run much cooler. Running cooler will make the transmission last longer.

NOTE: You can also run the torque converter ground wire through the brake switch if needed.

Throttle Valve Adjustment

#6. A 518 transmission has a throttle valve cable (pressure cable), it must be hooked up and adjusted correctly. You can get the cable and brackets from a junk yard. If you have a 727 transmission now this linkage may work. The correct adjustment on the TV cable or linkage is minimum throttle pressure at minimum throttle. In other words no slack in the cable at idle and it must start to pull immediately off of idle.

Other Modifications

#7. When going from a 727 transmission to a 518 transmission the driveshaft will need to be cut about 3 and 1/2 inches. The swap may require some driveshaft tunnel modification on some cars. You will have to fabricate a new crossmember using the old crossmember ends because the transmission mount is lower on a 518 transmission than a 727 transmission. The stock Dodge truck mount is very tall, some extra room can be gained by using a biscuit-type Camaro or Mustang mount.

#79M. This is a 1" tall transmission mount. Cost \$35



In the 1st picture notice the 518 transmission has a larger tail area. The second picture is the crossmember ends cut off ready to be reused. In the 3rd picture notice the transmission mount area has been lowered.



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!

2006 - At this time we are working on ways to control RWD Dodge 44 / 46 / 48RE type electronic transmissions with an electronic governor without a computer. Stay tuned.

We have the vacuum switches and oil pressure switches (44, 48, 50 and 52 MPH) in stock. Start saving gas money now. We sell our heavy duty / performance version of the 518 transmission called the Viper. Warning: There are other vacuum switches out there that look exactly like these but have a different calibration.

Gear Ratios	First	Second	Third	Forth
30RH / 904	2.74	1.54	1.00	-----
32RH / 999	2.74	1.54	1.00	-----
36RH / 727	2.45	1.45	1.00	-----
42RE / 42RH	2.74	1.54	1.00	0.69
500	2.74	1.54	1.00	0.69
518 / 618	2.45	1.45	1.00	0.69
46RE / 46RH	2.45	1.45	1.00	0.69
47RE / 47RH / 48RE	2.45	1.45	1.00	0.69

Article Courtesy of

Performance Automotive and Transmission Center

Order Now Toll Free, Monday to Friday

Transmission Order Line 1-888-8771008, 8:00 to 5:30 CST

Transmission Parts Order Line 1-888-2012066, 9:00 to 6:30 CST

[Performance Motor Parts at PartsHP.com](http://PartsHP.com)

Tech Flash

It has recently come to the attention of this editor, due to the sleuthing of our Mike Mosley and Steve Lacker, that the 8 3/4" rear ends from 65-69 C-bodies and very likely the 65-70 A100 vans (perch width needs to be checked) will directly bolt in to an Ebody. The only apparent difference is they are 1/8" wider than the Ebody, not even enough to notice. E-body widths are - hub 61.625", perch 46" and the C-body widths are 61.75", perch 46".

Mopars in the Media

The New Challenger

The Challenger is now official and should be built at Brampton, pending union agreement to a more flexible contract and probably the usual government tax exemptions. Chrysler announced production would start in 2008 at 50,000 units per year - a more generous number than some had expected.

According to several sources, Chrysler is trying to decide on which strategy to follow: a high-price, low-volume run, or a high-volume, lower-price run. Also in flux is the question of engines - restricting to just the Hemi, or allowing both the Hemi and at least one V6. Then there is the question of whether a manual transmission will be used and, if so, whether an automatic will also be available. They are expected to cost \$30,000.



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".

-1968 318 and 904, still bolted together -\$150

-1970 Challenger dash parts, vents, lower control arm, slap stick shifters, trim, etc.

Give me a call if you need something E-body

Call Chris Ryon (512)833-5158 (6/06)

Console and slapstick shifter for a 1971-1974 Challenger
Make an offer

Contact Michael Mosley 695-5096 (6/06)

-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 at hell_fish_65@hotmail.com (6/06)

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

-E-body fuel line and sending unit (\$250 obo)

Contact Isaac Jackson (512) 251-8999 (6-06)

Parting out 400 Mopars, 1953 to 1976, southeast of Austin.

Email your parts request to **DrMopar440@aol.com**

Web: <http://www.drmpar.com> (6-06)

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)

Items Wanted

Want to buy junk Mopars in Austin area

Contact Glenn at 512 376 6600 after 6 PM (6-06)

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 hell_fish_65@hotmail.com (6-06)

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 !!!

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.

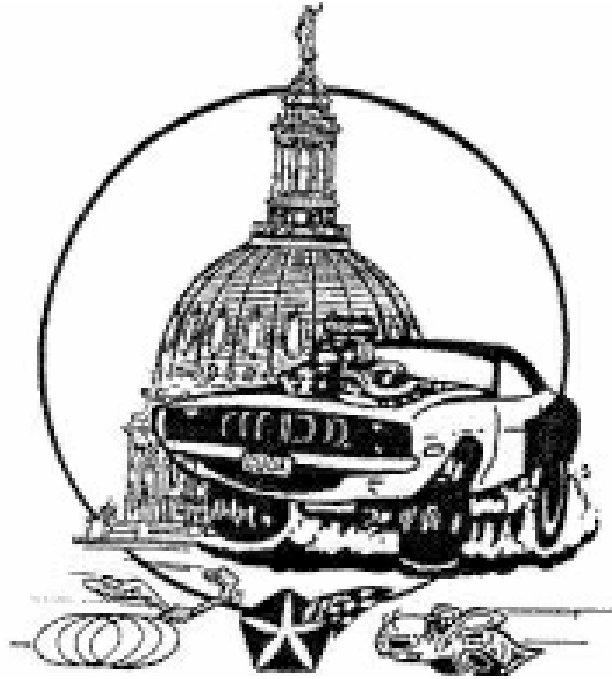
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