

OCTOBER - 1983
NEWSLETTER



LAST TIME OUT...

The September gathering of the Dallas Mopar Club was by far one of the club's better efforts of the fiscal year. As most of you know, the regular meeting was more or less abandoned so the club could participate in the 5th Annual McKinney Street Machine & Rod Run. Needless to say, the run was excellent! The vital "club participation" that we had hoped for was there in force. Those of you who could not attend the 'Rod Run in McKinney, well, you flat missed out! Maybe, for the next meet

of this multitude, all members will be available to attend. The host club of the McKinney Rod Run, Pickups Unlimited of Texas, should also be commended for putting on such a fine event. Due to their efforts and some fine contributions by various sponsors, everyone drove away a happy winner.

Since the August meeting of Dallas Mopar there has been a "special action" committee meeting regularly to try and generate new ideas and 'mop up' a few loose ends for the club. Some things being ironed out are: window sticker production; club By-Laws and Constitution; long range plans for upcoming 1984 events; 1984 officer elections. Those of you out there wishing to interject a few ideas of your own, please feel free to spread the word and be heard! Help in the "great idea" and "things to do" areas are always well received and greatly appreciated.

THIS TIME...

At the October meeting of Dallas Mopar, our final draught of the club constitution and by-laws should be ready for presentation. Also, on this newsletter is our club logo. Those of you with ideas on color schemes for the logo-window sticker are invited to color this logo in and present it at the next meeting for approval. Red, white, blue, black, and silver are all colors that should be given attention in the logo color-in. Elections are also coming up fast, so if any of you out there wish to nominate future candidates, please have them in mind at this meeting.



CALENDER OF COMING EVENTS

OCTOBER

- 9) Club Meeting at 2:00 PM Pizza Inn LBJ Abrams
Presentation of club constitution and by-laws! If you are at all
interested in the future of this club I urge you to attend.
Anybody interested in going to the State Fair as a group?

26) Newsletter Deadline

NOVEMBER

- 13) Club Meeting at 2:00 PM
Site to be announced
Nominations of club officers and board members!

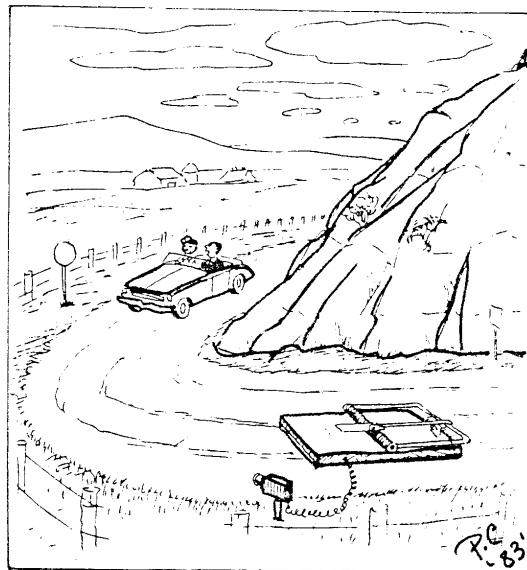
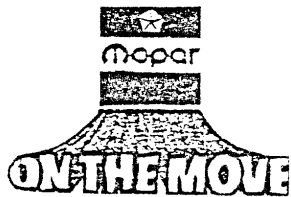
30) Newsletter deadline

Future Events

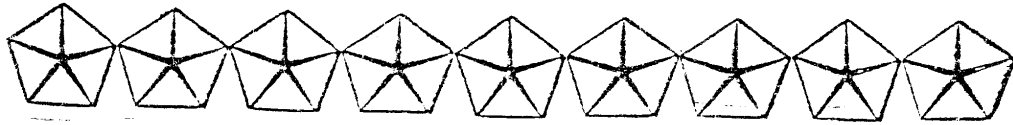
Picture Day
CLub pictures for magazines and a possible calender!

Ralley
This one will take awhile and probably get you lost!

Christmas Party
Probable date Dec.17



"I hear they have a mean speed trap on this road."



McKINNEY ROD RUN - AN EVENT

by
Mark Wilson

Saturday Sept. 10th, we met at a small shopping center parking lot at the corner of Audelia Rd. and Forest Ln. in northeast Dallas. Parking space was ample and most everyone arrived by the 8:45 a.m. deadline time. Those making the caravan to McKinney were Charles Snider, Pam Calder, Paul Hildenbrand, Patti Cigainero, Ronnie Tucker and his wife Jan, Ron Taylor, Shannon and Kathy Lilley, as well as myself. In all there were nine Mopars present and driven. One member, David Hancock, was supposed to join us also but some untimely carburetor problems forced him to stay behind.

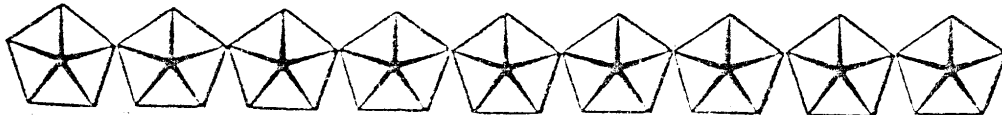
The drive there consisted of nine Mopars followed by Ronnie Tucker's wife, Jan, in a Chevy Malibu - tough luck Jan. The route we took was I-635 west to US 75 north to McKinney. We exited at Hwy. 380 and proceeded westerly to our final destination. Traffic on this Saturday morning was unusually heavy on Central Expwy., but once past Campbell Road things got smoother. Riding in the back of the pack, it sure was a nice sight seeing all those beautiful Mopars in front of me.

We arrived at the gates of the Rod Run grounds almost exactly as planned - a few minutes before 10:00 a.m. The scene was quite casual as we were processed through registration. Once inside, we chose a spot on higher ground that was particularly well shaded with just enough room for all Dallas Mopar participants. The club entries were those that were mentioned earlier, with the exception of C. Snider, plus Ron Dillinger and his wife Charlene, David Shearer, and our newest member, Bill Calva from Flower Mound. A fine turn-out, indeed!

Weather conditions Saturday could not have been better - variable cloud cover with temperatures in the high 80's. Many games took place with a lot of participation by Dallas Mopar members. About 170 cars in all participated in the meet with about twice that many in spectators on Saturday alone. That night, most of the Dallas Mopar "gang" all went out to eat and enjoyed a good time at a Plano establishment known as Cheddar's.

Sunday's weather was a carbon copy of Saturday's. Most of the people that caravanned together Saturday, also did the same on Sunday, except that they enjoyed some breakfast along the way. Once everyone had arrived and settled in, the final judging for the coveted "Best Mopar" award took place. When awards time came at high noon, Dallas Mopar's members were seated front and center anxiously awaiting the results of the competition. The host of the event gave club pres., Jerry Calder, the podium for the presentation of the first award. After a brief background and description of our club, Jerry presented the trophy. The judges, Shannon Lilley - interior; Ron Dillinger - engine and compartment area; Jerry Calder - paint; and myself for trim and undercarriage, along with two judges outside the club, made our decisions and averaged out the scores. The winner - the Silver HEMI-Charger belonging to Ron Dillinger. Congratulations Ron! His car, on this day, was a cut above the rest and is in as good as shape, almost, that it has ever been in. Other members winning awards for the club were: the childrens, womens, and mens tug of war teams; Pam Calder - cam balance; Pam and Kathy Lilley - horseshoes; Chris and Patti - panty dash; and a couple others I can't think of. BUT MOST IMPORTANTLY, the DALLAS MOPAR CLUB won the award "CLUB PARTICIPATION" for having the most participants of any one club in attendance. Bravo DMC!

This whole meet was a great success for our club and made me proud to be a member of Dallas Mopar. I just hope that in the future we will continue to be made aware of what is going on around us so that we can participate to our fullest capacity!



The CARS of DALLAS MOPAR

DODGE

1966
 2-Chargers, 1-Coronet 500
 1967
 2-R/T's, 2-Chargers
 1968
 1-Hemi Charger, 2-GTS's (1 conv.), 1-R/T conv.
 1969
 1-Hemi Charger 500, 1-Hemi Daytona, 1-Charger R/T SE, 2-Super Bee's (1 6-p
 1970
 2-Charger R/T's, 5-Challenger's (1 Hemi R/T, 1 R/T conv.), 1-Charger 500
 1971
 1-Hemi Charger R/T, 1-Challenger conv.
 1973
 1-Challenger

PLYMOUTH

1967
 2-GTX's (1 conv.)
 1968
 1-Road Runner
 1969
 1-Road Runner
 2-GTX's
 1970
 7-'Cuda's (2 AAR's, 3 Hemi's, 1 6-pack, 1 conv.), 1-GTX, 1-Hemi Superbird
 1972
 1-'Cuda
 1974
 1-Road Runner

	66	67	68	69	70	71	72	73	74	Total
DODGE	3	4	4	5	8	2	0	1	0	27
PLYMOUTH	0	2	1	3	9	0	1	0	1	16
Totals	3	6	5	8	17	2	1	1	1	43

Hemi's ----- 9 5 Dodge's 4 Plymouth's
 6-Pack's ----- 4 1 Dodge 3 Plymouth's
 Convertibles -- 5 4 Dodge's 1 Plymouth
 Nascar's ----- 3 1 Charger 500 1 Daytona 1 Superbird (All Hemi's)



COLOR THIS LOGO
FOR WINDOW STICKER
IDEAS . . .

THE BIG EVENT

HOW ABOUT THAT ? NOW MC KINNEY WAS REALLY FUN ! IF YOU MISSED IT, TOO BAD. TONS OF EVENTS OCCURRED. SALUTE THE MEMBERS WHO WENT TO A LITTLE EXTRA TROUBLE TO HELP DALLAS MOPAR CLUB WIN THE COVETED " BEST CLUB PARTICIPATION."

REPRESENTING TOM DILLINGER, (LOST TO COLLEGE, IN A STATE FAR, FAR AWAY) WAS CHARLENE DILLINGER IN HIS '70 440+6 CUDA, AND AS USUAL IT DREW PLENTY OF FANS, MANY JUST TO VIEW A REAL SHAKER. ALSO, RIGHT NOW THE FASTEST (DOCUMENTED) MOPAR FROM D.M.C. DO I FEEL A CHALLENGE-(R) COMING UP HERE ??

THE JUDGES FROM THE TRUCK CLUB, LOVED MARK WILSONS '68 CORONET R/T CONVERTIBLE. YES, IT LOOKED GREAT;RAG-TOP,BLACK BEAUTY. HOW MANY OF THESE BABIES DO YOU SEE ROLLING AROUND IN THIS SHAPE. THATS WHY HE HAS THE TOP DOWN ALL OF THE TIME, BECAUSE HIS HEAD WONT FIT INSIDE WHEN HE'S DRIVING IT!

RON DILLINGERS "SILVER STREAK" WAS AS CLOSE TO PERFECTION AS I'VE SEEN IN A WHILE. YOU MUST SEE HIS FRESHLY PAINTED '68 HEMI CHARGER. EXCELLENT.

YOU'LL KNOW WHY THIS WON THE " MOST EXCELLENT MOPAR " TROPHY WHICH WAS GIVEN BY DALLAS MOPAR CLUB.

RON TAYLOR'S '73 CHALLENGER WAS AS SHARP AS A WHIP. ^ IT WAS THE " NEWEST " MOPAR FROM D.M.C. AT THE EVENT. IT HAS BEEN A LONG TIME SINCE I'VE SEEN A '73 CHALLENGER THIS NICE ! YOU CAN PAINT MY CAR ANY TIME RON. O.K.?

RON TUCKER, WELL LETS SEE, SHOULD I LIE AND TELL EVERYONE THAT YOUR CAR IS AN ILLUSION? OR , SHOULD I CONTINUE IN MY NEVER ENDING QUEST TO FIND A FLAW IN YOUR MINT AAR. WHAT HAPPENS IN A FEW YEARS WHEN BRIAN SAYS, "HEY DAD, LET ME HAVE THE KEYS TO YOUR CAR"?

PATTY AND I HAD OUR '69 GTX THERE ALSO. IT SHINED AS GOOD AS EVER. ONE JUDGE ASKED IF IT WAS 27,000 MILES, AND WAS SURPRISED WHEN I ANSWERED---+100,000 MILES, ON THE 'OLE GAL.

SHANNON LILLEY BROUGHT HIS '67 CHARGER. WHAT CAN YOU SAY ABOUT THIS ONE. THIS IS THE ONE THAT STARTED CHRYSLER TO THE STYLE THAT CHANGED THE INDUSTRY--PERFORMANCE LOOKS. THIS IS A FINE EXAMPLE, EVEN THE PAPER DASH LIGHTS. CHERRY

KATHY LILLEY DROVE THE A.M.C. HORNET---NO,NO. I MEAN THE '69 SUPER BEE.(I GET THOSE CONFUSED) BUT SERIOUSLY FOLKS EVERYONE LOVED THIS BABY. A CHOICE MOPAR! AND REALLY RARE TOO, ESPECIALLY SOME OPTIONS. HOW MANY RAMCHARGER INDUCTIONS HAVE YOU SEEN ?

PAM AND JERRY OWN A NICE LITTLE CUDA. IT TOO WENT TO THE SHOW AND LOOKED VERY NICE AS USUAL. ONE SPECTATOR SAID " LOOK AT THE A.R.A.----AMERICAN RACING ASSOCIATION----".

DAVID SHEARER MADE IT WITH HIS '70 CHARGER. PEOPLE HAVE ALWAYS LOVED CHARGERS AND THEY ALWAYS WILL AND THEY SURE DID THIS ONE! EXTREMELY NICE.

NOW THE OTHER CONVERTIBLE IN THE SHOW FROM D.M.C. PAUL'S '70 CHALLENGER R/T WAS NICE INDEED.

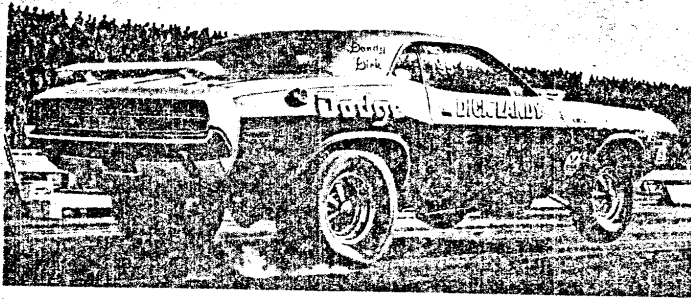
BY THE WAY, WHERE ARE THE PLYMOUTH CONVERTIBLES??? AND A RARE BUT SUPERB SIGHT ON SATURDAY AFTERNOON. GLENN DOTSON'S '69 SUPER SUPER BEE--3000 MILES?? I DONT LIKE YOU GLENN. NO, REALLY GLEN HAS A CAR WORTH LOOKING AY TWICE MAYBE THRICE.

DID I SEE YOU CHARLES ?

AND LAST BUT NOT EAST, OUR NEW MEMBER IN HIS CHERRY '70 CHALLENGER R/T M = DETAILS ON THIS LATER.....

BY CHRISTOPHER CIGAINERO

Chrysler Corp. Standard Transmissions



Chrysler Corp. uses two 3-speeds and a 4-speed, all of their own manufacture. The 3-speed manuals are designated A-745 and A-903, and the 4-speed is the A-833.

A-903

Model A-903 is of the synchro-mesh type with helical gears to provide silent operation. The countershaft is in constant mesh and is supported by roller bearings at each end.

The mainshaft front end is piloted in roller bearings in the end of the

main drive pinion, and is supported by a ball bearing in the rear of the case. The rear end of the mainshaft is supported by the sliding yoke and the bushing in the extension housing.

Used as standard equipment in 6-cylinder versions of Dart, Dodge, Lancer, Plymouth and Valiant, the gear ratios are dependent upon the engine selected. The 170-cubic-inch version is supplied with a low gear ratio of 3.22:1, a second gear of 1.84:1, a direct high gear, and a reverse of 4.14:1. The 225 engine drives through a 2.95:1 low, a 1.83:1

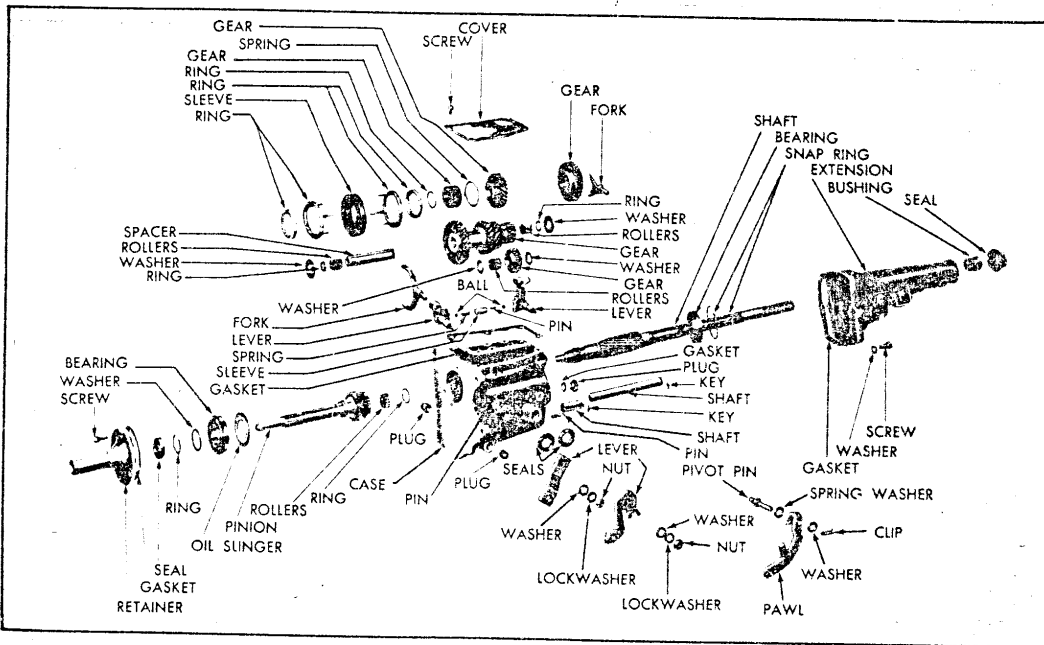
second, a direct high, and a reverse of 3.80:1.

The transmission case is of the "closed case" type of construction which places the access cover on the top of the case rather than on the side. This type of case enables the use of rugged pivot supports for the shifter shafts in the case casting itself rather than the more common side cover type. In addition, the thickness of the casting can be reduced with a saving in total weight.

A-745 3-SPEED

Chrysler's heavy-duty 3-speed is used only in V-8 powered cars with the exception of the 225-cubic-inch, 6-cylinder police and taxi units. It is found in Chrysler, Dodge, Plymouth and Valiant models as a standard equipment item.

Sharing many design features with the smaller A-903, it is housed in the "closed case" and has two sets of ratios for use with different size engines. The 273 and 318 V-8's, as well as the police and taxi 6-cylinder, have a low gear ratio of 3.02:1, a second gear of 1.76:1, a direct high,



Chrysler Corp. Standard Transmissions

and a reverse of 3.95:1. The 361 and 383 V-8's have a higher low gear at 2.55:1, a higher second of 1.49:1, the same direct high, and a reverse of 3.34:1. As a standard item, these ratios will be found only in the larger Dodge and Plymouth; the Chrysler of this size is fitted with a TorqueFlite automatic.

Originally built in 1961 to replace the Borg-Warner transmissions then being used in all Chrysler products, the present unit has an overall length of 37 inches and weighs 81 pounds. A very compact design, it is one of the most efficient and reliable transmissions available.

A-833 4-SPEED

Built in 1964 to replace the Warner T-10 then being used, the A-833

was designed with the knowledge that bigger, more powerful V-8's were to come in the years ahead.

The four forward speeds are synchromesh and consist of a series of helical gears designed for high torque capacity with teeth so proportioned as to operate at high speeds without excessive friction or heat generation.

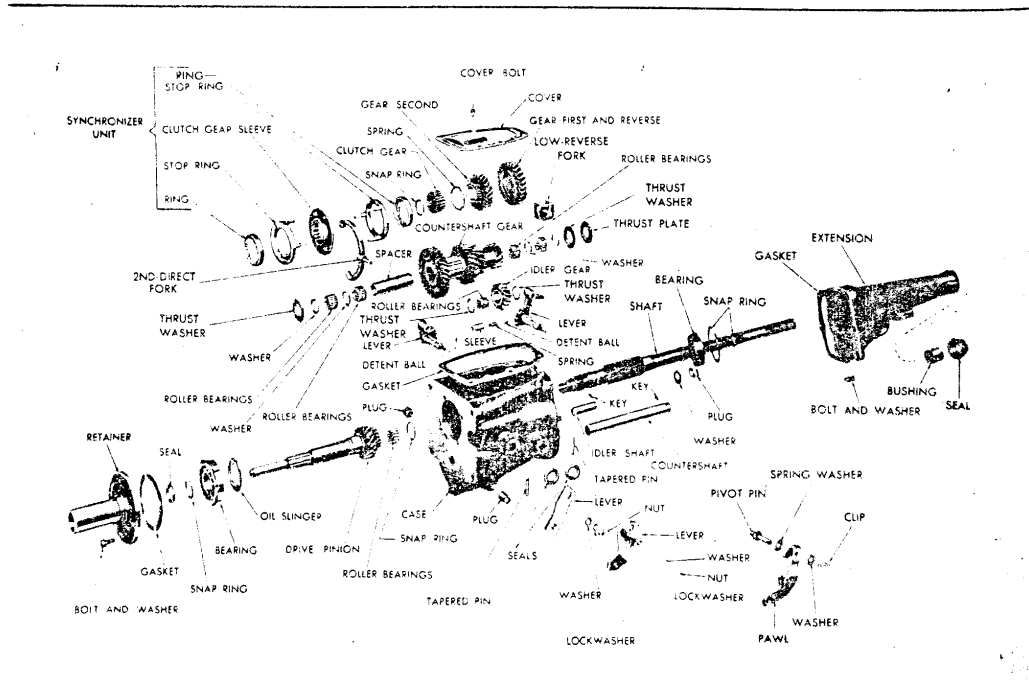
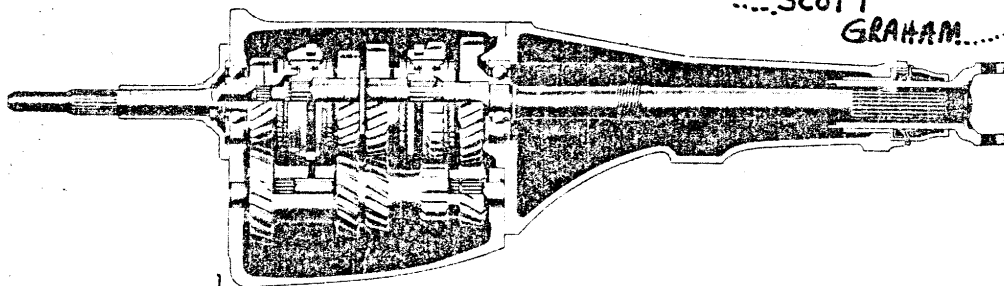
Consistent with the other Chrysler manual transmissions, the A-833 has two separate sets of ratios for use with different engines. The 273 cubic inch V-8 and early 6-cylinder engines (the 4-speed is no longer available with a 6) have a low gear ratio of 3.09:1, a second gear of 1.92:1, a third gear of 1.40:1, a direct 1.00:1 high gear, and a reverse of 3.00:1. The larger 361,

383, and 426 inch engines come equipped with a low gear of 2.66:1, a second of 1.91:1, a third of 1.39:1, a direct high gear, and a reverse of 2.58:1.

The main drive gear is supported by a heavy-duty ball bearing at the transmission case, and an Oilite bushing pressed into the end of the crankshaft. The mainshaft front end is piloted in 16 needle roller bearings and is supported by a heavy duty ball bearing in the center of the case. The rear end of the mainshaft is supported by a ball bearing in the extension housing.

The countershaft gear is supported by a double row of needle roller bearings at each end. Thrust is taken on thrustwashers between the end of the gear and the case.

.....SCOTT GRAHAM.....



1. Cross bearing countershaft
2. Any V-8 and this A-833
3. Housing Warner at right cause and be T-10 has
4. Latest one for it has clip
5. Chrysler gears with ball bearing
6. Masati transmiss latest 383
7. Case used levers in center