

CCM NEWS



For the Chrysler Corp. and American Motors Corp. product enthusiast

Volume 19, Issue 4

April 2011

Events Coming Up.

- CCM General Meeting, April 5, 7 PM.
- CCM Board Meeting, April 19, 7 PM.
- Western Festival Parade, April 30
- Mopar Day in the Park 18, June 25

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Maxwell Classic Car Show

Fellow CCM member Randy Wilson is holding his 14th Annual Maxwell Classic Car Show on May 21, 2011 and is seeking some nice Mopars. The show will be held in Maxwell, CA from 11 am to 3 pm and there is NO entry fee. See the enclosed flyer for more information.



Western Festival Parade

The Western Festival in Elk Grove will be Saturday, April 30th. Participants need to let Robin Cole know by the April general meeting if participating in the parade and/or the BBQ. You can also e-mail Robin at Twofurys@comcast.net. The parade will start at 10 AM which means cars will need to be in place at 8:30 AM. The BBQ will be at Robin's house at 12:30 as a potluck with the club providing the meat and drinks. Robin's phone number is 686-6416.

ACCC Legislative Conference

The ACCC conference is May 11, 12 & 13 at the California Automobile Museum. For more information go to the website WWW.ACCCDefender.com. President Bob Berry will have forms that **MUST** be completed and then given to John Leymaster at the April meeting so they can be sent to ACCC. Participants will need to give John a check for their share and once they attend, their check will be returned to them.

The A-833 Four-speed Manual

Transmission From allpar.com and Mopar Action

Any transmission can expire, but Chry-

ler's A-833 4-speed is much less likely to do so than other, more anemic models. When surgery is required, however, it is helpful (naturally) to have intimate knowledge of the patient and its problems. Knowing which internal organs can be transplanted is also useful.

To ensure the continued well-being of your Chrysler 4-speed, let's take a guided tour of the various versions produced, from the grandfather of performance Mopar gearboxes in 1964 up to today's aluminum youngsters. With the right input, maybe you can keep your trans out of intensive care.

It's the spring of 1962. Dodge's 413 Ramcharger and Plymouth's Super Stock are cleaning house at the nation's drag strips. The new but already legendary A-727 Torqueflite automatic transmission has made Chrysler the undisputed ruler of the S/SA class. In S/S, though, things aren't so rosy. The hard-shifting, ratio-short manual is proving to be somewhat less than the hot ticket for trophy gold. Something needs to be done, and fast.

Back in Highland Park, the drivetrain folks are burning the midnight oil. They desperately try the Warner Gear T-10 used by the Brand "C" and "F" boys, but it just can't handle the Max Wedge's MoPower. The die is cast and plans are made for an all-new gearbox that will be able to take the abuse of anything the engine boys can dish out. Unfortunately, designing an all-new gearbox takes something that Chrysler is short on: time. For '63, Chrysler has no choice but to sell some cars with the T-10, mostly to counteract the street charisma of the 4-speed 406 and 409 cars. Still, Chrysler knows better than to sell 413s with the T-10, as this would result in blown-up boxes from

(Continued on page 3)

Club Information

Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrnbobberry@yahoo.com
Vice President:	Rex Barnes	(916) 416-2861	
Treasurer:	John Leymaster	(916) 962-2655	johnnycruise@comcast.net
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Membership:	Open		
Editor:	Michael Hess	(916) 973-1854	hess_m@att.net
Webmaster:	Norman Benedict	(916) 985-8523	webmaster@capitalcitymopars.com
Car Show:	Tom Pluth	(916) 283-6112	tpluth@surewest.net
Activities:	Greg Kern	(916) 791-4718	gregoryckern@aol.com

Staff Members

Property Manager:	Norm Benedict
Competition Director:	Michael Moore
Historian:	Norm Benedict
Legislative Director:	Robin Cole
Publicity:	Norm Benedict
Sales:	Larry Pierce
Sunshine Coordinator:	JoAnn Kear

What we're all about

Capital City Mopars (CCM) provides a place to share your enthusiasm and knowledge about Mopars and enjoy the company of other Mopar enthusiasts. CCM membership is open to anyone interested in Chrysler Corporation or American Motors vehicles who are eighteen years or older and have a valid drivers license. Annual membership dues are \$36 for regular members and an additional \$6 per co-member. One co-member is allowed for each regular member. The co-member must reside in the same household and be eighteen years or older. All members and co-members are required to participate as worker/chairperson in at least one function per year, and it is desired that, in addition, work at the annual car show.

next meeting

Tuesday, April 5
at 7:00 p.m.
at the

California Automobile Museum,
2200 Front Street, Sacramento, CA.

CCM NEWS

submissions

Articles written by members are not only welcome, they are vigorously encouraged. The **only** requirement on the content of the articles submitted to the **CCM NEWS** is that it be automotive or Mopar related. Articles can be submitted on CD (saved in "text" or MS Word format), e-mailed to the editor, typed/written on paper and mailed to the club post office box or presented to the editor. **Deadline is the 20th of each month to make the next month issue.**

(Continued from page 1)

coast to coast. The drag guys are still offered only the 3-speed.

New model intro time, fall of 1963: At last! An all-new transmission, designated the A-833, is available in everything from 6-cylinder Valiants to rip-snortin' Max Wedges. Equipped with a standard-equipment Hurst-Campbell "Competition-Plus" shifter and exhibiting four fully synchronized forward speeds, it is the answer to our prayers. Built in Chrysler's Syracuse, New York, "New Process" gear division plant, it is (even in 1989), the largest, strongest and heaviest 4-gear passenger car transmission ever built.

Right from day one there are two distinct versions of this box: A-body (later to be used in F-bodies) and B-body (also to be found in later C- and E-bodies). Initially there are three main version-to-version differences: extension housing and mains haft length, low-gear ratio and rear-flange size. The A-car box, while every bit as strong as its larger cousin, carries a 3.09-to-1 low gear, designed to help launch small cars with even smaller mills.

For 1965 there is only one noteworthy upgrade: the 1-2 shifter fork is redesigned to ease second-gear powershifts.

In 1966, though, several important changes appear. First (and worst), the Hurst shifter is eliminated, replaced by a hollow-shaft Inland unit. Enthusiasts generally are in agreement that this is a giant step backward, but Joe Average likes the reverse lockout feature. Second, the ball-and-trunnion front U-joint flange is gone, replaced by a more typical sliding-spline yoke arrangement. A new speedometer pinion setup is introduced, which allows more precise calibration (earlier ones were on a small cable-mounted adapter; starting in 1966 they use larger pinions and adapters). Also, except for the very early production cars, the 8-

cylinder A-bodies now come with the B-car's 2.66 first-gear ratio.

Most importantly, another gearset is incorporated for the new Street Hemi models, featuring Oilite™ bushings lining each gear and revised gear tooth angles for more strength. Hemi cars also receive a new, larger main drive pinion (input shaft), utilizing a larger (No. 308) bearing, bearing retainer and new coarse-spline clutch disc. A unique, beefier clutch release bearing completes the package.

For 1967, a major flaw is corrected: The synchronizers and brass stop rings are redesigned to eliminate stop ring breakage on hard shifts. Luckily, these upgraded synchros can be retrofitted into the earlier transmissions. (This basic synchro design has survived right up through 1989!)

Then the 1968 models hit the streets. Gearjammers coast to coast are dismayed to find that the new Road Runner muscle car is stuck with the same lousy Inland shifter. Soon, though, Chrysler seems to have had it "up to here" with the complaints, because shortly after the introduction, the Hurst shifter reap-

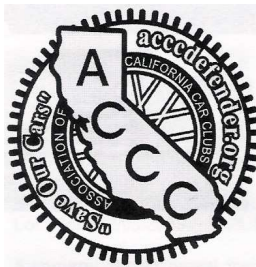
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Note: Free car club member complimentary passes to the California Automobile Museum can be obtained from President Bob Berry or Treasurer John Leymaster. Passes can also be mailed with your newsletter when requested.

**DMV Help Line
(916) 657-6560**

CCM Products for Sale

Car Show Dash Plaques	\$1.00
Club Logo Patches	\$3.00
CCM Hats	\$15.00
CCM Decals	\$1.00
CCM Cups (Members)	\$4.00
(Non-Members)	\$5.00
CCM Pins (Members)	\$3.00



The Capital City Mopars is a proud member of the Association of California Car Clubs and the California Automobile Museum.

April 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5 CCM General Meeting, 7 pm	6	7	8	9
10	11	12	13	14	15	16
17 Swap Meet, Arco Arena, 916-955-8777	18	19 CCM Board Meeting, 7 pm	20	21 Old Town Car Show, Auburn, 4-8pm, 916-663-1118	22	23 Spring Fest Car Show, Red Hawk Casino, 530-748-6181
24	25	26	27	28	29	30

The Plymouth Owners Club 2011 Summer National Meet

The Plymouth Owners Club 2011 Summer National Meet will be in Pacific Grove, California, just west of Monterey. The dates are July 13, 2011 through July 16, 2011. The host Inn is Sea Breeze Inn & Lodge, 1100 Lighthouse Avenue, Pacific Grove, CA. 93950, PH: (800) 575-1805 / Fax: (831) 643-0235.

Local activities are planned for Wednesday through Saturday, car judging on Saturday behind Bank of America at 601 Lighthouse Avenue. The award banquet is Saturday

evening at the Community Center at 515 Junipero Avenue. Dust off your Plymouth and register for the event. Contact Nick DeSimone at (714) 864-0658 or via email at ndesimone@verizon.net for details and a registration form. Editors note: I believe you need to be a member of the Plymouth Owners Club to participate.



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(Continued from page 3)

pears across the board, now all dressed up with a new simulated-walnut shift knob.

The next noteworthy revisions come in 1970. First, a new 2.47-low close-ratio gearset is introduced for the T/A and AAR E-bodies (which later becomes standard in most 4-speed cars). Then the outrageous "pistol grip" shifter is released (this has since become a much-sought-after restoration item). It consists of a beefy, flat chrome stick with two woodgrain grips attached to each side and a shift-pattern logo cap on top. Cars equipped with this shifter also enjoy a new set of transmission levers, punched with an extra set of holes for those who want extra-short-throw shifting.

The major change for 1971 (actually a late-'70 running change) is a redesign of the side cover and interlock mechanism. New sheet-steel interlock levers replace the old pin-and-balls type. The setup requires new internal shift forks as well, and they are now made of cast steel instead of brass. Note, also, that the entire side cover setups can be interchanged either way. This is useful, since the '70-down type is generally regarded as better for drag racing and serious abuse.

Jeff Crane added: "I worked on some of those overdrive transmissions. The slant six would easily outlast the overdrive gear set. I rebuilt a few of them, changing the gears that wore out, to make them stop jumping out of 4th gear. Perhaps lubricants were not up to the task of lubing a gear set that drives continually for over 100,000 miles; or maybe the metalurgy was not up to the task."

Another event for 1971: Chrysler's Performance Parts Services releases aluminum cases and extensions to the general public. A few had been made for the '65 drag Hemis, but they were, for all practical purposes, nonexistent.

Also for '71, 440 and Hemi cars with the coarse-pitch gears receive a new gearset with a 2.44 low. This applies only to cars with these engines, and they continue to feature the bushed mains haft gears and coarsespline clutch input.

Through the early '70s, Chrysler sort of coasts with the A-833, no major revisions being introduced. Is that bad? Not really. Can you improve upon perfection?

1976 finds us well into the gas shortage era, so Chrysler responds by introducing two gas mileage champs: the Dart Lite and Feather Duster. Lightened, as they are, with several aluminum panels and other "dietized" components, the major new mechanical piece is a revised A-833 with drastically different gear ratios. The 3.09 first gear of the former 6-cylinder cars remains intact, but third gear was changed from 1.40- to 0.73-to-1. That's right, third is overdrive and fourth is direct. A simple flip of the gear lever on the side cover gives the driver the illusion of three normal speeds and a fourth that is overdrive.

This transmission also has undergone other revisions: a new super-large front bearing retainer is used, one even larger than the old "Hemi" models. This eases servicing as the main drive pinion is now removable from the front. The case and extension are cast in aluminum, but the main case isn't the same as the old performance unit. The redesigned box bushings pressed in rigidly support the countershaft, but the OD unit contains no such bushings. In fact, the countershaft holes are reamed oversize, which allows the countershaft to "float" (which is supposedly for "gear rattle suppression"). It then requires a shorter countershaft and cupped plug at the front to prevent oil leakage.

Many swaps are feasible within the Chrysler manual transmission family.

First, all '70-and-up 8-cylinder clutch housings are drilled for both 3- speed and 4-speed bolt patterns. Except for the '65-down cars, nearly all models used the large output-shaft spline, the exception being some late '70s Slant Six F- and A-bodies. There were only two rear motor mount locations, and crossmembers were available to accommodate each. The bellhousings generally contained enough "meat" to allow remachining for either the Feather Duster or Hemi-size bearing retainer.

When buying a used box, make sure it has the shifter mounting bosses where you need 'em for your particular vehicle. Naturally, you should also be sure to select a transmission that will mate with the clutch disc you'll be using, and be sure to have the correct release (throw-out) bearing to fit your box's front bearing retainer. The mainshaft rear spline (output shaft) must also mate with your prop shaft, but, as we've said, that is generally not a problem area.

If you're tired of being shiftless and winning automatically, get out the tools and bolt in another gear!

CAM Newsletter

As part of being a member club of the California Automobile Museum, individual CCM members will receive the Museums' newsletter, *Fuel*, by e-mail.



SUNDAY, APRIL 17th, 2011



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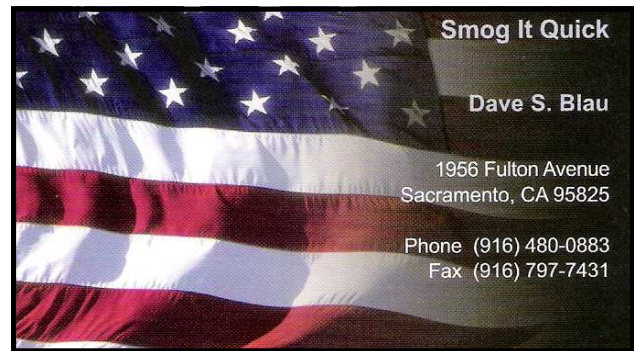
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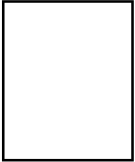
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RETURN SERVICE REQUESTED

First Class



**California Automobile
Museum presents
American Muscle Exhibit
April 9 – July 10, 2011**



T-Shirt Order

At the April general meeting members will have the opportunity to order T-shirts made for the club. They will include:

1. Club T-shirt
2. 2011 Car Show T-shirt
3. Car Show Staff T-shirt

Club Show 'n Shine

A club show 'n shine is tentatively planned for May 1 at a local foothills winery. Get more info at next meeting.

**BBQ and Show 'n Shine
at**

**Elk Grove Dodge
Chrysler Jeep**

May 15, 2011

Mark Your Calendar!