

SA CLUB HAS RETURNED TO "IN PERSON" MEETINGS AND EVENTS! PLEASE FEEL FREE TO JOIN US AT ANY OF THESE!



***We travel in a car pack!
Let's enjoy these upcoming "in-person" events!***

RETURN TO NORMAL.....

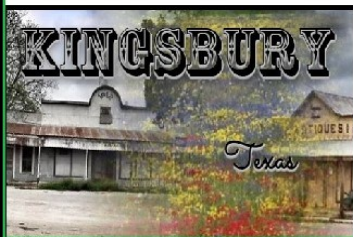
The Classic Chassis Club of San Antonio is returning to normal meetings and events. Many of us (if not all) have received our Covid vaccine.

However, we understand completely if you wish to practice CDC protocols for masking and other concerns.

We look forward to seeing you at one or more of our meetings. events.

UPCOMING EVENTS THIS MONTH AND BEYOND!

**SAT. 5/7/22
9AM - 2PM**



WINGS & WHEELS FLY-IN

Meet at Tri-Point at St. Mary's and 281 and caravan south to Kingsbury to see the blend of cars and airplanes of both modern and vintage.

Old Kingsbury Aerodrome, Kingsbury, Texas



A Fun Indoor Event!

Monster "Mini" Golf

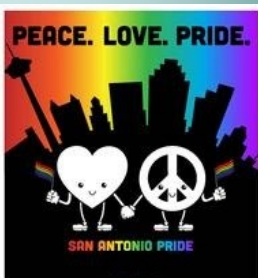
Saturday, June 11, 2022

Meet at "Monster Mini-Golf" - 2267 Northwest Military Highway at 11:00AM

Lunch to follow!



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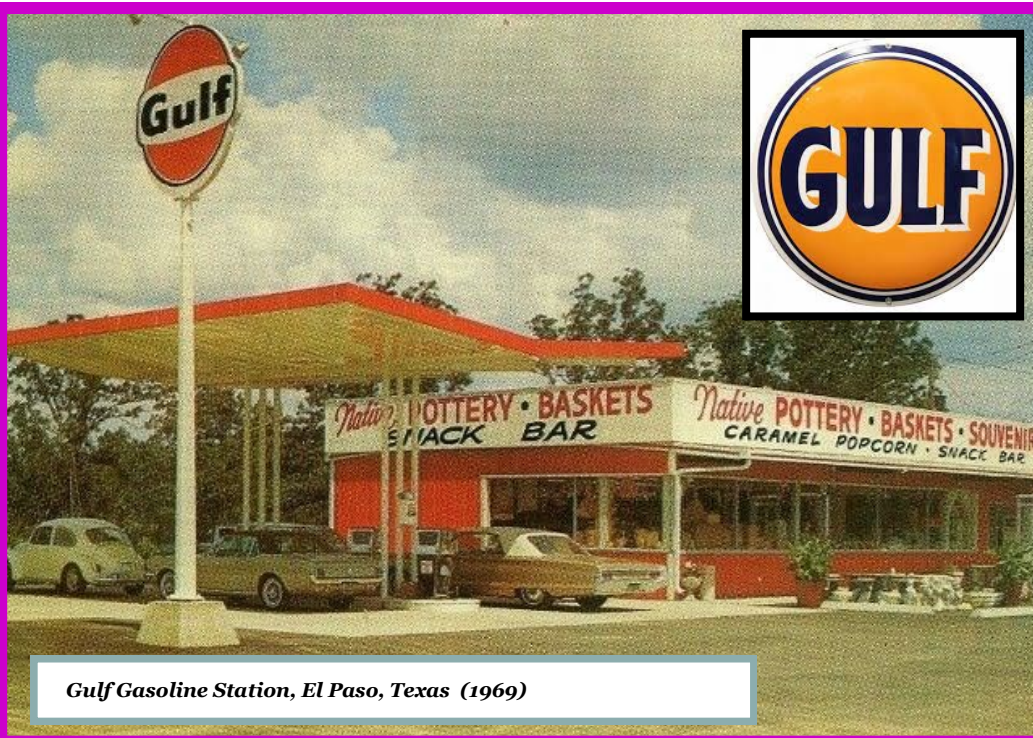


PRIDE BIGGER THAN TEXAS

ANNUAL PARADE is SAT, JUNE 25th

LINE UP BEGINS at 7:00PM

MEET NEAR SAC PARKING



Gulf Gasoline Station, El Paso, Texas (1969)



VINTAGE FUEL STOP

Gulf Oil was a major global oil company from 1901 until March 15, 1985. The eighth-largest American manufacturing company in 1941 and the ninth-largest in 1979, Gulf Oil was one of the so-called Seven Sisters oil companies. Prior to its merger with Standard Oil of California, Gulf was a part of the Mellon family fortune; both Gulf and Mellon Financial had their headquarters in Pittsburgh.

Gulf Oil Corporation (GOC) ceased to exist as an independent company in 1985, when it merged with Standard Oil of California (SOCAL), with both re-branding as Chevron in the United States.

This is another month of historic "Gulf Oil" which ceased to exist in 1985. We will explore Gulf vintage stations

FUNNY CAR MEMES.....



We trolled the Internet for the funniest car Meme's and now feature these two for this month.



**GOLDEN
GIRLS
2022
IS COMING**

*Check here
each month
for a
“Golden
Girls 2022”
update!*

**The 2022 Texas
Golden Girls
statewide event
will be held in
San Antonio!!**



TO SEE OUR MONTHLY EVENTS, VISIT PAGE 2



REGISTRATION IS NOW OPEN !!



2022



Visit: Cccc-sanantonio.com

Click on “GOLDEN GIRLS 2022”

To register online and get all of the GGG2022 in-formation!

“Golden Girls Gayla!”

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Friday, Saturday, and Sunday

October 14-16, 2022

Built 360: 1973 Plymouth Duster

While originality is always a desirable attribute for a classic car, sometimes we need to find a vehicle that isn't standard but offers an enjoyable driving experience designed to plaster a smile on our faces. That is the opportunity awaiting the next owner of this 1973 Plymouth Duster. Its original engine has been consigned to the pages of history, and the V8 occupying the engine bay offers power to burn. The seller tackled the build as a sleeper, and he's pulled it off perfectly. However, he feels that the time is right for the Duster to find a new home. Located in Red Wing, Minnesota, they have listed this powerful Plymouth for sale [here on eBay](#). Bidding has raced past the reserve to sit at \$10,000.

Okay, brace yourself for a heavy helping of good news. The VIN indicates that this Duster rolled off the line with a 225ci slant-six engine producing 105hp. If that motor were bolted to a three-speed TorqueFlite transmission, it would have allowed the car to cover the ¼ mile in 19.3 seconds. That figure will hardly set pulses racing, but the buyer addressed that shortcoming admirably. The largest engine Plymouth offered in a '73 Duster was a 340ci beast producing 240hp. That represented a substantial step forward compared to the slant-six, but it still wasn't enough for this owner. What we see is a built 360ci V8 backed by the bulletproof TorqueFlite transmission. Thanks to the addition of numerous upgrades to the intake, ignition, and exhaust, a run on the dyno netted a figure north of 400hp. That places a low-14-second ¼-mile ET within reach of this Duster and its next owner. The suspension received a few worthwhile upgrades, including tubular front suspension arms. The tires are new, as are the fuel tank and sender. The seller says that people seeking good gas mileage won't like this classic, but those seeking fun should be happy. It runs and drives well and is begging to hit the road with a new owner behind the wheel.

The Duster's interior isn't perfect, but the new owner could take this classic anywhere, feeling no shame. The seller fitted new seat upholstery and a carpet set as part of the build. The remaining upholstered surfaces present well, while there are no glaring faults with the dash or pad. There are a few marks and blemishes on some of the bright trim pieces, but none are bad enough to be considered deal-breakers. The owner has installed aftermarket gauges under the dash to monitor the health of the brute under the hood, but there are no other apparent additions. It isn't loaded with optional extras, but bucket seats, a console, and a factory AM radio should make life on the road pretty pleasant.

(PHOTOS ON NEXT PAGE!)

Built 360: 1973 Plymouth Duster



'73 Plymouth Duster

Following the design changes on the Valiant models, the Duster also received a new hood, grille, front fenders, bumpers, and taillights for 1973. The taillights on previous years mounted from the inside and had a flush appearance. Starting in 1973, the taillights were mounted from the outside and were trimmed in chrome. These remained unchanged through 1976. The Dodge version, the Demon, was rebranded "Dart Sport" in response to church groups opposition to the word, "Demon."

Other changes were in store for the Plymouth Duster. Simpler single-piston slider-type disc brake calipers were introduced for 1973 (standard on 318-powered cars and with power-assist on 340 models), replacing the Kelsey Hayes four-piston calipers. Disc brake-equipped Dusters now had the more-common 5-lugs on a 4.5-inch wheel bolt pattern. All 340 and some 318 engine-equipped cars received the simplified 8.25-inch rear axle assembly (with wheel bearings riding directly on the axle shaft and endplay being taken by C-clips); these axles also featured the 5 on a 4.5-inch wheel bolt pattern. (This axle assembly replaced the 8.75-inch "drop-out" arrangement seen on some 1966-1972 A-bodies). The 225-powered cars retained the 5-lugs on a 4-inch pattern on vehicles with the standard drum brakes. A three-speed Torque Flight automatic along with a manual transmission was offered with the 225 slant six. All models received larger front wheel bearings and increased spindle diameter. Electronic ignition became standard across the board.

Also, a Space Duster package was offered. This allowed the back bench seat to be folded down, allowing more space to carry cargo. There is also a security flap to hide cargo from outside view.

A new, metal sunroof was optional for 1973. The rear window defroster/defogger was upgraded to an electric-grid style for 1973, which replaced the previous recessed package shelf air blower.

-Wikipedia



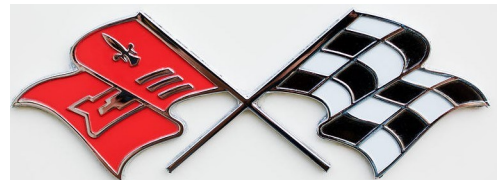
READ THE SIDE PANEL FOR MORE HISTORY ON THE 1973 PLYMOUTH DUSTER



Enjoy these photos of the April 2022 Boerne Corvette Invitational Car Show. See page #1 as one of our members took the “Best in Class” trophy for this event!



Left: Jose M.P. prepares his 'Vette for judging while Tom admires a 1950's Tow Beast (Above).

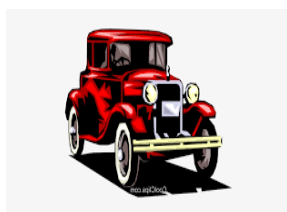


More Photos from the April 2022 Corvette Car Show in Boerne!



MAKING YOUR VINTAGE AUTOMOBILE MAINTENANCE A BIT EASIER.....

This is a regular feature of the San Antonio monthly newsletter. Each month we will try to bring you a maintenance "hack" that will help you maintain your vintage or modern classic vehicle.

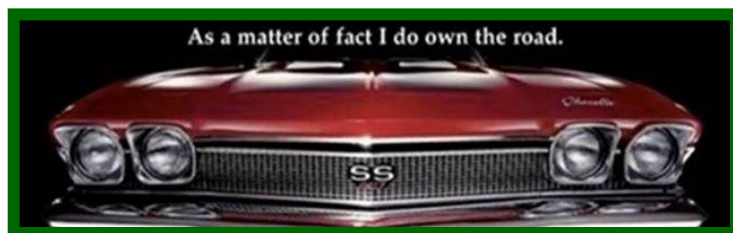
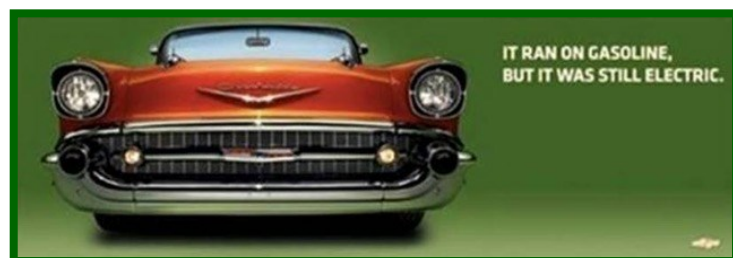


CLASSIC CAR MAINTENANCE "HACK"

Even seasoned maintenance and mechanic tech use these "hacks"!

Chrome Rims

A great cleaning **hack** you can use from chrome rims is white vinegar! White vinegar cuts through dirt and oil, and can get rid of streaks, stains and tarnish. Use equal parts of white vinegar and water in a spray bottle and spray your rims with it. After a good coating, go in with a clean microfiber cloth and wipe off the solution.



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