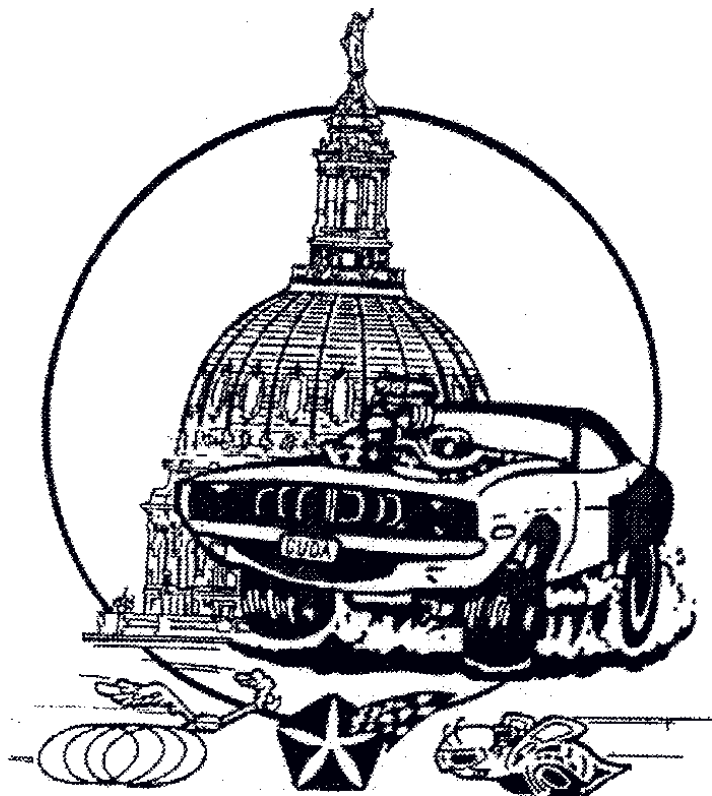


MOPAR MUSCLE CARS OF AUSTIN

Vol : 15 No: 2
February 2001



<http://www.mopar.org>

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 at Heart of Texas Dodge, 7309 N IH-35, Austin, Texas 78752

The MMCA is open to all persons of good character. Yearly membership dues are \$25.00 per person. As a member, you receive a newsletter with free newsletter classifieds, a discount on parts at participating vendors, obtain 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.

2000-2001 Club Officers

Office	Name	Phone	E-mail
President	Glenn Swaffield	(512) 255-3911	my69cuda@austin.rr.com
Vice President	Terry Siegmund	(512) 451-1454	tsiegmund@ev1.net
Membership	Enrique Guerra	(512) 388-7942	enrique.guerra@txdps.state.tx.us
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Events Director	Terry Siegmund	(512) 451-1454	tsiegmund@ev1.net
Newsletter	Steve Lacker	(512) 295-2884	sglacker@texas.net

MMCA wishes to thank our sponsors:

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Mopar Muscle

Cars of Austin

February 2001

Editorial

By Steve Lacker

First of all, I've got to say that this is a banner month for your newsletter editor! Thanks to Dustin Cloud and Jerry Pennington for submitting newsletter articles. It sure makes my job easier, and also provides our fine readers with an alternative to my writing style! Dustin's article takes on a review of a couple of Mopar related web sites, and Jerry gives a recap of the *Freeze your Buns Junkyard Run*.

Now, I don't want to steal any thunder from Jerry's article, but I've got to add a few comments about the yard run. First off: WOW what a nasty day! I think we're gonna have to call it the "soak your buns" run next year! Secondly, I want to thank our guests from the Austin Classic Muscle Car Club who came along. Troy Hunt and Mairi Reyer joined us when I told the Classic club that we'd be going on a parts run Troy collects (close your eyes!) Ford Torinos and has a 70 with a healthily modified 429 engine. Mairi prefers the Pontiac Trans Am is currently having the 400 CID powerplant from of her "screaming chicken" rebuilt at a machine shop. They both scored some good buys at John's. They may be <ahem...> "misguided" in terms of automotive excellence, but they're great folks and certainly dedicated to their hobby (hey, they stuck it out in the mud at John's longer than I did, and that's saying something, as you'll see in Jerry's article!)

Web Ramblings and Reviews

Dustin Cloud

This month:

<http://www.1962to1965mopar.ornocar.com/>
and <http://www.allpar.com/>

First off

<http://www.1962to1965mopar.ornocar.com/>

If you own a 62 to 65 MoPar, then this is a site you most check out. This website covers the A Body cars, C Bodies and Imperials. Plus, what the owner of the site, Gary Hamel, knows best- B bodies. (Editor's Note: Some of you may remember Gary and his wife Maryellen from the joint picnic and cruise in Bastrop with our club, the Houston club, and the San Antonio club. He's webmaster for the Houston club, newsletter editor for the Houston chapter of the Walter P. Chrysler Club, and an all-around great guy.)

There is so much content on this site from owners rides, works in progress (including my car at <http://www.1962to1965mopar.ornocar.com/dustinc.html>), Ads, stories, etc.. Plus, it is always being updated.

If you are looking for help, this site is filled with references, including broadcast sheet, V.I.N. decoders, vendor and part source listing, and technical advice. If that does help, there is a mailing list with many helpful people provided by this site as well.

The mailing list is the tool I use most on my Barracuda. I have gotten good advice and hard to find parts with the help of the many people on the mailing list.

<http://www.allpar.com>

Allpar.com is a site dedicated to content, content, content. At first it can be overwhelming. I counted 64 links on the first page alone! (Editor's note: last week I received an E-mail from allpar.com informing me that they have added our site, <http://www.mopar.org>, to their links page.) But don't let this distract you. Although there are many links, they are labeled clearly and easy to scan through. There is a lot of useful information within the site. Allpar.com covers all models and years of MoPars.

One of the sections I enjoyed most was the "Solving Car Problems and Warranty Disputes". This could be very useful. They cover how to avoiding trouble with car dealers or your car and resolving disputes, botched repairs, dealership problems, lemons, etc. In which you can use for any make or model of car.

They have a tech support board, as well as MoPar related books listing and a summary of Chryslers history. If the information is known, it is on this site.

Happy surfing,

Dustin Cloud

John's Salvage (or Disneyland)

Jerry Pennington

On Saturday, January 13, members from our MMCA Club braved the cold and wet wether in search old parts that will help complete their inventory. Parts that, in my case, will probably be installed by my grandchildren because of the slow pace of my projects. This was my third *Freeze Your Buns Junkyard Run*, but the first run for my son. Thus the reason for the title. My son's name is Brad and he is



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twelve years old. I am sure that on Friday night when I asked if he would like to go with us, he would have been much more excited about going to Disneyland than a Junk Yard. I could tell when I asked him that he wanted to say no, but being a good son, and after threats and arm twisting, he agreed.

Brad likes cars, NASCAR, drag racing, etc., but not with the same level of intensity as his father. I try not to push him too hard. But I felt that if he went on one of these runs, he would have fun. Also, as we all know, our children grow up too fast. In a couple of years he may not even want to be seen with his *parents*. So, the more quality time (going to junk yards?) that I can spend with him the better.

We both over slept Saturday morning, so we did not even come close to making the 8:00 AM meeting time at Buda. We arrived at John's Salvage around 11:30 or about 30 minutes before time to go eat lunch and continue on to the next yard. It started raining a little harder as we arrived at John's. All of the wimps, club members, were hiding in the motor barn toward the front, near the exit. Brad and I met everyone and told them that we were going to make a quick past through some of the salvage yard. For anyone who has been to Johns, it is easy to believe Brad's amazement at the abundance of all sorts of auto parts stacked high and low. Only small paths, with no sense of order (editor's note: that's what you'd think, but John practically knows where almost every nut and bolt is located in there!) wander off in all directions. I was expecting Brad to want to stay warm and dry in the barn, NOT! He took off with me in tow.

He was most fascinated with two things. One was all of the old school buses filled parts. There must be at least 30 buses and vans, each filled with rear ends, heads, carburetors, grills, tail lights, etc. He had to go into each one. Second, he was amazed at the sheer size of John's. We did not have time to cover even a fourth of the area in the short time that we had.

As we were exploring, the only other brave soul that we saw out in the rain, was Steve Lacker (thankyouveryuch! - ed). He had found a rear sway bar assembly that he needed. Not being able to break it lose with hand tools, we headed back to the front. Everyone else had left for lunch. Steve talked John into taking power tools back to get the sway bar out (the "power tool" turned out to be the ol' "fire wrench." An oxyacetylene torch goes through axle U-bolts like butter. -ed). Brad and I left to catch up to the group. We found everyone at one of the finer restaurants in Seguin, Burger King. Terry, our events director, had called ahead to make reservations. After

enjoying a gourmet meal and being embarrassed by Steve walking in late with grease and mud from head to toe, we headed out to Mopars at Niederwald.

Knee-deep in Niederwald, mud that is. Black sticky mud. That best describes the last part of our junk yard run. For you with boys, you will understand why this was Brad's favorite part of the trip. He was free to roam acres of junk and play in the mud at the same time! I spent most of my time toward the front on the yard pulling small parts off of the E-bodies. Brad would venture off, each time coming back with a new found treasure, a lug wrench, a truck horn, a hammer and more. Each time he came back, he got a little taller. Kids grow fast, but not this fast! From his knees down he was covered with mud. On the bottom of his shoes there were inches of mud, another inch was added each trip he made. By the end of the day, he was as tall as me.

Everyone seemed to find a few items at Niederwald. Dave or was it Dean (or does it matter? ed.), found a nice gauge of some sort. Terry found a single hood hinge. Only one, right hand side, I think. He needs to try closing his hood with first one hand and then the other, then each side will wear evenly. I told him this but he did not seem to understand (State employee!). Dave Disckind was looking for a driver's side glass for one of his Challengers. Could not find one. He said that was just as well, he is not to the stage of restoration where he needs it. Harry and Enrique quietly made their way over the mud, not sure what treasures they found.

After paying for our parts we all walked out to our cars to leave. The twins accepted my offer for a cold beer. They were riding with Dave D. So we all stood in the middle of this country road in front of the salvage yard. Dave D stood on one foot and then the other as he showed us how the thick mud had pulled the soles off of his boots! This narrow country road runs off over the rolling hills to the east. It is straight and long. Reminds me of the last scene in the movie *The Getaway* with Steve McQueen and Ali MacGraw, where they bought the old Chevy truck from Slim Pickens. All of the time we stood drinking our adult beverage, Brad was running his shoes and pants in the tall grass along the road in an effort to remove all of the mud that he had collected over the past couple of hours.

As we were driving home, Brad looked over at me and said, "When can we go back? That was fun." I said soon. I felt good.

CALENDAR OF EVENTS 2001

February 2001

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4 Houston Auto Show ends.	5	6	7	8	9	10
11	12	13	14	15	16	17 Winter Conroe Swap Meet
18 Winter Conroe Swap Meet	19	20	21	22	23	24
25	26	27	28			

March 2001

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11 Rally to Marble Falls	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- Feb 17-18 Conroe, TX Winter Conroe Swap Meet , Montgomery County Fairgrounds, info: 254-754-2990
- March 11 Austin, TX Rally to Marble Falls. Police-escorted rally from County Line Restaurant (2222 and 360) to Marble Falls (probably via 183/1431). Meet at County Line at 9AM. \$5.00 contribution goes to Rally for Youth charities.
- Apr 20-22 New Braufels, TX New Braufels Swap Meet Comal County Fairgrounds, 801 E Common St.
New Braufels, TX 78130 info: <http://www.newbraufelsswapmeet.com/>
- June 2-3 Boerne, TX 13th Annual National Dodge Charger Meet Info: 830-981-5383

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

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1973 Plymouth Duster, red, 2-door hardtop fresh 318, 144,000 miles, VIN: VL29G3B368432, Has original paint. Interior is perfect. Engine and transmission are new. Car is daily driver. Power steering and brakes and factory air. All new performance exhaust. \$3900, negotiable. **Contact: Bob Dormois, 3026 Gabriel View, Georgetown, Texas 78628-(512)-869-2619: e-mail bob.dormois@hypertherm.com**  
2/01

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Parting out '68 Plymouth Satellite. Mostly sheet metal
call Glenn (512)-627-1414
8/00

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1964 361 engine, complete, needs rebuild  
1968 318 engine, complete, needs rebuild  
1973 318 shortblock, needs rebuild  
M/M aluminum 426 Hemi valve covers

**Call Terry Siegmund (512)451-1454**  
(3/00)

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Cragar SS mags (2) 15x7, (2) 15x10- good shape, \$175
340 cast iron intake, \$100
X-heads, \$250/pair
LA purple cam .284 (NIB) \$100
LA single plane intake, \$100
LA six-pack intake, \$200
A-833 4-speed w/ pistol-grip E-body, \$500
4-speed console, \$100
Rallye gauge w/ wiring, E-body, \$100
(2) 72-74 Challenger taillight assy., \$75 / pr
(3) Challenger doors w/ glass, \$100 each
(2) Standard gauge sets, E-body, \$50 each
MAKE AN OFFER, Wife says all must go!
73 Satellite Sebring 2-door hardtop, 318, auto, right rear quarter damage (have good rear half), \$1500 OBO

Call Mike Cox (512) 303-3100
5/99

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-Hayes clutch and pressure plate (18-spline)  
-509 B/RB cam and lifters  
-B roller timing chain  
-6 pack air cleaner  
-Big block heads, 2 each 906, 915, 452, 346 castings

**Call Isaac Jackson (512) 251-8999**  
8/00

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Parting out 400 Mopars, 1953 to 1976, southeast of Austin.
Open Saturday 10 AM-5 PM
Web: <http://www.drmpopar.com>
03/00

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early-to mid 70's 318 long block, disassembled,  
with 360 4bbl heads for sale. Make reasonable offer.  
**Wayne O'Neill 512-385-7950 Home, 512-627-8646 Cell**

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## Items Wanted

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Wanted: Hurst Competition 4 Shifter for E-body  
**Call Bryan Hall (512)-914-4564**

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Want to buy junk Mopars in Austin area
call Wendell at 512 470 8484
03/00

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(2) 15x8 inch Mopar Cop Car rims  
Rallye hood or Fiberglass 6-pack (T/A) hood for Challenger  
Sure-grip 3.23 or 3.55 for 8-3/4

**Call Mike Cox (512) 303-3100**  
5/99

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1967 Plymouth body service manual
radiator #2785934

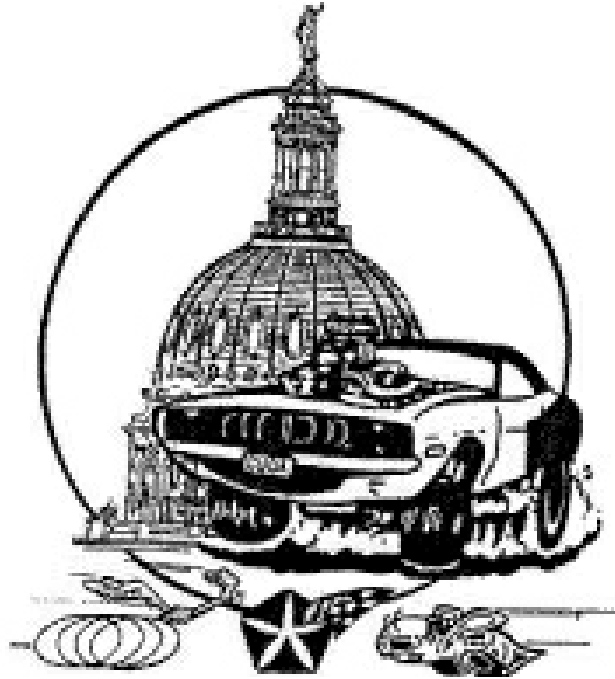
Good driver's side quarter panel for 66/67 Belvedere/Satellite
2-door

Terry 'E Body' Siegmund (512)451-1454
12/00

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Taillight Assemblies for 1968 Barracuda.  
**Call Mike Mosley, (512) 671-6490**  
8/0

## **Mopar Muscle Cars of Austin**



**<http://www.mopar.org>**

**Mopar Muscle Cars of Austin  
P.O. Box 49829  
Austin, TX 78765-0829**