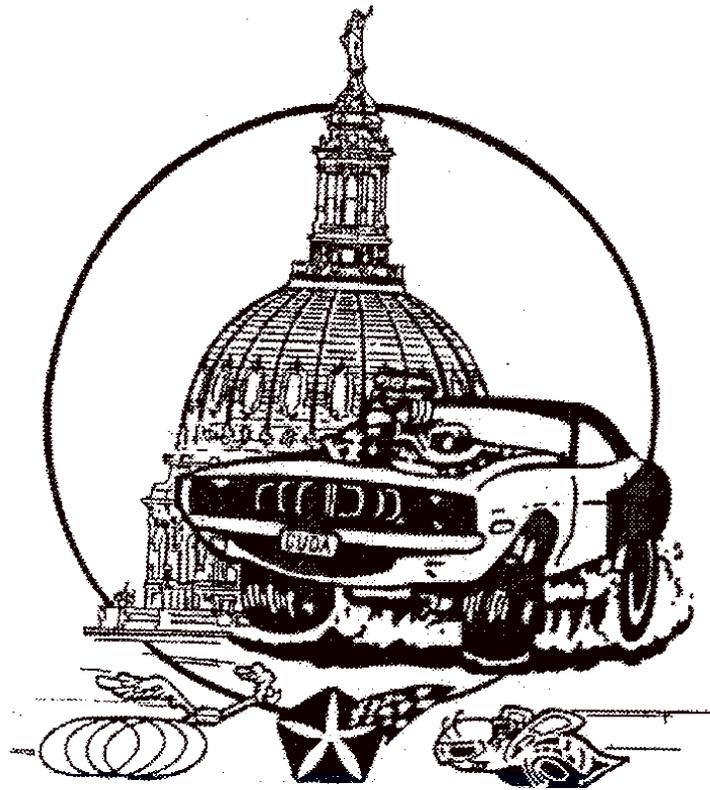


MOPAR MUSCLE CARS OF AUSTIN

Vol : 19 No: 2
February 2005



<http://www.mopar.org>



Mopar Muscle Cars of Austin

February 2005

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.

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a 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 \$5.00 donation. Copies of the newsletter are available for a \$1.00 donation.

2004-2005 Club Officers

Office	Name	Phone	E-mail
President	Chris Ryon	(512) 833-5158	cfryon@earthlink.net
Vice President	Isaac Jackson	(512) 251-8114	dovjack@sbcglobal.net
Events Director	Steve Lacker	(512) 442-1871	slacker@arlut.utexas.edu
Membership	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Team	Manny Duarte	(512)	mlduarte@earthlink.net
	Joe Hoppe	(512) 452-6400	daddiowjoe@yahoo.com

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Mopar Muscle

Cars of Austin

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Editorial

Cruising is something we do everyday...right? I beg to differ. We drive everyday to work, to school, to the grocery store, etc., but is that really cruising?

I remember cruising back in the day, after dinner and homework, I'd pick up my buddy or girlfriend and head over to McDonalds for a shake and then we'd back into a parking spot against "the wall". I had a '72 340 Challenger then, 1 owner prior to me, only 53k on the odometer, all for the princely sum of \$400. (Just like new except for the rust!) We'd hang out, sitting on the fender or walking back and forth inside Micky-Ds. Then when things slowed down, we'd head over to the Other side of town to the Kmart parking lot. That's where the real racers hung out. We didn't stick around long usually, as they were from the Other high school and someone there was always looking for a fight, we'd just check out the jacked up Ferd's and Shivies none of which were too pretty, but were rumored to be really fast, tire lifting fast. I'd (usually) head out before we got into trouble or if the cops showed up, get a kiss goodnight and head home.

Then there's hill country cruising, windows down, breeze in the hair (if you have it) the beautiful scenery, winding roads of the Texas hill country. Always better with friends and in a classic Mopar.....

I'm looking forward to the Pie Run this month.

See you there.

This Month

This month is a fun month. On the 19th we'll make our inaugural Pie Run. We'll drive as a group through a beautiful hill country to Marble Falls and get a piece of Pie at the legendary Blue Bonnet Café. This is certain to be a good time.

Last Month

If you didn't get a newsletter recently, your not alone, because the newsletter transfer of power didn't go smoothly and this is the first edition of the New Year.

Last months big event was the Freeze you Buns Junkyard Run. The event did live up to its name. We went to Johns junkyard in Seguin, and Dr. Mopar's in Neiderwald. It was a cold morning, but a beautiful afternoon and a lot of good parts were had by many. We had a nice lunch between yards at a BBQ joint in Seguin. Can't remember the name, but it was tasty! If you couldn't make it, try again next year, its always a blast.

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 next year.

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 :)

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



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CALENDAR OF EVENTS

February 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1 MMCA meeting	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19 Pie Run 11:30
20	21	22	23	24	25	26 (Rain Day) Pie Run 11:30
27	28	Officers Meeting				

Weekly/Monthly events:

Home Depot parking lot on 1431 near Parmer every Saturday night
 Albertsons parking lot every Saturday night at the Y in Oak Hill.

Member Spotlight

Mike Mosley – 1968 Barracuda 440

Chris,

Sorry for the length, as with many of us, I am sure, it is hard to separate my story from my Mopar infection.

My parents first "new" car was a '67 Coronet 500 to replace their '58 Dodge when my dad returned from his tour in Thailand with the air force. I am a '68 model. My parents have also owned a Dodge van, a 5th Avenue, a turbo Daytona, a Dakota, an Intrepid and a 3/4 ton Ram w/ a turbo diesel. My grandparents owned some various 50's models, a '64 Barracuda commando, a '65 Barracuda, '68 383 Charger and a few others I remember.

In '86 I was working a Summer job after graduating from high school and had saved a reasonable amount to purchase a used car. I went to see a '67 GTO w/ 389 3x2, 4spd, 4:10 car w/ factory ladder bars and a extremely clean high gloss black paint job. I went to the bank to fetch \$1500 and came back to an empty parking space - sold. I went and looked at a '70 orange w/ black vinyl top Monte Carlo with a 454 for \$800 - next day it was gone. Then, on the way home from work one day I saw a baby blue '72 Satellite Sebring Plus with a 318 for \$600. The next day I drove it to work.

After returning from my reserve training as a light wheel vehicle mechanic in early '88 I took a job at MSD and started hanging out with all the local street racers in El Paso. I then decided to make my car fast. First was the intake, 4bbl carb, headers and, of course, chrome valve covers. I started going to vocational school and working on my associates in automotive technology. The old 318 was nearly dead so I needed an engine to put in the car to get to school for the first day of class. So, the Saturday before school started, I visited a friend in the valley who knew someone who had run over a downed telephone pole and ruined the suspension in his station wagon. Of course this station wagon just happened to have the VIN code that designated a 383 magnum! I took the engine and trans for \$100 bucks, dropped it in my Satellite along with my Holley off my 318, a new set of \$89 headers, plugs, points, cap, rotor, wires... done on Sunday and off to school on Monday. The instructor asked if anyone had a car we could look at, I volunteered, and he made the mistake of asking why the engine paint looked so fresh. "I put this engine in yesterday". I also instantly had the fastest car at school, which, considering the number of Camaros and Mustangs in the parking lot didn't exactly make me the most popular guy.



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Then, between Spring '88 and Summer '91 I went on something of a hunt / buying spree. It was easy to do, no one wanted these cars and they were still relatively plentiful. I bought a '68 440, 4spd, 4.10 Dana, Charger R/T (rust bucket-project car), a '78 police car (parts for the Satellite), '74 Duster (with 413, fenderwell headers, 4500 stall), a '70 Coronet (received 383 from Satellite and a 4 speed), a '69 Road Runner, a '58 Suburban (parts hauler), and a few other cars that were purchased, fixed, and turned for some quick cash. The Road Runner, for example, was purchased for \$600 with a melted 727, I swapped in a good 727 I had sitting in storage and sold it for \$1400 the following week. I also passed up many cars; a few examples: a '68 340, 4spd Dart GT, a '69 440 4spd Road Runner, and a 427 dual quad '65(?) Galaxy 500. Somewhere along the way I purchased a '68 Barracuda Coupe for \$350 and a '68 Barracuda Convertible for \$1500, I then sold or parted out the rest.



The Coronet had grown in power over the years and had garnered some hesitation from other racers because everyone thought I was running "the bottle". I wasn't. A 383 with a 557 purple cam, ported heads, 18 spline 4 speed, and 4.88 gears in a '70 Coronet is dangerous enough without any more help. Almost all the guys I ran around with "sprayed" so I guess everyone assumed I did also. It didn't help that I built four of the fastest street cars in town (my Coronet, my brother's 455 4spd Trans Am, a '70 454 Nova, and a '66 427 4spd Chevelle), so the locals were always suspicious of cars associated with me. Once a guy from the valley showed up with a tubbed '55 Chevy. He wouldn't race me, my brother, or the Chevelle based on my reputation. But he would race my friend's S-10. No one had heard of a Syclone yet, so we told them it was a lowered S-10 with a ground effects kit. He was a bit surprised.

Besides, the fish was at least 600 lbs lighter than the Coronet. So, the Barracuda inherited a certain 383, a 4500 stall, and a stray set of 4:10 gears. I thought it would buy me some anonymity, instead two weeks later the only people I could get to race me was the guy with the 289 Pinto and GIs willing to bet that the Kawasaki Ninja was faster than an old Plymouth (not). One trip down to the local track netted one traction limited pass (11.80 sec 1/4 mile) and an invitation to return when I had a cage, a driveshaft safety loop, etc.

In Fall 1991 I decide to go to college.

In Fall 1992 I met a girl from Poland, then on July 19, 1993 I married that girl from Poland and moved to Austin.



Summer 1994 I returned to El Paso, sold the convertible, sold the tired old 383 to a fellow racer and placed a bone stock 440 in the Barracuda one Saturday evening. Sunday night we drove back to Austin and broke in the 440 on 110. I graduated UT with my Bachelor's in Mechanical Engineering in 1997. In 2001 the camshaft exited the rear of the 440. The next Spring I built the 440 I've always wanted, but couldn't afford, and slid it into the fish.

December 26, 2002 my son Alec and daughter Eva where born. The Barracuda has been resting quietly in the garage since last November. I am currently working at UT teaching dynamic systems lab and working on my Master's in Mechanical Engineering.

Besides the Barracuda, I currently own a 2003 5spd Neon and Paulina owns a 2000 300M.

Michael



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Chryslers New 2005 Charger



Well it isn't the show car they brought out a few years back that everyone loved, but it says Charger on it and its rear wheel drive and has a Hemi V8 so it's a good start.



I guess the proof is in the pudding though and well see just what the specifications are soon. It's definitely more reminiscent of the first generation Chargers with its fastback and stocky shape. Love or hate it, the Charger is back.

Mopar Tech: Ground Problems and Running Lights

One problem that kept me grieving for about a month (right around the time I wanted to install my third brake light) was a ground problem with my rear brake lights. Before I figured the problem out, all I knew is that the rear lights didn't work (running light or brake circuit) and the turn signal indicators on the dash panel would show little or no response to turning the left/right turn signal on. The front lights were working fine, and responded whenever the turn signal decided to blink with a seven to eight second delay (way too long of a delay, obviously). Every once in a while or when I would turn a corner the turn signal would start to work normally with the proper delay between blinks.

After tracing all the wires from the turn signal switch to the back of the truck (using nothing more than a test light), I realized that current was flowing but the lights still weren't getting the juice. Even though I sanded around the screw holes and flanges of the light housing with sandpaper, a good ground was not present at either side of the truck. To fix the problem, I prepared two wires that were long enough to reach from the metal light housing down to the frame. Onto each end of both wires I crimped a solderless connector that would accept a pop rivet. Holes were drilled on both the light housing and the truck's frame and pop rivets were fastened through the connector ends of the wires to hold them onto the frame and each housing.

Generally speaking, since the truck bed is just a big hunk of metal the procedure of sanding the contact points of the bed and housings *should* have worked. In my case, the bed (for some reason) does not have good metal to metal contact with the frame. Wood blocks were used as spacers to mount the bed onto my truck but metal bolts fasten the bed to the frame. Strange? Who cares, they work now! Grounds are required for direct current devices (i.e. automobiles) because the flow of electrons must have a return path to the source (battery). Without the return path, the electrical pressure (voltage) cannot overcome the resistance to electron flow and thus nothing happens with the non-grounded device.

*This article courtesy of <http://www.sweptline.com/tech/electric.html#ground>

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Member Advertisement Section

Got any extra parts taking up space??? Sell them here.

Items For Sale

Mopar Muscle Cars of Austin 10th Annivers ary 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".

68-69 Coronet R/t Or 500 Trunk Trim, Stainless steel trunk edge trim \$100

Email Aria - deity@ariakristen.com

SOLD -1/05 1966 Dodge Coronet 500, 383 4bbl, 400 not running yet, 727, 8 3/4, headers and duels, auto on the floor, Red/White. It's a straight, solid, west Texas car, doors and glass all operate smooth and tight, it has a small rust spot (baseball size) on the pass rear 1/4, Complete new white/black interior, all chrome and stainless trim intact, 70's American Racing rims (BBS like, honeycomb), orig. bias ply tires. Very complete car. Currently being restored, I'd just like to get what I have in it - \$3500 OBO.

Chris Ryon 512-699-0629 01/05

Parts for sale: 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 Cloud at hell_fish_65@hotmail.com

1/03

-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. 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)

Call Isaac Jackson (512) 251-8999

4/04

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

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

Web: <http://www.drmpar.com> 10/02

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

Items Wanted

Want to trade SB main bearing set (.010 over) for SB rod bearing set (.010 over) and intake gasket set.

Contact Dustin Cloud at hell_fish_65@hotmail.com

Want to buy junk Mopars in Austin area

call Wendell at 512 376 6600 after 6 PM 10/02

1964 Plymouth h Valiant

EMAIL bug123@ev1.net (4/02)

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 at hell_fish_65@hotmail.com

10/04

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 12/04

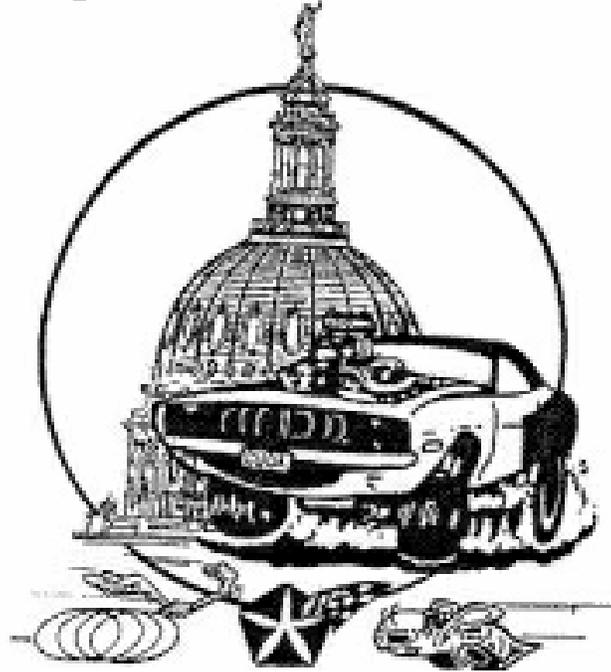
General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

Joe Hoppe 452-6400 01/05

!!! 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 place ads for \$2/month.

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<http://www.mopar.org>

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