



## Mopar Muscle Cars of Austin

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### Random Thoughts & Club Happenings

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I hope everyone in the MMCA had a great Christmas and a happy new year. I heard that the Christmas party was a blast, and I'm still disappointed to have missed it myself. Things just haven't slowed down enough for me to catch my breath in quite a while. Such is life! One of the great things about the MMCA is that there's always a hand ready to step in and help out. This month, help came from Steven Dykes, as he contributed the following story for the newsletter—thus saving me from having to write something entertaining and saving all of you from having to read more of what I consider “entertaining!” Enjoy, and thanks, Steven.

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#### **With a Little Help From My Friends**

Do you remember the old Beatles tune by this title? The weekend before Christmas, I was reminded of it. Terry, Enrique, and I had gone out to Wendell's for a steering box or two. I found the one I wanted in an old Diplomat and proceeded with the extraction. Things are packed kind of tight in the old M-body. Before I knew it, I had a bolt that I couldn't get a half-inch drive socket on. A 3/8 thin wall would fit. But I didn't have a 3/8 drive in the tool box. Terry did.

Then there was another tough nut and bolt that is positioned where one gets gripped from over the fender and the other gets gripped under the chassis. Enrique shows up with another set of hands. Just as I got everything unbolted, I discover that there wasn't enough room to rotate the steering box to allow it to pass underneath the car. Even unbolting the header pipe did not create enough space. The only way to create room short of pulling the engine was to get a catalyst out of the way. Wendell dug out a sawz-all that started the job well. As the pipe was cut, it got springy and resisted further progress. Enter Steve Lacker and a (t)rusty jack. His prying on the converter steadied the pipe for some more cutting. Eventually, the converter was pried off of the cross-over pipe. The needed space was created and the box was removed.

As I drove back to Austin, the song played on the radio station I was listening to at the time. I was thankful for the help I had received. I also was reminded that "it's on the wheel". What goes around comes around.

The point of this is not to create the atmosphere for a love fest, but rather to point out that membership (and participation) has its rewards. I would be farther behind time-wise and money-wise on my projects without good advice and assistance from other club members. All of this, and comedy, too.

### **MMCA Comedy Central**

How many MMCA members does it take to extract a set of torsion bars from the second car on a stack of three cars?.....(all of them). At least it took all that attended the annual Freeze Your Buns Junkyard Run two years ago. It would be impossible to write a script for the Keystone Cops-like routine that accomplished the task. Like a Robin Williams improvisation, you never can tell what will happen next.

Do you need parts for your ride? Do you like physical comedy? It's all yours for attending the MMCA Annual Freeze Your Buns Junkyard Run in January. Details for the event will be discussed at the January meeting.

Steven Dykes

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This month's feature article is part three of "The Nationals" by Dave Haight.

Steve Lacker

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# Feature Article

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The 1999 Mopar Nationals  
by  
Dave Haight

## Part III- The Return

After loading the Dana, we set off looking for Steven's brother-in-law's house. We followed our directions to what appeared to be a situation where no one was at home. Dean went up to knock at the door, only to find a different name on the knocker. We began to wonder if we were at the right house, so we went to a convenience store to check the phone book. We struck out, so we decided to grab a bite to eat and hope that Steven's brother in law came home.

We pulled into a restaurant, and parked knowing that we couldn't actually lock the side door but figured that if someone was strong and determined enough to steal the Dana, they could have it. We went in, and tried several more times to get Bob (I hope I remember his name right) on the phone, but got only the answering machine. We're starting to get a little desperate, and are thinking about sending all our (big) stuff back by UPS. We even started planning for this by asking the waitress if they had any old cardboard boxes we could use. You guessed it- it was in the trash and we went dumpster-diving for cardboard. Are we low, or what?

After stopping back by Bob's house again (or was it his house at all?) we headed back to the hotel to see if maybe he had left us a message there. I guess this was meant to be, as I'll explain later. More immediately, it didn't take us long at all to get lost heading back in the dark. So here we are, driving around, lost, with a door that won't close all the way, and shooting the breeze to pass time. I remember asking Ken if he knew what that rectangular plastic roadrunner emblem we had seen earlier went on. Of course, he DID know- moral of that story is that if you ever see a car part and just can't place where it comes from, ask Ken. He'll probably know. Dave also shared one of those jokes that I'd love to repeat, but know I'd better not. Even Ken laughed at that one, and he's one of the most straight-A guys I know. You had to be there to appreciate it. We also got to see the State Fair. It looked like they were having fun.

By now, we'd had enough fun being lost so Ron pulled off the main road to get a map and ask directions. It wasn't exactly the best part of town to be in, but the kind gentleman behind the counter gave Ron directions to I-70. Once on the interstate and headed the right way, we started seeing things that looked familiar, and finally got back to the hotel.

We asked the desk clerk if we had any messages. Guess what? We didn't. So we unloaded a few things and did a bit more dumpster diving at the Waffle House for cardboard. Just as we were coming back with our prized cardboard, we got a message that Bob had called. What a relief!

Seeing as how Dave had the biggest item, he got nominated to call back and ask directions to Bob's house. Afterward, we decided to catch a little sleep and hit the meet briefly again the next morning.

We did just that, and had a couple of hours for shopping. It was the best day weather-wise, and we had a bit of luck shopping too. Ron found a set of grille bezels at a good price, and Dave found the infamous rear-end plug for the Dana. We had a bit of fun over that one- I won't repeat it but I'm sure you can get the drift of it, knowing us!

After this, we headed to Bob's house. Lo and behold, it was indeed the house we were at the day before. He'd only lived there 6 weeks and hadn't changed the door knocker. We learned that his son is a top-notch Go-Kart racer. We had a lot of fun talking with him about Kart racing and other things. He's quite a character.

We headed back to the hotel to check out. It was nice to hear the lady at the counter say "you come back next year!". We headed off on our way to the airport. We were a bit early so we decided to.... wait for it.... eat a bite again. We had fun eating and watching the military jets take off- mostly straight up.

When we boarded the flight, we had the pleasure of seeing the same attractive lady we sat next to on the flight from Columbus to Houston LAST year! She recognized us also, and commented that "this is too weird!" I guess she got a pretty good understanding of us on last year's flight. Anyway, she and her daughter were further back this year and we never saw them again. She probably thinks we're stalking her already.

After a fairly long layover in Nashville, we got on our flight to Houston. On the final flight home to Austin, we wound up sitting near another attractive lady about our age... a fitting end to an already pleasurable trip. I could go on longer, but I'd better wrap this up before it becomes an entire novel. Just as a final thought- If you've never been to the Nationals, you really do owe it to yourself to go. At the very least you'll have fun and your Mopar will thank you. Thanks for reading! I'm outta here.

What was my name again?

Editor's note: thanks a lot to DAVE HAIGHT (ahem!) for this 3-part article. It sounds like a trip I need to make soon myself. Maybe this year.....

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## Local Activities

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Planning meetings for Kars for Kids began in October, and the show is scheduled for May 6<sup>th</sup> 2000. Kit Neal has been representing our club at the planning meetings. At the last meeting, the group selected this year's charity organization. It is the Royal Family Kids Camp, a camp where abused, neglected and abandoned children with special needs can go to acquire life changing memories. The next planning meeting will be in early January. Call Denise or Sherri at 462-0393 for info.

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## CALENDAR OF EVENTS

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**Jan 15 2000**      **MMCA Freeze Your Buns Junkyard Run. Contact Steven Dykes (512) 218-4752 for time and meeting location.**

May 6 2000    Austin Texas    Kars for Kids at the Sonic Drive-In at 134 E. Riverside.

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# Wanted

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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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**Wanted:**

"Tuff" steering wheel

**Call Steven Dykes (512) 218-4752**

7/99

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**WANTED**

1967 PLYMOUTH BODY SERVICE MANUAL

RADIATOR #2785934

**TERRY 'E BODY' SIEGMUND (512)451-1454 11/99**

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B-body big yoke 3.23 SG rear end for a 73 Satellite, Rallye hood or 6-pack hood for a 73 Challenger, Console mount for cassette player. Call **Mike Cox, (512) 303-3100**

12/98

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Taillight Assemblies for 1968 Barracuda. Call **Mike Mosley, (512) 832-5270 12/98**

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# For Sale

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**Mopar Muscle Cars of Austin 10<sup>th</sup> 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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**Unique Plymouth for sale by original owner:**

Triple-black 1968 Plymouth Fury VIP 2-door, special-ordered with:

**440 Super Commando engine**

**4-Speed manual transmission**

**Factory A/C**

**Factory installed "Auto Pilot" cruise control**

Sure-Grip rear axle

Power disk brakes

6-way power driver's seat with headrest

4-way passenger's seat

power windows

tilt/telescoping steering wheel

Factory AM/FM

Unusual factory option combination was arranged with Chrysler factory representatives by Austin Chrysler/Plymouth dealer Jay Smith in 1968 for the original buyer, who is now selling the car. Car was garaged most of its life and has original paint, original vinyl top, and original vinyl/cloth interior- all in good condition (never wrecked, no tears in vinyl or fabric).

Approximately 70,000 original miles. All trim intact. Car runs and drives, needs new fuel tank (running with a temporary auxiliary tank). **Serious buyers please call Jack at (512) 452-7165 to arrange to view car.**

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Almost new Edelbrock Performer (Carter AFB) carburetor, 750 CFM version. Call **Mike Mosley (512) 671 6490**

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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 goold rear half),  
\$1500 OBO

**Call Mike Cox (512) 303-3100**

5/99

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-1970 383 HP engine- \$300  
-18-spline 4-speed trans- \$400  
-23-spline 4-speed (close ratio), apart- \$200  
-Aluminum bellhousing- \$150  
-Big block heads, 2 each 906, 915, 452, 346 castings  
-Exhaust Manifolds for 70 E-body 383  
-MP parts, never used, call for prices (want to recover investment- less than what MP charges now!): 509 cam, adjustable pushrods for 440, roller timing chain, MP distributor for 440, 933 valve springs.  
-New Hayes street/strip clutch and pressure plate (BB/4-speed/coarse spline)  
-New Year One 6-pack air cleaner base  
Call **Isaac Jackson (512) 282-6261**

7/99

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**1972 Plymouth Satellite.** 360 CID 2-bbl, auto, complete, great interior, excellent chrome, road wheels, dual exhaust **Enrique Guerra, 512-388-7942**

12/98



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**Parting out 400 mopars, 1953 to 1976, southeast of Austin. Open Saturday and Sunday or call (512) 376-5321 (after 7 PM) and ask for Wendell. Web: <http://www.drmpar.com>**

8/99

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