



Mopar Muscle Cars of Austin

Random Thoughts & Club Happenings

Good July to everyone. I hope that everyone got notice of the re-scheduling of the July club meeting from the 4th to the 11th of July. If you didn't get notified, please contact me and let me update our phone and E-mail lists! Dave & Dean Haight and I tried to contact the entire club roster with the word about the meeting, so if you didn't hear, we have some old info on you.

Speaking of old info, bring your updates on ANY club related info (specifically for sale/wanted ads, address changes, and car purchases) to the club meeting so that I can keep our records up-to-date. I've been pretty lax in that area, and it's my mid-year's resolution (if there is such a thing) to stay on top of club records better. I'll have a clipboard that I'll circulate at each meeting so that I can get everyone's changes in writing. Half the problem right now is that I get updates on business cards and all sorts of other scrap-paper and they get lost in my briefcase!

This month's calendar has a couple of notables. First, we now have the CORRECT dates for the Rosanky Swap Meet thanks to Harry Amon. Second- don't forget that the Fredericksburg Swap Meet is our "club event" for the month of July. It's always a good swap meet, and we have our own space again this year. If you have things to buy or sell, check with Terry Siegmund about arrangements to get parts to the space.

Another big "Thank You" to Steven Dykes for this month's feature article. This is the kind of info it's better to know ahead of time than find out once it's too late!

-Steve Lacker

Feature Article

Trash or Treasure

by **Steven Dykes**

You've probably heard the phrase, "One man's trash is another man's treasure". This is really a true statement. The City of Austin and Texas legal codes tweak that by saying "One man's treasure can be a neighborhood's trash". Don't mess with Texas. The code in particular applies to what the public refers to as junked vehicles and a public nuisance. Recent personal experience with these codes prompts this visit to a potential pitfall in the hobby of vehicle restoration.

The applicable codes are quoted as follows: [State Code Reference/City Code Reference, 0.0.0 means no state law referenced, 0-0-0 means no city law referenced.]

JUNKED VEHICLE means any motor vehicle as defined in State law which:

683.071/9-2-21 Does not have lawfully affixed to it either an unexpired license plate or a valid motor vehicle safety inspection certificate; that is wrecked, dismantled, partially dismantled or discarded; or that remains inoperable for a continuous period of more than 30 days.

683.072/10-3-50 Declared to be a Public Nuisance

Junked vehicles are detrimental to the welfare of the general public tending to reduce the value of private property, to invite vandalism, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, and are detrimental to the economic welfare to the city and state by producing urban blight which is adverse to the maintenance and continuing development of the city, and such vehicles are declared to be a public nuisance and subject to abatement as provided herein.

0.0.0/10-3-50 [posted notice on vehicle]

1. This vehicle is a public nuisance – It must be removed within ten (10) days from the date of this notice. –

2. Any request for a hearing to challenge whether or not this is a junked Motor Vehicle as defined in 10-3-50 of the Austin City Code must be made to the Clerk of the Municipal Court, 700 East 7th Street, Austin, Texas 78701, either in person or in writing before the expiration of said ten (10) days period. This hearing is without the requirement of bond. –

3. If no request for said hearing is received before the expiration of said ten (10) days it shall be conclusively presumed said vehicle is a junked vehicle as

defined by State Law and City Ordinance.

683.073/ 0-0-0 Offense – Transportation Code

- (a) A person commits an offense if the person maintains a public nuisance described by Section 683.072.
- (b) An offense under this section is a misdemeanor punishable by a fine not to exceed \$200.00
- (c) The court shall order the abatement and removal of the nuisance on conviction.

0.0.0/10-3-51 Prohibited on Private Property

The owner of any real property within the city shall keep such property free of, and shall not permit or suffer the presence of any junked vehicles on such property.

These laws are written in such a way as to give the city or the state considerable leverage over the individual that owns a vehicle that meets any one of the following criteria: expired license plate, expired safety inspection sticker, wrecked, dismantled (completely or partially), or does not operate for a period of more than 30 days. Given this stated criteria, any vehicle parked for more than 30 days could qualify. This would include vehicles at repair shops waiting parts, or vehicles (new or used) sitting on dealer lots that are not driven during a given 30 day period. The Police armored SWAT vehicle would qualify. Vehicles driven on the street with expired tags or inspection stickers also qualify.

The special interest cars pending repair or restoration would also qualify regardless if they are on private property in open view or not. This affects virtually everyone restoring cars in the state of Texas with particular peril to those within the City of Austin. The ten-day rule guarantees the City of Austin a near continuous supply of vehicles for the crusher.

The only vehicles that are exempt are those that have valid tags, valid inspection stickers, and are operated at least once every thirty days. There are no further distinctions or exceptions made. Bringing a vehicle into compliance also entails the expense of obtaining insurance so that the required license and certificate can be issued.

In the City of Austin, the vehicle can be sitting in a driveway, a showroom, or in a garage. It can be on its own wheels, jack stands, or on the ground. The law does not require the identification of an individual or group of individuals who make the complaint against the affected owner. If the car is tagged with the prescribed notice, the owner has ten days from the date the car was tagged to communicate the desire for a hearing or otherwise deal with the situation. These are the facts.

Case Study

This is an example of a run amok law. Unless the vehicle in question is worth a great deal of money, or a lawyer takes this on for a ridiculously low fee, a person has difficulty justifying the expense of defending himself. A person could represent themselves in such proceedings. The person owning a vehicle that is identified under these laws does not have the ability to confront the accusers since they are not identified.

These points are not lost on the court or on the police. It generally takes a complaint by a citizen to make an issue. Austin Police Department has one officer detailed to the Abandoned Vehicle Unit. Officer Tim Smith returned my call the same day and proved to be reasonable. I did not get the sense that he rode around all day looking for prey.

The law is strictly interpreted by the Municipal Court. The Municipal Court sees these types of offenses very rarely. As an employee of the court, the only advantage I had over the average citizen, was the ability to ask questions as they arose, without having to get routed around on the phone or wait in line at a customer service window. I had direct access to my co-workers and the managers who handle this issue. I spoke to the Clerk of the Court in the course of resolving this issue. The word from the court was to work with Officer Smith. Unless it can be proven that Officer Smith made a gross mistake in tagging the vehicle, you're going to lose the car and pay a fine.

The situation that brought this about was the tagging of my '68 Valiant and '66 Dart as a Junked Nuisance Vehicle. These cars were uncovered and parked in my driveway. The Valiant had expired plates on it, the Dart had a vanity plate from another car mounted at the rear.

The Valiant is painted the original yellow with dark green doors and right front fender. It has some body filler on various parts of the body. There was also some primer sprayed on repaired rust spots. The car was without an engine, sitting on jack stands at the rear. It was awaiting the procurement of spring shackles and plates so that the rear axle and wheels could be installed. The engine compartment and trunk were restored and freshly painted with a non-metallic bright blue paint. The trunk compartment was completely finished and carpeted. The interior was worn with the rear seat loose in the car. The tags and inspection sticker were expired.

The Dart is painted in high-gloss silver in an original factory hue. The exterior is complete without rust, dents, or scratches anywhere. The car was sitting on properly inflated, new whitewall tires. The interior is immaculate. The car does not have an engine in it. There is no inspection sticker and the vanity classic plates are expired.

In discussing the situation with Officer Smith, he recognized the Dart as a restored special interest vehicle, as defined by the State of Texas, with expired plates and without an inspection sticker. The Valiant was an eyesore. He understood that parts for these old cars are not readily available and that extended non-operation was unavoidable. His recommendation was to put a car cover on the Dart or push it into the garage and remove the Valiant from the premises. If I will do those things, he will consider the matter closed. He is obligated to check on this ten days from the date of the tagging.

I informed him of my intent to comply. Given the time I intend to remain in Austin, it is not the best use of my time and finances to try to get the Valiant in licensable condition. Rather than take advantage of the city's offer to tow the Valiant off at no charge to me, I chose to have the car removed to a yard in Neiderwald that specializes in old Chrysler products. Anyone reading this who is interested in parts or cars he may have can contact him at drmopar440@aol.com on the internet.

At this point I am thankful that I had not gotten farther along with the Valiant than I had. I regret the forfeiture of the car and the displeasure that I incited in those responsible for filing the complaint. Besides the loss of the car, I have a considerable amount of parts and assemblies that I must determine to sell, store, or use. These include a complete high-performance drive train, steering, and brakes. There may be additional forfeitures of these components that would be fiscally substantial. I have lost the work that a good friend and I have put into the process of bringing the car back towards useable condition. I feel like I have wasted his time and special talent. It has been a humbling experience.

The other side of this experience is a frustration of not being confronted by my accuser. I think we could have arrived at a more favorable disposition of the situation if I had the ability to communicate directly with the one(s) offended. I probably would not have liked what they had to say, but I would have shown them respect and courtesy. As it stands, they have shown no regard for me or for the history that restored vehicles represent to the public-at-large.

A community needs to have the ability to set standards it deems appropriate in all areas of public life. There is no dispute that other property owners should have tools to protect their interests, financial and otherwise, in their own property. These laws are tools that allow the community to enforce standards in the areas addressed. It is badly written law, but it's there and its application is reasonable.

Dues Blues

The following folks have dues that are due. Please contact Harry Amon or mail your dues to the club mailbox (the return address on this newsletter).

In Harry's own words:

Steve Barron, Jeff Worsham, Dave Wolgast, Mike Cox, John Molly, Glenn Swaffield are due.

---MMCA Website---

We have a website! Its just a prototype, but for now check out **<http://lonestar.texas.net/~sglacker/MMCA>**. Carl Samos will be hosting the permanent version at **<http://www.mopar.org>** as soon as we get the files transferred. There are pictures from club events and an archive of club newsletters in Adobe PDF format.

Local Activities

The Fredricksburg Swap Meet is MMCA's "monthly activity" for July. Contact Terry Siegmund (512) 451-1454, (512)424-2868 work) for information on use of the space.

CALENDAR OF EVENTS 2000

July 28-30 Fredricksburg, TX Fredricksburg Swap Meet Lady Bird Johnson Park
(915-388-2223)

Sept 2-3 Garland, TX Southwest Mopar Mini Nationals sponsored by the Dallas Mopar
Club (972-661-2545)

Sept 14-17 Rosanky, TX 3rd Annual Swap Meet, Car Corral, and Car Show presented by the
Central Texas Museum of Automotive History (512)-258-7172

Sept 23-24 Houston, TX Houston Mopar Show and Race & 1st Annual National Dakota Meet

Wanted

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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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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Moving to Dallas. New landlord says I can only keep one. The others have to go.

'94 Dodge Dakota V-6, Mark III conversion. Dark blue metallic, auto, A/C, AM/FM stereo cassette, power windows, power locks, tilt, cruise, leather, alloy wheels, 255/60-15 T/As, aero kit, sliding rear window, and bed liner. 90K miles. \$4900 obo

'66 Dodge Dart GT hardtop - partially restored (all but engine and A/C) #s matching. 273-4bbl, automatic, A/C, AM/FM, power steering, disk brakes. New Delstar A-4 silver paint, Legendary front seats & carpet, new Goodyear 195/75-14 whitewall radials, new Antique battery, new package shelf, trunk mat, & tire panel. Gaskets on trunk & doors, windows sweeps, brake linings f/r, bushings (polygraphite) and ball joints replaced. Transmission, master cylinder, and speedometer overhauled. Ownership documents 1971-present, original broadcast sheet, original fender tag. This car is 1 of 1247 (66 GT hardtop, 273-4bbl, auto.) When disk brake installation rates are factored in, it is estimated to be 1 of 215. This car was photographed for Motorbooks High-Performance Dart scheduled to print November 2000. \$4550 obo

'68 Valiant 100 2 dr sedan - project car. Originally 225, automatic car. Changes made include 318 +.030, -.020 forged crank, 1.88 intake J cylinder heads, windage tray, MP .455 lift camshaft, double roller timing chain, moly rings, electronic distributor, new 600 cfm AFB, K&N air filter, M/T cast aluminum valve covers. 904 Torqueflite rebuilt with TransGo R/V shift kit. Battery re-located to trunk, '74 K-frame, firm feel steering, disk brakes, factory sway bar, new joints & polygraphite bushings, '75' 8.25 with Dana

Locker & 3.21:1 OEM gears, aftermarket rear sway bar, 15x7 cop car wheels, mini spare, '69 Valiant tail lights, Sanden A/C compressor, HD radiator. Car has extensive rust in trunk & floor boards, some rust in lower rear quarters, doors & right front fender replaced, rest of body in fair condition. Trunk floor patched. New rear floor pans, spare grille work and '68 tail lights come with car. Engine, transmission, & rear-end have zero time since re-build. Work-in-progress. \$2000

Other parts: new 6x9 2-way speakers (2), new 4" 2-way speakers (2), Hurst Competition Plus 4 speed shifter and installation kit for short-tail A833 transmission, includes rectangular boot and trim.

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

6/00

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**FOR SALE**

1964 361 ENGINE, COMPLETE, NEEDS REBUILD

1968 318 ENGINE, COMPLETE, NEEDS REBUILD

1973 318 SHORTBLOCK, NEEDS REBUILD

M/T ALUMINUM 426 HEMI VALVE COVERS

2 NOS 1968 DART HEADLIGHT BEZELS

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

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For Sale:

Upper Control arms, spindles, caliper adapters from '75 A-body direct replacement for 73-76 A-body - upgrade to larger ball joint and disk brake for 67-72 A-body. Includes new (less than 3000 miles) 10.5" rotors, studs, brake pads, bearings and seals. Also includes professionally rebuilt calipers w/ new seals and steel pistons. Asking \$250 for all. **Call Mike Mosley at 671-6490 evenings or leave message.**

2/00

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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 guage w/ wiring, E-body, \$100  
(2) 72-74 Challenger taillight assy., \$75 / pr  
(3) Challenger doors w/ glass, \$100 each  
(2) Standard guage 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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**Parting out 400 mopars, 1953 to 1976, southeast of Austin. Open Saturday 10 AM-5 PM**  
**Web: <http://www.drmpar.com>**

03/00

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