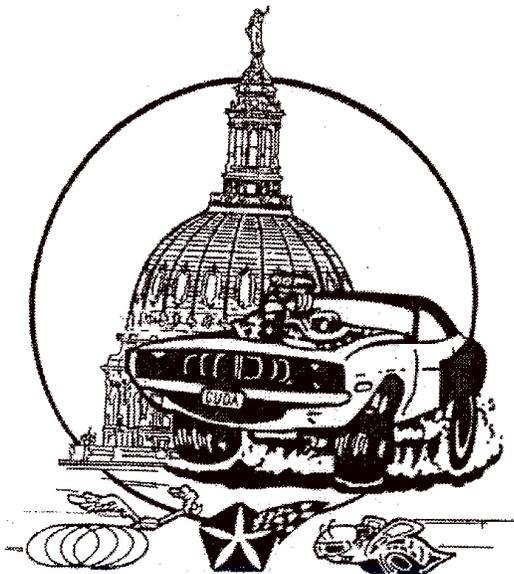


MOPAR MUSCLE CARS OF AUSTIN

Vol : 19 No: 3



June – August 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.

<http://www.mopar.org>

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a Quarterly 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 \$2.00 monthly 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	Joe Hoppe Chris Ryon	(512) 452-6400	daddiowjoe@yahoo.com

MMCA wishes to thank our sponsor:

Insty Prints
6448 Hwy 290 East
467-6655

For their support and generosity

Presidents Editorial

Summer is here and with it the inevitable problems with cooling our cars and keeping ourselves cool too. I recently converted an A/C system to 134a and then found out, I didn't need to. I could've used the new R-12 replacement and have had a better cooling system (134a isn't very efficient) and less leakage (134a has smaller molecules and is more leak prone). So now I have a cool passenger compartment, but because of the A/C my engine temp. is getting too high at idle. I've already have a fan shroud and have replaced the fan clutch, so the next step is to go to electric fans to keep it cool in the Austin traffic. I'll need to get a donor fan off a late model car. Of course aftermarket kits are as easy as a phone call and charge card, but would go against my cheapo motto: "Never spend for New when Used will do". The problem with an electric fan is the draw on the alternator. So of course, I'll need to upgrade the alternator as well.

Does any of this sound familiar with anyone? What started as a simple charge of the A/C system has turned into a full on big \$\$\$ upgrade to the entire vehicle. If it wasn't my daily driver, I wouldn't mind the heat so much, but you can't really show up to work, or church all sweaty or haul the family around in a hot car or you'll never hear the end of it. So what have I learned..... comfort is not cheap.

If you need any help with you're A/C, let me know, I may be able to help.....been there done that.

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.

This Quarter

This month is a fun month. On the 11th of June the "twins" Dean and Dave Haight will host their annual Farm Party. Their family farm is located 75 miles east of Austin on Hwy 290 at 300 Nixon Lake Rd in the small farming town of Burton. Take your time on Saturday morning on this lovely drive through the country and small towns to the Farm Party. BBQ brisket and sausage will be hot and ready. Bring your chairs, your kids and cold beverages to this now annual event. This is always a great time.

Last Quarter

April 16th was our Annual Bastrop Tri-City Picnic. In the words of Dustin Cloud it went like this: "At 9am the morning air was cool and the geese were honking away as we nabbed the small pavilion for the barbeque. The location was the park in Bastrop, like other years, but this time we staked claim near the water. About 10:30am the other club members began to funnel in. What continued for the next few hours was a steady stream of classic Mopars. Vehicles from 1962 to 2005 were present and making a statement! Around noon the burgers hit the small grill, which was brought by Steve L. The grill may have been small and we had the use a license plate to flip the patties, but they were good. To those that didn't get to make it, you sure missed out. It was a blast as always."

May 11th was our Annual MMCA Picnic at Northwest Park. The weather that at first looked questionable turned out beautiful. We had a great set of tables under the trees, with good food and friends. We even got our annual look at Harry Amon's 69 Dart GTS (still looks good, it only has about 20 miles on it more than it did last year :-). We were visited by a group of Oldmobiles that had attended a car show that morning along with an Amphicar (we couldn't get him to drive it into the pond). There wasn't any kind of trouble from the GM guys, but we kept our eye on them...

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 years Freeze Your Buns Junkyard Run.

To join send an email to mopar_muscle-subscribe@topica.com

Getting Your Project Started--And Finished

By Chris Ryon, MMCA President

It seems there are quite a few of us that have projects that have somehow gotten stuck in limbo. Other priorities have pushed our hotrods to the curb and we just can't find the time to work on them, or financial constraints have sapped our budgets.

Believe me, I know how it goes. It seems for me it's always easier to help someone out on their cars, than to get down to business on my own. Personally, after deciding to have my daily driver be an older car which always needs work, and starting a family, I don't seem to have the time to work on my own car much. But now the family is starting to get into the groove, and my 83 Jeep Cherokee daily driver is running pretty good now, (not perfect, but reliably enough that I don't have every weekend devoted to it) so I'm getting a little more time on my hands for car stuff.

I've been restoring/restifying cars since I was 15 and worked in a body shop. Now I'm an engineer and project manager for a consulting firm and have some experience completing large complicated projects. I've personally never had enough money to have any of the work done for me, (excluding paint, welding and machining-- and even those were done "on the cheap") or been able to throw money at a job to get it finished, so I'm pretty good at knowing where to spend money, and knowing where you can keep costs down and still have a good product. You don't HAVE to spend a lot to get the work done, if you know where to go. I don't know it all, but I know people who do.

Anyway, as I said, it seems easier to work on other people's cars, and it's something I love to do. So I'd like to offer my services to anyone who can't seem to find the time to get their car project off the ground or aren't quite sure how to proceed or need some advice on where they can go to get some work done on their car. I can point you in the right direction or have your car picked up and have the work done to it for you. The level of my involvement is up to you. Now obviously I couldn't take on a complete restoration for you for free, so the level of my involvement would dictate if there is any cost involved.

The point of all this is to get your car's motors roaring, get the wind in your hair, and to get you down the road and more involved in our hobby. So if you're tired of your car rusting away and could use some help with your project or just need a referral or advice, give me a call and we'll see what we can do to get it going.



My 69 vintage 340 almost ready to install in my Challenger.

CALENDAR OF EVENTS

June 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	3
5	6	7 MMCA meeting	8	9	10	11 The Twins Farm Party (all day)
12	13	14	15	16	17	18
19	20	21	22	23	24	25 National Charger Show, Boerne, Tx
26	27	28	29	30		

July 2005

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

August 2005

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6 Lake Party at Jerry's
7	8	9	10	11	12 Mopar Nats	13 Mopar Nats
14 Mopar Nats	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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:

Joe Hoppe and his 1966 Barracuda

In 2001 I got knocked off my Sportster by a soccer mom in a minivan. To add to the cliché, she was most likely talking on her cell phone at the time of our run-in. That was the second accident I'd had in two years, and neither one was my fault. The insurance company was generous when they totaled my bike, and although my wife Polly was very supportive with whatever I wanted to do, I decided to go from two wheels to four. I really want to be around and in one piece for my son, Max.

Having an ingrained need for a cool vehicle, I took my Harley money and started looking around at fun cars. I wanted something I'd be able to work on, so something newer wasn't going to work. Cool is hard to come by after 1970 anyways. I had about \$7,000, and wanted to find something affordable, too. That put E-bodies and B-bodies out of reach, unless I wanted to do some real restoring, and I wasn't ready for that yet. I had fond memories of my folks' 1969 Dart, but Darts didn't look too cool to Polly. Then I found a metallic purple '66 Barracuda on Ebay. It looked cool, had some hotrod work already done to it, and was very much within my price range.

I remember riding sideways under the big glass bubble of our neighbor's Barracuda when I was a kid. There weren't many other cars like it, the name was cool, and it was weirdly sporty. I like the way it looks like some kind of transition between fifties and sixties styling. The previous owner made all kinds of claims about what had been done to the car, and some I'm still not too sure about, but somewhere along the line it has had a 318 engine with an Offenhauser manifold and a Carter 4bbl installed, and a 727 automatic transmission. Somebody also thought it was cool to bolt a go-wing spoiler to the deck lid (that got sold to Dustin Cloud early on—looked pretty goofy). There was a Hot Rod magazine Race/Rally sticker above the chrome fish in the rear window and the previous owner claimed it had been drag raced at some point. Oh, I almost forgot that it had traction bars and air shocks, too. Nobody got around to installing a suregrip, though. The rear end is a 3:23.



I picked up the Go-Fish at the Sioux Falls, SD airport on a Friday afternoon in June. On the way back to Austin I had cooling problems which I tried to fix with a flex-fan in Omaha, then hoses and thermostat in Lincoln. Finally in Oklahoma City I figured out that the radiator cap was the wrong pressure. When I replaced it the increased pressure promptly blew out the seams on the front of the radiator. I stopped every hundred miles to add water. Oil pressure, according to my gauges anyways, also became a problem on the way back. It would stay one or two hashmarks to the left of nothing as long as I kept the car under sixty. I was a glassbacked speedbump for most of the I-35 section of my return trip. Before those pinhole leaks developed in my radiator I found that the back half of the Carter 4bbl was held together with JB Weld. I put a new Edelbrock on in the parking lot of an Advance Auto in Wichita. Attracted quite a crowd of helpers and well-wishers. Sold the Carter to a biker for twenty bucks. I made it back home after midnight on Sunday. Left negative feed back to the lying sack of a previous owner on Ebay, but that's nowhere near the beating he truly deserves.

The body on my Barracuda is rough in places. One day I'll do something about that. Mechanically, though, it's definitely getting there. It needs some wiring work, and Tim Josseland has been truly helpful with keeping it running. Terry Siegmund gave me advice on the front end and now it steers tight and true. Dustin Cloud and Ed Sewell have always been there with helpful hands and good advice. There's also a find group of folks at the Early Valiant Barracuda Club (www.earlycuda.org) who have great advice as well. At the moment it's driving pretty well. Someday I hope to get some air conditioning into it.

Mopar on the Web

The Internet has made it a whole lot easier to participate in this fine hobby of ours. Keeping your car running, finding parts, benefiting from the knowledge and experience of other enthusiasts, and even just fine tuning our points of appreciation becomes a much simpler task with all the resources of the World Wide Web at our disposal. We'll try to keep you posted on the best and newest sites here.

Mopar in General by Dustin Cloud, Editor Emeritus

Allpar (www.allpar.com) This site probably has more history and information than any other site on the net. This should be a stop on the net anytime you are searching for Mopar related information.

Moparts (www.moparts.com) This is one of the oldest and largest message boards on the net. First timers should beware that some members may give you a hard time at first. This is an issue with some boards. Every board has at least one, but since Moparts has so many members their percentage goes up. A while back they had some issue with a few mods that would delete threads or posts that they didn't like, even if it followed the rules. I'm sure they have since corrected those issues.

Mopar Style (www.moparstyle.net) MoparStyle is one of the newest boards. This board covers a large range of vehicles and topics. A lot of the topics focus on racing, which is a common theme on all muscle car sites. This is one of my personal favorites. The moderators (or mods) are very helpful, plus the board does not tend to delete post or topics unless it is absolutely necessary.

Vehicle Specific Sites by Joe Hoppe

The Early Valiant Barracuda Club (www.earlycuda.org www.earlyvaliant.org) I met MMCA stalwarts Dustin Cloud and Ed Sewell through this site, so you know it's got to be good. Devoted to pre-67 Plymouth Valiants and Barracudas, and even the occasional Dodge Dart, the biggest benefit from this site can be had from signing up with their email group. Instructions are available from the home page. They've been meeting at the Carlisle, Pennsylvania rally in July for a couple of years now, and have members from all over the U.S. involved in everything from simple get it going again to autocross to long distance travel. A fine group of knowledgeable and passionate folks who dig the first incarnation of the Barracuda (Bacaruda, bubbleback, glass back, etc.) and the Valiants they were based on.

Slant Six Engines (www.slantsix.org) Slant Six guru Doug Dutra is one of the forces behind this site, whose motto is "This isn't your grandma's slant six." He's helped out be a number of expert moderators that include engine experts, slant six drag racers, fabricators, suspension experts, and certified parts scroungers. This site features a deeply knowledgeable and international crew chatting up the message boards. Go to the articles section for detailed help with ongoing slant six issues. Or delve into the racing section for go-fast leaning towers of power. There's also a swap meet section, and a place to see if the person you might want to by parts from is on the up and up. If there's anything you want to know about slant sixes, anything at all, this is the place to go.

Dodge Sweptline Trucks (www.sweptline.org) You've got to love a Dodge truck site based in Texas. Run by the inimitable Hellbelly (who's really a nice guy) this site is devoted to those fine Dodge trucks manufactured between 1961-1971. They've got a real community going here; the site has sponsored a calendar for two years now and also has official hats. Eleven trucks from all over Texas recently convened in Alvin to eat barbecue and overwhelm a local cruise night. A rally in the Great Northwest is in the works. Hang out here to b.s. on the message boards, get fine technical help from guys who just can't seem to limit themselves to only one truck, and see if anybody's trying to sell those parts you need the most (or sell the ones you don't need yourself).

These sites are probably just a small sampling of what's available out there. Feel free to drop us a line with the address and some facts about your favorite places to find Mopars on the web.

MOPARS IN THE MEDIA

Full Throttle Fury by Joe Hoppe

The History Channel's "Full Throttle" has just become my favorite of the new car building/re-building/customizing shows. The other night I watched as two teams of two cops from the NYPD and the LAPD got help from a set of twins as they modified two 1969 Plymouth Furies for a timed road course competition.

Beyond a pretty darn good choice of cars, "Full Throttle" has an excellent and realistic format. They weren't changing the cars into highspeed lawnmowing wedding chapels, they weren't making them into works of art totally unsuitable for daily driving, and they weren't using a round-the-clock team of fifty professionals to get the job done, either. For this show they took two pairs of cops who had some pretty good mechanical ability and gave them two days (reasonable eight hour days, I might add) to get the Furies set up for a couple of laps around a southern California road course. All the modifications were simple and straightforward, and stuff I would be able to do, and consider doing, to my '66 Barracuda. Here's what they did: new tie-rods, new anti-sway bars front and rear; new shocks, new dual exhaust, new Edelbrock manifold and four bbl carb (didn't even

take time to tune it), new plug wires, and new MSD ignition. The losing team, The NYPD, didn't have enough time to do the exhaust. It might have contributed to their loss, but no magical pixies fixed the situation overnight. Incidentally, the big finned front drum brakes were left as is. The disc swap probably would have taken too long.

Not only was the mechanickin' reasonable, but with every part they explained what it was, why they were changing it, and how it worked. So I got to learn that Daimler's partner Maybach developed the spray carburetor and that although Ferdinand Porsche did use torsion bars in Volkswagens in the early thirties, he didn't invent them; it was a guy who worked for Cadillac and Lincoln in the twenties. Multiple sparks and shock absorbers got explained as well. I wish the show aired before my ten-year-old son's bedtime.

So the competition aspect was pretty cool, and the explanation was great, but just as cool was a running history that was presented on the Fury and Mopar cop cars in general. Lots of good old footage, experts and ex-cops giving their opinions, and a real feel for the power and glory that were Chrysler Corporation cop cars.

The end of the show is truly sweet—what were the cops competing for? The cars themselves! So each winning peace officer got to take home his very own Fury. Again, a reasonable prize. Oh—the one “TV magic quick fix” was that the Furies got some very sticky Toyo race tires for the competition. Beyond that, the cars were just like something the average enthusiast would come up with.

The History Channel deserves big kudos for a well balanced car show that puts a little more reality back into the reality TV scene. I'd probably watch it again even if it wasn't featuring Mopars.

MMCA Preferred Vendors

Here are some folks you can trust with your car, and you can trust to do things right. We all know how hard it is to find somebody who's willing and able to work on our old Mopars, so if you've had a good experience with a local shop, let us know and we'll include them in the list.

Air Conditioning

A-C Auto Parts Etc. 9000 S. Congress 458-5100

Their card says “If we don't have it, we can probably get it.” Richard knows old air conditioners and he'll go out of your way to help you stay within your budget. They'll do both parts and labor. Recommended by Joe Hoppe.

Austin Rebuilders 505 W. Oltorf 448-0884

Another great source for parts. Recommended by Steve Lacker.

Alignment and Frame

B&W Brake and Alignment Specialists 1711 W. Anderson Lane 452-0193

These guys have been working on brakes and front ends since our cars were new. They know what they're doing and will stand behind their work. Recommended by Steve Lacker and Joe Hoppe.

Walker Tire 6926 N. Lamar 454-8772

Garry will take time to talk to you and explain things. He's an old Mopar fan and can even work on old trucks with kingpins. Recommended by Joe Hoppe.

Brake and Clutch Parts

Austin Brake and Clutch 8151 N. Lamar 836-0482

The place to go for the hard-to-find stuff. They also do machining, turning, and they're the only place in town to swedge your old centers into new drums. James at the counter will make a big effort to get you what you need. Recommended by Joe Hoppe.

Engine Rebuilding

Precision Machine Shop 1029 Reinli 451-1663

Dennis is the guy to go to here in Austin. He'll guide you along with parts and advice if you want to do it yourself, or he'll do a most excellent job if you just want to leave things in his very capable hands. Recommended by Steve Lacker, Tim Josserand, and Joe Hoppe.

Inspections

MBC Station, Inc. Texaco station at 1801 Briarcliff 929-0309

Elie is the guy if you want your vintage ride inspected. If you don't pass, you don't have to pay. And he'll let you fix your car so it will pass right in the parking lot. Recommended by Joe Hoppe.

Paint and Body

Apollo 10611 N. IH-35 833-0300

Stephanie is the best. They're a club sponsor, so tell them you're a member. Good work at a reasonable rate. Recommended by Chris Ryon.

Parts, Hard-to-Find

A-Line 1811 Rutland 459-4333

Donna is a goddess of the parts counter. Go see her when all else fails. Recommended by Chris Ryon.

Parts, Used

Dr. Mopar 5296 Schuelke Rd. in Neiderwald, TX www.drmpar.com E-mail DrMopar440@aol.com for part requests.

Wendell is a club member and provides a true service to the cause with a wide assortment of Mopars put out to pasture. Let him know that you're and MMCA member. Recommended by everybody.

Texas Acres 1130 F.M.2410, Harker Heights, Texas 254-628-9927 www.texasacres.com

Big selection of old Mopar parts. If Wendell doesn't have it, they're the next best place to check. Most of their business is mail order and Internet, but if you're desperate they can pull something for you and you can go and pick it up. Recommended by Joe Hoppe.

Transmissions

AAMCO 8417 Burnet Road 458-6115

Ask Rick if he can help you on the side. Tell him Chris Ryon (purple Challenger) sent you. Recommended by Chris Ryon.

Ike's Transmissions 1721 W. Anderson Lane 467-7881 www.ikestransmissions.com

If Ken Baierd takes his cars there, you know you can trust them. Ike is an old musclecar guy and knows what he's doing. Recommended by Joe Hoppe.

SATISFY ALL YOUR MOPAR NEEDS
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Original Chrysler, Plymouth, Dodge, AMC
Cars & Parts

Located in central Texas.

Doc has over 500 MOPARS from the 1950's to 1980's. Accurate descriptions of parts, fair prices, all parts are guaranteed. UPS shipping daily. International customers welcomed.

www.DrMopar.com

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

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

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

Ebody dash parts, vents, LC arms, shifters, trim, etc. Give me a call if you need something.

Call Chris Ryon (512)833-5158

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 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

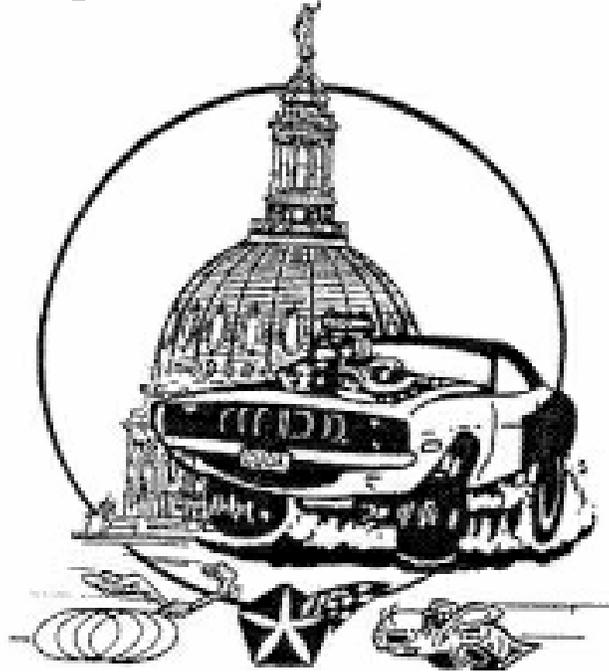
General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.

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 may place ads for \$2/month.

Mopar Muscle Cars of Austin



<http://www.mopar.org>

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