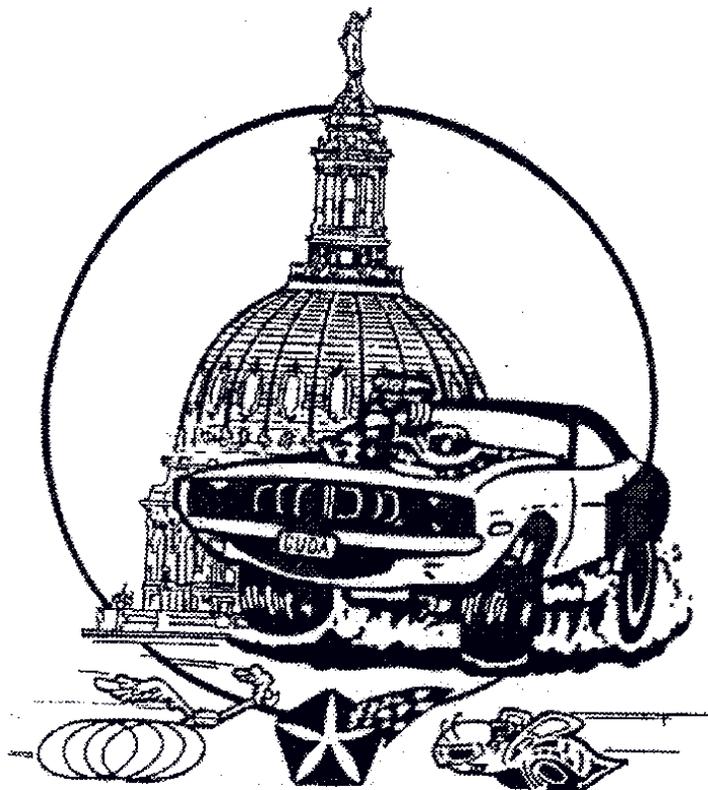


MOPAR MUSCLE CARS OF AUSTIN

Vol : 16 No: 3
March 2002



<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 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 \$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.

2001-2002 Club Officers

Office	Name	Phone	E-mail
Co-Presidents	Dave Haight	(512) 346-3298	haight@ev1.net
	Dean Haight	(512) 346-3298	haight@ev1.net
Vice President & Events Director	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
Membership	Enrique Guerra	(512) 388-7942	enrique.guerra@txdps.state.tx.us
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter	Ron Chinn	(512) 312-0911	ronchi007@yahoo.com

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2003 DODGE RAM SRT

Dodge latest concept promises to be "the boldest, baddest and fastest full-size pickup on the market." The new Viper-powered Dodge Ram SRT-10 show truck. A production version of this show truck will appear "at a later date."

Just as the all-new 2002 Dodge Ram--and the previous generation Ram introduced in 1994--added a much needed dose of style to the full-size pickup truck market, the Ram SRT-10 brings a massive dose of Viper power with a class-demolishing 500 horsepower and 500 lb.-ft. of torque.

Filling the engine-bay of the Ram SRT-10 is the largest engine in a factory pickup truck--the 8.3-liter V-10 that powers America's ultimate sports car, the all-new 2003 Dodge Viper. The V-10's horsepower rating easily surpasses any other pickup--not to mention virtually every production sports car on the road.

"In the sport truck segment, we might be accused of stacking the deck against the competition," said Wolfgang Bernhard, Chief Operating Officer, Chrysler Group. "But why not when you have ten aces up your sleeve? We set out to create the boldest, baddest and fastest pickup truck ever, and that is exactly what we have done."

The Dodge Ram SRT-10 is one of three new 'extreme performance' models from the Dodge brand. Along with the all-new Dodge SRT-4 and Viper, which will also carry the SRT-10 name, all three were developed by a newly created entity called Performance Vehicle Operations (PVO). This new group brings together the expertise from Chrysler Group's specialty vehicle, Mopar parts business and motorsports operations, using the same engineers who created the original Dodge Viper and Chrysler Prowler, as well as the NASCAR-winning Dodge Intrepids and Le Mans-winning Vipers.

Leveraging the profitable high-end conversion experience of Mercedes-AMG, PVO has been charged with creating extreme performance vehicles not only for Dodge, but also Jeep® and Chrysler brand product lines. Going forward, PVO will offer low-volume specialty versions of vehicles, as well as unique brand offerings.

"Up until now, no U.S. automaker has truly integrated its motorsports and high-performance vehicle operations," said Jim Schroer, Executive Vice President of Global Sales and Marketing. "Take the great high-performance engineering expertise -- throw in a bit of counsel from our COO, Wolfgang Bernhard, who has great experience with AMG -- and we have a winning combination for those who truly want ultimate performance vehicles."

Performance plus Attitude

The Dodge Ram SRT-10 provides an unbeatable combination -- the class-leading attributes of the 2002 Dodge Ram pickup and the powertrain of the ultimate performance car, the 2003 Dodge Viper SRT-10.

"I think that the last thing anyone might expect from Dodge is their very own Viper-powered truck," said John Fernandez, Director of Performance Vehicle Operations. "But this concept is just too good to leave to the aftermarket. The Viper V-10 provides an incredible amount of horsepower and torque and is unlike anything else in a production pickup. Ram is a bold statement to begin with, so what better vehicle to help establish the performance image of the Dodge SRT line?"

Providing an estimated 500 horsepower and 500 lb.-ft. of torque just like its Viper soul mate, the Dodge Ram SRT-10's power is channeled through a Viper six-speed manual transmission that connects to a modified differential and new driveshaft. The Ram SRT-10 will accelerate to sixty mph in an estimated 5.0 seconds and deliver an estimated top speed of 150 mph. More impressively, Ram SRT-10 runs the 0-100-0 mph dash in an estimated 18 seconds.

Keeping all this power in check is a modified Ram rack and pinion steering and independent front suspension from the 2002 Dodge Ram, which set new handling standards for full-size pickups. Blessed with the stiffest frame in Ram history, the Ram SRT-10 makes the most of its exclusive 24-inch wheels and 305/35 R24 high-performance tires, pulling an estimated 0.92 g's on the skid pad and hitting almost 70 mph on the slalom.

The Ram SRT-10's handling is enhanced by the addition of performance-tuned springs and shocks, a rear sway bar and an inch-lower ride height. Bringing the Ram SRT-10 to a halt are four-wheel disc Viper brakes, equipped with standard ABS. Fascia-mounted, faired-in brake ducts aid cooling.

Walk Softly but Carry Some Big Cubes

The exterior appearance of the Dodge Ram SRT-10 imparts an almost sinister demeanor with a design that blends the bold, "big-rig" look of the 2002 Dodge Ram with performance styling cues that hint at the extra muscle behind its signature cross-hair grille. It's understated "muscle truck" exterior sends a quiet yet unmistakable message that the Ram SRT-10 owns the fast lane truck.

Available in black or red only, the crisp lines of the Dodge Ram SRT-10 provide a look of machined elegance with a lower -- and an even bolder -- stance than the standard Ram. The new front fascia, hood with integrated air intake, billet grille, one-inch lower ride height and ground-effect moldings provide plenty of "hunkered down" attitude even before the ignition



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key is turned. From the side, Ram SRT-10 is distinguished by an aluminum fuel filler, SRT-10 badging and red Viper brake calipers visible behind the 24-inch wheels. A bed-mounted hard tonneau, spoiler, and custom rear fascia with cutouts for dual exhausts provide the view for the majority of the motoring public.

“The front end of the SRT-10 combines the new Ram styling cues we created for the 2002 Dodge Ram and adds an extra boost of visual power,” said Rick Aneiros, Vice President, Jeep/Truck Color and Trim design. “Yet there is a slightly understated air about the SRT-10, especially considering its performance potential. But as powerful as the overall theme of the Ram SRT-10 is, we were determined not to make this another boy racer truck. “Its true identity is found in the details,” added Aneiros. “A glimpse of the red Viper brake calipers behind massive 24-inch wheels, the mesh grille covering the air intakes, or even the lowered stance. All of these convey power without shouting it. This truck doesn't have to yell to be heard.”

Inside, red-piped leather and carbon fiber-look accents complement the performance attitude established by the SRT-10's outward appearance. Silver-faced gauges with Viper font and graphics have an appropriately recalibrated speedometer and tachometer to accommodate the SRT-10's visceral performance. The best-in-class interior space is maintained from the standard Ram.

“We wanted to capture the feel of a sports car without sacrificing the safety, utility and luxury afforded by the standard 2002 Dodge Ram,” said Mark Trostle, Design Manager, Truck Exterior and Interior Studios. “The carbon fiber-look leather steering wheel and shift boot, satin chrome center console and interior door handles and the unique door trim panels differentiate the SRT-10 from the standard Ram and create an environment that enhances the sport/performance feel of this truck.”

Story from www.car-truck.com



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Mopar Muscle Cars of Austin

March 2002

CALENDAR OF EVENTS

March 2002

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

March 24, 2002 Teddy Bear Car & Truck Show 2002

Sponsored by Mac's Pack at Wal-Mart Superstore, 2700 N US 281, 10 am-4 pm, registration 10 am-noon 1 new Teddy Bear or \$20 to benefit Burnet Co Sheriff's Teddy Bear Program, free admission, info: CA or Neva McMillin, 429 Co Rd 332, Bertram, TX 78605, PH: 512-355-3618; e-mail: camac@bigfoot.com; or <http://clubs.hemmings.com/macspack> Marble Falls, TX.

March 8th —10th, 2002 Brenham Swap Meet

Washington County Fair Grounds. Chuck Crane 281-544-2192.

March 15th — 16th, 2002 Conroe Swap Meet

No contact info.

March 29th —30th, 2002 Arlington Swap Meet

No contact info.

April 6, 2002 Austin / Houston / San Antonio Mopar Clubs Spring Picnic

Saturday April 6th at Fisherman s Park in Bastrop, Texas. Bring yourself, your Mopar, your family and food for BBQ lunch. Grills available, the fast food option is nearby also. See pictures from previous picnics at

<http://www.mopar.org/MMCA/Events/Bastrop2001/> . The Austin Club will meet at Callahan s General Store on South US 183 between 9:00 and 9:30 AM to drive to the picnic and meet with our fellow mopar fanatics.

April 19-21, 2002 Tenth Annual Swap Meet and Car Show

Sponsored by New Braunfels Area Car Club at Comal County Fairgrounds, 801 E Common St, swap meet space 12x25 and car corral space \$25 pre-registration, \$30 at gate (for one on all three days), car & truck show \$15 pre-registration, \$20 at gate, 24 hour security provided, info: Barney or Louise Calvert, 100 Bear Creek Dr, New Braunfels, TX 78132, PH: 830-620-5950; e-mail: cal@axs4u.net for swap meet; Chalmers or Cindy Gable, 830-420-2856 for car show.

www.newbraunfelsswapmeet.com New Braunfels, TX.

June 8, 2002 Twelfth Annual Southwest AMC Regional Car Show and Swap Meet

Sponsored by Alamo AMC Car Club, benefiting San Antonio Chapter of the National Multiple Sclerosis Society, raffle, goody bags, info: Mike Strawbridge, 210-473-4496, TX; e-mail: mestraw@satx.rr.com or Tom Garza, 210-490-3992; e-mail: tamc@wireweb.net San Antonio, TX.



Mopar Muscle Cars of Austin

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DUES BLUES _____ Michael Mosley, Steven Dykes, Shaikh Ahmad, Mike Cox, Jerry Pennington,

Viper Venom 800 = Real Speed!

Zero to 60 in 2.43 seconds. That's what the new Venom 800 Viper by Hennessey Motor Sports did in a recent track test outside of Houston, Texas.

The Venom 800 twin-turbo Viper GTS belts out 833 hp and 902 lb-ft of torque. A Superflow chassis dyno verified that a true 725 hp was being delivered to the rear tires.

With a 9.99 sec time slip on the $\frac{1}{4}$ mile, it's quick enough to let you race door-to-door against a 2100-lb NHRA Super Gas dragster. Understand this: Outside of NHRA and F1 drivers, not many people have experienced the steam-catapult-like accelerating force of a car this quick. Take everything a stock Viper has and then double it—yeah, that's about right. At full throttle, the Venom 800 Twin-Turbo pulls so ungodly hard your face will contort into shapes approximating a Tammy Faye Bakker Halloween mask. After a 10-sec quarter-mile run (street tires wildly spinning the entire way; rearend skating left and right toward the guardrails), you'll probably need to change your underwear.

In a 1-mile acceleration test Hennessey was determined to break the record books with a first-ever 200-mph standing-mile run in a street-legal, fully accessorized, with-a-warranty production car. Because of wet conditions the lone effort (a wildly fishtailing, short-shifting run) yielded only a 193.54-mph pass. They're more than confident the Venom 800 will break the 200-mph barrier. Heck, if conditions are right, an all-out top-speed run may be in order. How fast, you ask? We'd put money on a solid 230-mph—all with a warranty and air conditioning.

NEW TOOL CLASSIFICATIONS

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts or fingers not far from the object we are trying to hit.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the original sin principal. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Also can be used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your coffee across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouc...."

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

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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FREE!!! 1965 361 block, someone please take it away!!!

CALL TERRY SIEGMUND (512) 451-1454

tsiegmund@ev1.net
(5/01)

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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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-6 pack air cleaner
-Big block heads, 2 each 906, 915, 452, 346 castings
70 383 short block

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>  
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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

Items Wanted

1964 Dodge Dart GT convertible. Must be running/drivable and have a straight body. Preferred with a 273 engine and push button automatic.

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340 Swinger hood scoops with trim. Drivers side rear armrest, uncracked pad in black with ashtray for a 1970 Swinger.

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Call Dustin Cloud @ (512)836-9490

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Wanted: Hurst Competition 4 Shifter for E-body  
**Call Bryan Hall (512)-371-0389**

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Want to buy junk Mopars in Austin area
call Wendell at 512 376 2281 after 6 PM
08/01

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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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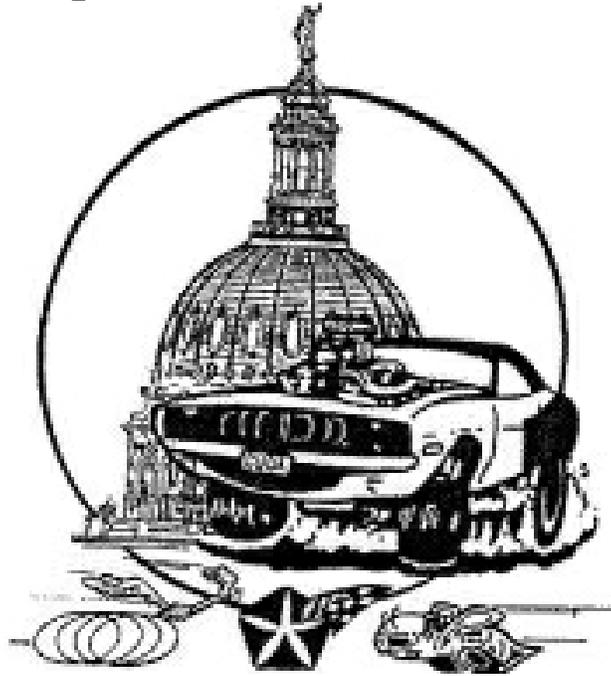
Radiator 2785934
CALL TERRY SIEGMUND (512) 451-1454
tsiegmund@ev1.net
(5/01)

!!! NOTE !!!

Please keep your add current! Call or email the newsletter editor with new adds and corrections.

Ron Chinn
ronchi007@yahoo.com
512-312-0911 ----- evenings

Mopar Muscle Cars of Austin



<http://www.mopar.org>

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