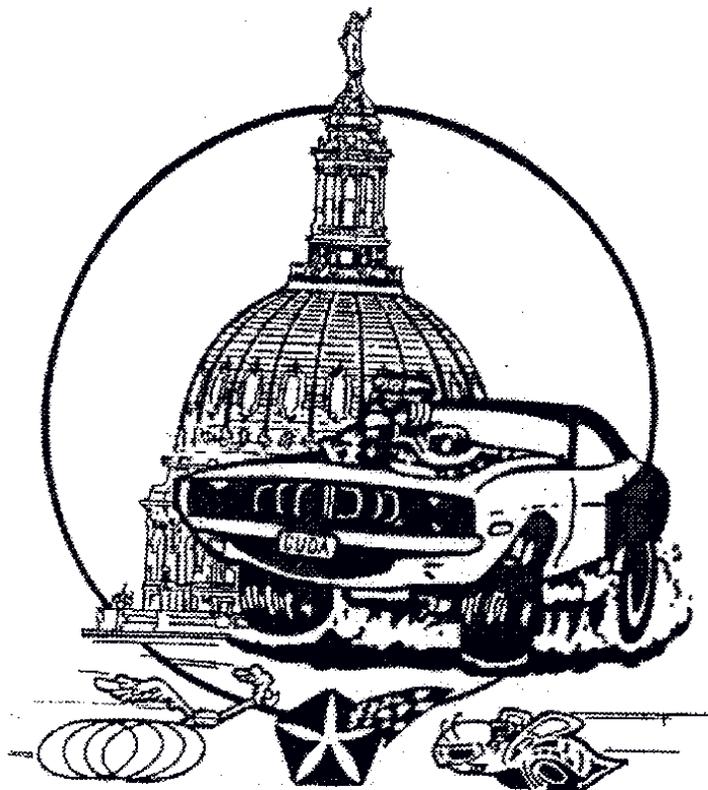


MOPAR MUSCLE CARS OF AUSTIN

Vol : 15 No: 5/6
May/June 2001



<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 at Heart of Texas Dodge, 7309 N IH-35, Austin, Texas 78752

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.

2000-2001 Club Officers

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President	Glenn Swaffield	(512) 255-3911	my69cuda@austin.rr.com
Vice President	Terry Siegmund	(512) 451-1454	tsiegmund@ev1.net
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Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
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Mopar Muscle

Cars of Austin

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Editorial

By Steve Lacker

Well what can a guy say except its been a BUSY spring for Mopar Muscle cars! In March and April, we've had the Bastrop cruise, in April we've had our own club picnic, the New Braunfels swap meet, and the Pate swap meet. May brings the opportunities for Kars for Kids (already completed at the late date I'm writing these words....) and the Blanco Classic Car Show. Fredericksburg is yet to come, and word is out on the street that the San Antonio car show is back on this fall with a new location and time (the end of September at Automania just south of New Braunfels). Things are hoppin' in Mopar Land for sure.

Since I am so late in writing this newsletter intro, I'll go ahead and provide a brief review of Kars for Kids and of the MMCA spring picnic.

The picnic was held at Northwest Park, which has to be one of Austin's best-kept secrets. My introduction to this neighborhood jewel was about 12 years ago when my company held annual picnics there. At an officer's meeting several months ago, we were trying to think of a place to hold our spring picnic where we could a) have enough parking to accommodate from 6 to 15 cars, b) we would have grills and picnic tables (and shade!) c) people would be able to see the cars, and d) there wouldn't be so MANY people that they'd get annoyed at the fact we were taking up parking places (like the fruits-n-nuts in Zilker park treated us the last time we had our Picnic there- and the reason we haven't had a picnic for the past several years.) When Northwest Park was mentioned, it was an immediate choice, as several officers had attended company picnics there in the past. Glenn arrived at the park **very** early to hold onto a table and grill. The rest of us started trickling in around 10-11, and by noon the grill was fired up and the Twins were hovering over it, carefully (or not so carefully...) preparing their famous sausage and the fantastic fajitas that Kit and Carol provided. In all, we had a good turnout and a great time. We'll work hard to return this event to an annual practice as it once was.

May 12th dawned clear and warm, a perfect day for Kars for Kids. As I was driving to the club's designated meeting place, I came upon a herd of BMWs from Terry Sayther's automotive shop, all headed to the show. Not long afterward, I got tangled up in a long line of Model T's, A's (and the occasional monocle-windscreened MG) headed down South Lamar Boulevard. After exchanging pleasantries at a few stoplights, I pulled ahead of the group and caught up with our club at Landry's Seafood. The Twins were first on the scene, followed by Terry Siegmund in his 70 Barracuda (Lucy) and Jeff Jeffries in his '69 GTX. Kit and Carol Neal called to report that they'd be delayed due to the fact that Carol's 68 Satellite's tires had picked this particular day to (literally) fall apart. They caught up with us at the show. Dave Diskind and Glenn Swaffield also joined in as we were getting ready to head to the show.

By the time we got to the show, there was already a large gathering of cars and we had to park further out in the sun than we usually do. A new attraction this year was an exhibition of radio-controlled model car racing. Both electric and glow-plug engined cars were ripping around the track at speeds that were quite frankly UNBELIEVABLE! When my wife and daughter arrived some hours later, that's where they spent most of their time. My daughter was an endless well of questions about the RC racers- she already knows enough about real cars, I suppose. Oh, and one added bonus- about 9 out of 10 of the RC models were replicas of Dodge Intrepid R/Ts!

I didn't stay long enough to hear what the total of donations and auction items came to this year, but judging by the number of cars and people in attendance it could easily be a new record. My only regret was that we didn't have more cars from our club in attendance. Kars for Kids has been our club's main "local event" for many years. It's the only event that we actually sponsor (our name's on the T-shirt, so I hope everyone bought one) and for which we raise additional money. This year we gave \$200 to the cause. Lets try to beat that next year, and I'm also going to go WAY out on a limb and set an



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attendance goal: Lets try to get 10 vintage Mopars from our club on the show field in 2002!

Terry Siegmund has provided a couple of articles for newsletters, including this month's feature, "Memories of Pate." It isn't a review of this year's Pate, but a fond remembrance of Pates gone by. Sadly, I passed up on the chance to go to the first couple of Pate meets after I joined the club, thinking "I've got all I need for my projects right now, there'll be time to go later when I need more things." Well, I can say from bitter experience, NEVER make that assumption. I missed the "real" Pate swap meets at Pate, and those days will never be back. Go to events like New Braunfels, Fredericksburg, Kars for Kids, The Charger Meet, The San Antonio Show, and Blanco while you can. The hobby and all those events are going great right now, but the future holds no guarantees.

Steve

Memories of Pate

By Terry 'E Body' Siegmund

The 2001 Pate Swap Meet will be over by the time you read this. I believe I have gone to every Pate Swap Meet since I joined MMCA in 1988. In those years, I have recorded enough memories to write a book. Memories, mostly good, some bad. The weather was always full of surprises; some of the vendor's prices and attitudes were equal.

After repeated trips, this swap meet became an annual 'Had to Go' event. The size of this swap meet was staggering. It was easily the largest in Texas. We tended to stay at the same little Motel in Cleburne year after year. Maximum stay, minimal pay! Leave early Friday morning to get a head start on the bargains. Who needed a map? We had the routes well memorized! Just make sure you take enough money along for all the parts that might be there. We always ran into friends from the Ft. Worth and Dallas Mopar Clubs there, some were even selling parts.

There are 3 Pate's that will forever be in my memory and heart. Two are good, the other somewhat sad. In the first one, Mother Nature showed how unpredictable she could be in spring. Kit and I left Friday morning under warm wet dreary skies. The closer we got to Pate, the drier it was. We started walking the rows and later in the afternoon it started to rain. Now mind you, we were smart enough to take raincoats and hats along, so we thought we were prepared for the worst. The vendors and crowd were unaffected by the slow rain. A bad day at the swap meet is still better than a good day at work we kept thinking to ourselves. The twins came up after work that night, but all of us were unprepared for what was coming that night. One of those super windy, COLD, spring cold fronts blew in that night and had the wind chill down to 34 degrees Saturday morning. All we had to wear were shorts and t-shirts. Needless to say, after breakfast we were in search of warmer clothing. It didn't matter what color, what design, or what was written on it, just so it was warm. After a few disappointing stores, we found the neighborhood Wal Mart and stocked up on the last sweat suits they had. Back at the swap meet, we bought the 2-dollar per pair gloves and we were set for a day of walking and buying. Other times it has been unbearably hot and dry. The breeze blowing dirt all over the area, and us. Sunburn city!! The evenings have been known for huge thunderstorms leaving the lower areas in knee deep mud puddles.

My second great memory of Pate involves the late great Tom Ganshirt. Tom and I left on Thursday morning, with one of his 'Thinning the Herd' cars on his trailer. This was the first time I would get to attend all 4 days of the meet. Tom had bought 2 spaces, so we could have the truck and the trailer in the field during the day. We would 'walk the swap' and then go back to the truck and rest some. Now for those of you who didn't know Tom, he was at his best 'wheeling and dealing'! It was amazing to watch him in action, the way he could talk people out of parts. He never seemed to get tired or lose his teeth (sorry Kit, couldn't resist). He sold the trailered car early on so the trailer was empty. It



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was then that I spotted a complete rear Cuda clip that I really needed for the AAR Cuda project I had at the time. Tom said to buy it and we could bring it back on the empty trailer. I bought it and gathered a small army of people to carry it and load on the trailer. On the way out Sunday afternoon, Tom spotted a 383 engine for sale. He pulled over and bargained, no he damn near stole it from the guy for half the asking price. Four days of pure fun and sun!

I really got to know Tom even better during those 4 days, making the third story sadder. This was to be the year of the last swap meet at the Pate Museum site. No site had been chosen for the next year yet, but we all had hopes it would be as good as the museum site (it wasn't). Tom and I had talked about going up Thursday again, but early in the week I was unable to contact him by phone. He finally returned my message, telling me the horrible news that he had been diagnosed with cancer and had been at M.D. Anderson hospital in Houston for tests. He still had plans to go to Pate but would have to drive from Houston on Friday afternoon. Mother Nature wanted to further dampen our spirits as another big front was forecast for late Friday night. Harry and myself left early Friday morning and enjoyed the day utilizing the spaces that Tom had bought. Tom finally arrived about 7pm that evening looking very tired. He walked around until dark and if I remember correctly, he bought a Pontiac emblem! The next morning was still dry but very ominous looking. Several club members were scheduled to come up later. Tom, always the eternal optimist, called them and told them to come on, it wasn't raining! After breakfast, Harry and I started over to the site in his van, Tom was behind us in his truck. Mother Nature cut loose. It started raining, no, it was pouring. There were multiple lightening strikes all around us. Harry and I knew the forecasters had gotten this one right and there was no use of going any further.

We pulled over on the shoulder, with Tom pulling up beside me. We both rolled the windows down and I told him that Harry and I

had decided to go home. I will never forget the look on his face and in his eyes. It's as if he knew, and I knew, that this would be his last Pate, and it was over before he really got to start enjoying it. We turned around and headed back. We did stop at the resto shop and museum outside of Waco, to talk and look at their shop. Tom was back to being his calm and witty self there. As we all sadly know, Tom passed away the next January.

This was kind of an end of an era for me. I tend to make attachments to places and events, and this one, at this site, was now history. I have returned to the succeeding Pates at the Texas Motor Speedway and I must say 'I HATE IT'. It has lost its personality, it's uniqueness, it's flavor, and it's very soul! I believe in being open minded, that's why I have still attended this event, but another site needs to be found, and soon! The first year at the track was horrible, with the majority of vendors in the infield, the overflow outside. The last 2 years' were better, but THIS ISN'T PATE! A new outdoor site needs to be found so we can start a new tradition, a new annual event that brings out of state vendors with 'Pate or Bust' written on their rear windows. An event that has a personality that is organized and run by the clubs who have been the very heart and soul and support these many years. At least I went while the going was good! I will go to this year's, with hope for the future.

MOPAR NATIONALS 2001

By Terry Siegmund

It's time to make air reservations for our annual trip to the Mopar Nationals August 10-12 2001. Please contact me if you are interested in going. My intention is to reserve all people's airfare around the same general times so we can share the rental van. If you decide to go a different time, you will have to take a taxi to and from the airport. Let's make the 2001 trip the largest ever.

Terry (512) 451-1454
tsiegmund@ev1.net

CALENDAR OF EVENTS 2001

May 2001

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5 Del Valle High School Car Show
6	7	8	9	10	11	12 Kars for Kids show
13	14	15	16	17	18	19 Blanco Car Show
20	21	22	23	24	25	26
27	28	29	30	31		

June 2001

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2 Dodge Charger Meet, Boerne, TX
3 Dodge Charger Meet, Boerne, TX.	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23 The Twins Farm Party
24	25	26	27	28	29	30
31						

May 19	Blanco, TX	13 th Annual Classic Car Show at Yett Park, info 830/833-5101 (daytime)
June 2-3	Boerne, TX	13 th Annual National Dodge Charger Meet Info: 830-981-5383
June 23	The Twins Farm	Annual MMCA Farm Party at Dave and Dean Haight's farm.
July 27-30	Fredericksburg, TX	24 th Annual Hill Country Swap Meet, held at Lady Bird Johnson Municipal Park.
September 29	San Antonio, TX	San Antonio Mopar Show

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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Parting out '68 Plymouth Satellite. Mostly sheet metal
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8/00

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M/T ALUMINUM 426 HEMI VALVE COVERS

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

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**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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-Hayes clutch and pressure plate (18-spline)  
-509 B/RB cam and lifters  
-B roller timing chain  
-6 pack air cleaner  
-Big block heads, 2 each 906, 915, 452, 346 castings

**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.drmmopar.com>
03/00

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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**

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## Items Wanted

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1964 Dodge Dart GT convertible. Must be running/drivable and have a straight body. Preferred with a 273 engine and push button automatic.  
**Call Dustin Cloud @ (512)836-9490**  
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Wanted: Hurst Competition 4 Shifter for E-body
Call Bryan Hall (512)-914-4564

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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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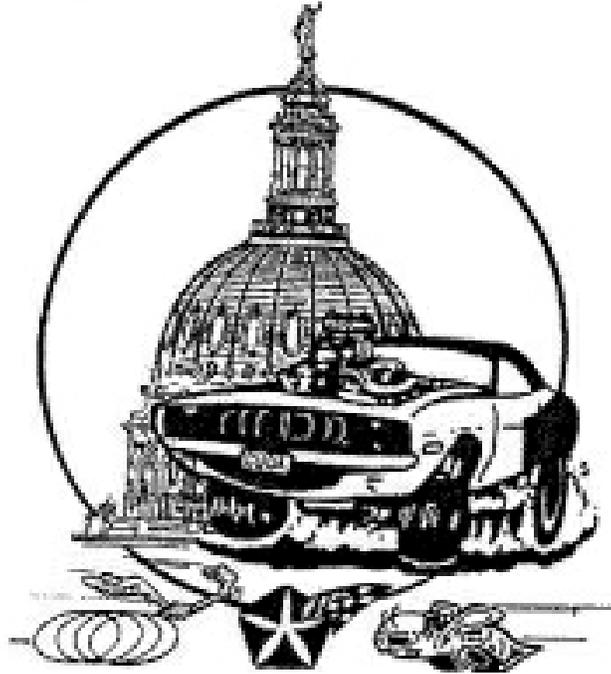
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**CALL TERRY SIEGMUND (512) 451-1454**  
**tsiegmund@ev1.net**  
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Taillight Assemblies for 1968 Barracuda.
Call Mike Mosley, (512) 671-6490
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