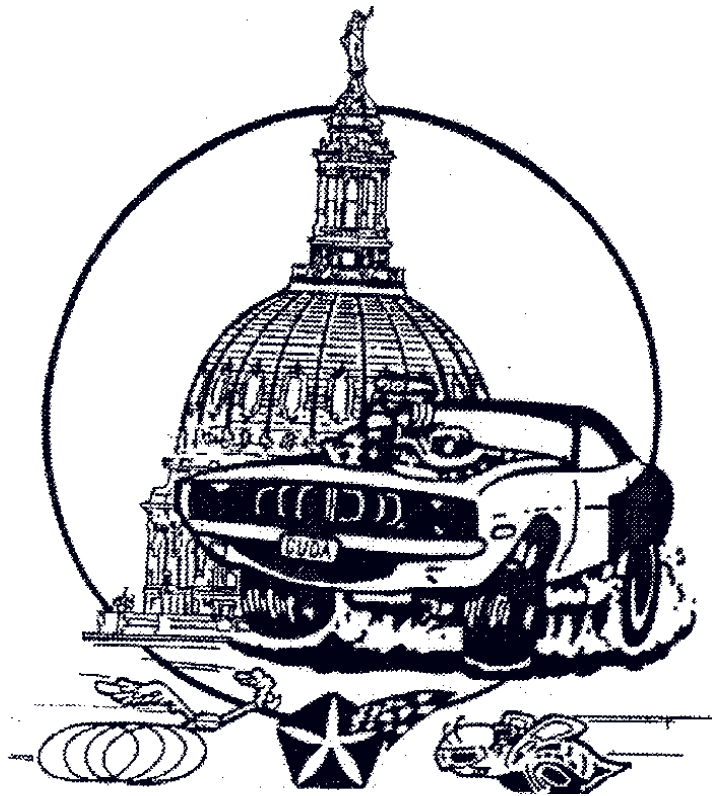


MOPAR MUSCLE CARS OF AUSTIN

Vol : 17 No: 9
September 2003



<http://www.mopar.org>



Mopar Muscle Cars of Austin

October 2003

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, access to a network of Mopar parts and paraphenalia, 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	Ed Sewell	(512) 326-2592	wiking5@netzero.net
Events Director	Steve Lacker	(512) 442-1871	slacker@arlut.utexas.edu
Membership	Chris Ryon	(512) 833-5158	Chris.Ryon@parsons.com
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Team	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
	Joe Hoppe	(512) 452-6400	daddiowjoe@yahoo.com

MMCA wishes to thank our sponsor:

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Editorial

After this month you should have a new newsletter editor. Because of time restrains, I can no long give to the medium as is justly needed. I have enjoyed writing the newsletter every month and plan to flood the new editor with more than enough goodies to fill each issue. I also plan to continue the "Poor Mans Mechanic" series and focus on coming up with a cool poker run event for the club.

This Month

Election time is once again. It is time to elect your favorite local Moparite to a seat on the MMCA. Also, we will be voting on lowering the yearly dues. Please come and support your views and cast your votes. One last reminder, you do not have to be present to win an officer position. Just FYI.

The 14th annual Houston show and race is coming up. This year Ronnie Sox will be there to answer questions and sign

autographs. Plus you can check out the legendary S&M 68 Hemi Barracuda.

Last Month

What a month it has been. Only like one car show a week for 4 weeks. It seems we had good turn outs as well. Check out Steve's report on the Maxwell Dodge dyno runs and Joe Hoppe's accounts of the San Antonio show.

Dues Blues

Please remember to take a moment to send in your dues.

Kenneth Ramoin	Ron Chinn
Amanda Presley	Joe Matush
Tim Josserand	Bryan Hall
Mike Jones	Dave Wolgast
Joe Hoppe	Ron Peroni
Robert Moseley	Larry Robinson

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events. To join send an email to mopar_muscle-subscribe@topica.com

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CALENDAR OF EVENTS

October 2003

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4 Houston Mopar Show and Race
5 Houston Mopar Show and Race	6	7 MMCA Meeting/Elections	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31 Halloween	

Oct 4- 1st Annual Forum Car Show and Chili Cook-off, Forum Shopping Center Parking Lot, Live Oak, TX. For more info, call: 210/694-0703, 830/634-2698, or 210/497-4162.

Oct 4- Mean Streets import car show. It is 35.00 to register a car. First place is trophy with 2nd & 3rd being probably plaques, but we have not put that in stone yet. There will be Muscle cars awards, a DJ, wet T-shirt and an evening booty contest [after the young-uns are gone]. Free parking, 10.00 admission, indoor shopping, beer, food, model talent search & more! Call Victor for info 259-5603

Oct 4&5 - 14th Annual Houston Mopar Show & Race, Houston Raceway Park Baytown Texas, 281-383-RACE, Swap Meet & Car Corral, 50/50 Jar, Over 70 Show Trophies will be presented, Free T-Shirts, Goody Bags & Dash Plaques for the First 100 Entrants. Proceeds Benefit Local Charities including the Houston Food Bank. Hosted by the Houston Mopar Connection Club, www.houstonmopars.org. Also Special Appearance of Ronnie Sox. For more information: Alex Tennyson, 281-443-1017, Moparalex6@hotmail.com

Oct 25- 7th Annual Carquest-Comfort Auto Parts Open Car Show, Comfort, TX. (Rain date: November 1). For more info, call 210-694-0703 or 830-634-2698 or 830-995-2651.

Oct 25- National Auto Sport Association Texas is putting on a One Mile High Speed Shootout October 25-26 in Berclair, TX at an old military air base. <http://www.nasatx.com/highspeed.asp>

Nov 1- 2nd Annual Main Street Car Show, Marble Falls, TX. For more information, contact: 830-596-7664 or 830-598-6998.

Nov 11- Vietnam Veterans of America, Veterans Day Open Car Show, VA Medical Center, 3600 Memorial Blvd, Kerrville, TX. For more info, call 830-634-2698 or 210-694-0703

Monthly events:

RPM Raceway parking lot every Saturday night. Take the Business 35 exit.

Albertsons parking lot every Saturday night at the Y in Oak Hill.



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Poor Mans Mechanic

Getting Ready for Paint: Part I, Paint striping

On my quest to get a car painted, I found that the price could be very high. I decided that a professional will apply the new gloss, but I will try to do any other work I can, the best I can. As you may know, I'm cheap. When talking with my paint guy, I was told that he would charge me \$1000 to strip the paint. A grand will buy me a ton of other goodies, so I will strip it myself.

The items I used were a few scrappers and a pack to straight razor blades. The start off with a area that has a crack or chip. With the razor scrapper, catch a lip of the paint and push across the body panel. The paint should come off in a strip, like a ribbon. From that point, return to your starting point, move down about half the width of your blade and push again. Continue till your car is bald.

Aircraft stripper and a paint scrapper work well to, but I preferred not to use harmful chemicals. Also, I don't need to take the car down to metal, just removing the first few layers of poor paint that the car collected over the years.

Next month... What to do with bondo, dents and door dings.

Good Luck,
Dustin C.

You Need a New Car When...

You lose the stop-light challenge to a 14-year old on a moped.

15 minute Jiffy Lube needs to keep your car for 3 days.

When you gas up, the attendant asks, "Can I re-duct tape that windshield for you?"

While waiting at a stop-light, people run up asking if anyone was hurt.

For the last five years, you've had to settle for making "vroom-vroom" noises while sitting in the driveway.

You keep losing dates on left turns.

Traffic reporters are starting to refer to you by name when discussing morning tie-ups.

Your tires are balding faster than Michael Bolton.

The engine burns more oil than gas.

You wouldn't mind if you were car-jacked.

You judge suitable parking spaces by the degree of downhill slope.

You have the local tow company on speed-dial.

The engine catches fire and you don't notice anything wrong until the firetruck pulls you over.

You can leave your car parked, unlocked, with the keys in the ignition, and not worry about it being stolen.

Public transportation starts to look good.

Your entire car isn't worth the minimum insurance deductible.

The city sends you a notice requesting that you remove the "abandoned vehicle" from your driveway.

Even homeless people look derisively at your car.

Every time you start your car, the local smog index jumps a whole point.

The local mechanic says that doing a tune-up is just "throwing good money after bad."

You double the value of your car everytime you fill the tank.

The 8-track tape deck finally eats your last tape.

When you try to sell it, The Old Car Trader won't accept your ad because they, "have a reputation to protect."

Charger at the Dyno

By Steve Lacker

Well, I'm afraid I forgot the actual numbers. I remember the torque max was something well over 400 ft-lb, but that's all. Shaikh?

As for the blow-by blow.... I could describe that all day. ☺

It was interesting enough just watching them get the big Charger situated on the dyno after doing little ol' Vipers and that Supra earlier in the day. The car looked enormous.

They strapped it by the rear axle (4 straps) and the front K-member (2 straps) to hold it down. Two fans were put in front of the car to keep cool air moving, and an oxygen sensor was inserted in the tailpipe. After getting it situated, Dave (viper tech) gently ran it up through first gear to get a feel for it and let it settle on the rollers, and then they re-tightened the straps. Dave kinda "blipped" the throttle and the car did the usual solid-axle Mopar "lift the driver's side front up several inches" heave and strained on the straps. Dave grinned and mouthed "oh my GOD!" out the window. It was great :-).

They try to do a pull in the car's direct (non-overdrive) gear (4th for the Vipers, 3rd on an automatic) but its hard to do with the auto unless it has a full-manual valve body. The trick is to get the rollers up to speed gently in lower gears, and then let it rip in high on the manual cars, but Dave had to experiment with the automatic a bit. He did two pulls. On the first one, I don't know if he was trying to manually shift or



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keep his foot out of the kickdown detent or what, but the shift from 2nd to 3rd gear messed up the reading because it made a huge torque spike. On the second pull, it sounded like he just floored it once he got it to second gear and let the automatic upshift on its own. When the car shifted from 2nd to 3rd essentially at full power, I happened to be watching the rear end. You could see the leaf springs twist as the torque hit, and they did just what Mopar leaf springs are supposed to do- made the rear end *rise* and planted the wheels down hard. I've read about how that is supposed to work but *seeing* the springs do it was really neat. Dave kept his foot in it until it hit the MSD box's rev limiter (which sounded really cool- kinda like a machine gun) and then shut it down. He said the car was running a little rich, but that was safer than running too lean. He also said "that car is STOUT!" The sound was just awesome in that closed room. The Vipers have a kinda nasty "blatty" sound that had everyone plugging their ears. Shaikh's car was probably louder, but its just more melodic and I never plugged my ears at all. Very cool

Success in SA

By Joe Hoppe

Yet another great all-Mopar show, in San Antonio, this year. With seven entries (Steve, Terry, Chris, Enrique, Craig, Shaikh, and Joe) the MMCA took home the Club Participation award. The plaque is currently in Enrique's hands and will be presented to the group at our next club meeting.

Craig beat out some spiffy Roadrunners and a non-running trailer queen to come in first for Plymouth B-Bodies with his red 69 GTX.

Shaikh came in fourth with his '68 Charger and Enrique came in third with his '70 Charger in the brutal Dodge B-Body competition. There were many fine cars in this class. There weren't any posting a higher horsepower rating than Shaikh's recently dyno-ed 440 hp, though. This included a couple of 426 Hemis. Winner in the Dodge B-Body class was an absolutely gorgeous plum crazy '71 Hemi Super Bee.

Joe was the only one in his class for the second year in a row, taking first and only place with his '71 D100 pick-up in the pre-1983 truck and utility category. (At least I went to the trouble to shine it up and get it out there.)

A sweet red and black hemi convertible Challenger took Dodge E-body honors. There were many fine E-bodies at the show, including Terry's all original and Chris's plum crazy convertible.

There weren't very many A-bodies. We need to remedy that, folks. A trashed-out '69 Dart took third place, because there were only three in competition. Aria's Dart or Dustin's Swinger could have done just as well. A plum-crazy 440 (!) '74 Swinger took second, and an exquisitely detailed panther pink Demon took first. An all original (complete with window sticker) 440 '69 Barracuda was the sole competitor

in the Plymouth A-body class. It was red with black stripes and mighty, mighty fine.

Let's continue with our high level of participation next year, and let's get some A-bodies out there.

The Enthusiast Heart of the Chrysler the Chrysler Group

While Dodge owners have been busy grabbing life by the horns, Chrysler Group executives and engineers have been grabbing life by the throttle designing and engineering some of the most outrageous production vehicles ever developed by DaimlerChrysler Corp.

Officially known as Performance Vehicle Operations (PVO), the engineering team combines Chrysler Group's specialty vehicle and motorsports know-how, much like the profitable high-end vehicle conversion group at Mercedes-AMG.

Dodge SRT models developed by PVO are already in dealerships. The 2003 Dodge Viper SRT-10, the most outrageous sports car on the market, hit Dodge showrooms last winter, and was quickly followed into the performance lexicon by the 2003 Dodge SRT-4 -- which features the fastest 0-60 mph performance for less than \$20,000. And later this year comes the most outrageous full-size truck ever, the Dodge Ram SRT-10 with Viper V-10 power.

By combining Chrysler Group's extensive motorsports experience, its legendary Viper development team and Mopar Performance Parts group -- and utilizing the best performance development processes, durable high-performance parts and some of Chrysler Group's most talented and experienced motorsports and performance car engineers -- PVO has set out to create a line of extreme performance vehicles that will blow past everyone else.

Performance Vehicle Operations will become a profit center within the Chrysler Group focusing on enhancing Dodge, Jeep® and Chrysler brand product lines and image through high-end, limited-volume specialty vehicles.

Chrysler Group executives see an opportunity to expand the Chrysler Group's portfolio of specialty vehicles, performance models and performance parts.



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PVO performance models engineered for the Dodge brand will carry the SRT badge, while Chrysler and Jeep performance lines will be announced in the future,

For Dodge, the SRT model-line philosophy represents a new twist, offering significant performance enhancements and a visual appeal. SRT will come to stand for "ultimate interpretations of performance."

The Dodge SRT performance signature includes high-output engine performance, sport suspensions, aggressive aerodynamic packages, performance wheel and tire packages, sport interiors and performance exhausts and brakes.

Motorsports and Mopar Performance Parts

Performance Vehicle Operations also centralizes motorsports engineering resources and management. Based on the World Championship-winning Dodge Viper GTS-R program, PVO is the Chrysler Group's center of expertise for application of technology in racing programs.

At the same time, PVO will lead new product development efforts for the Mopar brand of performance parts.

Dialing into consumer trends, PVO and Mopar will look to further expand their share of the \$7.5 billion specialty equipment retail market, which includes performance and customizations. As a market that has grown 72 percent since 1990, it is a natural fit for the Chrysler Group's well-known Mopar Performance Parts division.

And based on their performance enhancements to production and racing vehicles, PVO was the first choice to lead the application of engineering resources necessary to bring Chrysler, Dodge and Jeep owners the most durable, highest quality performance parts.

The Performance Vehicle Operations Mission

The team that brought the Viper and Prowler to life expands its role to engineer and produce high-profile specialty vehicles for the Chrysler Group

As demonstrated by the Viper SRT-10, Viper Competition Coupe, SRT-4 and Ram SRT-10, PVO works with product platforms to engineer and produce image vehicle conversions that support product image objectives

As demonstrated by Viper and Prowler, PVO provides a test bed for implementing new products, processes and material technologies for potential future high-volume applications PVO engineers enthusiast, aftermarket-driven, performance packages for release through Mopar as another method of providing corporate brand imaging

Based on experience gained with the Viper GTS-R international endurance racing championship-winning program, PVO provides technical expertise in support of all corporate motorsports programs PVO provides a valued career path for the best Chrysler Group engineers

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

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".

1966 Dodge Coronet 500, 383 4bbl, 400 not running yet, 727, 8 3/4, headers and duels, auto on the floor, Red/White. It's a straight, solid, west Texas car, doors and glass all operate smooth and tight, it has a small rust spot (baseball size) on the pass rear 1/4, Complete new white/black interior, all chrome and stainless trim intact, 70's American Racing rims (BBS like, honeycomb), orig. bias ply tires. Very complete car. Currently being restored, I'd just like to get what I have in it - \$3500 OBO or trade for what I really want 67-72 Dart with a V8 and hopefully a manual trans. email me at chris.ryon@parsons.com for photos. **Chris Ryon 512-699-0629** 07/03

1968 Coronet project. 440 model with #'s matching 318 & column shift AT. 8-3/4, PS, bench seat. Treated with POR15, needs bodywork. Primered, originally PP1red, factory air (equipment is missing). Also missing driveshaft and front windshield. Completely taken apart, all trim and other parts are labeled. **Call Aria 512-323-5679** or email aria@jwamopar.com. Photos available to email. Located near 45th & Duval. 01/03

'94 Dakota SWB V-6, dark blue, gray leather, Mark III conversion, auto, A/C, PS, PW, PL, Tilt, Cruise, AM/FM/Cassette, bed rails, sliding rear window, fender flares w/integrated running boards, bedliner, extended range fuel tank, alloy wheels, good set of 265/50x15 TAs, 115K miles, Clear title. Kelley Blue Book value is \$3305 in fair condition, MMCA price \$2750. Known mechanical flaw is electrical with rear ABS. Price reflects discount for this problem. **Steven Dykes** jsdykes@swbell.net 10/02

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
67 black Dart GT drivers side door panel \$30
E-body 2 spoke steering wheel (some rust, and chrome peel, near the center. No cracks) \$25
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

-6 pack air cleaner
-Big block heads, 2 each. Casting:
915(\$300), 906(\$250), 452, 346 (\$200)
Call Isaac Jackson (512) 251-8999 8/00

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**

62 Dodge _ ton (typewriter transmission), 64 Valiant (body altered), 65 Valiant (body/cassis altered), 66 Barracuda(Factory A/C, auto, console)
Mopar tech. library- Shop manuals and magazines
225 /6 & 318 V8; Disassembled, shop work done, new parts
Larry Robinson (254)770-9952 05/03

Items Wanted

1964 Dodge Dart GT convertible. Must be running/drivable and have a straight body. Preferred with a 273 engine and must have a push button automatic.
Call Dustin Cloud @ (512)836-9490 03/01

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 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
10/02

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 12/02

General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.
Joe Hoppe 452-6400 01/03

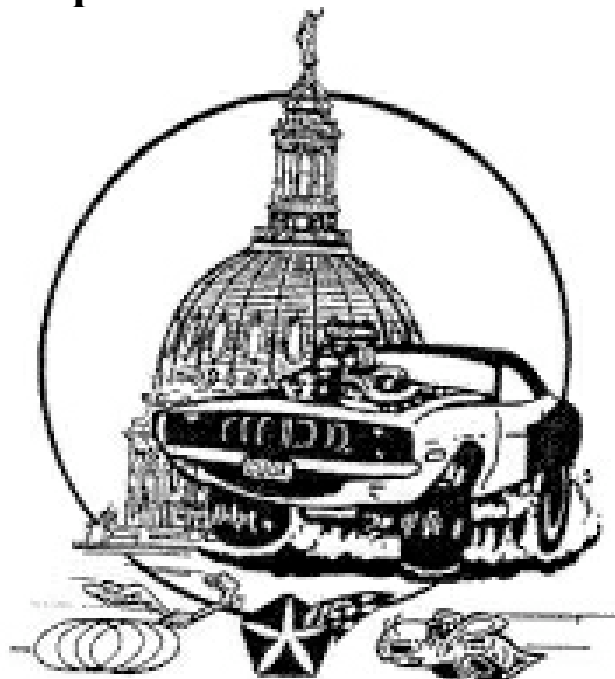
Frustrated with 68 Coronet project; need help finishing body work (bondo). I only have time to work on it on weekends and would love the help.
Aria 512-323-5679 or aria@jwamopar.com
01/03

!!! 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.

Dustin Cloud
hell_fish_65@hotmail.com
512-836-9490 ----- evenings

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<http://www.mopar.org>

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