

**Tennessee
Valley**



**Mopar
Club**

Tennessee Valley Mopar Club Newsletter February 2008

Tennessee Valley Mopar Club, P.O. Box 2042
Huntsville, AL 35804

E-mail: tvmoparclub@yahoo.com

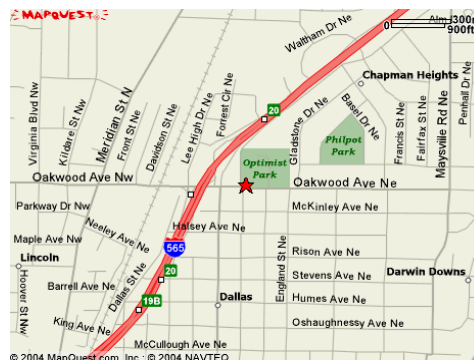
Website: <http://www.tvmoparclub.com>

Newsletter Editor: glover4350@bellsouth.net

Next Club Meeting

The next meeting is **16 February 2008 at The Optimist Club, from 0800-1000a.m.** Attached is a map showing where the club is located.

We have a great meeting coming up this weekend and you do not want to miss it. If “paint and body” are of interest to you this is a must meeting for you to attend as we will be hosting a presentation by Mr. Richard King of Eagle Collision. Also, don’t forget, this is the month for our annual membership renewals. We have received some but not all of the renewal forms from our active members. Please fill yours out today and send it in. See you Saturday and don’t forget your checkbook.



703 Oakwood Ave, Huntsville, AL, 256-427-5775

If you are on the Memorial Parkway, exit on Oakwood going east. The Optimist Recreation Center is the 2nd left past Andrew Jackson Way.

January Meeting

We had yet another great membership meeting in January. We were back at the Optimist Club and a good time was had by all. This month we had a presentation by Tony Hill on installing disc brakes on all four corners of a Mopar B body. Tony's brakes were supplied by Magnum Force and I have no doubt that his ride will stop on a dime, when necessary.

Wrenching

Again, we have not been able to have a "Wrenching" event since our gathering at George's place back in August. I intend to start hosting some events at my place as soon as the garage is finished up and I get all the stuff moved into it. **Update:** The conduit between the house and garage was installed this past weekend. Hope to pull the wire and have the lights on in a week or so. In the mean time, if you're working on your project car and need some assistance, let us know so we can get the word out ahead of time and schedule a "Wrenching" at your place.

Cruise-In Corner

Upcoming Cruise-In Dates:
Saturday, February 16th



TVMC would like to welcome all Mopar car owners to the Dairy Queen off Highway 72 located in Madison, Al. Look for TVMC to move to a new location next month. We are looking at several locations, but if you have a notable suggestion, please speak up. No prizes or trophies, it's just a fun get-together for us Mopar fans to hang out and talk Mopar.

Remember, we hold them on the **3rd Saturday at 7:00 PM.**

2008 TVMC Events

- **16 February 2008 8:00-10:00am TVMC General Membership Meeting at the Optimist Club**
- **16 February 2008 7:00 Cruise-In at DQ on 72**
- **4 March 2008 5:30 pm Officer meeting at Adtran**
- **15 March 2008 8:00-10:00am TVMC General Membership Meeting at the Optimist Club**
- **15 March 2008 7:00 Cruise-In at new location TBA!!**
- **1 April 2008 5:30 pm Officer meeting at Adtran**
- **19 April 2008 8:00-10:00am TVMC General Membership Meeting at the Optimist Club**
- **19 April 2008 7:00 pm Cruise-In at new location TBA!!**

Website

A huge thank you and congratulations to Judson Hudson for the tremendous work he has done over the last month moving our website to a new provider. If you have not visited the TVMC website lately, do so. It has a new look, new feel and lots of forums to participate in. If you have events or other things that need to go on the TVMC website, contact Jud and he will be happy to post it for you. Jud and John have done an outstanding job with the TVMC Website and are in need of information to post. Don't forget that we are looking for club members to post pictures of their cars on the website. Send those car pictures to Jud today. We are also looking for tech information to post. If you have 1st hand experience with any Mopar subject, please write it up and send it to Jud for posting. Discuss the things that went well and the things you wished you had done differently.

2008 Regional and National Events

14 June 2008, Tennessee Valley Mopar Club 10th Annual Show & Go.

Look for more event coverage here soon.

For additional event coverage, visit www.moparmuscle magazine.com

Editor's Corner

Hello again. Here we are working through the end of winter and approaching spring. Before you know it we will be bringing the Mopars out of hiding, going to cruise-ins, car shows and Sunday afternoon drives through the country in the warm sun. But for now the most important thing you need to do is renew your TVMC membership! With emergence of a new year comes the responsibility to update our membership roster and collect dues for 2008. Along with this letter you will receive a member renewal form. Please fill out the form and shoot it back to us, along with your \$20.00 check, by the end of February. There are only a few weeks left to get your check in and renew. It's your membership fees that help keep the club solvent and able to position ourselves to hold our car show every year. Additionally, your fee covers all of your immediate family members and enables all of you to attend TVMC functions without any additional charge.

Last month, I covered the SEMA SAN network. Here it is again as I feel this is very important for our hobby. SEMA ads have appeared recently in most of the Mopar, and other car, magazines requesting those of us in the car restoration hobby to join the SEMA SAN network. This organization allows us to add our names to the list of thousands who have joined SEMA in the fight to restrict local, state and federal legislation efforts to send our hobby to the crusher forever. Your club officers voted in favor of TVMC joining as a club and are now calling for all club members to consider joining on your own. Please conduct your own research and act accordingly. You may check out and join SEMA at www.semasan.com/SAN/Join.aspx. It will only cost you a few minutes of your time to join.

Make plans now to attend the February general membership meeting this Saturday morning. Our guest speaker for February will be Richard King from Eagle Collision. He will discuss topics directly related to restoring your car. Richard will cover collision repair, sheet metal and patch repairs, paint prep and painting. You do not want to miss this meeting!!!

Finally, lets all keep George Snellen and Marcia in our prayers. George is still in Huntsville Hospital undergoing more rounds of chemo. We miss you George, hurry back.

Member Rocky Rozell passes on this link for Chrysler repair assistance.
http://en.allexperts.com/q/Chrysler-Repair-807/indexExp_82477.htm

If you have any items or issues you would like to bring before the general membership, please email me and I will include it in this newsletter. We are currently looking for Tech issues and presentations to present at the general membership meetings. I also invite you to send me any Swap Shop items.

I'm looking for other member project photos to go in future issues of the Newsletter Project Page. Send me yours today!

Until next time.....

v/r
Bob

Product Page 1

A special Product Page submission from our VP George Snellen, thanks George.

What it is: A fresh air respirator system.

How you use it: An air supply provides clean fresh breathing air to a user working in paint fumes or other toxic atmosphere. Professional painters tap dried filtered air from their high pressure air systems to perform this function.

Where you can get it: I never found a complete system. I put together one of my own design as described below.

What it costs: Anywhere from \$200 on up. My system could be duplicated for about \$210.

The need: Modern automotive finishes contain isocyanides (chemical cousin of cyanide) and other toxic solvents and conditioners. After I got leukemia, I knew I'd have to find a way to paint with zero exposure or give up the Satellite project. In the past, I've used a cartridge respirator. They're pretty good, but I needed zero exposure. I looked in Eastwood and found a vaguely described system for \$400. I went to Moore's Auto Paint store to see what they had. They offered several "systems" at various prices.

The problem here is what the makers call a system. They really mean just the face mask or hood and the beltline interface to the air supply. Moore's recommended a small air compressor and a PVC air line to the beltline interface. I procured 1 hp oil less air compressor and PVC air line to be used only for the respirator. The system didn't work well at all. The air compressor supplied enough air for breathing, but not enough to consistently clear the fog from the visor.

Going back to the basics, I figured I needed high volume at low pressure, not low volume at high pressure that a compressor produces. A trip to Lowe's produced a small shop vac with a blower port. A trial run showed that I had more clean dry air than I could use; so much that I had to throttle it to reduce the whistling in the hoses. Another trip to Lowe's produced 32 ft of 1.25 inch air line, which they call bilge pump line. With a couple homemade fittings, etc, the fullup system works great.

After 3 or 4 uses, I'd say the system is good for hobbyist use. The hood is bulky but has good visibility. The air line adds another item to manage as you move around with the paint gun and its air hose. Careful planning of the painting job and hose movements beforehand helps a lot.

Cost of a duplicate system:

Hood and belt	\$106	Shop vac.	\$32
Air line, 32 ft	\$66	Misc.	\$6
Total	\$210		

NOTES

1. I think I would prefer the mask type because it is less cumbersome than the hood type respirator.
2. Cartridge respirators are also good and much cheaper if you don't need 100% certain protection.

Product Page 2

This is a product near and dear to my heart! Look for a user's product report from me soon on this product.

What it is: All new product, die-stamped trunk floor pans for ALL 71-74 B bodies.

Where you can get it: Auto Body Specialties, part number MP2375 L/R

How much do they cost? \$115.00 (Not sure if that is for one or the pair)

How do you use them? For the first time, you can buy trunk floor pans for 71-74 Plymouth and Dodge B body cars. The after market body panel companies are finally realizing that these cars are also restored. Before now if you needed them you had to raid another car to get them.

How well does it work? I can't speak for it yet. This is one of the areas that must be addressed in my car and I will have a follow-up article at a later date to report on the actual installation, fit and finish.

What they don't tell you: Will address this question later if I find any negatives. They did mention that if you have a big block 73-74 car, you will have to rim and fit to allow room for the larger fuel tank. The 73-74 small block cars are not affected by this.

Overall evaluation: After looking at the photos published in Mopar Muscle this month, this looks to be a very nice stamped piece that will go in very nicely. However, time will tell if there is something that I will have to report on later.

Mo Par to ya
Bob

Project Page

A glimpse of what is ahead for Dodge in 2008.

Dodge will start delivering 2008 Challengers to dealers in April. This year will be limited in numbers so you may not see more than one per dealer. The MSRP is somewhat affordable but due to the limited numbers you will see dealer auctions on EBAY starting at 10k, (now 20k) above MSRP. This year will be SRT-8's only. Lower priced versions will go into production next year. Chrysler announced they would make 5000 this year but they already have 6000 orders for SRT-8's. Sounds like a hit!! There will not be one in my garage this year!



Maybe next year.

Swap Shop

For Sale

If you have items listed here, please shoot me an email to verify if it is still good.

Updated: Thanks John, Member John Bynum is parting out 69 Coronet 2 door(not a lot left, good rear glass, some trim good rear bumper core with guards) 66 Monaco 2dr 383, auto/console car, 71-72 Chargers, 80's RWD Fifth Avenues, other cars & have some 73-74 Road runner parts. 1980 VW Diesel Pickup for sale & 3 diesel rabbits included for spare parts. Also, for sale a Ludwig Hollywood Blue Oyster Pearl Drum set circa 1970, good shape with cases. He may be reached at 931-967-4499 or by email at johnwbynum@bellsouth.net

Member Rocky Rozelle has a 69 Barracuda hood - \$75, a 68 or 9 Road runner grille - \$75. Contact Rockey at 497-0110.

Member George Zoller passes on the following: A good friend of mine Mike Masters has a 89 or 91 (I can't remember the year) Dodge turbo shadow. Runs and drives great, typical paint fade, interior is in good shape, great gas mileage. \$1500 OBO.

You can get Mike on his cell 256-603-1700. If you can't reach him, call me 256-679-1316 and I will hunt him down for ya.

Contact George at 256-679-1316 or gz11@chrysler.com

Member Pete Shreeves has a 1974 Ford 429 4bbl w/transmission, complete, will swap for used 440/auto or other big block. Pete 503-0902.

Pete also relays the following: This fellow stopped by the house and talked with my son. He is moving and needs to consolidate his car projects. This is one he would like to find a new home for. I didn't get a lot of details but it sounds like a mostly-there car with some new things like steering and transmission. 1968 Dart GT bucket seats, some missing parts, needs quarters, call Johnny (256) 520-6646

Member Robert Lewis has a 1967 440 with 727 Torqflite. The engine and transmission are a numbers matching set. The engine is date coded 10-66 for any of you looking for a date correct power train set up for your project. The engine still has standard bores and is complete minus the carburetor, distributor, and valve covers. Price is \$1500.00 negotiable. Robert can be reached at 256-603-5134 or robert.g.lewis@us.army.mil

Member Jud Hudson has the following for sale. 2 Sets of 1968 Dodge Charger taillights. Chrome is pitted in various places, but the lenses are excellent. Needs to be cleaned up. \$20 a set. Need to get rid of them!

Member Lyle Palmer is selling a 1968 Coronet R/T, originally red with white interior, buckets, console shift, p/s, rusty, needs total restoration, will trade for 1969 Coronet R/T 4 speed car in similar condition.
Northport, 205-339-4870.

Member Roy Gronau: I have a 440 engine for sale that I was going to transplant into my Javelin. It came out of my 74 Cuda. I am asking \$3500 for it. Here are the specs that I was given when I purchased the car (I drove it around the block a few times before giving the car to Dixie Hot Rods in Athens to convert it into a prostreet and it ran fine).

It is a 440, 40 over with flat top pistons, 280-480 hydraulic cam, 2 carter 500 4 barrels, Drove it a couple of years and has been garage kept ever since, bought a dragster that's why I quit driving it. Everything was new when I put it in there. The compression ratio is 10 to 1. It will run on pump gas or the vp 110 at the race track. Oil is 20/50 Castrol.

Let me know if you are interested in it - thanks,
Roy 256-665-6387



Continued next page.

Wanted

Member Wade Balch forwards this request: A guy I know needs a dual point distributor for a 1970 440 4speed, Let me know what you have & I will put him in contact with you.
Thanks

Contact Wade at bethb58@bellsouth.net

Member Judson Hudson is looking for the following items:

“I'm looking for parts to convert my 68 Charger to a 69, and need the following”:

- I Piece for Grill
- Grill Trim
- Middle Section of Grill
- 69 Tail panel
- 69 Hood Latch for Grill
- I'm willing to trade too! Great Mint Condition complete 68 Charger Grill for a Mint 69 Grill. Rust free 68 tail panel already drilled out from car, will trade for a workable 69 tail panel.
- Judson can be reached at judhudson@knology.net

(The club does not accept responsibility for typographical errors, incorrect prices and other claims as to condition, or owner claims. Direct contact with the seller is required for confirmation of the above.)