

**Tennessee
Valley**



**Mopar
Club**

Tennessee Valley Mopar Club

Newsletter

March 2008

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We open this month's newsletter with a remembrance of our former Vice President.



Remembering George

By Douglas Eagan

As most of you know by now, many of us personally, as well as the club generally, recently lost a true friend with the passing of George R. Snellen, Jr. It is my honor to tell you a little about George from my perspective. Those who knew him well will know what I'm saying is true and those that didn't will now, hopefully, get the opportunity to see what they missed by not knowing such a fine man.

I first met George on a warm summer day several years ago. It was at an AACA car show on the UAH campus back when they were held on the front lawn of Morton Hall. I was cruising the rows of cars when this bright blue Barracuda a couple rows away caught my eye. When I finally reached that bright blue Mopar I began my inspection. As I pulled my head out of the open driver's window and looked up, across the roof a smiling face was looking back at me. He told me it was his and asked me if I had any questions about the car, but before I could think of any he began telling me about it. From the outset I could tell this was a proud Mopar owner, a definite minority amongst the glut of other makes at the show. As we continued our discussion of his car, other Mopar makes

and models, then on to other interesting cars in general, I could tell I had met a true “car guy”.

It didn't take long to realize that not only was he a “car guy” at heart, he was a ‘car guy’ for real as he described what he had done to his Barracudas. He came across as very knowledgeable and smart but without a hint of arrogance. He was simply a very friendly guy talking about things he obviously loved and I thoroughly enjoyed my chat with him that day. If memory serves me right, he was an officer of the AACA, possibly president at that time, and he without hesitation spent a good deal of his time talking with a complete stranger. After our chat, I wandered on looking at the many cars in the show and even began to think about joining the AACA. I went up to the control area and even picked up an application. Since I was short of time at that time of my life I didn't pursue it as taking care of what I had on my plate was already a full time job.

My next encounter with George was in the TVMC. I believe his workload in the AACA was reduced to the point that he felt that he could become more active in our little club. I was Newsletter editor during that time when George became an active member of the club rising to become President. He was our current Vice President at the time of his passing. The club board of officers had many a lively discussion and George was always the voice of reason with impeccable logic when it was called for most. It was my distinct pleasure to serve with him and I'm sure the current board feels the same way. His organizational skills were near fanatical and often needed. For example, whenever we couldn't come up with an answer to a previous discussion or some fact that we had previously known, we all turned to George and his “big book”, which he meticulously maintained, and more often than not he came up with the answer. His attention to detail was a result of both his education and profession.

George was an engineer with Raytheon and as such, we shared an interest in just about all things technical. Both of us liked to take things apart to find out how they worked. The difference was that when George did it, he kept the piece and used it to teach others what he had learned. Anyone that has been to one of our club meetings and heard one of George's lectures knows that you not only learned from George's presentation, but he always had a display or working example of the selected discussion item and likely as not, a handout to take home with you. All of which are the sign of a caring person who without hesitation or apprehension would share what he knew with anyone that wanted to know. A righteous trait if ever there was one.

Besides cars, we shared a love of aviation. Both of us are pilots and for many years George was an owner of an airplane and enjoyed the freedom and sanctity of flight. When his first bout with heart trouble cost him his medical certificate, he set about following his doctor's orders to a tee and even researched what it would take to get his medical back so he could once again enjoy taking a heavier than air vehicle into the wild blue yonder. His dedication to getting healthy and meeting every standard needed to qualify for his medical once more was impressive to say the least. Sadly, after doing everything it took to recover his medical the FAA seemed to stymie him at just about every turn. George began to face the reality that he would likely never get his medical

back and eventually sold his airplane. An ironic turn of fate occurred after he sold his plane; you guessed it, he was finally approved to get his medical certificate back but now he had no airplane. Truly a bummer but I never saw him take it hard, Marcia may have but I never did.

George was a true Mopar man too. He made it to the Mopar Nationals many times and even I had the pleasure of making a trip with him as he, Ed Downing, and I caravanned to the Nats one year. Seeing him look at all the cars, engines, and just plain “Mopar stuff” with that child-like gleam in his eyes was amazing to watch. When he found something that he needed and a deal was made you’d find him with a grin from ear-to-ear. His Mopars were no trailer queens either. No, they were real Mopars in the sense that they were used by him the way they were intended by mother Mopar. And that was to be driven, daily. He and Marcia took trips, no make that vacations in them. So not only this area but a lot of the country and some of Canada got to see George’s Mopars. He not only enjoyed his Mopars but he enjoyed everyone else’s Mopars too. And anyone that needed a hand had only to let it be known and George was most likely the first one to volunteer his help. That’s just the kind of guy he was, thankfully.

As a person I rarely remember him without his ever present smile and pleasant attitude. He was a gentleman in the truest sense of the word. You never saw him get flustered or angry and he was always ready to lend-a-hand whenever it was needed. His value to the club is practically immeasurable. His leadership and support to the club as both President and Vice President has been a guiding light as he set about righting a ship that was floundering around the time he took the helm. His devotion to the club was sincere and others that would model themselves after him will find it hard to find a better example of how to lead an organization while being a team player all the way. He will be sorely missed by this club and all who are in it.

You couldn’t help but like George and want to be his friend, and boy did he have some friends. I am honored to say I was one of the many. When the leukemia was diagnosed George took the news as a challenge and set about attacking it in the same way he would any project he ever tackled. He did everything asked of him by his doctors and did it with such a positive attitude, determination, and zest that practically everyone in the hospital became a fan of his and came to care for him deeply. You could tell that by the way they treated George and always asked Marcia about him. He was inspiring for everyone on that floor who came to know him.

Sadly for his family, friends, the club, and all those who will never get the opportunity to know George, he lost his last battle and is now in that great Mopar heaven in the sky. I won’t go into the struggles and pain that we all know he suffered with such a positive outlook as I’m sure most of you, like me, anxiously awaited the daily word from Marcia on how George was doing that day and therefore know all the details, trials, and tribulations of his lengthy stays in the hospital.

I prefer to remember him smiling back at me over the roof of a bright blue Barracuda, or sitting around discussing the hours of boredom punctuated by moments of stark terror

which only us pilots know about, or what you might find at next years Mopar Nats, or how we should solve a problem to do with the club, or how to make the next car show even better than the last, or just chit-chat on our annual runs putting out and taking back up the direction signs for our annual car show, or, or, or...

By way of bringing this missive to a close, let me give you one more concrete example of exactly the kind of person George was. As many of you know, my wife lost her mother this past Christmas Eve. The viewing prior to the funeral was shortly thereafter. During this period of time George was thankfully in remission and was supposed to stay away from people as much as possible since his immune system was still highly compromised but improving. Well, who should stroll in to the viewing amongst all those people? You guessed it; George and Marcia! Joyce and I were stunned to think that he would risk his precious health in a time like this to give comfort to a friend in a time of sorrow. We couldn't believe it, and we tried to rush them back out of there for fear that he might catch something. They still stayed a while and we literally had to walk them out of the place and encourage them to go home. That, my friends, is a caring, sharing, and incredibly selfless act of kindness. That was George!

As you can probably tell, I had the opportunity to get to know George well enough to learn to admire him and I am proud to say he was my friend. It is rare to find a person with all the good qualities and traits that George possessed and regularly demonstrated. We as well as the world are all the better for him having been on this earth. Some people you will meet and ten minutes after they're gone you won't remember them, George was NOT one of them. George will be remembered by a lot of people and for a long, long time. He was definitely one of the good guys and will be sorely missed by all who knew him.

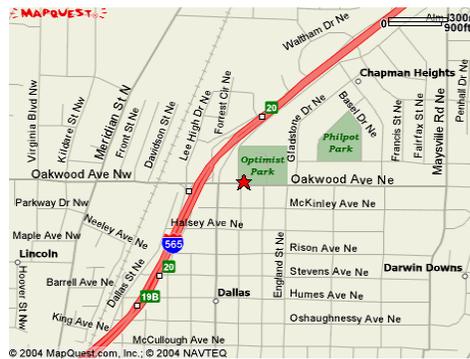
Godspeed George... and Mopar to ya!



Next Club Meeting

The next meeting is **15 March 2008 at The Optimist Club, from 0800-1000a.m.**
Attached is a map showing where the club is located.

You are invited to attend our March meeting coming up on the 15th of this month. Bob Glover will be giving a presentation on the progress of his garage. Also, don't forget, we have now gone past our deadline for membership renewals. We know that several of you like to renew during our show in June but we really need you to send in your renewal form and check for \$20.00. 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.

February Meeting

We had yet another great membership meeting in February. Those of you who were unable to attend missed a super meeting and discussion. We were back at the Optimist Club last month and were treated to a great presentation by Mr. Richard King, the owner of Eagle Collision. Richard is a superb speaker and entertained us for most of the dedicated two hours. He covered most all aspects of restoring collectable cars and he also discussed the merits of owning these cars. For instance, I realized while listening to him that you can go out and spend 30k on a new car or buy a collectable and invest the same money to bring it back to like new condition. The new car will depreciate immediately, and continue to do so for years to come. But investing the same amount in the restoration of a collectable car should return that investment to you in resale value and the immeasurable value of enjoyment you will receive from driving and taking care of your baby.

Wrenching

Again, we have not been able to have a “Wrenching” event since our gathering at George and Marcia’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 boys and I installed the conduit between the house and garage several weekends ago. The service wire is now bought and I hope to pull it, the phone and cable wire, to the new garage this weekend. In the meantime, 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.

“Wrenching at George and Marcia’s”



Cruise-In Corner

Upcoming Cruise-In Dates:
Saturday, March 15th



TVMC would like to welcome all Mopar car owners to the Sonic near the corner of Wall Triana and Highway 20 in Madison. 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

- 11 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 the Sonic in Madison
- 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 the Sonic in Madison
- 6 May 2008 5:30 pm Officer meeting at Adtran
- 17 May 2008 8:00-10:00am TVMC General Membership Meeting at the Optimist Club
- 17 May 2008 7:00 Cruise-In at the Sonic in Madison

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 in which to participate. 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.



George sharing his expertise with TVMC members during a “Wrenching” session

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

New Members

I take great pleasure in opening this month's corner by welcoming a new Moparite to the TVMC family. Please join me in congratulating club members Robert and Gladys Lewis on the birth of their 1st child, Kimberly Nichole Lewis born the 5th of March. Congratulations you two.

Editor's Corner

Wow, I recently watched one of the best NASCAR races I have ever seen, the 50th Anniversary of the Daytona 500. Congratulations to Ryan Newman and Roger Penski Racing for winning the Daytona 500. Some of you know that I'm a big race fan and I have been fortunate enough to attend a good many events in my life, mostly at Talladega and Daytona. But the one I just watched on TV has to rate up there as one of the best. February marks the opening of the Sprint, formerly Nextel, used to be Winston Cup season. I grew up watching NASCAR in the 60's when teams took delivery of a factory production car, modified it a bit and took it racing. Ever take a close look at "The Kings" 67 Belvedere? It's a production unit body car with added frame members under the hood with dual shocks and a roll cage. This year marks the full time use of the Car of Tomorrow (COT). These days the cars are all the same and were developed by NASCAR. The only difference between car makes is the nose, tail, and engine package. I've never been a fan of the common car but if NASCAR has to have one, I believe they did it right with this one. It has been a long time since I've seen the kind of super-speedway racing that I saw today. There were 42 lead changes in the 500 today. That averages one lead change every 4.75 laps. I remember watching Daytona races that had maybe 8 lead changes the whole race. The new COT cars can handle, draft, and sling shot like the old timers used to do. This race was a joy to watch. But, the best thing about today's race was that Dodge has finally won again on a super-speedway. Not only did a Dodge win the Great American Race, Dodge took second, fifth, sixth, seventh and eighth place today! Yes, you read that correctly, Dodge's were in 6 of the top 8 finishing positions. If you're beginning to think that I may be more of a "brand fan" instead of a "driver fan" you would be correct. These days, I'm generally for the drivers who pilot for Dodge. This goes back to my formative years growing up in a home where my father

was half owner of a Chrysler/Plymouth Dealership. Remember the adage “Win on Sunday, Sell on Monday?” That was never truer than in our home. So, I grew up rooting for Plymouth drivers, most notably Mr. Petty. Anyway, I personally feel that the Dodge camp may have turned the corner in NASCAR today. I know that with the common car and all the other rules and regulations these teams have to deal with in order to be competitive in today’s cup racing, the dominance that Chrysler once enjoyed in Winston Cup racing will most likely never occur again, at least to the point that it was. But, today’s finish of 6 Dodges in the top 8 spots gives me hope that Dodge will again rise to be king of the hill in Sprint Cup racing.

On another note, 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 this month. 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.

Finally, lets all keep Marcia in our thoughts and prayers.
Until next time.....

v/r
Bob

PRODUCT PAGE 1

A special Product Page submission from our former VP, George Snellen. George wrote this while in the hospital and sent it to me for inclusion in this letter.

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.

Mopar to ya
George

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 Rocky 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.)