



MUSIC CITY MOPAR CLUB



MARCH 1992

Dear Members

The warm weather has been a harbinger of great days ahead; times when we can get our MOPARS out and really have a blast. Although the weatherman seems, at times, to just be dangling some bait before us, it is just a matter of time until Spring prevails and pretty weather is the order rather than the exception. What will you be doing this Spring? We hope that you will be engaging in the many club activities that are being planned and that our club will grow into all that it can be. (Sounds like a commercial for the nearest Army recruiter).

In this month's newsletter you will find contributions from fellow club members, and I would encourage the continuation of this practice. You have valuable information that others in the club can use, so help fulfill the purpose of this club and share your knowledge with the rest of us. The neat thing about a hobby like ours is that NO ONE HAS ALL THE ANSWERS... And since information is power, we need all of that we can possible get. So keep the letters coming.

Read carefully the Prez's Letter... Contained therein are explanations of many upcoming events sponsored by, not only our club but other clubs in the region. There is also a challenge there that we should all heed. Your support of your elected officers and the programs they develop is absolutely essential.

Please remember to attend our meeting this coming Sunday at the Bonanza Steak House on Music Valley Drive. We will eat at 1:00 P.M. and meet at 2:00 P.M. Be there.

MOPAR TO YA
Rev. Mopar

PREZ'S CORNER

Neil Johnson and I attended the MOPAR NO CAR CAR SHOW in Gatlinburg, TN. There was a nice turn out and we had a good time. Information about upcoming events and shows was shared and we talked MOPARS with many super nice folks.

A special thanks to Larry Brown and Fred Minkie whose wives planned this event. Also to Skip Johnston from Hansen Chrysler Plymouth of Nashville who joined us and held a little drawing, giving away many nice prizes (I won a MOPAR PERFORMANCE jacket).

This Summer is so filled with activities it is going to be difficult to chose which events I will attend.

April, 3 events plus our meeting/picnic at Neil Johnson's house on April 26.

May, Shelbyville Show (attend as a club)

June, 2 events

July, 2 events, and the beginning of the Nashville Autofest (busy, busy, busy)

August, end of the Nashville Autofest and 2 events.

September, one event and OUR BIG SHOW...

October, 2 events, and OUR DRAG RACE.

Like I said, there's more than enough to pick from. But please give priority to OUR EVENTS...

I would like to make them all, but hey, I'm not Donald Trump, so I cannot afford to go to them all. Maybe we can be represented at most, or all, by some of you members... How 'bout it?

Since I know that all of you cannot make all the meetings, I will try to keep you informed, through this column, of upcoming events and who to contact with regard to each.

APRIL EVENTS

10th. At Clarksville Dragstrip.
18th. Show at McKinsie, Tn.
25th. World's largest Fish Fry and Car Show in Paris, Tn.

For information on the above, contact Fred Turman evenings
901-644-9409.

26th. Our meeting/picnic at Neil Johnson's home in Franklin, TN.

Our next meeting will be held at the Bonanza Steak House on Music Valley Dr. on Sunday, March 22, Eat at 1:00, Meet at 2:00.

We need you to come if you possibly can - you are the club and without you there is no club. Make your voice heard and your vote count, COME TO THE MEETING...

SEE YOU THAR

BIG LAR

TECH TALK TECH TALK TECH TALK TECH TALK TECH TALK TECH TALK

By John Dodson

Ever want to purchase a car "long distance"? I would like to share my experiences in buying a car long distance.

It began innocently enough when I ran across an add in the the Hemmings Motor News for a 1970 Challenger T/A. Since the price sounded just about right (read: within reason) I called to find out the car was in Charleston, S.C.. As the owner talked, I learned that the car was completely disassembled and had been that way since 1980. As the story unfolded, seems as the owner had purchased the car from a man stationed at a local Navy installation. The Navy decided to ship this poor soul overseas and he couldn't take the car with him. The present owner, after a few years, realized he didn't know how to put it back together.

After several telephone calls and asking countless questions, I reviewed a detailed video tape, I decided the car was worth going after. Based on what I had learned I asked what the "bottom line" price was. I agreed on it based on what I knew from the tape and the questions.

Charleston is a 10 hour drive from Nashville, so I calculated the cost of getting the car home as well. I had this amount figured into the price I was willing to pay for the car and associated parts. The aproximate cost of renting a truck and a car dolly, gas, 2 nights lodging, and food was about \$500. We left at about 4 P.M. on a Friday evening and drove till 11:30 P.M. spending the rest of the night about 10 miles the other side of Atlanta. We left early the next morning and arrived in Charleston at about 11:30 A.M. By Noon we were at the owners house. After dispensing with the usual small talk it was time to check out the car. I had made a list of every part on the car divided into sections. For example: interior, engine, etc. Since the car was in pieces this process of checking took about two hours. The car was actually in two locations... I never fully realized how much room a disassembled car actually took up... The parts were stored in two attics of his house and in the garage while the body was some 15 miles away. After my inventory I discovered that 97% of what he said was true. All of the car was there in its original state. The body had been chemically dipped and was completely devoid of rust (editors note: some of these dipping processes will prevent the metal from EVER deteriorating) and I was amazed at its condition.

The owner attached the front and rear end as he knew I was gowing to tow it. By the time we loaded the truck and car it was 9:30 P.M. and we were worn out but knew we had to get some distance down the road before we stopped for the evening.

With the load we were carrying, we could not go as fast as we had on the way down and managed only about 60 miles up the northern route home. At a truck stop we discovered the car had blown a tire some time back up the road and had been limping with the flat for quite some time. There were only a couple of scraps of rubber on each bead of the rim. Well, here it was 11:00 P.M. in the middle of nowhere. It was time to pray... I was tired, my two teenaged boys were worn out too. We were given a phone number finally by one of the workers at the truck stop. In about 30 minutes a man arrived with his wife and a child in his truck. After another 15 minutes and \$60 we were on our way to the nearest motel.

Sunday we drove about 10 hours to get the rest of the way home. We had to stop 5 or 6 times to put air in a leaky tire. As we pulled in the driveway at 9:30 P.M. I gave thanks to the Lord for the safe trip and told myself it will be awhile before I do that again. I hope to have the car ready for you all to see in the BIG SHOW in September.

Quick tips on buying a car long distance (and otherwise)

1. Consider the cost of getting the car home and the time it will take.
2. Ask detailed and informed questions about every section of the car.
3. Request a video tape and photographs. Send the money to purchase the tape. Ask the seller to make clear close up pictures of the various sections and parts.
4. Write down details of conversations and all things agreed upon.
5. Make sure there is a clear title.
6. Do a careful numbers match.

Quick tips on buying parts long distance.

1. Get total price before you agree to buy. WRITE IT DOWN...
2. Ask seller to send it C.O.D. (That way if the price is out of line you can refuse delivery.)
3. With only a few exceptions, DO NOT SEND MONEY FIRST...
4. Ask if part is guaranteed and if it can be returned if it is unacceptable.
5. Ask detailed questions about the condition, age, etc. of the part.
6. Beware of lunatics who have overpriced, low quality, junk and are only out to rip you off. Unfortunately there are some in our hobby who do business in this manner though most are straight...

GOOD LUCK...

IMPORTANT NOTICE IMPORTANT NOTICE IMPORTANT NOTICE IMPORTANT NOTICE

If you have NOT paid your dues (pro-rated or full) for 1992, this will be your last newsletter. We need your dues to maintain our mailing list. If you are uncertain as to whether or not you owe your dues, contact Larry Forrest at 793-7220 days.

CLASSIFIED

I. CARS FOR SALE

1972 Dodge Polara 2 door, 360 cid, 58000 original miles, new brakes, new brakes, new shocks, fuel pump, battery, recent tune-up, good tires, good body. Call Randy at 895-7099.

1970 Sport Fury 4 door, small block car, no engine or trans. Call 746-3390.

1974 Dodge Challenger. Call 242-5857.

1965 Dodge Coronet, Body perfect. Show car. Big Block 361 with 727 torqueflite. Will upon request and

a few extra dollars, install a balanced 1969 383 bored .030" for that extra punch. If you've got the guts, and the money, I'll even install a balanced +.030" 440, with Arias pistons, Ferrea pins, fluidamper, .590" 312 degree cam and more. Contact Rev. Mopar at 876-8903

1973 Dodge Dart Race car and various small block parts. Call Chris Collier at 868-6544.

II. PARTS FOR SALE

BRAND NEW Holley street dominator intake, port matched, for small block (360-340). Call Rev. Mopar at 876-8903.

Dual snorkel air cleaner for 400 cid, 1970 Duster front buckets and rear seat. Call Randy at 895-7099

440-6 intake and carbs, weld wheels, and various other Mopar parts. Call Johnny at 233-5563.

318 2 bbl engine (1969) with 34,000 miles, 1971 'Cuda doors with glass but missing panels. Call John Foote Tues., Thrus. after 6:00 P.M. or weekends at 648-4271.

440 Magnum emblems from hood of 71 Charger, 426 HEMI headers for B body, billet roller cam for 426 HEMI, Addco sway bars for Challenger/Barracuda, owners manual for '72 Charger. Call Lynn Isenberg at 373-1315

70-74 Challenger/Barracuda parts. Call Scott at 242-5857

III. PARTS WANTED

69 Plymouth B Body front of hood 12" PLYMOUTH status emblem and 2 very good or good front lens markers (amber). R and L inside front bumper for same. Call Tony at 822-1397 or 824-3339.

Left Door panel for 1969 Satellite, black, Call James at 794-7858.

B body 6 way adjustable seats, Charger AM/FM radio, woodgrain dash and radio panels for same, Hurst shifter, black bucket seats, and 15x7 or 14x7 all chrome Magnum 500 wheels and interior pieces. Call Randy at 895-7099.

Power brake booster for 68-69 B Body, blue door panels for 68 Charger, bumpers for 68 Charger, wiring harness for 68-69 B body. Call Lynn at 373-1315.

Factory dash mounted tach for 1969 GTX. Call John Foote Tuesdays or Thursdays after 6:00 P.M. or on weekends at 648-4271.

IV. CARS WANTED

57-58-59 Plymouth Belvedere's and Fury's ANY CONDITION, call 824-9028.

OLDER model Dodge truck, rolling chassis, NO engine or trans. Call Pat at 331-7016

67-72 Plymouth or Dodge A body car. Need GOOD BODY and interior. Must be a V-8 car prefer engine NOT running or gone... Call Randy at 895-7099.

1980-81 Dodge St. Regis SE with V-8 and all the goodies. Must be in Super condition and any color but GREEN... Call David Koopman at 876-8903

1976-79 Aspen or Volare V-8, automatic EL CHEAPO version only. Must be in very good condition. Contact David Koopman at 876-8903. (again, any color but green).

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