

# Music City Mopar Club

VOL. 5 No. 1

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January, 1994

Monthly Feature

## MEMBER'S MOPARS



### Demon's Fault

About ten years ago I had the opportunity to fulfill a life-long dream. Up to this point I could not be considered a Complete Mopar Maniac, I had had only one Mopar in my life, a '69 Dart Swinger "340" that I really liked and had a great time with on the street.

The only thing I knew for sure was that NO way was I going to build another Chevy to take to an already GM crowded race track.

My good friend, Danny Sons (who was one of a very few Mopar racers racing locally) said - "Why not build a Mopar?" That didn't sound too bad so I began the search for something I liked in Mopars. Another friend had a '71 Demon she was using for her daily driver. I wanted it, she sold it! The rest is history!

I started on the car in 1982 thinking I would be ready to go racing the next season. WRONG! As many of my friends know I am not satisfied with doing things plain and simple, so what started as a One-year project turned into a Four-year project! Without all the help from my friends and great support from my wife, I would probably still be building today.

As I look back over the entire project it reminds me of building a model kit without all the parts, its great fun but an awful lot of work!

I haven't been able to race as much as I'd like, but I've had a great time showing the car over the past few years. Also being part of a great club actually got me really into the show side of Mopar Mania. I've been fortunate enough to place in many shows which makes all the work worthwhile.

I hope to be able to race the car more this coming season. I would really like to see if it can get further than from the garage to the trailer, to the show and back.

I really doesn't run that bad, the car has run a best of 6:72 E.T. at 101? MPH but like all racers its never enough so work goes on!

I now know that I qualify as a complete Mopar Maniac because Demons Fault is now a part of the family. Have a great new year and hope to See You at the Races.

Roger Hendrick

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# TECH TALK with John Dodson

This months Tech Talk was going to be on car ins. But its not ready for print. So its going to be on another favorite subject. **Argent Silver.** A color widely used during the 60s and 70s. The name itself means something silvery. Beginning in 1963, trim detailing used a bright flat finish called "Aluma hyde argent silver". In 1965 Argent silver is referred to as Silver Poly or textured Argent silver Poly. In 1966 the names changed to Argent Silver and Textured Argent Silver. In 1967 the Plymouth Satellite and GTX used a dark/medium textured Argent finish for the decklid finish pannel and grill. This was a one-step process, using no toner or clear coat. The headlight bezel and grille surrounding used an Argent Silver derivative called 'black Argent Are you confused yet. Ive enclosed a guide that may help.

### The Three Types of Argent Silver

In addition to the one non-textured Argent Silver, there are three types of Textured Argent Silver. The most important difference between each type is the color of the mix and the size of the (metal) flake.

1) **LIGHT TEXTURED ARGENT SILVER:** This product was known as "Sparkle Silver Poly" in the 1965 Body Service Manual. In most cases this product utilizes a two-part process that requires the correct basecoat and a topcoat of clear properly flattened with correct size metallic flake.

Until approximately 1989 when it was discontinued, it was still possible to buy Light Textured Argent Silver. Which is only a basecoat, since the correct process is, in most cases, a two-step procedure. In addition, the correct size of the metallic flakes is very critical to accurately reproduce the original appearance.

2) **MEDIUM/DARK TEXTURED ARGENT SILVER:** Requires Light Textured Argent Silver as part of the formula.

3) **BLACK ARGENT SILVER DERIVATIVE:** Commonly called "Black Argent", is a two-step process using a basecoat of semi-gloss black with a topcoat of clear and correct size metal flake.

See page 7 for application guide.

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## A Note from the Founder of the MUSIC CITY MOPAR CLUB

Fellow Members,

I realize that a lot of you don't know me because of my lack of participation in our club in '93. Working six days a week with off days on Wednesday have made it difficult. Hopefully, my schedule will permit more participation in 1994.

I'm very concerned for the welfare of our club. I've seen the club grow from myself and Pat McVay to 127 members today.

Our club has acheived great success in hosting the Best Mopar Shows in the South. If anyone thinks all our success just happened, they are sadly mistaken. The present club officers along with some dedicated members are solely responsible.

Being club officers are tough and thankless jobs that require a lot of hours. Believe me, as the first president and founder I know. My hat is off to all of our club officers for their dedication and efforts in 1993.

The formation of clicks, hard feelings over difference of opinions, and failure to express ourselves in meetings cause problems for our club. Meetings are the place to air opinions and problems, Its your Democratic Right! Too many people take the approach that if things don't suit me I'll just take my ball and go home - that solves nothing.

I've watched other clubs split up for these very reasons. Its impossible to please everyone, we all know that. But if we will exercise our Rights and Vote, the majority will rule!! VOTE at the January meeting.

Lets not bite off more than we can chew in 1994. We have nothing to prove to anyone as a club. We are the MUSIC CITY MOPAR CLUB not the Music City Mopar Show Club. To take the attitude that we are the High and Mighty Music City Mopar Club is certain destruction.

Experience and Leadership Ability are vital to the continued success of our club. Larry Forrest and Roger Hendrick have made commitments to move our club in a new direction for 1994 if elected. A direction back to the original intent in which I founded this club, to have fun, enjoy our Mopars, help each other, locate parts, and enjoy more family oriented events.

Lets face it, most of us are working class people. Working long hours and have little recreational time. Club Events must be fun to be successful. Hey, lets lighten up in 1994 and have some fun. How about a just for fun cook out and club drag race? Its about time isn't it - Drag Racers?

Scott Wilburn  
Member #001

# Prez's Page

**"REMEMBER" Club members Make the Club! Participating Members Make It BETTER!!!**

Well, its a brand new year. I hope you all had good holidays and this new year brings you better than last year.

Dues are due and payable NOW for 1994. If you joined the club September 25th, 1993 or after your dues are paid for 1994. All others are due. Still only \$20.00.

Please remember that the membership list will be purged the first week in February so that we can get a new membership directory out by the February meeting. If your 1994 dues are not paid your name will have to come off the list so if you have been putting it off (as I usually do) get it in. We are 127 members strong as of right now and doing the directory is a big job, so help us by getting your renewals in A.S.A.P. Thanks!!!

This months meeting is ELECTION of OFFICERS. January 23rd at Rudy's Farm Restaurant on Music Valley Drive. To vote for your officers, your dues must be paid and you must be present to vote! Plan to attend if possible and let your vote count. NOMINEES FOR OFFICE are:

President: Larry D. Forrest / Dale McDaniel  
Vice President: Roger Hendrick / Butch (H.W.) Price  
Events Director: Neil Johnson /  
Treasurer: Ron Gillespie /

There are a lot of things to cover at this meeting after election of officers so this meeting will start promptly at 2:00 pm so please be on time or early if possible. 1:00 pm to Meet, Eat and Greet. Official meeting at 2:00 pm.

## January Doin's

**Sunday, January 23rd** - Music City Mopar Club meeting at Rudy's Farm Restaurant on Music Valley Drive. 1:00 pm to Meet, Eat and Greet. Meeting starts promptly at 2:00 pm. This is Officer Elections for your club so plan to attend if you can. Your dues must be current and you must be present to vote.

## Other Doin's

We have been receiving lots of flyers for May Shows and later. More info will be in this column as we get closer to the dates. For those of you who like to show your cars it looks like another big year.

See Ya Thar

*Big Lar*

## MOSTLY OLD PARTS AND RELICS

### Cars for Sale

**1971 Charger R/T "440"**, all original, 57,000 original miles, in storage 14 years. Run Great! James Pratt, Waynesboro, Tn 615 676-3611

**1973 Road Runner "340"**, 4 bbl, auto slap stick, console, a/c, p/s, p/b. 84,000 original miles. Red w/black int. 5 Rallye Wheels. Numbers matching car. \$6900. Bob Miller. Days 615 793-3550, Nite 849-8727.

**1973 Cuda "340"**, matching numbers, a/c, vinyl top, rallye wheels, bucket seats, slap stick, FYI Lemon Twist, \$1,500. David Bolinger 502-475-4086

### Parts for Sale

**1970 HEMI Cuda** rolling body with matching numbers, A.T. needs restor and motor. Orange w/Black int. many

options, 2 tag car. \$16,500

**1970 HEMI motor** std. bore complete long block, no carbs, intake or exhaust manifolds. \$5000.00

**1970 Challenger** back seat, black, mint cond. \$100.00

**1971 Cuda Shaker Hood** w/trim ring, mint cond. \$1500.00

**1970 B-Body Dana 5:13** gears complete \$475.

**1970 Cuda or Challenger** AM/FM thumbwheel radio with console cassette. RARE! \$500.00

**1970 Cuda Front Rubber Bumper** \$500.00


Call Ronny Holland @ 444-3362. Eve.

### Parts Wanted

Go Wing for 1971 GTX. Original style only please. Right rear taillight assm. for same car. Tan Moss @ 501-679-4440.

1971 "340" Airbreather Assem. David Bolinger @ 502-475-4086.

Ralley Wheels and Rear Wing for 1973 Road Runner. Ronnie Boyd @ 615 399-3243.

  
**Music City Mopar Club**  
**Sponsor Appreciation**

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## More of Music City Mopar Club Winning Ways for 1993



At the First "Seven Hills Mopar Meet"  
Nov. 20th in Rome, Ga., we neglected to mention  
that **Roger Hendrick** also won at that show.

*Sorry Roger.* Ed.

### *Way to Go!*



### Rev. Mopar's Pulpit Grease Pit

So you'd like a good streetable 440 for your ride!  
Yeah, that's the ticket, mega cubes, deep rumbly exhaust  
note, power to pass! Your mind's made up! But wait,  
where have all the 440's gone? All you've been able to  
score is a '75 Cast Crank, thin wall (supposedly), luxury  
liner job, life's a bummer - or is it?

If this is the situation you face, do not dispare, you've  
got a lot more going for you than you might think - go  
ahead with your plans using the late model 440! Follow-  
ing are some of the "unknowns" that make this a sweet  
deal. In fact I'm in the process of building my third late  
model 440 in a year and a half. In a later edition I will  
share with you the stages of this build up and share some  
results. But on to this month's topic: Why a late model  
440 is a good choice for a hot street build-up.

1) Cast. Face it, they are cheap! I scored a running  
example, complete with torque converter and tranny for  
\$200.00. Depending on condition, you can do the same.

2) The "452" heads are identical in flow and volume  
to the "906" except they already have hardened seats.

## Music City Mopar Club Welcomes its New Members

- #124 Charles E. Crabtree, Jr.  
787 Baxter Road  
Antioch, TN 37013 - 615 331-8708  
'76 Road Runner, '72 Satellite, 85 Dodge Truck
- #125 Darla Price  
P.O. Box 212  
Upperville, VA 22176  
'78 Plymouth Trail Duster, '78 Dodge D-200
- #126 Jeffery W. Taylor  
6500 Sparta Pike  
Watertown, TN 37184 - 615 237-3933  
'85 Dodge Daytona
- #127 Randy Dawson  
7 Rome Road  
Dixon Springs, TN 37057 - 615 735-9345  
'83 Dodge Truck, '84 Chrysler New Yorker

3) You're going to change pistons so they don't  
matter anyway.

4) Every major N.H.R.A. class record held by a 440  
B/SA, C/SA, and SS/GA, have engines converted to  
CAST CRANKS. Why? They're lighter, harder, and  
stiffer. In short - FASTER (as long as you keep them  
below 6200 RPM's)!

5) The connecting rods are identical to the old H.P.  
units (not six pack).

6) It's EXTERNALLY BALANCED so there's less  
worry about that expense.

7) Counter-weighted torque converters are now easy  
to find. A BOSS HOG 3500 still goes for under \$200.00.

I have one of these jobs in "Baby Huey" our '85 dually  
tow rig, and it's a real HOSS. I've built a more perfor-  
mance oriented one for Joe Stacey's '69 Charger and am  
now building another for my project Volare. Stay tuned  
for a build-up and evaluation.

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# Argent Silver Application Guide

## Argent Silver

Argent Silver is a flat bright silver finish with no texture. Originally a vinyl enamel, it was first used or developed in 1963 and was called Aluma-Hyde Argent Silver. In 1965 the name was shortened to simply ARGENT SILVER. It was used on various exterior and interior trim pieces such as visor end pivot brackets, console tops, dash faces, etc.

### Common Applications

- 1968 GTX Decklid Panel Recesses. (Taillight bezel color is an extension of the main body color, which is Dark/Medium Argent).
- 1968-72 Charger Grille/Bezel Detailing. (Main body is black).
- 1970-up Rallye Wheels Class II.
- 1970 Cuda Rocker (Gill) Mldg. (w/black detailed louvers).
- 1971 Cuda Grille Inserts (w/black detailed grille meshes).
- 1971 Challenger Grille Center Sections. (w/black detailing highlights/outlines).
- 1972 Center Caps, Large Bolt Pattern Only.

## Light Textured Argent Silver

LIGHT TEXTURED ARGENT SILVER was called Sparkle Silver Poly in 1965 service manuals and Textured Argent Silver in 1966 service manuals.

### Common Applications

- 1967 Monaco Taillight Bezels.
- 1968 Barracuda "S" And Non "S" Hood Inserts (w/black detailing).
- 1968-69 Dart GT/GTS Hood Bezel Inserts. (w/black detailing on '69 and red detailed ovals on '68).
- 1969 Sport Satellite/GTX Tail Panel and Bezels.
- 1969 GTX Headlight Bezel Recesses.
- 1969 Valiant Grilles (w/black detailing).
- 1969 Road Runner Taillight Bezels.
- 1969 GTX Grille Outer Portion Of Center Oval. Red Striping And Black Detailing. (This grille is one of the most complicated).
- 1970 Road Runner Grille Trim, with black detailing. Bezel color is a continuation of center color.
- 1970 Rallye Wheel Center Caps (large & small bolt pattern).
- 1970 Gran Coupe Rear Taillight Panel.
- 1970-71 Cuda Shaker Hood Scoops (Note: we're also painted body color and semi-gloss black).
- 1971 Cuda Grille Main Body (Note: also painted body color w/Argent Silver inserts and black detailed grille meshes).
- 1972-74 Challenger Rear Taillight Panel (Note: lense wells were black, but have been seen to be just the opposite).

## Dark/Medium Textured Argent Silver

### Common Applications

- 1967 GTX Grille. (use Black Argent Derivative on upper & lower trim w/black or red detailing).
- 1967 GTX Fuel Cap Bezel.
- 1967 GTX Decklid Panel Main Body (w/black or red detailing).
- 1969 Road Runner Headlight Bezels. (headlight openings).
- 1970 Cuda Grille. (w/black inserts and black grille mesh. Bezels are a continuation of the grille).
- 1970 AAR Grille. (no Argent, color originally injected black).
- 1970 Challenger SE Rear Finish Panel.
- 1970 Duster Grille Outer Trim. (with black center fins. Bezels are a continuation of the grille).
- 1970 Challenger (non-R/T) Grille Main Body. (Bezels are a continuation of the grille).
- 1971 Center Caps, Large And Small Bolt Pattern.
- 1972 Center Caps, Small Bolt Pattern Only.
- 1972-74 Cuda Grille Main Body. (Red detailed center section w/black detailed grille mesh).

## Black Argent Silver Derivative

### Common Applications

- 1967 GTX Headlight Bezel Trim.
- 1967 GTX Grille Trim.
- 1969 Road Runner Grille. (applied to the rectangles only, w/black detailing).
- 1969 Sport Satellite/GTX Grille Main Body.

## TO ALL CONCERNED

A number of months ago Our Club had a CHANGE OF ADDRESS.

While we tried to contact everyone with whom we correspond, maybe we missed you.

If so, please accept our apologies and note our new address.

**MUSIC CITY MOPAR CLUB**

P.O. Box 130

LaVergne, TN 37086

# Calendar of Events

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Jan. 23 CLUB MEETING @ Rudy's Farm - 2:00 PM	24	25	26	27	28	29
30	31	Feb. 1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
CLUB 27 MEETING @ Rudy's Farm - 2:00 PM	28	Mar. 1	2	3	4	5



GIVE A  
HOOT!

V O T E

JANUARY 23

CLUB MEETING 2:00 PM

