

# Music City Mopar Club

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Monthly Feature

## MEMBER'S MOPARS



An Old Member's Fury Being a 1988 Gran Fury I count myself very lucky; and you may ask "why is that?" Well, let me explain. First of all, as one of the last model years that Plymouth manufactured V-8 powered, rear wheel drive, four door sedans I am one of them. Also, when purchased new I was not placed into taxi or government service. Next, I was purchased by a man for his mature conservative wife to use as her personal transportation; and she did not smoke or allow anyone to "light up" while riding in me. In addition, she did not race, drive fast on crooked roads, make quick stops, or run over curbs and sidewalks; and, when not in use I got to "rest" in a dry garage. What more could a "not-so-popular, old body, style, MOPAR" desire?

Well, as you know, all things eventually change. Last year I was sold to my second owner, Ralph Price, who might possibly be the oldest member of the MUSIC CITY MOPAR CLUB. Ralph (Mr. Price for those of you under 80 [just kidding]) consid-

ers me to be somewhat of a classic. He really likes the fact that I am equipped with a 318 V-8, AT, rear wheel drive, and factory accessories including power windows and locks, tilt, cruise, and AC. Less than 45,000 actual miles also makes him

happy. He has kept me all original except for extensive cleaning, new tires, belts, and exhaust (by Robert Vachunek, of course).

He keeps me in a garage and only drives me on pretty days or special occasions like club meetings, events, and auto shows.

He entered me in the MCMC show last September and was delighted that I won a first place trophy. In short, all he asks me to do is be dependable, look pretty, and not leak oil on the garage floor. The life of a MOPAR can be such a challenge.

Bye now and hope to see all of you at the next gathering of MOPAR lovers, as long as it is not more than three hours from home, of course.

Ralph Price

# F Y I

The June meeting will be a picnic at the Rockland Road access on Old Hickory Lake in Hendersonville. A separate map is included in the newsletter.) It is set for June 22th. Meeting at 2 p.m. eat at 12:30. If you plan on attending please call Garry at 824-9028. He is coordinating what everyone is bringing so we don't have 15 bowls of baked beans. The hamburgers and hot dogs, buns, ice, charcoal, 1 bowl of baked beans and 1 dessert are already planned so all we need is everything else.

Included with your newsletter is a flyer concerning a stolen Mopar. The owner has asked for our help in finding his car and if you see it please let him know.

The Summer 97 edition of Power Wagon and Sport Vehicle magazine features Carl Harvey's truck and the August 97 Mopar Muscle magazine features Wayne Hall's Cuda. Way to go guys!

Included in this newsletter are the names, address, and phone numbers for the closest campground to the show site for those of you that enjoy camping.

It is not easy getting enough material for a newsletter every month. It takes member that contribute something; Tech talk, winning ways, Why I like Mopar, etc: to make a good newsletter. All I have heard lately is how much the newsletter quality has fallen to such low levels. I am doing the best I can having to juggle 12 hour workdays for 7 days a week. If anyone wants to assume the job of newsletter editor, please come forward. I will personally give you all the help I can.

See you at the picnic.

**Butch**

## **Holiday Nashville Travel Park**

2572 Music Valley Drive  
615 889-4225

## **Two Rivers Campground**

2614 Music Valley Drive  
615 883-8559

## **Opryland KOA Campground**

2626 Music Valley Drive  
615 889-0282

## **UPCOMING EVENTS**

**FRIDAY NIGHT CRUISE EVERY FRIDAY NIGHT  
at John Andrettis from 6:00 pm til ?????**

**June 21st** Tallahoma, Tennessee, Southern Wheels in Motion Open Car Show with Mopar Classes contact club member Mike Cunningham at 455-5100

**June 21st** Car Show and Swap Meet present by Al Menah Shrine Temple, 1354 Brick Church Pike, Exit 87B at Trinity Lane.

## **Tech Talk**

Hello, This month's topic is showcars. The largest portion of the club's membership is involved with this aspect. Naturally everyone has a lot of work, time and money invested in their cars and are quite proud of them. As proud as you are of them, let the public know by driving them. There is a lot of beautiful old Mopar cars and trucks that spend nearly their entire existence locked away in a shop or that spend nearly their entire existence locked away in a shop or trailer, except for a few days a year when they are shown. If the weather is beautiful by all means get in that vehicle and show it off to the public. The only chance many people get to witness a fine old Mopar first hand is to see one drive through their neighborhood some evening. Believe it or not a lot of people notice when an old muscle car cruises through. If you drive yours occasionally, you have probably been the topic of discussion around someone's supper table and didn't realize it. Maybe some young teenager saw you and mentioned it to his dad or dad saw you and

remembered his high school days and began telling his son about his exploits with hot rods. Then the son begins thinking about buying an old Mopar of his own to impress his friends. Because after all most of his friends own low rider Toyotas with boom boxes heard a mile away. There's nothing wrong with that, but young teens need something to occupy their time and learning to work on a car or truck is a worthwhile hobby. It takes a lot of skill and talent to properly restore or repair an old car. My high school days were spent dreaming about cars, engines, and transmissions that I would see performance magazines and the like. I'm always impressed when I meet a young person and they are more interested in an antique vehicle than a shiny new one.

So if you are sitting on your couch or your front porch and thinking about how beautiful the weather is, pull that car cover off and go cruising. You'll enjoy it, everyone who sees you will enjoy it and most importantly your car will actually be better off.

Why would your car be better off, you're asking. Because these vehicles were built for one reason, to be driven. If a machine sits for too long without use it actually deteriorates to some extent. Seals will harden without use. Engine lubricants need to be circulated once in a while, transmission lubes need to be circulated, fuel systems need to be used and replenished from time to time. The best way I know to do that is by driving a few miles. You should drive it long enough to completely warm the engine through a heat cycle and circulate the lubes in the drive train and chassis. It will also keep the fuel system from gumming up with varnish. How many times have you been to car shows and a beautiful car starts and you are amazed by how badly the engine is running. Spitting and missing on it's way from the trailer to the parking lot and back again. Spectators are amazed at how a beautiful, immaculate car could be in such a state of tune. It's probably no more than carbs with varnish in them. But the on lookers don't know that. In their minds it is a poorly running car. I'm sure some don't even show their cars anymore because of this embarrassment. But most Mopar owners take pride in showing off their cars. If you have a friend with this problem, if he drives another brand, help him with this problem. We all know or work with people who are car enthusiasts. Some drive Mopars, some don't. Everyone is still friends and no matter what brand we drive. So get those old Mopars

out and cruise a little, if only for an evening one in a while. But, if you are going to store your vehicle for a while, keep in mind that most old Mopars has high-comp in their hi-perf. engines. If you use octane booster and do not drive your car for a long period, your fuel system will gum up. Octane Boost works great, but does not store well for long periods mixed with gas your other options are high grade race fuel which is expensive. You can mix race fuel with pump gas to defray the cost somewhat. However there are no highway use tax on this fuel so technically it is illegal for street use. Unless dispensed from an authorized fuel pump with taxes added on. There are many fuel stabilizers on the market that work very well for prolonged non-use of vehicles, so if you don't want to cruise your ride much, no problem just prep it, so when you do, it will be ready to go.

I hope you have enjoyed reading this and if you have any ideas or favorite topics let me know. If they are not already upcoming I'll try to add them to the list. This club belongs to every member and I hope we all enjoy our newsletter. So please support our club, our elected officers and make contributions to our newsletter. I hope I don't offend anyone with anything I write, because my articles are simply my own opinion and should be taken as such. Thanks!

Tommy Bane



... MOPAR THAT IS!

## Groovy Mopars

by Keith Petitt

How many of you remember the 60's? The saying goes... "If you remember the 60's you really weren't there." Well, my personal memories of the 60's are rather vague because I was born in 1967. However, I do have vivid memories of cars my dad owned and a bad experience falling off my front porch when I was 2, but enough of that! Most of probably recall the 60's whether good or bad, but one thing's for sure, it was definitely wild! For the automobile, 1969 seemed to be the greatest year in terms of musclecars. No matter which of the big three your heart desired, they were all big, beautiful and very fast! The boys at Chrysler were driving hard for success on the NASCAR circuit with the Daytona and Charger 500's while also pleasing the street racers with Six Pack, Road Runners and Super Bees.

Bell bottom pants, lava lamps, Viet Nam, Woodstock and "Flower Power" were all the rage at that time. Even Ma Mopar had "Flower Power". She called it the "Mod Top". For those of you unfamiliar with this strange phenomenon; you could order a floral designed vinyl top for select Mopars in 1969. They were available on Barracudas, Coronets, Darts, and Satellites. I have seen a few of these cars and they are unique. They are also a rare find. Rumor has it that there is a Daytona floating around Canada with a "Mod Top". I wonder how that happened? Well.... stranger things have happened and I have learned to never say never when referring to Mopars.

What I think was so cool in this time era, was that you could option your car any way you wanted it. You could go from one extreme to the other and anywhere in between. From the slant six engine to the 426 Hemi with or without creature comforts. There was a Mopar out there to fit anyone's taste. The possibilities were endless and I find it very entertaining to decode and document these cars today to see how they did it in the "good ole days".

So..... I hope you enjoyed the article and for

those of you who were there, even if you were a toddler, maybe it took you back to the glory days of good old American cruise machines.

"Peace Man!"

Mopar 2 ya!

Keith Petitt

p.s. If your out showin' this summer invite the mod top cars to our show in September, if you can find them. It would be a far-out-man.

## WAYS TO KILL A CLUB

- 1 Don't attend meetings, but if you do, arrive late.
- 2 Be sure to leave before the meeting is closed.
- 3 Never have anything to say at the meeting - wait until you get outside.
- 4 When at the meeting, do nothing, then go home and do nothing.
- 5 The next day find fault with the club officers and other members.
- 6 Always find fault with someone who works regularly for the good of the club.
- 7 Take no part in the organization's affairs.
- 8 Get all the organization will give you, but don't give back the organization anything.
- 9 Be sure to sit in the back, so you can talk freely to another member.
- 10 Never ask anyone new to join the club.
- 11 At every opportunity, threaten to resign and try to get others to do so.
- 12 Talk cooperation, but don't cooperate.
- 13 If asked to help, say you don't have time.
- 14 Never read anything pertaining to the organization.
- 15 If appointed to a committee, never give any time or service.
- 16 If you do accept a job be sure to make officers and members wait until the last possible minute for your input.
- 17 If you receive a bill for dues, ignore it.
- 18 Don't do any more than you have to, and when the others willingly and unselfishly use their ability to help the good cause along, the HOWL that the organization is run by a 'clique' or by 'the good ole boys'.
- 19 Make sure you never return another member's phone calls.
- 20 Make sure to be absent when it is time for officers to be elected.
- 21 After new officers are elected make sure you complain to everyone about who WAS elected.

# MOSTLY OLD PARTS AND RELICS

**FOR SALE:** 413 cu.in. engine complete with 727 push-button transmission with 79K miles from a '64 New Yorker; also a 3:23 posi-tract rear end from a '69 Road Runner, Call Jim at 615 738-7149.

**WANTED:** Looking for a inexpensive '65-74 Mopar convertible, engine/trans. not required. NO #4's or 5's need apply. Kevin at 256-1727.

**WANTED:** 500 emblem for '66 Dodge Coronet 500, call Lonell Martin at 227-8054.

**FOR SALE:** Very solid '80 Dodge Truck body, no engine or transmission. \$450.00 call Ron or Kim at 441-2953.

**FOR SALE:** '55 Chrysler Windsor Deluxe 4 door, V8. \$600.00 call Gary Monts at 833-4496.

**WANTED:** Good rust free trunk lid for 1964-1966 Barracuda. call 746-5874.

**FOR SALE:** 1972 440 engine with 20 miles on total rebuilt stock except camshaft with 727 trans. \$3500.00 neg. also a 318 needs rebuilding with 904's \$300.00 neg. call 851-1725 leave message.

**FOR SALE:** '67 Plymouth Valiant, 2 door sedan, built 360, 727 with shift kit, 8 3/4" suregrip, disc brakes, PS, air, stereo, magnums, chrome tips, wing & scoop, tint and graphics. \$8500.00 neg. call Jerry Taylor at 449-3900 days.

**FOR SALE:** '64 Dodge Polara Convertible, factory 383 4 bbl. with front swaybar, engine and trans good, restoration started, needs top, paint and body and upholstery. \$2,500.00 call Jerry Taylor at 449-3900 days.

**FOR SALE:** '69 Coronet 440 Grille, rear panel, deck lid, tail lights, blue dash pad, various other parts, '65 Belvedere I-4 door sedan parts, grille, tail lights, clutch pedal assembly, hood, salvageable front fenders and rear glass. call Jerry Taylor at 449-3900 days.

**ASSUME LOAN** on '94 Dodge Shadow ES, 4 door, 2.5 engine, 63000 miles, new tires, AM/FM cassette, auto, PDL, Power mirrors, rear defrost, runs and dirves excellent, call Mary at 746-9510.

# WINNING WAYS

Congratulation to **Carl Harvey, Jr.** at the June 7th Stone River AACA Car Show held at Central Middle School in Murfreesboro.

Congratulation to **Scott Young** and **Terry Carter** at the May Maury Co. Cruisers Show.

## Welcome New Member

#108 James Spears  
1006 N. Graycroft Ave.  
Madison, TN 37115

## DID YOU KNOW????????????

"Nashville had the first Dodge Dealership!"

1. What was the name of the first dealership?
2. Did DeSota ever make a truck?
3. What year did Mopar have the automatic gear shifter in the dash?
4. What year was the push-button transmission introduced?
5. What was the last year for the push-button transmission?



- Answers:
1. Cumberland Dodge
  2. Yes
  3. 1955
  4. 1956
  5. 1964