

Music City Mopar Club

SEPTEMBER

1998

Monthly Feature

MEMBER'S MOPARS



NEW MEMBER

#116
JEFF CHELTON
GOOLETTSVILLE, TN.
615-859-5623

THIS TRUCK BELONGS TO OUR NEWEST MEMBER JEFF CHELTON. HE IS NEW TO THE MOPAR WORLD, BUT NOT CARS. HE IS A PAST CHAMPION AT THE MUSIC CITY RACEWAY AND WON THE TROPHY CLASS AT THE LAST MOPAR CLUB DRAG RACE IN A BARROWED SATURN SEDAN. HIS TRUCK IS A CONVERSION MODEL CALLED *THE BOSS*. THE INTERIOR HAS WOOD TRIM AND ENOUGH LITTLE LIGHTS TO COVER A SMALL X-MAS TREE. THE BLUE AND SILVER PAINT ON THE EXTERIOR AND THE ADDED FLARES AND BARS LOOK GREAT AND SEPARATE IT FROM THE CROWD. OF COURSE IT IS POWERED BY A 360, OD A/T, AND 3.90 GEARED 9 1/4" REAR END. THE TRUCK GETS USED FOR TOW DUTY GOING TO RACES ALL OVER THE MID SOUTH. JEFF WORKS WITH CLUB MEMBER LARRY DRURY AT H&E PRINTING AND IS ONE OF THE PEOPLE HELPING TO PUT OUT THIS NEWSLETTER EVERY MONTH. HIS NEXT VENTURE IS A 498 STROKER RB POWERED DUSTER WITH A 200 HORSE SHOT AS HE MAKES THE FINAL CONVERSION TO THE MOPAR FAITH.

TECH TALK

EVIDENTLY I HIT A NERVE LAST MONTH WITH THE FUEL DILEMMA SO MANY OF US FACE EVERY TIME WE CLIMB IN OUR BELOVED MOPARS AND TRY TO MOTIVATE ON WHAT IS CALLED GASOLINE TODAY. I HAVE GOTTEN MORE RESPONSE TO THIS ARTICLE THAN ANY OTHER, SO I WILL CONTINUE ON THE SUBJECT. CRUDE OIL IS DISTILLED AT DIFFERENT TEMPERATURES. AS EACH TEMP IS REACHED A DIFFERENT MOLECULE WILL EVAPORATE AWAY FROM THE CRUDE EVENTUALLY LEAVING BEHIND A THICK, GOOEY, BLACK SUBSTANCE USED TO MIX WITH GRAVEL TO CREATE ASPHALT. SOME OF THE PETROLEUM DISTILLATES HAVE NAMES LIKE BUTANE, PROPANE, ETHANE, METHANE, PENTANE, HEPTANE, AND OCTANE JUST TO NAME A FEW. IT IS OCTANE THAT TURNS OUT TO BE A GREAT LIQUID FUEL FOR INTERNAL COMBUSTION ENGINES. IT CONTAINS EIGHT CARBON ATOMS, HENCE ITS NAME OCTANE. IT IS HARD TO DISTILL AND FOUND IN SMALL QUANTITIES. HEPTANE ON THE OTHER HAND WITH ITS SEVEN CARBON ATOMS IS NOT A BAD LIQUID FUEL EITHER AND IS FOUND IN GREAT QUANTITIES. IT HAS ONE PROBLEM THOUGH, IT IS MUCH MORE VOLATILE AND DOESN'T LIKE TO BE COMPRESSED. THIS MAKES IT UNSUITABLE FOR INTERNAL COMBUSTION ENGINES. SO WHAT DO YOU THINK THEY USE WHEN MAKING THE DINO JUICE WE POUR INTO OUR HIGH COMPRESSION ENGINES. RIGHT, HEPTANE. IT IS JUST TOO EASY TO DISTILL AND IN TOO GREAT A QUANTITY TO IGNORE. SO THEY STARTED POURING THE OCTANE AND HEPTANE TOGETHER AND TO MAKE THIS EVIL BREW BEHAVE THEY TOSSED IN SOME PHOSPHATES AND LEAD AND SEVERAL OTHER THINGS THAT MADE THE EPA HIT LIST YEARS LATER. NOW THANKS TO MODERN SCIENCE WE HAVE GAS THAT IS PRIMARILY HEPTANE AND RUNS MODERN AUTOMOTIVE ENGINES JUST FINE WITHOUT LEAD AND ITS SINISTER FRIENDS. OF COURSE THEY WERE NOT THINKING ABOUT THE STUBBORN FEW THAT WOULD NOT GIVE UP THEIR WHALES, ELEPHANTS, AND WEDGES. WE MUST REALIZE THAT BUSINESS PRESSURES HAVE FORCED REFINERS TO MOVE ON WITHOUT US. HENCE LAST MONTHS TOPIC OF HOME BREW. IN A NUT SHELL A FUEL'S OCTANE RATING IS A MEASUREMENT OF ITS ABILITY TO RESIST PREIGNITION IN AN INTERNAL COMBUSTION ENGINE. WITH A RATING OF 100 BEING EQUAL TO PURE OCTANE AND ANYTHING LESS SPELLING PROBLEMS TO US. SOME OF YOU YOUNGER MOPARITES MAY NOT REMEMBER THE DAYS OF GAS WARS WITH LOW PRICES, FREE DISHWARE AND 100 PLUS OCTANE RATINGS. IT WAS REAL AND TAKEN FOR GRANTED. RALPH NADER, THE EPA, INSURANCE COMPANIES, AND OPEC PUT AN END TO ALL THAT IN THE 70'S. MY MOTHER STILL HANGS ONTO ONE OLD PINK GLASS WITH CHEAP GOLD TONE TRIM SHE RECEIVED FROM NORM'S ESSO FOR FILLING UP HER 1970 DODGE POLARA WITH A 383 4-BBL AT THE FULL SERVICE PUMP. I DON'T EVEN REMEMBER A SELF SERVICE PUMP. THE BIG BOAT LOVED DINO JUICE OF

THE HIGHEST QUALITY IN THE HIGHEST QUANTITY. AND AT \$.19 PER GALLON WHO COULD BLAME IT. THAT'S RIGHT, 104 OCTANE AT \$.19 A GALLON. I REMEMBER THAT IT HAD A 26 GALLON TANK AND NO MATTER HOW BONE DRY SHE RAN IT OL' NORM WOULD HAVE TO GIVE HER CHANGE BACK FORM A FIVE DOLLAR BILL PLUS ONE OF THOSE LOVELY PINK GLASSES. LETS COMPARE TODAY TO THEN. IF YOU LISTEN TO ECONOMISTS AND TAKE INFLATION INTO ACCOUNT GASOLINE IS CHEAPER TODAY THAN IT WAS IN 1970. FULL SERVICE IS NEARLY GONE IN ALL INDUSTRIES LET ALONE GAS STATIONS. MAPCO EXPRESS NOW GIVES AWAY NIFTY PLASTIC CUPS THAT FIT JUST RIGHT IN MY CUP HOLDER WITH EVERY SELF SERVICE COLA FILL UP. AND FINALLY WE COME BACK TO OCTANE. WELL FOLKS NOW IT'S TIME TO REVEAL THE DIRTY LITTLE LIE. OCTANE RATINGS OF THE MUSCLE CAR ERA WERE FIGURED WITH A DIFFERENT FORMULA THAN THEY ARE TODAY. IT SEEMS THAT JUST AS MOTHER MOPAR FUDGED ON HORSE POWER NUMBERS, STANDARD OIL, HUMBLE OIL, SINCLAIR, SHELL, GULF AND THE REST LIED THROUGH THEIR TEETH. MOTHER WAS A BIT CONSERVATIVE WITH HER NUMBERS, BUT NO SUCH THING CAN BE SAID ABOUT THE FOSSIL FUELERS. THEY USED A FORMULA KNOWN AS RESEARCH OCTANE NUMBERS (ROM). THESE THINGS WERE SERIOUSLY INFLATED. THE PRESSURE WAS ON TO USE DETROIT'S METHOD OF MOTOR OCTANE NUMBERS (MON). BUT, TO THE J. PAUL GETTY GANG THESE NUMBERS LOOKED HOPELESSLY LOW, SO A BARGAIN WAS STRUCK TO AVERAGE THE TWO. THUS THE LITTLE YELLOW STICKER ON THE PUMP WHICH READS: 93 OCTANE R+M/2 METHOD. I'M NOT SAYING THAT PUMP GAS TODAY IS THE SAME AS IT USED TO BE. NO WAY. WITH A HOST OF NEW STABILIZERS, INHIBITORS AND OXYGENATORS TODAY'S FUELS ARE ABOUT AS FAR REMOVED AS THEY CAN BE. MY POINT IS YOUR BIG DODGE AND ITS HI PO 440 DOES NOT NEED THAT INFLATED 104 OCTANE RATING TO SURVIVE. IF PUMP GAS JUST ISN'T DOING THE JOB THEN IT IS TIME TO LOOK INTO ADDING A LITTLE RACE FUEL OR THAT CAN OF WHAMMY. GOOD RACE FUELS ARE MEASURED USING THE MORE ACCURATE MON METHOD. IF YOU HAVE A 10.5:1 MOTOR AND YOU'RE READY TO RUN 4/10'S QUICKER, POURING A TANK FULL OF C-14 RACE FUEL OF 114 OCTANE WILL NOT DO THE TRICK. WHY? BECAUSE A HIGHER OCTANE RATING DOESN'T MAKE CARS RUN BETTER. THE OCTANE NUMBERS YOU SEE ARE A MEASUREMENT OF A FUELS ABILITY TO RESIST PREIGNITION. THAT IS IT. IF YOU WANT TO KNOW WHICH FUEL WILL PICK UP THE PERFORMANCE THEN YOU MUST KNOW ABOUT THINGS LIKE BURNING SPEED, ENERGY VALUE, AND COOLING EFFECT. BURNING SPEED IS HOW FAST A FUEL RELEASES ITS ENERGY. YOU WANT THAT TO OCCUR BEFORE 20* ATDC. ENERGY VALUE IS THE MEASUREMENT OF THE POTENTIAL ENERGY IN BTU'S PER POUND. ENERGY VALUE AND AIR/FUEL RATIOS ARE MEASURED BY WEIGHT NOT VOLUME. AND THE COOLING EFFECT REFERS TO A FUELS HEAT OF VAPORIZATION. THIS CAN HELP

COOL YOUR INTAKE CHARGE. SO, IT TURNS OUT WHAT WE NEED TO KNOW MOST BEFORE PICKING A FUEL IS WHAT THE CYLINDER PRESSURE IS IN THE ENGINE. THAT IS A FUNCTION OF STATIC COMPRESSION RATIO AS WELL AS THE ENGINES ABILITY TO FLUSH THE CYLINDERS. WE DISCUSSED BEFORE THAT STATIC RATIO IS A BUILDERS TOOL, BUT THE REAL WORLD PERFORMANCE IS DEPENDANT ON CYLINDER PRESSURE WHICH IS EFFECTED BY THE CARB, HEADS INTAKE, AND CAMSHAFT. WHAT WE NEED IS A SIMPLE CHART FOR OCTANE NEEDED AT A GIVEN CYLINDER PRESSURE. SO I CALLED AROUND TO GET ONE. NONE OF THE ENGINE BUILDERS, PARTS SUPPLIERS, FUEL REFINERS OR WHAMMY MAKERS CAN GIVE ANYTHING BUT THE MOST BASIC GUESS FOR GENERAL APPLICATIONS. WHY? BECAUSE THE REAL WORLD IS NOT A LAB WHERE EVERYTHING IS CONTROLLED TO GET CONSISTENT DATA. THINGS LIKE TEMPERATURE, BAROMETRIC PRESSURE, ALTITUDE, AND HUMIDITY CAN GREATLY EFFECT CYLINDER PRESSURE AS WELL AS HOW MUCH OXYGEN IS IN THE AIR. THROW IN DUST AND POLLUTION AND THINGS STARTING GETTING TOO HARD TO KEEP UP WITH. SO HOW ABOUT A RULE OF THUMB? SURE, AROUND MIDDLE TENNESSEE YOU SHOULD BE ABLE TO RUN A MOTOR WITH ABOUT 165# OF PRESSURE AND LIVE ON THE BEST GRADE OF PUMP GAS AS LONG AS YOU DON'T HAVE PISTONS WITH SHARP EDGED DOMES THAT CAN CAUSE HOT SPOTS. AS YOU GO TOWARDS SEA LEVEL THE CYLINDER PRESSURE WILL GO UP TO 200#. AS YOU GO HIGHER IT WILL DROP TO AROUND 150#. SO GO TO A PARTS STORE A GET A CYLINDER PRESSURE GAUGE KIT AND TEST ALL 8 CYLINDERS (OR LESS FOR THOSE OF YOU WHO ARE CYLINDER IMPAIRED). NOW WHAT DO WE DO WITH OUR 10.5:1 BIG BLOCK WITH 170# AND A SLIGHT PING. YOU CAN PRETTY MUCH RULE OUT ADJUSTMENTS. YOU ARE GOING TO HAVE TO FIX THE FUEL. FIX IS RIGHT BECAUSE THE FUEL FROM THE PUMP IS FULL OF ADDITIVES BOUGHT FROM THE LOWEST BIDDER. THE QUALITY OF THE GAS DOWN AT THE CORNER CHANGES WITH EVERY TANKFUL. ON BORDERLINE ENGINES THIS CAN DRIVE YOU NUTS, SO LETS FIGURE A WAY TO BUILD IN A SAFETY MARGIN. OUR CHART FROM LAST MONTH SAYS THAT YOU WILL NEED 95 R+M/2 OCTANE. YOU CAN BUY A CAN OF WHAMMY LIKE 104+ OR LEAD SUPREME 130 OR SEVERAL OTHERS. THEY WILL WORK. PICK ONE THAT HAS A CHART ON THE BACK TO HELP YOU GET IT RIGHT. OR YOU CAN DO WHAT I DO AND BUY A LITTLE RACE FUEL. WHY? BECAUSE THE CAN OF WHAMMY DOESN'T DO MUCH FOR BURN SPEED, ENERGY VALUE OR COOLING EFFECT. YES IT WILL RAISE YOUR OCTANE RATING, BUT THAT IS IT. THERE ARE SEVERAL GAS STATIONS IN TOWN THAT SELL RACING FUEL. MOST OF IT HAS LEAD IN IT WHICH IS GOOD FOR THE VALVES AND SEATS IN OLDER ENGINES. IT IS ALSO DEATH TO A CATALYTIC CONVERTER. NOTICE THE SIGN SAYING "FOR OFF ROAD USE ONLY". LET YOUR CONSCIENCE BE YOUR GUIDE. MY CAR GETS ABOUT 10 MPG ON A PERFECT DAY SO IT DOESN'T SEE MUCH ROAD USE EXCEPT

ABOUT AN 1/8 MILE AT A TIME. WITH PUMP GAS WE HAVE NO WAY OF KNOWING WHAT THE RON OR MON ARE, ONLY THE R+M/2 AVERAGE. IF YOU ARE BUYING YOUR FUEL FROM SOMEONE LIKE VP RACING FUELS WHO USE ONLY MON HOW DO YOU DO THE MATH? HERE IS ANOTHER TWIST. IF YOU TAKE 90 OCTANE UNLEADED AND ADD AN EQUAL AMOUNT OF 110 OCTANE LEADED RACING FUEL IT SHOULD AVERAGE OUT TO 100 OCTANE, RIGHT? WELL NOT REALLY. THE PUMP GAS TODAY HAS THINGS IN IT THAT WORK WELL WITH THAT LEAD AND YOU WILL ACTUALLY END UP WITH ABOUT A 2% BOOST FOR FREE OR 102 OCTANE. I MIX 7 GALLONS OF 93 R+M/2 OCTANE AMOCO UNLEADED AT \$1.19 PER GALLON WITH ONE GALLON OF UNOCAL 76 LEADED 110 R+M/2 OCTANE AT \$3.49 PER GALLON FOR A BREW OF 95.125 R+M/2 OCTANE AT \$1.4775 PER GALLON. AT THAT RATIO THE SUPPOSED BOOST FROM THE MIX WOULD BE .125 FOR A TOTAL OF 95.25 R+M/2 OCTANE. AND YES MY 10.5:1 MOTOR RUNS AND RACES JUST FINE ON IT. WHAT ABOUT USING THE MON RATED FUELS LIKE VP? FINE DO THE MATH THE SAME WAY. YOU WILL END UP WITH A LITTLE HIDDEN FUDGE FACTOR THAT WON'T HURT A THING PLUS THE QUALITY OF THEIR GAS IS MUCH MORE CONSISTENT. FOR THOSE ON A LEAD FREE DIET VP CAN BE OF A BIG HELP TO YOU. THEY OFFER THREE DIFFERENT UNLEADED RACE FUELS ALL AT 100 R+M/2 OR BETTER. FOR THE LEAD HUNGRY VP CAN GIVE YOU SEVEN CHOICES FROM 105 MON TO 117 MON. THEY CAN BE CONTACTED LOCALLY AT MID WAY SUPPLY IN ASHLAND CITY. DIAL 615-792-5156 AND ASK FOR CLIFF. RACE FUELS SOLD AT THE PUMP IN TOWN ARE TURBO BLUE, UNOCAL 76, AND CAM 2. THESE ALL OFFER A BETTER LEVEL OF OCTANE, BURN SPEED, ENERGY VALUE, COOLING EFFECT AND QUALITY THAN THE 85 CENT GAS THE K-CAR OUT BACK WILL MAKE DO ON. HOW DO YOU START THIS PROJECT. SIMPLE, WORKING WITH SMALL QUANTITIES POUR IN MORE OCTANE THAN YOU KNOW YOU NEED. NOW SET THE TIMING BY EAR AND STAY TO THE RETARDED SIDE. TAKE IT DOWN THE TRACK OR WHAT EVER AND CHECK FOR PREIGNITION PING. NOW BUMP IT A LITTLE. DID THE ELAPSED TIME IMPROVE? BUMP IT AGAIN. YOU ARE LOOKING FOR GOOD THROTTLE RESPONSE WITH CONSISTENT PULL DOWN TRACK AND THROUGH THE RPM RANGE, NO FLAT SPOT, LAG OR NOSING OVER WITH THE BEST E.T. WITHOUT PING. NOW CHECK THE TIMING WITH AN ADJUSTABLE LIGHT AT 2500 RPM. FROM NOW ON YOU WILL HAVE A GOOD IDEA OF WHERE TO START WHEN RESETTING THE TIMING. NOW YOU CAN LOWER YOUR OCTANE BY 1 OR 2 POINTS UNTIL YOU HEAR A PING AND THEN GO BACK TO THE PREVIOUS BREW. LET'S SAY YOUR TIMING IS AT 36* ADVANCED AND THE OCTANE IS 98 R+M/2. FROM NOW ON YOU DON'T HAVE TO LAY BACK ON THE TIMING AND THROW IN 5 OR 10 EXTRA POINTS ON THE OCTANE. IT CAN SLOW YOU DOWN AND IS EXPENSIVE. SO STOP BURNING DOWN YOUR MOTOR WITH POOR QUALITY GAS. YOUR VALVES, SEATS, PISTONS, AND ROD BEARINGS WILL THANK YOU.

BIG BLOCK BILL

Mopar Nationals ***"Return to Brice Road"***

If you did not make it to Columbus, Ohio, this year; you missed a great time. The race car pits were full, as was the judged show car field. The judge car field was double the amount from the previous year at Indy.

We arrived around 2:00 p.m. on Thursday. We unhooked the trailer and made a dash to the parts section. There were several vendors already set up, so I managed to do a little early shopping.

Friday was a long day. We got to the track at 7 a.m. We unloaded the car, set up the umbrella and done a little touch up cleaning and the next thing I knew it was 10:30 a.m. and it was time for the judges' meeting.

Gary Fields and I judged the E-body modified and trucks modified. We finished about 4 p.m. While I was judging all day, my wife had the important job of staying with the car. We were parked beside some very nice people, so she made a lot of new friends.

Below are a few pictures that I took. Our show is September 26th & 27th. I hope to see you there.

Wayne Hall, V.P.



Gary Fields
Dresden, TN
'68 GTX



Rich & Karen Blanke
Pavilion, NY
'73 Cuda



"Modified Barracuda"



"Drag Racing"

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OLDIES 96.3

All Oldies . . .

All the Time!

Woodward Dream Cruise

Here are a few pictures from this years Woodward Dream Cruise near Detroit, Michigan. The weather was perfect with temperatures in the low to mid 80's and the scenery was like the name implies- a dream.

This writer is fortunate in that working for Holley. I have attended many different car shows and races, but none match the diversity and excitement that was experienced at this year's Dream Cruise.

I grew up just a few miles from the infamous Woodward Avenue where cruising and street racing gained popularity more than 50 years ago. We could spend every Friday and Saturday night on this four lane blacktop boulevard. Prior to 1980 there were no organizers or promoters luring cars in with big prizes and goody bags. It was just an impromptu car show that happened naturally every weekend. You could come and go as you please, and there were always new people to meet.

Around 1980 the cruising and "hang'n" out was basically shut down by the local law enforcement spurred on by complaints of traffic and parking problems caused by those kids and their cars. Hey,

what else was there to do? We were too young for the bar scene and too old for roller skating.

Three years ago the first Dream Cruise was born and the event has grown by 50% each year. The cruise route spans 15 miles and there were over 1 million people and 12,000+++ specialty cars in attendance. There is no official registration as the event takes place on a route that spans through several different communities with concerts, car shows and family events happening in each one. It would be similar to having Dickerson Road jammed with muscle cars and street rods from Goodlettsville to Springfield in both directions. It was awesome! A local television station covered it live all day on Saturday.

While the Dream Cruise is only a one day event, we rolled into town about 7 p.m. on Thursday and there was plenty of cruising going on already. In fact many of cars out on Thursday never even came around on Friday or Saturday. There were different cars coming and going all weekend long.

All I can say is, if you want to experience what it was like cruising in the 60's then plan to make next year's event. You won't be disappointed!

Brian Salvati



Duggan's open air restaurant over looking Woodard
Note: Grandstand on right



Saturday Afternoon
Crowds in every direction!

FYI

WE HAD A BIG TURN OUT AT THE AUGUST MEETING. THE TWO RIVERS PARK WAS A GREAT PLACE AND THOSE BRIGHT COLORED MOPARS WERE PARKED WITHIN EASY SIGHT OF THE MOTORISTS ON BRILEY PARKWAY. S. R. SMITH MEATS OUT DID THEMSELVES WITH BURGERS, POLISH SAUSAGE AND BAR-B-Q. THE SIDE DISHES AND DESERTS WERE DELICIOUS. THOSE WHO STAYED AFTER THE MEETING HAD A GREAT TIME AT THE WATER PARK. THE NEXT MEETING WILL BE ON SUNDAY 9/20/98 AT 2:00 P.M. AT MEINEKE DISCOUNT MUFFLER AT 960 MAIN STREET IN EAST NASHVILLE. WE WILL BE STUFFING THE GOODY BAGS FOR THE CAR SHOW. ANY OF YOU WHO HAVE ITEMS FOR THE GOODY BAGS PLEASE SHOW UP, AND WE CAN USE THE MAN POWER TO HELP GET THE JOB DONE QUICK. THEN ON FRIDAY 9/25/98 WE WILL HAVE OUR SET UP SESSION AT TENNESSEE SPEED SPORT ON TWO MILE PIKE AT 12:00 NOON. FRIDAY NIGHT AT 5:00 WE WILL HAVE EARLY BIRD REGISTRATION AND THE CRUISE BEGINS AT 7:00. ON SATURDAY REGISTRATION BEGINS AT 8:00 IN THE MORNING AND GOES UNTIL 3:00 IN THE AFTERNOON WITH JUDGING FROM 10:00 A.M. TO 5:00 P.M. HOOTERS WILL BEGIN SERVING THE PARTY GOERS AT 6:00 P.M. UNTIL ??? ON SUNDAY THERE WILL BE NO REGISTRATION AND ALL SHOW CARS MUST BE BACK BY 9 A.M. TROPHIES WILL BE HANDED OUT MID AFTERNOON. YOU HAVE HEARD US SAY IT BEFORE, WE NEED YOUR HELP. IF ONLY FOR A FEW HOURS, IT ALL HELPS. PLEASE CALL 615-449-1260 AND LET ME KNOW WHEN YOU CAN HELP. IF I'M NOT THERE PLEASE LEAVE A MESSAGE ON THE MACHINE. WE SEEM TO HAVE A HIGHER NUMBER OF EARLY ENTRIES AND VENDORS THIS YEAR. LOOKS LIKE IT SHOULD BE A GREAT SHOW.

SPONSORSHIPS

AS THE CAR SHOW APPROACHES IT IS IMPORTANT TO SELL SPONSORSHIPS FOR EACH CLASS. THIS IS WHAT MAKES IT POSSIBLE TO HAVE SUCH A GREAT SHOW. EACH CLASS IS \$75.00. THAT MONEY BUYS 1ST, 2ND, AND 3RD PLACE TROPHIES AS WELL AS ONE YEAR'S ADVERTISING IN OUR NEWSLETTER. ALSO REMIND THEM THAT A VENDOR SPACE AT OUR TWO DAY SHOW IN THE TENNESSEE SPEED SPORT PARKING LOT IS ONLY \$10.00. EACH YEAR WE HAVE ABOUT 150 PARTICIPANTS AND HUNDREDS OF SPECTATORS.

MOPARTS

FOR SALE: 1979 LIL RED EXPRESS. STARTED GROUND UP RESTO. NO TIME. \$4500 OBO 615-384-5683 MARK.
FOR SALE: 1967 BARRACUDA FAST BACK. 360 V-8, 727 A/T, 4.11:1 SURE GRIP, NEW FLOOR PAN & CARPET, ELECTRONIC IGNITION. \$3000 615-746-9510 LARRY.
FOR SALE: 1968 DART GT. GOOD BODY & FRONT END. 318, 904 A/T, W/TITLE. \$400 615-746-9510 LARRY.
FOR SALE: 1967 PLY BELVEDERE II. 4-DR, 318, A/T, PS, A/C, AM/FM. \$1500 OBO 615-274-6606 PHIL.

FOR SALE: 1964 PLY BARRACUDA. 273 COMANDO, 4-SPEED, VERY STOCK, NEEDS SOME WORK, DRIVE HOME. \$3500 615-851-4371 BUTCH.

FOR SALE: 1968 CARGER. 383-HP, LITE GREEN, A/T, PS, PB, A/C. \$1500 615-331-5081 MONICA.

FOR SALE: '84 8 1/4" COMPLETE REAR END \$50, 440 C 4-BBL INTAKE \$25, HOLLEY 670 PROJECTION LIKE NEW \$300. CALL BILL 615-449-1260.

FOR SALE: 1970 DODGE CORONET 440 2DR HT. 318, A/T, A/C, PS. \$1800 JIM AFTER 3 PM 615-382-1366.

FOR SALE: 1970 AIR GRABBER HOOD FOR ROAD RUNNER. \$900 MIKE 615-382-2685

FOR SALE: 1974 PLY DUSTER 225 SLANT SIX, A/T, A/C, P/S, NEW TIRES, ORIGINAL SPARE, 45,000 MILES. \$2,500 CALL WAYNE 615-754-2861

FOR SALES: NEW BB ELEC INGNITION KIT \$125, SPACE SAVER SPARE F78X14 \$100, MP COMPUTER FOR 318-360 MAGNUM \$100. DAVID 502-475-4086

WE NEED YOUR MOPARTS. PLEASE CALL THEM IN TO 615-449-1260 OR MAIL TO THE PO BOX BY 10/2/98.

WINNING WAYS

MUSIC CITY RACEWAY: MOPAR VS. FORD RACE
BILL BRADLEY MIKE BOER
ROBERT VACHUNEK THE PUGH'S

UPCOMING EVENTS

9/13/98: CHRYSLER CLASSIC CAR SHOW AND DRAG RACE AT MOROSO MOTORSPORTS PARK IN WEST PALM BEACH, FL. CALL RICK 407-847-0690.

9/26-27/98: MUSIC CITY MOPAR CLUB CAR SHOW. NASHVILLE, TN. 615-449-1260 615-382-1430.

10/2-3-4/98: SOUTHERN SURVIVAL SHOOTOUT @ MUSIC CITY RACE WAY. \$4400 IN FOOT BRAKE PAYOUTS. 615-876-0981 615-264-0375

10/3-4/98: NMCA STREET CAR SHOOTOUT. ATLANTA DRAGWAY IN COMMERCE, GA. 1-800-213-4883.

10/8-11/98: PENNZOIL NATIONALS AT MEMPHIS MOTORSPORTS PARK. CALL FOR INFO 901-358-7223.

10/10-11/98: 10TH LOWCOUNTRY MOPAR SHOW. CHARLESTON, S.C. CALL DAVE 843-851-1969

10/17/98: 10TH MOPARS IN MEMPHIS CAR SHOW. 901-757-7814

10/17/98: 9TH ANNUAL ANTIQUE AND CLASSIC CAR SHOW AT PINKERTON PARK IN FRANKLIN, TN. CALL GEORGE AT 615-790-7909 FOR INFO.

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WAYNE HALL: VICE PRES. 615-444-1521
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