



.Greetings fellow Music City Mopar Club members!

Please note that if you have not renewed your Membership for 2014 this Newsletter will be your last official Club communication. Thanks to all of you who continue to support the Club and all things Mopar.

It was decided that the January meeting will be at Martins BBQ Joint in Mt. Juliet on Sunday January 26<sup>th</sup>. Social hour is from 1 until 2 and the meeting starts at 2.

Come and join us for a fun afternoon of good food and good talk with our fellow Mopar club members. We will see you there.

The address:       **Martins Bar-B-Q Joint**  
                          **200 Crossing Lane**  
                          **Mt. Juliet, Tennessee**

Directions: From Nashville, Take I - 40 East to the Mt. Juliet Road Exit, 226-A, and exit onto South Mt. Juliet Road. Proceed approximately 0.25 mile and Martins will be on your right.

*WE NEED SOMEONE TO BE THE NEWSLETTER EDITOR AND SOMEONE THAT WOULD WRITE SOME ARTICLES.*

The Indy swap meet is coming up March 1<sup>st</sup> and 2<sup>nd</sup> and there will be a club booth with several members planning to attend. They will be staying at the Super 8 motel in Castle, Indiana. If you have parts to sell or want to attend the show, the club has passes available. Contact one of the club officers for more information.

The Hunters show is coming up in March, for information read the attached note from Jim Peach and contact him at 615-975-9188.

The 13<sup>th</sup> Annual "New Orleans Mopar Show" {[www.bigeasymopar.org](http://www.bigeasymopar.org)} is the week-end of March 14<sup>th</sup>. Several club members plan to attend. For more information please contact Mike Wilkins at 615-766-0081.

# Music City Mopar Club



Dear fellow Gear-heads,

First, I hope everyone had a great Christmas and enjoyed their New Year. I'm sending out this email to alert you that the Hunters Show is now - just **TWO MONTHS** away, **March 8th and 9th**. We need to have 26 cars {at least} attend this show from the Music City Mopar Club. Hunters has said they would like all of us to attend.

As all of you know, Hunters is one of our long time sponsors. This would go a long way for Hunters having a great show and letting other Gear-heads living in and around Music City know there's a great Mopar Club here for them to enjoy and join. As of Jan 6th, I know of 6 to 7 people who will attend the show. This isn't half of the cars we need to have there.

OK, here is what we the club will do to enlist your support.

**THE CLUB WILL PAY THE FIRST \$20 DOLLARS OF THE \$35 DOLLARS NEEDED TO ENTER YOUR CAR IN THE HUNTERS SHOW.** How can you go wrong there? That leaves you paying **\$15** dollars to show off that MOPAR of yours. Gear-heads, we all know our Mopars are the best out there and we should want to show them off.

Now you may say to yourself, what's the catch? Well, here it is:

We as a club need to send in the check to Hunters, because the club is picking up the first \$20 dollars. That means, all entry forms need to be mailed to the clubs address no later than January 21th or just come to the January club meeting at Martins Bar-B-Q in Mt Juliet and enjoy the meeting and great food.

Now, this is what you will need

1. The entry form filled out.
2. A check or cash to the club for **\$15** dollars.
3. Two current pictures of your car with your entry form. (the pictures should be side angles of your car) If you do not have pictures, some can be taken at the January Club Meeting.
4. Last, very important item, this all needs to be completed by **(FEB 1)**. **THIS IS WHY I'M SENDING YOU THIS NOTE.** Entry forms will be available at the January Club Meeting.
5. Then show up and enjoy the Hunters show with your Gear-head brothers and sisters.

For the club members who never showed at the Hunters show, let me tell you, it's a blast.

Please, if you have any questions about the Hunters show or anything else, please feel free to call me or Stan Hardcastle. We want to hear from you.

Thanks so much for your club support of this show,

Jim Peach

615-325-0606 home

615-975-9188 cell

**LOCAL**

**January 18-19, 2014 “23<sup>rd</sup> Annual Nashville Auto Fest”** at the Nashville Expo Center, Nashville Fairgrounds, Nashville, TN. For additional info call Keith at (502) 893-6731 or e-mail: [info@nashvilleautofeat.com](mailto:info@nashvilleautofeat.com)

**February 2, 2014 - Annual Stones River Region AACA Parts Swap Meet** Nashville Expo Center, Nashville Fairgrounds, Nashville, TN. 6:30am – 3:30pm. \$5 admission, Free parking For more information call (615) 896-9560 or e-mail at [stonesrivercarclub@gmail.com](mailto:stonesrivercarclub@gmail.com)

**February 16, 2014 - 4<sup>th</sup> Annual Winter Swap @ the Wilson County Fairgrounds**

**February 22, 2014 – 4<sup>th</sup> Annual Automobilia Collectors Swap Meet, Mid-TN Expo Center, Murfreesboro TN.** Admission \$8. For more info call 615-364-1828

**March 8-9, 2014 “Hunter’s Auto Expo”** at the Tenn. State Fairgrounds, Nashville, TN. For more info call (615) 227-6584 or visit [www.hunterscustom.com](http://www.hunterscustom.com)

**NATIONAL**

**March 1-2, 2014, Annual Chrysler Performance Trade Show and Swap Meet”** at the Indiana State Fairgrounds, Indianapolis, IN. Call (317) 862-0226 for details or visit <http://www.indyheads.com>

**CRUISE INS**

***DENNEY  
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***HUNTERS***

***GUNSLINGER  
Automotive  
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# NASHVILLE



DODGE

Jeep



Contact Jack Jarvis 615-753-1900

[jjarvis@premierautomotive.com](mailto:jjarvis@premierautomotive.com)

Dealership phone 615-866-6060





**For Sale:** I have several engines for sale, one 318, one 383 '67 model complete runs, one 400 runs good, various prices for each or package deal. Contact Chris Clew for more details. 615-410-8717 or [cruz400@aol.com](mailto:cruz400@aol.com).

**For Sale:** What do you need? Call James (615) 860-9691

**For Sale:** 1950's – 1980's Mopar parts, bodies, and engines for sale. Have many cars and trucks and a few vans. I have been here 35 years. Contact David Cato at 615-384-8903 or 615-513-9691 or e-mail at [hemidodgetruck@aol.com](mailto:hemidodgetruck@aol.com)

**For Sale:** '69 Plymouth Sport Satellite four-door parts car. Original 318 rebuilt needs some assembling; original rebuilt trans. Drive train out of car. Call Kyle @ 686-8934 with reasonable offer. Leave message.

**For Sale:** Brand New Factory Left Front Fender {Still In Original Mopar Fender Box}. Brand New Factory 1 Piece Solid Chrome Front Bumper. Brand New Factory Grille with Polished Stainless Steel Bar Grille Inserts. "Package Deal" All 3 Parts for \$600. Call Nick Willmore {615} 449-1210 [theduke001@hotmail.com](mailto:theduke001@hotmail.com).

**For Sale:** 1983 Dodge RamCharger SUV, 2WD, all original no modifications. Includes Auto,P.S, A/C & Alloy Wheels. It is a 150 Royal SE model with a 318, 2 bbl engine. It has been parked under cover for awhile and does not have any rust. \$2200. Contact Chris Bielaczyc at 615-439-7326

**For Sale:** 1969 Plymouth Barracuda It's a one owner with 83,000 miles...in need of restoration, car is complete and in Franklin, TN. Contact Don at [dbcodymav2@gmail.com](mailto:dbcodymav2@gmail.com) cell# 615-804-3738

**For Sale:** 1972 Dodge Demon 340 project car. It is a "340" body and I have a good title. Call Chris Bielaczyc at 615-439-7326

**Wanted:** Good Front Bumper for a 68 Roadrunner. Contact Pat McVay at [Patrick.mcvay@gmail.com](mailto:Patrick.mcvay@gmail.com)

**Wanted:** I am looking a body (do not need drive train or interior) A 68-69 Plymouth or Dodge Coronet or Charger, Also looking for body of 1970-1974 Cuda or Challenger. Can't be too rusty and must have title/bill of sale Contact Richard @ 615-849-3836 or email [rfleener@comcast.net](mailto:rfleener@comcast.net)

**Wanted:** If any of the Mopar Club knows of or want to sell a Dodge Dakota I would like to know about it. Looking for something around 2004 vintage, 4 Wheel drive, 6 cylinder and four door. Contact Byron E White (615)883-6579 / [askbyron@outlook.com](mailto:askbyron@outlook.com)

New ads for the Mopar Market, requests to extend an ad, or request to remove an ad should be E-mailed to [wayne.hall@tn.gov](mailto:wayne.hall@tn.gov) or call 615-812-5274.

The following article is from “allpar.com”:

## Mopar celebrating 426 Hemi

Posted on January 9th, 2014 • by David Zatz

Mopar is celebrating the 50th anniversary of the [426 Hemi](#), the second generation of its famed Hemi V8 [engines](#). A new logo’s elephant refers to the nickname “elephant engine,” resulting from its imposing strength, power, and size (the hemispherical heads added quite a bit to the engine’s width). The orange color comes from the paint 426 Hemi’s original paint color.



The [first Hemi V8s were launched in 1951](#), and were the company’s very first V8 [engines](#); they were more efficient than those of domestic competitors, but also more expensive to build. After a time, the company followed GM and Ford by using simpler heads (cutting engine weight and cost) with more cubic inches to make power, and the original Hemi series was ended.

The second generation Hemi — the first to be called by that name — was built for racing, with a “Circuit” or “Track” engine and an “Acceleration” or “Drag” engine. The 426 Race Hemi was introduced at the Daytona 500 in February 1964, with legendary driver [Richard Petty](#) winning the race handily in his [Plymouth](#); all of the top three finishing positions went to the new powerplant. Petty earned the NASCAR championship in 1964 with Hemi-powered cars and 26 wins. That version had 400 horsepower and had a compression ratio of 12.5:1.



In the National Hot Rod Association (NHRA) drag racing competition, [Don Garlits](#) broke the 200-mph barrier using the same engine, travelling the quarter-mile in 7.78 seconds at 201.34 mph.

For the following season, NASCAR demanded that all engines used for its races must be available in production vehicles; Chrysler left NASCAR for 1965, focusing on drag racing while engineers created the “Street Hemi.” A lighter drag racing package, A-990, debuted in the NHRA Super Stock class in 1965 in [Dodge](#) and [Plymouth](#) vehicles with altered wheelbases, launching the popularity of Funny Cars. To this day, a version of that engine still powers every single Funny Car and Top Fuel engine regardless of being badged by other manufacturers.

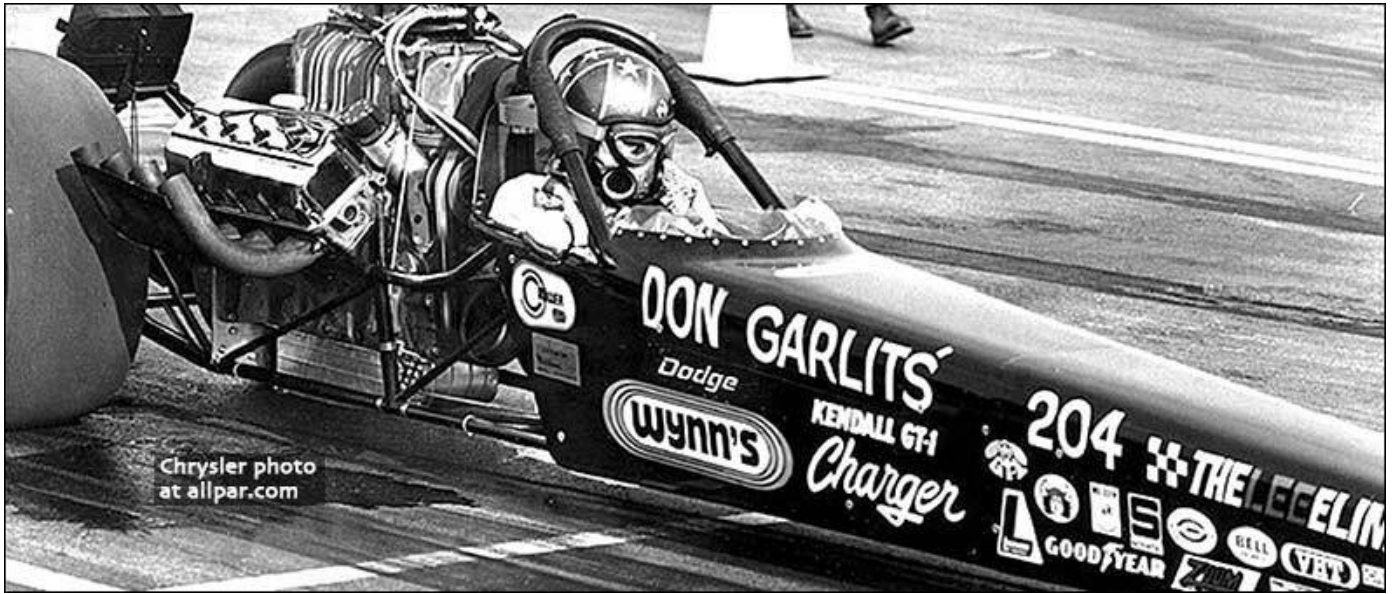
The “Street Hemi” was launched in 1966 cars, allowing Plymouth to return to NASCAR, winning numerous races and championships. Drag racers were provided with the street version, which they could modify, except for 75-each limited edition 1968 [Dodge Dart](#) and Plymouth Barracudas powered by the 426 Race Hemi.

The heritage of those cars is celebrated each year with the Hemi Challenge in the Sportsman class at the NHRA’s U.S. Nationals in Indianapolis; starting in 2001, the Hemi Challenge features these classic muscle cars. Mopar also established the “[Tom Hoover Sportsman Challenge](#)” ([Mr. Hoover](#) is known as “the father of the Hemi”) at the start of the 2013 season, with a winner selected from the Sportsman Stock or Super Stock classes.

The innovative engine’s offspring live on, not only in the NHRA within all Funny Car and Top Fuel machines, but also within both new production and classic heritage vehicles thanks to the current day products (including crate engines).



A special product line of Hemi merchandise has been created to mark the 50th anniversary celebration; it will be launched throughout January at [Mopar.com](http://Mopar.com) and will include clothing, lighting, clocks, a pub table, and stools. Initiatives and events surrounding the 50th anniversary will be announced shortly.



The Ramchargers' 1964 A/FX entry, purchased from Hodges Dodges.  
via Mike Buckel at allpar.com



# HISTORY OF THE CAR RADIO

{submitted by Jack Stone}

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference.

When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

## WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car

radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world -- And it all started with the car radio.

## WHATEVER HAPPENED TO ELMER AND WILLIAM?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! And It all started with a woman's suggestion!!*