

July 90

Picnic Time is Near!!
(No regular meeting this month)

The picnic will be held July 28 at Cane Ridge Park. This beautiful spot is near LaVergne not far from our usual meeting spot. We have reserved a pavilion, there is a playground, plenty of parking, and the club provides the hamburgers and hotdogs. What could be a better deal than that? All you need to bring is what you want to drink - no alcohol, park rules - and a condiment or two.

We will meet at the Harding Road complex at 10 and leave for the Matco Tool distributorship (on Murfreesboro Road South of the Starwood Amphitheater) shortly thereafter. We want to meet again at Matco Tool area at 10:45, so if you don't want to drive to Nashville meet there instead. Then it's on to the picnic area - rain or shine!

Please bring your families, your cars, and any potential members. Let us know how many you plan to bring by Monday, July 23 so we can pick up the right amount of meat. We can also coordinate the condiments. Call Scott at 793-9262 or Joel at 890-6050 as soon as you can. We are looking forward to having a great time! We plan to cook at 12:00 and must leave the pavilion by 3:00.

Upcoming!

The car show has been scheduled for September 29 to be held at the Matco Tool Distribution Center. This will be a Mopar only show and we have 13 classes planned. We need your help to make this show a success. Anyone who has access to tables, chairs, tent awnings etc., please

contact Scott or Ricky Richter.

Current plans are to start registration at 8:00 and end it at 12:00 with the judging at about 2:00. We need workers for this plus people to man the refreshment stands, help with awards and souvenirs etc. If we all pitch in, the show will be a breeze and the club will be well established in the area. It is important the first show go well.

Drag Racing!!

Enough members have indicated interest in renting a drag strip for an afternoon. Union Hill is available. Rent must be divided among members who want to use the strip or we might have an open meet. Call Ricky Richter if you want to get involved in planning this event.

Southeast Mopart Trader

Mention the Music City Mopar Club name and get \$1.00 off regular subscription price of \$6.00 - for 12 issues. Such a deal! Address is S.M.T., Dept. S, 500 Copeland Road, Greer S.C., 29651 or call 803-848-9043 Lots of good parts and cars listed.

Parts For Sale

440 main caps, oversize pistons, 440+6 harmonic balancer - Stacey Rogers 789-9239

1968 Charger body, \$350 Jay Catignani, 383-2180 or 259-6080.

Good 318 and auto trans \$200 Eugene Harding 331-9126

Bell housing, starter, flywheel for 426 Hemi \$175, Dale McDaniel 868-2631

4 piston disk brake set up for A-body. \$250 Charles Vaughn 781-0761

Body parts for 1973 Road Runner, 440 c.i. intake for 440, also cam. Tim Bauer 333-9819

B body 6 way seat, b.b. 6 barrel aluminum intake and 1968-70 Charger parts. Randy Gann 898-4746

Tellico Mountain Motors and Junk Yard has some hard to find cars and parts. 253-3393

Help Me!

Ralley hood for 1973 Challenger. Tim Bauer 333-9819

Inside rear window trim, blue, for 1968 Road Runner. Pat McVay

I need a 8.75 3.23 ratio gearset, chunk, or rear end for 69 Dart. Also 69 340 motor. Lou Abba 860-4274

I need a windshield for a 1970 Super Bee. Marty Gundt. 896-0358

I need 340/60 4 barrel intakes. Also pre 1976 360 heads. Charles Vaughn 781-0761

Wanted E-body big block cars or parts. Will trade open 4.10 for posi-3.23. Stacey Rogers 789-9239

Need driver's side grill, tach, black dash pad, Magnum 500s (14x5.5) for 1970 Super B Jay Catignani 383-2180

Need 2 Cragar S/S 14x6 of 7" wheels. Chrome valve covers for big block Scott Wilburn 793-9262

Need 1970 Challenger grille, interior panels in black. Call John Beard 791-0254

Need 3.91 and 4.10 8.75" chunk. Call Tony Ashburn 832-1343

Need 3.55 or 3.91 chunk with posi. Manual steering column for 65 Coronet. Gerald Ladd 832-2351

Need a 1972 440 Magnum for Charger. Also 3.55 posi unit for 8.75". Ricky Finley 355-1011

Cuda or Challenger body Jay Vivrette 776-5449

1971 Charger emblem for dash. James Bruce 791-5810

Wheel opening moldings for 1973 Challenger. Bill Sanders 895-6676

Parts for 1969 GTX grille and turn signals, Joe Johnson 255-3841

Cars For Sale

1969 Dart Race car, 5.13 gear, no motor or trans. Jay Vivrette 776-5449

1967 Dart GT Convertible V8, auto air. New front end parts. Runs but needs restoration. Marty Gundt, 896-0358

1972 Dodge Charger body. Was small block auto car. \$350 Scott Wilburn, 793-9262

2-1973 Road Runners. One is a parts car. James Bruce 791-5810

1965 Plymouth Satellite, 360 V8, 2 door HT. \$1200, Bill Pollard, 793-5214

1969 Road Runner, 4 speed. \$1500, Jerry Jackson, 654-3282

1969 Dodge R/T, original paint. \$3000, Ricky Richter 865-6746

1970 Dodge Super B \$1000 Call Stacey Rogers, 789-9239

1970 Coronet 2 dr. 318, auto.
\$700 Scott Wilburn 793-9262

1966 Sport Fury 2 dr ht, \$350,
Call Bill Smithson, 868-9712

1972 Charger Body \$200, 1968
Charger Body \$600 Call John T.
Beard 791-0254

1970 Superbee, 383, 4 speed,
excellent but needs paint.
\$4000, Jeff Shrum, 228-3308

72 Charger and 68 Charger
bodies. \$300 and \$400.
Charles Vaughn, 781-0761

1966 Dodge Coronet 440, 2 dr,
318 auto, rough, no title \$200
or offer. Dale McDaniel 868-
2631.

1963 Dodge Custom 880, auto,
air, ps etc. White/red.
\$2500 Bill Watts 459-3769

1968 Charger sitting in field,
Call Jay Catignani 383-2180.

1969 Cuda Formula S. \$4500
Randy Gann 898-4746
T-shirts can be ordered at the
next meeting. They will be \$8
each. \$4 deposit upon
ordering. Have them for the
shows!!!

HENSLEY

RACING ENTERPRISES

600 Holley carbs, used, 2 only, priced each. \$30.00

#3502821 Rear window defogger kit, fits a 68-69 Charger \$40.00

TRW 12.5:1 Hemi pistons, std. bore, used set \$300.00

#3690730 deep Trans pan \$28.59

'69 Dart front bumper, good condition \$75.00

Pair of 273 original valve covers \$40.00

L2355F +.030 440 6pack pistons, NOS, no more available! \$350.00

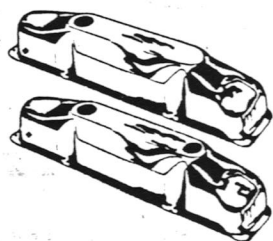
'73-76 Duster fiberglass frt bumper, new \$75.00

273 (SB) adjustable rocker arms and shafts, set, used \$100.00

CA332 6pack air filter \$30.00

Wieand aluminum hi-rise manifold, 383-400, used \$100.00

 Mopar
PERFORMANCE



#4349633 Direct Connect. valve covers, chrome, BB \$38.96

#4349632 Direct Connect. valve covers, chrome, SB \$37.46

NEW chrome oil pan for 273-340, stock type \$60.00

Chrome plain valve covers for SB \$25.00

#19760 Moroso oil pan, BB stock type, chrome \$105.96

#68180 Moroso chrome valve covers for BB \$45.00

Chrome valve covers, SB \$27.50

Chrome valve covers, BB \$25.00

#20760 Moroso oil pan, black, deep, BB \$106.47

#4120237 DC Cam and lifter package 292-509 BB \$132.76

340 Stock hydraulic cam \$62.03

Stage III cam ,BB 320-519 solid \$68.96



273-318 stock hyd. cam & lifter package \$105.21

392 Hemi pistons, std bore, 10.25:1, new TRW, set \$300.00

383 Edelbrock Torker intake manifold, new \$150.00

Cast Iron 4bbl Intake, 68-69 440, 2806178 \$50.00

Cast iron 4bbl intake, for a Thermoquad, 440 \$40.00

Twin snorkel air cleaner \$60.00

SB Factory bellhousing \$50.00

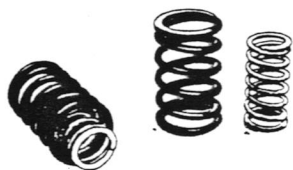
426 Hemi Rat Roaster, bottom only \$250.00

340 A-body left side exhaust pipe, new \$45.00

#4529004 Old style DC valve covers, BB chrome, new! \$63.75



- #24750 Moroso deep oil pan pick-up \$31.43
- #72650 Moroso Blue Max plug wires, SB, street 8mm \$42.59
- #72660 Moroso Blue Max plug wires, BB, street 8mm \$42.59
- #4120993 Timing tape \$2.96
- 6pack vacuum diaphragms for end carbs, ea. \$8.00
- #74100 Moroso master cut-off switch, new \$20.79
- Brass freeze plug kit for BB \$9.00
- Pushrods for solid lift, adjustable rocker arms for BB, new \$49.00
- #99838 Crane double /alve springs f/SB, new set \$84.87
- 340 HP valve springs w/dampners, new set \$45.00
- 440 HP valve springs w/dampners, new set \$45.00



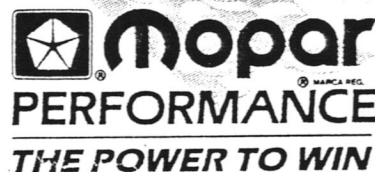
Pair 273 heads, cast# 2466315, hot tanked, magnafluxed, guides recon, valve job, spring height checked, w/340 springs \$300.00



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SAT 10 til 2

- Turbo Action race frt band \$35.00
- #2466326 Flex plate, 6 bolt to Hemi/race convertor \$15.00
- Flex plate for 360 w/cast crank, B&M \$35.00
- Tranny cooler, 20,000 GVW \$20.00
- Crane rocker arm adjusting screws and nuts, BB/SB \$20.00
- Flex plate bolts, race/Hemi \$7.20
- Axle hold-down straps w/D rings, each \$8.00
- Chrome dipstick, SB \$6.50
- #4120068 BB HP rod bolts \$22.20
- Chrome water neck, all V8s \$6.50
- #4349278 Chrome distributor hold-down, SB \$3.70
- Chrome distributor hold-down, BB \$3.75



- Bronze distributor bushing \$4.00
- New stock rocker arm shaft, SB, each \$15.00
- New stock rocker arm shaft, BB, each \$15.00
- 273-340 Adjustable rocker arms, new, set \$125.00
- #4120692 340-360 tear-down gasket set \$27.50
- HPG-1 Fram race gas filter \$35.00
- 340 roller timing chain set \$35.46
- 6pack rods, recond, set \$150.00
- '72 340 short block, newly reconditioned and blue printed by KRH. \$1500.00
- R9224 +.035 440stk Speed Pro piston rings, set \$65.00



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From:
Joe Hilger
Manager - Parts Marketing



PRESERVING THE MOPAR HERITAGE:

Escalating interest in Chrysler-built vintage cars has raised questions among some enthusiasts as to the availability of restoration parts from Mopar and other aftermarket manufacturers. To help dispel concerns among loyal Chrysler marque enthusiasts — particularly in view of recent actions taken by all manufacturers to protect their trademarks — we feel it is helpful to provide the following background:

In 1984, the U.S. Government passed the Trademark Counterfeiting Act. Prior to this law, counterfeiters were having a heyday reproducing products of reputable manufacturers using trademarks they had no right to use. This not only resulted in multi-million dollar crime, it raised problems for car companies and consumers who were unknowingly buying inferior products they thought were the real thing. The government initiative not only helped all consumers, it also mandated that companies get busy protecting their trademarks...or lose them!

MORE THAN A NAME

A trademark is the legal licensing and exclusive protection of any word, name, symbol, or device, or combination thereof adopted by a manufacturer to identify its goods and distinguish them from the goods of others. Trademark laws are designed to protect the public from deception as much as they are to protect American industry and jobs. Chrysler has invested years in developing a reputation of quality and integrity with trademarks such as the Pentastar, Jeep, Mopar, etc. Protecting and upholding the reputation these trademarks represent is a primary responsibility and concern of the corporation.

COUNTERFEITING ISN'T NEW

Counterfeiting isn't new. You may have heard stories about the "super buys" on what turned out to be imitations of Gucci wallets, Rolex watches and even Cabbage Patch dolls. Counterfeiters undermine legitimate businesses and no one is immune. From pharmaceuticals and computers to military hardware and auto parts, hundreds of fake products are sold worldwide. Even worse, some counterfeit parts may cause injury or even death.

WE SAY — BUYER BE AWARE!

Just how serious is the problem? Some people say it is a matter of "Buyer Beware" and have little sympathy for the person who buys a cheap "knock-off" of a \$7,000 watch only to find it is a fake. The same people might be more concerned over bogus "high strength" fasteners which could compromise safety in commercial and military aircraft. In medicine, imitation amphetamines and tranquilizers have led to paralysis or death.

AUTO PARTS NOT EXCLUDED

In the auto parts business, we've seen bogus replacement brake shoes so soft they could be scratched with a fingernail. In fact, one set of counterfeit brake linings wore out after one stop. We've seen anti-freeze that corrodes cooling systems and transmission fluids that solidify at low operating temperatures. We know of belts that have a load life of only 15% of OEM specifications. We've also heard of transmission gasket kits sold under the Mopar brand featuring imitations along with some original equipment gaskets that weren't so easily copied. This isn't just a Chrysler problem, GM and Ford are every bit as concerned.

WHO'S LIABLE?

Trademark infringement responsibility extends beyond the manufacturer. Distributors, retailers and installers must be cautious, too. They run a great risk if they knowingly sell/install counterfeit or imitation parts and pass them off as "genuine" or sell/install a bogus part that fails, or worse yet, causes an accident. Unfortunately, when an unsuspecting consumer has a problem, he or she inevitably blames the legitimate manufacturer, not the phony one.

There are various levels of illegal trademark infringement: counterfeiting, the most blatant; simulated original parts, even though a trademark may not be present, and look-alike packaging. Unfortunately, not all forms of product reproduction are as clear cut from a legal standpoint. Chrysler presently is focusing on blatant counterfeiting and trademark infringements. For legitimate manufacturers, we've established a licensing agreement program whereby certain requirements and safeguards can be met. (Continued)

**Counterfeiting —
big business that needs
to be stopped!**

Counterfeiting is a "big bucks" business, according to the House Energy & Commerce Committee, which presided over hearings on the subject in 1988. Direct losses tied to counterfeiting approach \$20 billion a year. While much of the problem stems from imports, experts estimate 20% of the world's fakes are made in the U.S. — often the work of marginal producers who can't turn a profit legally. According to the Commerce Department, at least 750,000 U.S. jobs have been lost because of counterfeiters.

CHRYSLER CLUB REACTION

Regrettably, the trademark law extends across the board and includes the use of Chrysler trademarks in the name of many Chrysler owner clubs. A letter was sent out recently indicating that a licensing agreement must be signed to allow a club to continue the use of the trademark in the club's name.

Unfortunately, the scope of the trademark problem was not clearly explained in the letter and caused a negative reaction on the part of some clubs. The letter should have pointed out, that in order to conform to the trademark law, Chrysler needs an agreement with whom-ever is allowed to use its trademarks. It's that simple. All the club has to do is sign and abide by the agreement.

Let me reaffirm that our longstanding relationship with the Chrysler marque clubs has been important to and greatly appreciated by Chrysler Corporation. After all, we have much in common. I don't know of any other car company that has so many loyal followers. It is unique to Chrysler and something that we are proud of. We sincerely want to perpetuate good relations. The vast majority of clubs have responded favorably to our licensing request. We hope to hear from those remaining clubs.

MOPAR MUSCLE PARTS

I would be remiss if I didn't respond to the concern by a few people that Mopar is specifically attempting to restrict and monopolize the vintage Chrysler parts market through its support of the Industrial Design and Anti-Piracy Act. Nothing could be further from the truth. This pending legislation is prospective only. Should this act become law, it would become effective only on parts manufactured after the date the law would be put into effect. It is intended to give companies certain property rights on unique product designs under an industrial design registration. This act has been under congressional consideration for many years. It has nothing to do with the trademark issue or the legitimate reproduction of older model parts.

I hope I have clarified Chrysler's position as it relates to the problem of counterfeit parts. Now, let me point out specifically what Mopar is doing to support the many thousands of enthusiasts who stand behind the marque and are interested in preserving the heritage:

1. **The Mopar Performance** line (formerly Direct Connection) has existed since the early '70s, offering a broad range of parts with emphasis on V-8 engines.
2. Chrysler actively supports **major club events** including the Mopar Nationals and Mopar Country at the Street Rod Nationals. As is possible, we support regional events and expect to continue. For the second year, we are sponsoring The Mopar Parts Mile High Nationals in Denver during July. This brings recognition of the many Chrysler-built muscle cars that still perform and win in drag racing.
3. Mopar is the largest single **contingency sponsor** in NHRA drag racing. It is our way of saying "thanks" to the many drivers of Chrysler-built and/or powered drag cars.
4. The 1989 Mopar Performance parts catalog is evidence of our interest to incorporate and offer more **muscle car restoration parts**. More were added in the 1990 catalog. In our 1991 catalog, we will list well over a hundred restoration parts with more to come.
5. Our policy concerning restoration parts is this: If there is sufficient demand for these parts among our dealers and we can **locate original tooling** (much of which was lost many years ago), we will make special production runs to accommodate the demand.
6. Recognizing we probably can never fill all the demands for all the parts, we are actively **licensing reputable**

manufacturers to satisfy this market. Ten aftermarket companies presently have such licensing agreements with more in the works. Some of the present companies include Year One, O.E. Glass, Jim Osborne Products, New Castle Battery, etc. Any company interested in reproducing an out-of-production original Mopar part, can apply for a special licensing agreement from Chrysler providing they meet certain criteria.

7. A **National Parts Locator** program will be introduced this fall to our dealer network. It is a satellite-based electronic information system that is capable of matching thousands of Chrysler Motors dealers with millions of parts through inventory information exchange. Think of the increased possibilities of locating a hard-to-find restoration part buried in a dealer's parts inventory storage room.
8. Our publication, **Mopar Performance News**, has covered the restoration scene closely the past two years. We will continue this coverage with more intensity. In order that communications can be more timely concerning restoration activities, we will send all Chrysler-marque clubs a complementary subscription of the publication.

In conclusion, I hope it is clear that Chrysler Corporation and Mopar are interested in satisfying the needs of our customers whether their vehicles are old or new. I hope you understand and support our efforts to put a stop to the manufacture and sale of counterfeit parts no matter what form they take. Substandard parts pose a potential threat to your safety and Chrysler's reputation. Wherever you buy parts for your Chrysler-built vehicle, just be aware that you have a right to know the source. Dealing with reputable sources is your best protection and a smart way to preserve the Mopar heritage and protect your investment.