

# Music City Mopar Club

JUNE, 1992



Dear Friends,

Here it is the end of June already, and the calendar full of Summer activities is really rolling. Due to previous commitments

Donna and I have not been able to attend a couple of the events, but our car (Scott Wilburn's old Coronet) has attended all but one. The same will hold true for June 20, at Hansen. The car will be there, but I will be in East Tennessee doing a wedding. My point here is that if you have a car that you would like to show but are not able to get free to attend the show, there are responsible club members who would be happy to assist you. If you are worried about trusting your pride and joy to another person, remember this, there

is probably no one other than yourself that cherishes MOPAR MUSCLE more than a fellow club member. Beats the heck out of letting your 17 year old son take the ride out "just this once".

We need to talk our club up also. There are many folks out there who would like to join if only they knew how... We all ought to have a membership application in our show cars and regular rides so that we won't have to remember later that someone wants to join. From where I stand, the state of the club is great, and we owe a big debt to Larry Forrest for his leadership over the past several months.

Mopar to Ya

*Rev. Mopar*

## TECH TIPS TECH TIPS TECH TIPS

### "The Dreaded Mismatch..."

This month I would like to speak to an issue that we have all probably encountered in our MOPAR wanderins, it is a problem that plagues MANY more MOPARS than it should, it is one that is not cheaply corrected, WHAT I AM TALKING ABOUT HERE IS THE DREADED MISMATCH... You know the story, the car has a huge cam, no headers, a 2.76 gear, and an 850 CFM double pumper on stock intake (via an adapter).

There are some ways to "cover up" these deficiencies in an inexpensive manner if the funds aren't available

to correct it from the ground up. Let's look at some examples and how to "cover up" the deficiency until the funds are there to do it right.

EXAMPLE 1: A 1973 Charger S.E. with a 400 C.I.D. engine. The owner installed a .484 Purple Shaft cam, a double roller timing set, a windage tray, but neglected to put new valve springs on the heads or freshen up the short block (except for some pretty paint), he put an early model intake on the car (beats an adapter, by the way), installed a friends 850 double pumper carb. The car is an automatic with a

shift improver kit, stock converter, and a 2.94 rear end. The car will not idle, gets extra poor gas mileage and is soundly trounced by a like car with a stock 318 two barrel - that is, until about 90 miles per hour - the car starts to fly about the time it goes super sonic... What alternatives does he have? The correct fix is a good head job with stronger springs, headers, aluminum hi-rise intake, upgraded ignition, a 750 carb, a 3500 stall converter and at least a 3.55 gear, but that's BIG MONEY... Logic would tell you that if this person was smart enough to install a cam, he can install another. There are TONS of old used Magnum cams around, this would be a good place to start. Chances are, if he would disconnect the secondaries on the 850 the car would be quicker (NOT FASTER), so he should borrow a smaller carburetor with a vacuum secondary probably a 600 if he cannot change the cam. The trick here is to make the engine think it is more efficient than it really is.

EXAMPLE 2: 360 Aspen R/T. The owner decided that bolt on performance was the name of the game and did the following: Holley strip dominator intake, 750 vacuum secondary carburetor, 2 inch headers with 2 and a half inch exhaust all the way back, a chrome box for his electronic ignition, MOROSO chrome air cleaner, A 999 automatic with a 3.21 sure grip. His problem is that the car sounds great but in the midst of the noise doesn't seem to deliver. The correct fix would be to install a larger cam, modify the distributor, install a windage tray, put a 2" cross over in the exhaust, switch from a vacuum carburetor to a smaller (read 700 or 650) double pumper, and get a 3500 stall converter... BUT THAT'S A LOT OF MONEY... Easy fix would be a quick trip to the exhaust shop for the H pipe (about \$20), and trading

the HUGE Strip Dominator intake for a Street oriented intake. These two changes would wake that car up wonderfully, and if he could afford to swap to a 700 double pumper, so much the better... For some reason, small blocks seem to thrive on double pumps while big blocks have to be pretty hefty to use one effectively.

The point is, there are as many mismatches as there are ideas... I currently have a mismatch on my hands, let me share it with you. REV. MOPAR MISMATCH: 1965 Coronet, 383 -.030", balanced, 452 unleaded heads with magnum springs, worked, magnum cam, stock exhaust manifolds, two and a quarter inch pipes all the way with a two inch H pipe, 3.55 sure grip gear, windage tray in engine, electronic ignition, stock tranny and converter, 750 vacuum carburetor on a port combination Right? Well, it is, but here's what happens. The car coughs on abrupt acceleration. What is the right fix? What did I do as a means of covering up the deficiency? The correct fix was not a squirter nozzle as many would think, it would be to replace that stock 1965 converter that stalls at 1200 with a late model transmission/kick down, and converter... We will be doing that as money allows, but to fool the engine into thinking it is already in it's torque curve, I installed a lowly 600 CFM carburetor, and VIOLA, no more bog. Of course, the car isn't as fast, but coming off the light watch out, it is much quicker... THERE ARE CHEAP FIXES FOR MISMATCHES. If you think you have a mismatch (or know it) and want an approach to "cover up" your car's weaknesses until you can correct the problem appropriately, contact me at 876-8903 and I'll do my best to get you moving a bit quicker -- I've become somewhat of an expert lately..

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**A little boy struggled** with his picnic hamper as he followed his family onto the public transportation bus. The only seat left was next to a kindly gentleman, who graciously put the youngster's heavy basket in the overhead storage rack.

As the bus got underway, the gentleman felt some dampness dripping down his collar. "My boy," he said, "I believe your pickles are leaking."

"Those aren't pickles," said the boy. "They're puppies."

**Membership in every association** is made up of four kinds of bones:

The wish bones, who spend their time wishing someone else would do the work;

The jaw bones, who do all the talking, but very little else;

The knuckle bones, who knock everything that anyone else is trying to do; and

The back bones, who get under the load and do the work.

# MOPAR CLASSIC CAR SHOW

SATURDAY JUNE 20TH, 1992

9:00 A.M. UNTIL 3:00 P.M.

at

PHONE  
259-3300

# HANSEN

PHONE  
259-3300

CHRYSLER - PLYMOUTH - ALFA ROMEO  
1030 CHARLOTTE AVENUE  
DOWNTOWN NASHVILLE

"WHERE WE DO IT RIGHT FROM THE START"

*Featuring:*

- \* Dragsters \* Race Cars \* Antiques \* Mopar Muscle Cars \* Classics
- \* Barry Allen's 96 Small Engine Race Car
- \* Phoenix Commodities Racing Team will be exhibiting
- \* (ARCA) 1992 Chrysler Lebaron Race Carr

*See the old and see the new!*

*Special Thanks to the:*



- \* Bring the whole family
- \* Free Refreshments
- \* No Admission Fee
- \* Award Presentations

*Remember*

*Chrysler's national Mini-Van*

*Sale Ends June 22, 1992.*

*See the best selection at Hansen*

# Prez's Page

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

The May Meeting/Cruise/Dinner went off well. We had a good number of members attend. Some had quite a drive just to get to the meeting place! Thanks to all of you. Also a number of our members who were unable to attend due to conflicting work schedule, etc., called to let us know they couldn't make it. Thanks to you all!

I would like to say a word here about attending shows as a club. Some of you have been approached by people putting on shows asking if we would attend as a club. This is a wonderful idea and a great thing to do. However, we are unable to put something like that together in just a couple of weeks. In order for us to put together a club event (ie: the Shelbyville Show) we need two months notice. Most of us have planned what we are doing during show season. We also have events scheduled as a club. So please, let these people know that we would be happy to attend their event as a club if we know about it in time to put it before the membership and organize it as a club event. The more notice the better!!!

## Personal Notes

Member, Carl Harvey Jr's wife recently had surgery. She is now home and recovering nicely. Our best wishes for a Speedy return to full health.

Member, Scott Wilburn's son Adam has enlisted in the Marines and is currently enjoying his training at the Marine Vacation Spa, Paris Island S.C.! You can write to him at:

REC. Wilburn, Adam C.

412-55-5999

Plt. 1076 A. Co 1st RTBN.

MCRD. Parris Island, SC 29905

He would enjoy hearing from you.

Member, Roger Hendrick entered the Collector Car Show in Lebanon, TN. Held on May 30th & 31st (that's why he missed the May meeting). He came away with a Trophy for each day! Way to Go Roger!!!

## June Doin's

**Saturday June 20th** - Mini Show/Exhibition at Hanson Chrysler Plymouth's (See enclosed Flyer). We need to have cars there by 8:30 A.M. They are one of our sponsors and have gone to some lengths to make this a really nice event. Let's get our cars there. It's Important.

**Saturday, June 27th.** Meeting/Dinner at Stratton's Diner in Ashland City. This will be a little different from last month as it will be much easier for some of the members to go directly there. We need to be there by 4:30 P.M. The owner of Stratton's is planning on having a photographer there and is looking forward to having us. Bring your car if you can! If you can't come anyway. It's an official meeting. Members who live near K & C Motors and would like to cruise to Stratton's as a group need to be a K & C between 3 P.M. and 3:30 P.M. We leave K & C at 3:30 sharp.

## July Doin's

**Saturday, July 11th and Sunday, July 12th** - There was supposed to be a Drag Race and Show at Beech Bend in Bowling Green but to date I have received no info on it.

**Saturday, July 18th & Sunday, July 19th**  
MOPAR MUSCLE SOUTHERN CLASSIC Bristol Dragway, Bristol. TN 2 Car Shows and Drag Racing. For information call Mopar Muscle (606) 273-6422 or Bristol Dragway (615) 764-DRAG  
**July 30th and 31st, August 1st & 2nd,** Nashville Auto Fest. We are involved. I will give more details as I get them!!!

See Ya Thar

## Big Car

P.S. Remember to resubmit your ads each month. Please get your ads to Rev. Mopar A.S.A.P

## Classified

### Cars For Sale

1972 Dart Swinger "318", Auto, Air, Rebuilt Trans, New Tires, New Paint. Larry 793-7220

1968 Fury III Fast Top Hard Top "383", 2 BBL, Auto, Air. Blk Vinyl Roof, White Body. Larry 793-7220 Days, 391-3912 Eve.

1966 Dodge Dart GT, rebuildable, clear title, slant six, automatic, Buckets, console, all chrome and stainless steel in good condition. Ask for D.J. at 643-7065.

1972 Dodge Polara 2 door, 360 cid, 61000 original miles, new brakes, new shocks, fuel pump, battery, recent tune-up, good tires, good body. Call Randy at 895-7099.

1970 Sport Fury 4 door, small block car, no engine or trans. Call 746-3390. 1974 Dodge Challenger. Call 242-5857.

1965 Dodge Coronet, Body perfect Show car. 383+ 030". Holley in-take and carb, new dual exhaust ignition, H.P. coil, 727 automatic, disc brakes, 3.55 sure grip, and much more. Contract Rev. Mopar at 876-8903.

1973 Dodge Dart Race Car and various small block parts. Call Chris Collier at 868-6544.

Parting Out - 71 Charger S/E, 318 cid, call Ray at 896-8341 leave message.

### Parts for Sale

BRAND New Holley street dominator intake, port matched, for small block (360-340). Call Rev. Mopar at 876-8903.

1970 Duster front buckets and rear seat. Call Randy at 895-7099.

440-6 intake and carbs, weld wheels, and various other Mopar parts. Call Johnny at 233-5563.

3182 bbl engine (1969) with 34,000 miles, 1971 'Cuda doors with glass but missing panels. Call John Foote Tues., Thurs.. after 6:00 P.M. or weekends at 648-4271.

440 Magnum emblems from hood of 71 Charger, 426 HEMI headers for B body, billet roller cam for 426 HEMI, Addco sway bars for Challenger/Barracuda, owners manual for '72 Charger. Call Lynn Isenberg at 373-1315.

70-74 Challenger/Barracuda parts. Call Scott at 242-5857.  
1968 -1970 383 - 440 H.P. exhaust manifolds in good condition. Contact Claude at 895-9095.

### Parts Wanted

Front windshield for 69 Road RunnerRay 896-8341, leave message

69 Plymouth B body front of hood 12" PLYMOUTH status emblem and 2 very good or good front lens markers (amber). R and L inside front bumper for same. Call Tony at 822-1397 or 824-3339.

Left Door panel for 1969 Satellite, black, Call James at 794-7858.  
B body 6 way adjustable seats, 69 Charger AM/FM radio, woodgrain dash and radio panels for same, Hurst shifter, black bucket seats, and 15x7 or 14x7 all chrome Magnum. Call Randy at 895-7099.

Power brake booster for 68-69 B Body, blue door panels for 68 Charger, bumpers for 68 Charger, wiring harness for 68-69 B body. Call Lynn at 373-1315.

Factory dash mounted tach for 1969 GTX. Call John Foote Tuesday after 6:00 P.M. or on weekends at 648-4271.

### Cars Wanted

57-58-59 Plymouth Belvedere's and Fury's ANY Condition, call 824-9028.

OLDER model Dodge truck, rolling chassis, NO engine or trans. Call Pat at 331-7016.

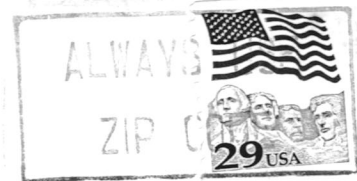
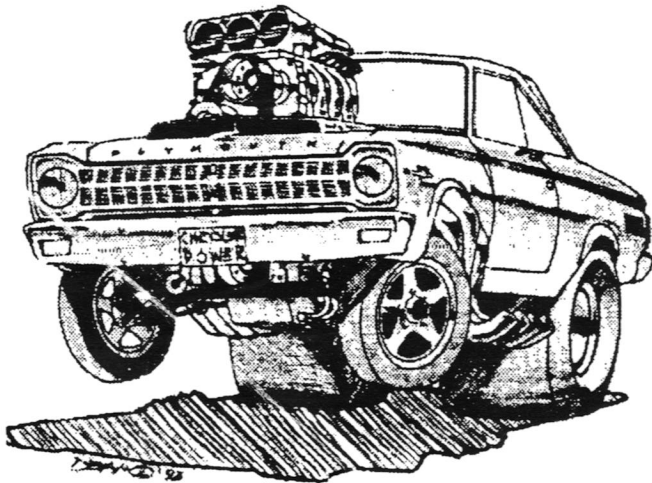
67-72 Plymouth or Dodge A body car. Need GOOD BODY and interior must be a V-8 engine NOT running or gone...Call Randy at 895-7099.

1980-81 Dodge St. Regis SE with V-8 and all the goodies. Must be in Super condition and any color but GREEN... Call David Koopman at 876-8903.

1976-79 Aspen or Volare V-8, 2 door or wagon only, automatic EL CHEAPO version only. Must be in good condition. Contact David Koopman at 876-8903. (again, any color but green).

# Music City Mopar Club

213 Paul Revere Lane  
LaVergne, Tennessee 37086



R. J. Gillespie  
8719 Webster Street  
Murfreesboro Tn 37129

