

Music City Mopar Club

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MARCH, 1994

Monthly Feature

MEMBER'S MOPARS



It's bright red with a black vinyl top and black interior with a 273 COMMANDO under the hood. It is a 1967 Plymouth BARRACUDA, but my two year old grandson says "It's my CUDA." Although I just bought the car in October 1992 in its present condition I am still just as proud of it as if I had built it myself. This car has been taken care of over the years. Very little has been done to maintain its present mechanical condition and appearance.

A true conversation piece I came upon this car during one of my numerous car trading deals. (My wife says too numerous). During the test drive we remembered that we had always kicked around the idea of owning a car that we would feel comfortable entering in car shows. Although neither of us had vigorously pursued the idea we now saw our chance to have some fun even if just for a little while. We traded.

My first car show was at Hardees in Westmoreland, TN in 1992. A small show but enough to get me hooked. We attended several shows in '93 but the most enjoyable show was the MOPAR SHOW in Madison. As far as the eye could see there was nothing but MOPARS. MOPAR MANIA was everywhere. This show alone was

enough to instill pride in the Mopar product. I even have to admit that I began looking at my old relic with more respect.

I have a reputation for not keeping a vehicle for very long and you will see my MOPAR with a FOR SALE sign on her occasionally (If you do and you are serious about buying you had better buy that day. Because I have also been known to get scared that I may sell the old girl). She has found her place in my family and yes if she were to leave us we would surely miss her.

See you at the Car Shows,

Gary T. Shrum
LaFayette, TN 37083

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TECH TALK With Bill Margraf

So you've decided it's time to give your MOPAR a fresh coat of paint. That was an easy decision, right? WRONG! Have you ever made a decision regarding your MOPAR that was easy? Let me rephrase that. Making the decision to paint the car may have been easy, but deciding what type of paint to use is a different story. There are numerous types and brand on the market. Which one is right for your car? Let's see if we can shed some light on the darkness.

Probably the biggest issues regarding which paint to use is how you drive/use your car. Are you going to use it everyday as a daily driver? Do you have a garage where you can store the car or will it sit outside? How much time are you willing to spend maintaining the finish? Also, if you plan on painting the car yourself, your painting expertise may play a role in the type of paint you choose. Let's take a book at paint types and discuss some of the pros and cons of each type.

Lacquer. Acrylic lacquer is the most basic paint of all. It has been used for years by do-it-yourselfers because it is easy to work with and easy to spray. Mistakes are easy to correct. Just let it dry for a few minutes, sand it down and try again. One of the biggest problems with lacquers is they are very brittle. This means they chip very easily. So if someone dings your door, there is a good possibility the paint will chip. Lacquers also fade very fast. This is especially true for red. Therefore, lacquers require a lot of maintenance (waxing) to maintain the shine. Finally, a lacquer paint job requires many coats. Sometimes as many as 8-10 coats. You can expect a lacquer paint job to only last two or three years if the car

spends the majority of its time outdoors.

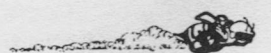
Enamel. Enamels are a step better than lacquer paints. Enamels are more durable, more fade resistant and easier to care for. The good news for the do-it-yourselfers, enamels don't require as many coats. Usually 2-4 coats are enough. Enamel is more difficult to spray than lacquer (good thing is takes fewer coats). Overspray and mistakes are not as easy to correct because of the longer drying time. However, you can expect an enamel paint job to last 3 to 5 years if the car stays outside. Much longer if it is garaged.

Two-Stage Rage. I called this section Two-Stage Rage because the paint job consists of a two stage (base coat / clear coat) system, and because this is the current rage in most restoration shops and with most car hobbyist. One of the biggest reasons most restoration shops like the system is because of its ease of use. Since the color of the base coat is affected very little by heat and humidity, shops can do all the base coat work (even if it extends over several days), examine the parts and make any corrections prior to applying the clear coat. The restorer doesn't have to worry about changes in the color of the base coat. Also, if you want that wet look, this is the way to go.

Remember, when done right, any of these methods can give you a great looking paint job. Maybe that wasn't such a tough decision.

Live long and prosper,

Bill



Prez's Page

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

Well another "No Car Car Show" has come and gone and once again it was really a great time. We went up to Pigeon Forge, Tennessee early Saturday Morning and got there in time to enjoy breakfast with all the other people attending. Sight-seeing Saturday afternoon, dinner all together early Saturday evening and bench racing around the pool Saturday nite. Just a fun time, relaxing, and talking MOPAR with nice people. For those of you who have never gone to this, I highly recommend you do if Judy Minke and Nancy Brown do it again next year. "I hope!"

The Drag Race Committee has really put together a great program for Our Club Drag Race. They are working very hard and from what I have seen of the proposal we will all enjoy this a lot. There is something for everyone including a mini car show so it will be a great family day. Our club has tried for four years to do this and I sure hope you will all mark your calenders and plan to attend Sunday, May 29th - Rain date Monday, May 30th Memorial Day. More info at our March meeting.

At our February meeting the Club voted to make Our Show a Two-Day Show again this year. We will have Our Show at Hermitage Landing this year. This is one of the most beautiful spots in Nashville and they really are going all out for us. All the facilities here will be open; beach, pool, water slide, etc., so this will be a great family weekend with things to do for the whole family. As you all know we need a lot of help so that we can all have time to enjoy the show. Volunteers to help call Neil Johnson and get your names on the list. Our show is Saturday, September 24th, and Sunday, September 25th with set up on Friday the 23rd. Register all day Saturday - Judging and awards on Sunday.

The steering Committee put a very nice questionnaire in the newsletter asking what you would like to see Our Club do for activities this year. I hope you all will get your suggestions in as soon as possible. They are there to listen to you and to try to steer your Club in the way you would like

it to go, to please as many members as possible. So help them out! The cannot do this without YOUR input!

Once again I must tell you that we need more Member's Mopars articles and pictures. We have over 100 members and I'm sure that you do not want to hear about my Large Car so lets get those articles and pictures in or you know what will happen! You will get your pictures back!!!

Larry

MARCH DOIN'S

Sunday, March 27th, Music City Mopar Club Meeting. Rudy's Farm Restaurant on Music Valley Drive. 1:00 PM to Meet, Eat, and Greet. Meeting starts promptly at 2:00 PM.

APRIL DOIN'S

Saturday, April 16th, "Hayes Mopar Meet '94" at Atlanta Dragway in Commerce, Georgia. See Ad. **Sunday, April 24th**, Music City Mopar Club Meeting.

MAY DOIN'S

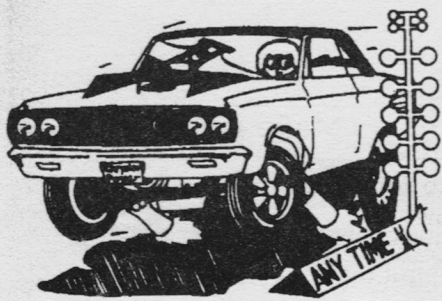
Friday, Saturday, and Sunday, May 6th, 7th, and 8th. The Paris TN Chapter of MMCI presents the 5th Annual Show and Race at the Midway Auto Auction in Paris, TN. For info: Fred or Colette Turman (901) 644-9409. It was voted to make this Club Event for May at our February Meeting. I have programs and will bring them to our March meeting. This will be a good show with some thing for everyone.

Saturday, May 7th. Mighty Mopars of W.N.C. presents the "Blue Ridge Mopar Classic" in Hendersonville NC. For info; Ben Riddle (704) 667-0093, Rabin Mabin (704) 692-7490, or Sheila Rogers (704) 684-5394.

See ya thar!

Big Lar





Rev. Mopar Pulpit Grease Pit

Cast 440 - Part 3

Now for some fun! We've brought our clean, freshly machined parts home. We're feeling great! But wait, what looks clean isn't! It's time for a bath - that's right, mild soap, warm water, cold rinse, and a forced air dry out. Once washed be extra sure all moisture is out of your oil journals. Now W.D. 40 the journals liberally. At this point you can re-install the oil gallery plugs.

If you are a component painter, I guess you do this right after installing the plug and fittings.

Now, set out your main bearings and rear main seal. Install upper bearings shells into the block and lubricate liberally (You can't use too much oil). I always use petroleum based products in assembly since lithium does not emulsify fully in oil. Lithium is OK though.

Carefully place crank into main webbing. Roll it a couple of times to make sure no "Junk" appears on exposed journal through an entire rotation. After putting lower bearing shells into main caps, lube liberally (note: make sure mating surfaces on caps and webbing are oil free). Install the main caps and rear main seal, torque to specifications. Rotate crank to assure it turns freely.

At this juncture I will mention something I feel is a bad habit among many "old school" mechanics. I call it bearing peeping! If you have a running, noise free, engine that holds decent oil pressure, you are committing a minor sin by exposing a main or rod bearing. Bearings are intended and designed to be crushed once. They should be replaced if checked because their life has been compromised due to the second crush during a torque procedure. Sure, racers do it frequently but it is usually of necessity. This racer replaces after inspection and has never spun a bearing - broken a rod, YES, spun a bearing No! Further, bearings are soft, designed to take the beating, and are remarkably durable. If you are a bearing peeper it may be time to change your tactics - if

it's healthy, replace it; if it's sick, repair the cause and replace it. Bearings are Cheap! Engines are not! Amen!

Back to the task. Since I'm using 10:1 forged pistons which require more wall clearance than cast, I will file gap my rings to the tight side. After filling to fit, carefully install them on the pistons (Be sure they are right side up). Remove rod cap, install bearing shell in rod and cap. Insert piston into bore using a ring compressor or "funnel". Install cap, torque to specifications, repeat. Be sure to use lots of oil or assembly lube.

Install cam into block (lubricate). If you are installing a warmer cam or one you are not familiar with, carefully degree it in using a degree wheel, pointer, dial indicator, and appropriate offset bushing. The timing gears and chain will be on at this point. Once degreed, torque cam bolt. Cam cover (remember the oil slinger) can now be installed as can the harmonic balancer.

Install oil pump, pick-up, oil pan, and windage tray. With engine a T.D.C. install oil pump/distributor drive taking care that the slot is parallel to the bores.

Now install the heads. I'll be using FelPro .043" blue gasket to cut compression some. Be sure head bolt threads are clean. Torque in sequence.

Install well "Soaked" (in oil) lifters. Then place push rods in through heads. Install rocker arm shaft, taking great care to align the push rods. Torque shaft in sequence. At this point the fuel pump rod and fuel pump can be installed.

Intake time! Using a fresh intake valley pan/gasket install same using sealer across ends and bottom of head/intake surface. The bars or straps should hold the gasket in place. (You may choose to block off the heat passages for increased performance.) Install intake and torque to specs.

There it is! Dress it up as you see fit. You're looking at a cast crank commando, capable of producing upwards of 400 horsepower with the right cam and carb. Evaluation to follow.

Happy Motoring.

Reverend Mopar





Activities Questionnaire

HELP!!! The Steering Committee needs your input!

We want to know what you would like to do in 1994 as a club function. this includes picnics, cruises, shows, poker runs, or anything else the club members would enjoy doing together.

Please list your suggestions, be specific, on a sheet of paper and bring it to the next meeting or mail it to one of the following addresses.

Signature is optional.

Thanks!

Butch Price
1340 Substation Road
Pleasant View, TN 37146

Peggy Haynes
2928 Wilford Pack Drive
Antioch, TN 37013

My Suggestions are:



Welcomes its New Members

#107 Sam Tribble
1201 Greenland Ave.
Nashville, TN 37216
'70 Charger 500 / '66 Coronet

#108 John G. Pusateri, Jr.
1312 Gartland Ave. Apt. B.
Nashville, TN 37206

Change of Address
Randy Gann
151 Muddy River Rd.
Lawrenceville, GA 30243
Please Up Date Your Directories!!!

MOSTLY OLD PARTS AND RELICS

Buying or Selling MOPAR Parts and Service?

Reach hundred of buyers and sellers with the MUSIC CITY MOPAR CLUB NEWSLETTER.

Each month over two hundred newsletter are printed and mailed to its members as well as to other Mopar enthusiasts and to other Mopar Club across the nation. To place an ad in this Classified Section mailed to: Music City Mopar Club, Classified Ads, P.O. Box 130, LaVergne, TN 37086-0130, or to: Dale's Quick Print, P.O. Box 714, Dickson, TN 37056-0714. Deadline is the 12th of the month. Ads must be submitted monthly.

Cars and Parts for Sale

1964 Dodge Dart GT - 6 cyl., 225 Charger engine, pushbutton auto, new black interior, above average condition. Call Eddie after 5:30 PM at 615 459-1026.

Rebuilt 413 cu. in. Engine, bored .40 over, new crank, rods, bearings, pistons, rings, gear drive timing, 906 heads, big block 727 trans. rebuilt with Mancini Kit. Sell together or separate. Call Carl at 615 896-3599.

Cars and Parts Wanted

1970 Plymouth Cuda - 383 or 440 Engine with 4-bbl. Auto and with factory air. Clean and Sound as possible, to be used for a daily driver. Call Nick at 615 449-1210. Rome, TN.

1964 Plymouth Fury 2-door post or **1965 Plymouth Belvedere** 2-door Post. Just body or complete car. Call Johnny Ramkins at 615 374-3467. Hartsville, TN


Music City Mopar Club
Sponsor Appreciation

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See or Call

CARL HARVEY, JR.

615 896-3599

(Club Members receive 10% discount on first purchase)

Calendar of Events

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MAR 27	28	29	30	31	APRIL ¹	2
CLUB MEETING						
3	4	5	6	7	8	9
10	11	12	13	14	15	16
						Hayes Mopar Meet '94 Atlanta, GA
17	18	19	20	21	22	23
24	25	26	27	28	29	30
CLUB MEETING						
MAY 1	2	3	4	5	6	7
					6th, 7th, 8th, "5th Annual Show & Race at Paris Tn.	7th "Blue Ridge Mopar Classic at Hendersonville, NC.

TO ALL CONCERNED

A number of months ago Our Club had a
CHANGE OF ADDRESS.

While we tried to contact everyone with whom we correspond, maybe we missed you. If so, please accept our apologies and note our new address.

MUSIC CITY MOPAR CLUB

P.O. Box 130
LaVergne, TN 37086

This ad space is for sale.
Call 615 391-3912 or
write to the above address.