

Music City Mopar Club

VOL. 5 No. 9

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SEPTEMBER, 1994

Monthly Feature

MEMBER'S MOPARS



Pictured above is my 1969 Dodge Dart Swinger 225 Slant Six. Some of you have seen it before at local shows, but because it's not a perfect quality show winner it doesn't grab that much attention. But it sure grabbed all the attention at our club drag race. When I first went to the race I decided to enter both the cash bracket and the trophy class. I basically entered for curiosity sake just to see what the six banger could do. Knowing that I've never raced before I figured I'd make a few time trials and get put out in the first round. Boy was I surprised and so were the blue oval and bow tie guys. I suspect more than one of them were a little irritated (to say the least) when I sent them home on their trailers. I could hardly believe what was happening, winning every time down the 1/8 mile track, with very consistent times. My best being 11.89 probably the slowest car out there. I had the time of my life not just winning the trophy class and the cash bracket but having a great time with other members and Mopar fans.

I have to confess the Dart wasn't originally mine. You could say I sort of inherited it from my wife Melissa when we got married in 1991. She purchased it in 1990 for \$1.00 per cubic inch. As you can expect it

wasn't in the best of shape. Melissa and my dad did all the work on the car because I was away at college. They found a custom maroon and white interior in the junk yard that was in great condition. They proceeded to remove the dilapidated olive green interior and throw it in the trash. Seeing that the new interior was maroon pretty much dictated the color for the exterior. Before I started dating Melissa she wasn't into cars at all and didn't even know that a Mopar was. But it took some time and I saved her soul and converted her to the Mopar faith and now she's an avid fan just like the rest of us. It's great being part of the Music City Mopar Club, it's the best club around.

Mike Boer

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TECH TALK With Bill Margraf

Well, I am just turned around and it's time to write another Tech Talk already. This year has really flown by so far. The past two months or so have been extremely busy for me. In addition to my regular job, my friend and I put my 'Cuda back together in six weekends. That may be a record for a part timer. We had to do it quickly because he accepted a new job in Florida and was moving the last week of June. My car was in his garage in what seemed like a million pieces. I still can't believe we got done. I want to say thanks to Rev Mopar and Ron Gillespie who spend time on the phone helping us figure out why it couldn't start. Turns out we had one wire wrong. Also, I moved the end of July from Hermitage to College Grove. I'm now quasi neighbors with Neil Johnson. We are not fully settled yet but we really love it. Such a beautiful area. Anyway, I have said all this to let you know I haven't had the time to work up a detailed Tech Talk this month. So this one may be a little on the short side but here we go.

Last month we talked about front suspensions and how we can restore them to improve the ride and safety as well as earn additional points come judging time. The same can be true for the rear suspension. If you take the time to detail the rear suspension, you can earn additional points during judging, and these points may be just what you need to win that 1st place trophy.

The rear suspension consists of the rear axle, leaf springs, shocks, shackles and all related bushings. Restoration consists of disassembly, cleaning, painting and reassembling. Once again specific information is based on an E-body car. However, the general process should be the same for many other cars.

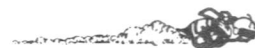
Disassembly. First, I recommend the bolts holding the leaf springs to the shackles, the shackles to the frame and the leaf springs to the frame be loosened before the rear of the car is placed on jackstands or blocks. These nuts/bolts can prove to be quite stubborn after years on the under side of your car. It may be best to coat them good a day or two before disassembly with a good penetrating fluid. Once the bolts are loose, remove the rear shocks and disconnect the rear brake line. Place the rear of the car on jackstands or blocks. Remove the shackles and the rear of the leaf spring will swing down. Then remove the front leaf spring bolts. If your car is equipped with an anti-sway bar, these bolts will also

have to be removed. At this point, with a little finesse and a lot of muscle, the entire rear end of the car can be removed. Once you have the rear end out away from the car, the leaf springs can be unbolted from the rear axle. The only other decision you must make regarding disassembly is whether or not you want to disassemble the rear leaf springs or paint them together. The "perfect" job would require the leaf springs be disassembled. However, it can be difficult finding the correct fasteners when it comes time for reassembling. I will leave that decision entirely up to you.

Cleaning and Painting. Just as we talked about last month, everyone probably has their own preferred method for cleaning parts. I used a kerosine and Gunk mixture which worked very well. In addition, I used a wire brush which fit into a hand drill. This may sound like a lot of work, but it actually proved to be a good system considering the fact that I did not have access to a sandblaster. Each of the parts need to be cleaned to remove the road tar, dirt, oil, etc. which has built up over the years. Once the parts are cleaned, give them a good coating of primer. When it comes to painting, again each individual has their own preferences. I would recommend, however, that regardless of the colors you decide to use, ensure there is contrast (i.e. use different colors) between some of the parts just like there was when it came from the factory. The underside of the car was not all painted the same color. I recommend you look at cars at shows and in magazines to get an idea of how you want your restoration to look.

Reassembly. This is probably the easiest and most fun part of all. You should just plan on replacing all bushing whether the old ones look OK or not. You will have to decide between rubber bushing or polyurethane. The reassembly is pretty much disassembly in reverse. Once again, however, I strongly recommend all bolts be torqued to proper specification. Your car and your life may depend on it. Just like the front suspension, the rear suspension is well within the abilities of your average handy man mechanic. If you get the chance, give this project a try. Take your time and do it right. I think you will be pleased with the results.

Live long and prosper,
Bill



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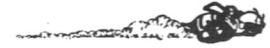
**Welcomes its
New Members**

#123 D.W. Stephenson
2241 Smith Springs Rd.
Nashville, TN 37217
1917 DB -- 92 Dodge D350
(8 Vehicles)

#124 Danny Jusits
1901 Murfreesboro Rd.
Nashville, TN 37217
615 399-7780
72 Plymouth Satellite

#125 Rickey Poteete
6627 Cool Springs Rd
Thompson Station, TN 37179
615 794-5547
69 Plymouth Satellite

Please Up Date Your
Directories!!!



More of Music City Mopar Club Winning Ways for 1994

Winner at the Mopar Souther Classic at Bristol, TN, July
24th was **Paul Julian**.

Winners at the Sportsman's Lodge Car Show at Ft.

Campbell, KY, August 30th were **David Hite, Kimbal Spears,
Nick Wilmore, Carl Harvey, Jr., Scott Young, Randall
Mickle, Butch Price, and Bobby Mace.**

Winners at the Tobacco Belt Region AACA Car Show held
on August 27th at Springfield, TN were **Terry Carter, Nick
Wilmore, Scott Young, Kimbal Spears, Butch Price, and
Mike Cunningham.**

WAY TO GO!!!

MOSTLY OLD PARTS AND RELICS

Buying or Selling MOPAR Parts and Service?

Reach hundreds 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

'74 Duster Rear End \$50.00. Call Lee at 615 371-0680.

413 Wedge - Bored .40 over, new crank, rings, pistons, bearings, gear drive timing, 906 heads with 727 trans, rebuilt with Mancini kit. for sale or trade. Call Carl at 615 896-3599.

'72 Dodge Dart Swinger - Excellent condition, one owner, 225 slant six replacement engine has 15K act. miles, auto transmission, PS, AC has been removed, AM/FM radio, Must see to appreciate! Call 615 865-8697 after 5 PM.

'72 Dodge Dart Swinger - Gold with Tan vinyl interior and white vinyl roof, 318 V8, Auto, PS, AC, 1 owner, 50K original miles, All Papers!! \$3500. Mrs. Orr at 615 269-6137.

'73 Challenger - 340 with headers, gear drive, 4-barrel Edelbrock 750, 4-speed pistol grip, 3:91 Sure-Grip, Black vinyl fop over metallic Brown (originally brown), \$4500 o.o. John Foote 615 648-4271 after 6 PM.

'69 Satellite (Road Runner Wannabe) 2nd owner, 43K miles on body. Original Paint and upholstery. 440 HP engine w/ 5K miles, 750 Edelbrock, Auto trans, 3:91 Sure-

Grip, Green In & Out. \$6000 o.b.o. John Foote 615 648-4271 Clarksville after 6:00 PM.

Parts Wanted

Front Right Side Fender - Good, used, little or no rust, for '68 GTX. Call Tim 615 872-8824.

Door Panels for '68 Charger, Ralley hood for Challenger, 4-Barrel heads for small block, 4-barrel Carter. Call Lynn 615 373-1315

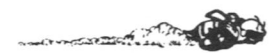
AM-FM Cassette for '89 Sundance. Call Butch Price at 615 746-3390.

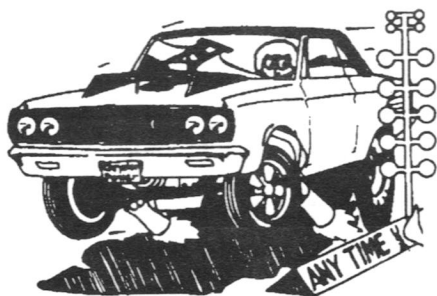
"Safety Tips for Driving":

That time is here again, the annual Music City Mopar Club's Car & Truck Show. So before you get that Mopar on the road be sure to check all systems out. Make sure your vehicle is ready for the road. Have a SAFE trip, a GOOD time and may every one be a WINNER!!

Buckle up for Safety. I do!

The Mopar Kid





Rev. Mopar Pulpit Grease Pit

Myth and Reality

Several years ago a philosopher named Marcea Eliade wrote a book entitled "Myth and Reality." This work was, and perhaps still is, required reading in College Philosophy courses and in Seminary courses in Systematic Theology. But I'm not going to dwell on Theological issues in a car club newsletter, rather I will simply state that Eliade's principle that Myth and Reality have commonalities which exist at the same time. This point will help you understand what I will be dealing with in the Grease Pit this issue, namely, the anatomy of a wheelstand.

How often have you heard of the street car that lifts the front wheels almost at will? I'll tell you, I've heard it too, but I've seldom seen it occur. Have people been lying? Were they seeing things? Who knows, but the fact remains that the wheelstand has taken on almost mystical status as a sure sign of awesome power.

Let's take a look at the myths and the realities of a wheelstand and you be the judge on whether or not the stories you have heard about huge yawning wheelies is true or just so much bologna.

Myth 1: If a car does a wheelstand it must have a HUGE horsepower.

Reality 1: If a car does a wheelstand it has lots of torque at the appropriate R.P.M. band, not necessarily lots of horsepower. Many a low (relatively that is) horsepower car will do a much higher wheelie than a high powered car. This is because the low horsepower car must generate all its energy at the lower R.P.M. band to run a good E.T. A long, sustained, wheelstand is a sure sign of HUGE horsepower.

Myth 2: Wheelies are a sure sign that the car is "hooking".

Reality 2: Cars that are set up to launch with the wheels up are not necessarily "hooked" when they lift the tires. There is an element of truth in the myth, and that is that there is definitely SOME hook there. The way to tell if the car is indeed "hooked" is to check the 60 foot times or, for the observer, to notice if the wheelstands are consistent.

Myth 3: You can make ANY car do a wheelie.

Reality 3: OK, maybe, you could if you had enough money. But MOPARS are probably the best place to start if you want a wheelstand. There are too many elements involved to make a blank statement like MYTH 3. I've heard folks say: I'm gonna build me an engine that will make the wheels stand a foot off the ground. (usually they say 3 feet) The engine ain't the place to start man...

A wheelstand is a combination of elements working together to create a condition where energy is expended directly downward on the rear tires upon the launch of a car. All weight shifting aside, some of the elements that figure into the wheelie equation include: Instant center (like the fulcrum of a lever), ride height, spring rate, front end travel (pitch rotation) pinion angle, gear ratio, adhesion coefficient of the tires, stored energy, torque, and torque converter stall speed.

Let's build a car capable of a wheelstand, not a yawner that goes 30 feet and more, but a simple one foot lift that will be carried about 5 to 10 feet out. Let's begin with an easy car to make stand, the venerable A body. The following are elements needed.

First let's make sure the front travel bumpers have been shaved almost off or remove them completely. Next, go to a junk yard and find some worn out but not leaking front shocks. Now we have to make sure that we have enough beans, so let's tune up that hot 340 or 360 (sorry, but it ain't gonna happen with a 318 this easily -actually the 360 is the very best bet) making sure that it is capable of running in the mid to low eight second range in the eighth mile. We'll have the frame connected for some rigidity. Now we must make sure our pinion angle is set at about negative 4 to 6 degrees and that our springs are at least of the Super Stock variety. Good shocks are a must here and let's not put shackles that are extended on this one, use the stock ones. We'll use a 904 tranny (sorry, but the 727 probably won't stand the car easily) and a 4200 stall converter. Mount the battery in the trunk, and put the shortest but widest slicks that will fit on a 15 x 8 or 15 x 9 rim, take care to "pin" them. Now we pull the car to the burn out box, heat the tires, go STRAIGHT TO the starting line, come up on the converter to about 2600 R.P.M.'s floor it on the last amber and viola, a wheelie is yours. Now you can be the talk of the crowd. Chances are that your car will launch so hard that on the street people will swear that your Duster lifted the front end 3 feet.

Please remember though that wheelstands are intended for the TRACK NOT THE STREET... Also, let's blow off a final myth.

Myth 4: Wheelies slow a car down...

Reality 4: Although there is some truth in that myth, the plain truth is that some cars, like early Camaro's and Barracuda's won't run nearly as hard if they stay on the ground. The wheelie becomes a function of E.T. for these cars. That's why the *HOLY ROLLER II* stands up the way it does, it simply won't E.T. on the ground. TOO MUCH WHEELIE does slow it down though (like at INDY)...

Till Next Time, KEEP IT GREASY

Rev. Mopar



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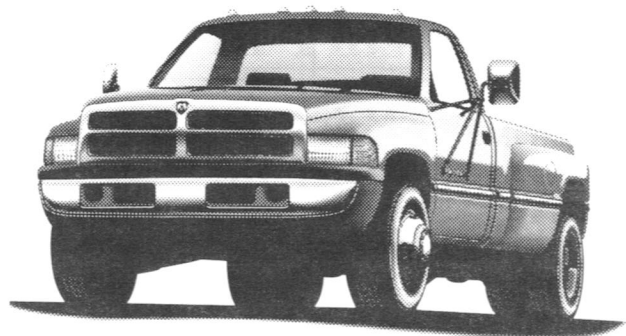


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Prez's Page

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

Well its show time again! Our 5th Annual show is almost upon us! Pre-Registration is going well and it's looking like another big show. Those members who have volunteered to work the show and cannot make this months meeting please call Neil at 615 791-0043 and confirm your time, etc. If you have not gotten on the show work list and wish to do so please call Neil! Members who are bringing food and stuff for the early bird reception Friday Nite the 23rd please confirm with Kim at 615 441-2953!

This months meeting will be a goody bag stuffing after the actual meeting. If you cannot make it and have things for the goody bags or Door Prizes please try to get them to myself, Ron Gillespie, Neil Johnson, Roger Hendrick, Kim Litton, or Butch Price. The other way is to bring them when you get to the show Friday Nite or Saturday Morning. Some of us will be at the Show Site as of Friday Noon and will not be leaving so do the best you can to get the stuff to us!

DON'T FORGET - The Friday Nite Reception is for Our Member Also - So come on down to the Pavillion and enjoy. Some of the 96.3 Staff are also coming besides the Early Birds so we'll have a good time!!

Just a reminder, if you haven't entered yet and don't make the 75 Pre-Reg. for the free T-Shirt you'll have to pay the retail price of \$12.00. Like last year it seems that a lot of our members will be paying for their shirts.

See You at the Meeting,

Larry

SEPTEMBER DOIN'S

Saturday September 17th - Mountain Mopar Classic X at Marion, VA. Pre-Reg; \$12.00, Day of show; \$15.00. Day of show reg. 9AM - Noon. For info: David Wyatt 703 646-8987, Teddy Sweat 703 783-4797, or Roger Pennington 703 783-8586. Hospitality Room at Holiday Inn Friday Night September 16th at 7 PM til 10 PM. This is another really GREAT SHOW. Neil

and I have gone there and it was a ball!!!

Sunday September 18th - Our Club Meeting! This will be held at Pizza Done Right in Pleasant View, TN. Direction elsewhere in this newsletter! **DON'T FORGET** - Goody Bag Stuffing after lunch and meeting! Meet, Eat, and Greet 1 PM to 2PM! 2 PM Meeting - after meeting Goody Bag Stuffing!

Saturday and Sunday September 24th & 25th - OUR SHOW at Hermitage Landing! Early Bird Hospitality Friday 7 PM til ?? Registration Saturday 8 AM til 6 PM. Show til 5 PM. Sunday Show from 10 AM. Awards presentation at 3 PM.

OCTOBER DOIN'S

Saturday October 1st - Walter P. Chrysler Club Tennessee Valley Region presents Chrysler Craziest Car Show at Eastgate Mall in Chattanooga, TN Reg. fee \$10.00. Reg. at 8 AM to Noon. For info: Robert Soule 615 332-4282 or Jim Bolen 615 238-4773.

Saturday October 8th and Sunday October 9th - Low Country Mopars 7th Annual Show and Swap in North Charleston, SC. Hospitality night Friday, October 7th. Pre-Reg. \$12.00, Day of show \$15.00. For info: Keith or Denise Brown 803 552-8360. Larry or Sharon Repp 803 899-6931.

Saturday October 22nd: Mid-South Mopars Sixth Annual All Mopar Show "Mopar on Beale" held on Beale Street in Memphis. Pre-Reg. \$10.00. Day of Show \$15.00. For info: Mr. Courtney V. Davis, Bus.901 465-9655 or Home 901 332-2702

Saturday October 29th: Seven Hills Mopar Meet II at Bob Williams Dodge in Rome, GA. Pre-Reg. \$10.00. DOS \$15.00. Reg. 9AM till Noon. Rain Day Sunday Oct. 30th. for info: David Cole 706 235-3893, David Boylan 706 234-1175, Randall Watkins 706 235-6724! --- (A group of us went there last year and had a really good time!)

See ya thar!

Big Lar



Music City Mopar Club October Meeting

The October Meeting will be a

SWAP MEET

at Jerry Taylor's House.

Sunday October 23rd

11:00 AM til ???

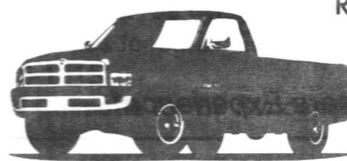
Meeting at 2:00 PM

Bring your Parts & Trade, Buy or

Make a Deal.

Members Only

**Starting Time and Directions will be in the
October Newsletter.**



RICHARD PRICE



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See me for your next
NEW OR USED VEHICLE!

Calendar of Events

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
SEPT 11	12	13	14	15	16	17 Mountain Mopar Classic X at Marion, VA.
CLUB 18 MEETING Pizza Done Right Pleasant View, TN C Directions enc.	19	20	21	22	23	24 MCMC 5th Annual Car & Truck Show Hermitage Ldg., TN
25 MCMC 5th Annual Car & Truck Show Hermitage Ldg., TN	26	27	28	29	30	OCT. 1 Chrysler Craziest Car Show Chattanooga Info: 615 332-4282
2	3	4	5	6	7	8 Low Country Mopars 7th Annual Show & Swap, North Charleston, SC Info: 803 552-8360
9 Low Country Mopars 7th Annual Show & Swap, North Charleston, SC Info: 803 552-8360	10	11	12	13	14	15
16	17	18	19	20	21	22 Mid-South Mopars Sixth Annual All Mopar Show - "Mopar on Beale" Memphis, TN
23	24	25	26	27	28	29 Seven Hills Mopar Meet II @ Bob Williams Dodge, Rome, GA

MAILED FROM:

D Q P

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