

Music City Mopar Club

VOL. 5 No. 10

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OCTOBER, 1994

Monthly Feature **MEMBER'S MOPARS**



Neil Johnson's 1973 Challenger

We bought our '73 Challenger in 1989 and have been working on it ever since. Most everyone who owns a Mopar knows this is a never ending job. In fact, we are getting ready to do it again. The "we" in this story is myself, my son Brian and my father-in-law James Bruce. This is really a family affair. Miss Brenda even gets in on the act.

The Challenger was originally a 318 car. We completely converted it to a 340 .040 over with a 13:1 compression using TRW Dome Pistons. My father-in-law was a big help since this was the first small block engine that either one of us have built.

Of course, I don't think we can enter shows as "stock" because this car is kinda like Johnny Cash's Cadillac. It is built with parts left over from different cars we had used to race on dirt tracks. It even has a Barracuda Dash. It is really a mixed breed.

We have carried it all the way to Virginia to show, and have had real good luck showing it. In the thirteen shows we have participated in our Challenger has placed twelve times. Not a bad track record at all. We have traveled from Birmingham to Virginia with it.

Me and Miss Brenda had a awful fight over the color. I wanted to paint it Plum Crazy and she insisted on Black. Guess who won that battle? But just you wait until next time! Honestly, I have everything a man could want, a wonderful wife, a good son, a great car, and Basset Hounds.

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TECH TALK With Bill Margraf

Many of us work long hours tuning and tinkering with our Mopars, not because we have to, but because we want to. Many of those hours are spent trying to make our Mopars go just a little bit faster. If you are looking to make your Mopar just a bit faster, try talking to Rev. Mopar. Speed is right up his alley (or is it 1/4 mile). However, this issue of Tech Talk concentrates on the other side of speed, getting stopped.

Most of us take our brakes for granted. Think about it, when was the last time you pushed the brake pedal and nothing happened? Oh you may have had to pump the pedal a couple times, but eventually you were able to get stopped, right? And most of the time unless the brakes are squealing so loud you can't stand it, there is probably no reason to have them checked. Well, (deep subject for such a shallow mind, wouldn't you say) that may be OK for some cars, but when it comes to our pride and joys, a little more attention is a good thing. After all, it's better to be safe than sorry.

When I was working on my 'cuda, I took a long look at my options for restoring the braking system. My 'cuda is a basic model. No power anything (except it now has power steering) and drum brakes. It did have the Hi performance 11" drums rather than the standard 10". My goal was to have a braking system I could rely on.

I had a couple options:

- I could replace the front brakes with a disc brake system. These were sold through a company who advertises in Mopar Muscle. They were basically a set of disc brakes off a Mopar which they had reconditioned. However, this would have been a fairly expensive change over. I estimated close to \$800.00 for everything.
- I could have changed over to power brakes at less cost, but still a lot of work and a good bit of cost.
- Finally, I could work with what I had. After all, it was good enough in 1971, why wasn't it good enough today.

With that decision out of the way, I set out to restore my brake system. First, the brake system was taken apart. After evaluating all the hardware, each part was inspected, cleaned and painted. I had the drums turned. Lucky for me all four drums had plenty of metal which allowed me to turn them. If they had not, the search through junk yards and aftermarket parts books would be the next step. I replaced all four wheel cylinders. The brakes worked fine when I bought the car so I could have just cleaned the old ones up. But, for the price, (about \$20.00 each) I felt it was a good investment. I replaced the brake shoes. Again the old ones were not completely worn, but I was told it was better to replace the shoes/pads if you have your drums/rotors turned. I still don't know if that is true, but it sounded good.

The one part which gave me the most trouble was the master cylinder. The master cylinder looked like it was twenty years old. That just wasn't going to cut it on a car that looked like it just rolled off the showroom floor. I searched for the original style master cylinder to no avail. So I decided I would buy a kit and rebuild the master cylinder myself. Ha Ha, nice try but no cigar. Oh we made it all the way to sliding the new piston into the cylinder and found out the piston was a hair too large. After much profanity and a long talk with the parts store. I purchased a rebuilt master cylinder even though it wasn't just like the original. It's amazing what a lot of frustration and a good price will do to you. After all was said and done, we bled the brakes, backed it up a time or two to get the right adjustment, and we were done. A new brake system? Well not really. But just like new.

Live long and prosper,

Bill

Prez's Page

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

Well, another show has come and gone, again M.C.M.C. had a successful show and received many accolades (compliments, good words, etc).

The goody bag stuffing & meeting held at Pizza Done Right in Pleasant View, Tn went very, very well - We had plenty of help and had a lot of fun. We wish to thank Keith Gordon, owner of Pizza Done Right for allowing us to rearrange all his furniture and take over his entire restaurant (By the way the Pizza was probably the best I have had in Nashville).

Once again our members came through for our show set up - Manning the tents, clean up, etc. We appreciate all the help, in spite of Friday's rain, and at the end of the show in spite of everyone wanting to go home. I want to personally thank the ladies who brought the food and set up for what turned out to be not one reception Friday night, but also an impromptu dinner Saturday night. Also I would like to personally thank the men who stood out and cooked Friday and Saturday night.

We received many compliments from both participants and our vendors on the show itself and the site we had for the show. The people at Hermitage Landing complemented us very highly on the way participants and visitors, and the clean appearance of the site when we left.

We have already contracted with Hermitage Landing to have our show there next year.

We as a club have committed to 2 of our sponsors to put on exhibitions for them in the near future. Information on the first one at Hippodrome Dodge is in the November Doin's. Information on the second exhibition is forthcoming. We need you to help us as a club to fulfill our club commitments by bringing your cars to these exhibitions. Contact Larry, Neil or Kim ASAP.

Don't forget our Swap meet and "OFFICIAL" club meeting on October 30th at the Wilson County Fair grounds in Lebanon, Tn. See advertisement in this newsletter. This will be a great opportunity to sell parts, buy parts, swap parts or whatever. There is no charge for your vendor spot. It is first come first serve. This is open to members and friends of M.C.M.C. only. There will be hamburgers, etc. available or bring your own lunch. This

is under a covered pavilion. There will also be a car corral. The fee for the car corral will be \$5.00 to cover the cost of the covered pavilion which as of this writing is being covered by Jerry Taylor. Should be alot of fun.

See You at the Meeting,
Larry

OCTOBER DOIN'S

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!)

Sunday, October 23th, Wilson Bank & Trust Antiques Car Show, at Wilson Bank & Trust Lebanon, Tn Reg. 10 a.m. -1:30 p.m. Entry Fee \$10, 4 MOPAR Classes, plus special awards, For info call Mark Lewis (615) 443-6116

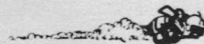
Sunday, October 30th Our Swap meet and Club Meeting 10 a.m. to 5 p.m. Swap Meet, 2 p.m. Meeting, Informations and directions see ad in this newsletter. Members and friends of M.C.M.C. Only.

November Doin's

Saturday, November 12th, Exhibition at Hippodrome Dodge in Franklin, Tn, Hwy 96 East and Royal Oaks Blvd. Need to be there by 8:30 a.m. Exhibition starts at 9 a.m. to 4 p.m. Rain or shine. We need as many cars as possible. Neil Johnson, Larry Forrest & Kim Litton will be contacting you.

See ya thar!

Big Lar



Hi There!

I would like to take this opportunity to thank all the men and women of our club, who worked so hard to help the Unofficial Events Director. You all worked so hard, to register, tech, park, and get ready for not just one but two receptions. Thanks for helping to set up in the rain, and for hanging around to tear down and clean up the area after the show. I have heard nothing but good comments on all of our behavior and how well we work together.

As in all shows, we had a few problems. But working together we were able to correct them.

Thanks again for working with me and allowing me to make suggestions which were received well.

Kim Litton
Unofficial Events Director
M.C.M.C.

This Meeting is open to Members and Friends of

Music City Mopar Club



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2nd ANNUAL Mopar PARTS SWAP MEET

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Wilson County Fairgrounds

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For more information contact:

Jerry Taylor 615 449-3900

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Larry Forrest 615 391-3912



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 '94 Dodge Dakota
- #127 Richard & Theda Rynklewicz
 154 Fairmont Dr.
 Murfreesboro, TN 37129
 615 895-1700
 '69 Plymouth Sport Fury
- #128 Leon G. Outlaw
 358 Clearwater Dr.
 Nashville, TN 37217
 615 360-7982
 '69 Dodge Dart
- #129 Dwight Smitty
 2207 Richland Rd.
 Murfreesboro, TN 37130
 '79 Dodge Full Size
- #130 George Bray
 4664-A Trousdale Dr.
 Nashville, TN 37204
 615 832-3390
 '94 Dakota, '74 Duster
- #131 Gary A Trail
 P.O. Box 411
 Manchester, TN 37355
 615 728-6412
 '67 Barracuda "S"
- #132 Wayne Hall
 6277 Hickory Ridge Rd
 Lebanon, TN 37090
 615 444-1521
 '73 'Cuda

- #133 James W. (Jimmy) Pogue
 456 Woodside Circle
 Old Hickory, TN 37138
 '74 Charger SE, '93 Grand Cherokee
- #134 Jason Wimmingham
 264 River Lane
 Hilham, TN 38568
 615 823-6315
 '71 GTX
- #135 Chris Knott
 126 S. Greenwood St.
 Lebanon, TN 37087
 615 449-5339
 '70 Dodge Dart
- #136 Billy Higginbotham
 104 Bart Dr
 Antioch, TN 37013
 '69 Road Runner
- #137 Bobby McKissick
 5255 Simpiews Rd.
 White Creek, TN 37189
 '77 Dodge Van Tradesman
- #138 Bruce Clayton
 P.O. Box 40
 Elkton, TN 38455
 615 732-4020
 '65 Barracuda, '67 Imperial
 Crown, '64 Barracuda
- #139 John & Carol Bartle
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 Swansea, IL 62222
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- #140 Michael R. Ginaster
 7365 Walker Rd.
 Fairview, TN 37062
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 '72 Charger, '68 Chrysler 300

- #141 Dick Beasley
 3709 Nolensville
 Nashville, TN 37211
 615 333-2727
 '78 Dodge Lil Red Express
- #142 Barrett & Gail Jett
 204 Towne Valley Ct.
 Antioch, TN 37013
 615 361-3051
 '59 Ply. Belvedere (Christine)
- #143 Greg Shelton & Kim Shelton
 1024 Pleasant Run Rd.
 Smyrna, TN 37167
 '70 Ply. "Cuda
- #144 Ralph A. Price
 4721 Timberhill Ct.
 Nashville, TN 37211
 615 832-3845
- #145 Jeff Carpenter
 225 Moncrest Dr
 Clarksville, TN 37042
 615 552-1272
- #146 Joe D. Pearson
 6825 Miller Rd.
 Christiana, TN 37037
 615 893-4531
- #147 David Mofield
 738 Lebanon Hwy.
 Carthage, TN 37030
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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

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Check and change the antifreeze if needed, during this process is a good time to check hoses, clamps, belts to insure a good working system for snow, ice, frost removal. Check and up date the emergency kit if needed.

Remember to **BUCKLE UP FOR SAFETY, ITS THE TENNESSEE LAW. I DO!**

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More of Music City Mopar Club Winning Ways for 1994

Winners at the Old Hickory Car Show August 28th were **Kimble & James Spears, Nick Willmore, and Scott Young.**

Winner at the Watermelon Festival Car Show at Tompkinsville, KY September 3rd was **Nick Willmore.**

Winners at the Frog Bottom Festival Car Show at Cornersville, TN September 10th were **Neil Johnson, Nick Willmore, Scott Young, Daryll Pugh, James M. Bruce, and David Hite.**

Winners at the LaVergne City Park D.A.R.E. Car Show September 11th were **Kimble & James Spears, and Nick Willmore.**

Winner at the 3rd Annual Pulaski County Park in Summerset, KY September 18th was **Nick Willmore.**

Winners at the Pegram Community Club 2nd Annual Car Show in Pegram, TN October 1st were **James and Kimble Spears.**

Winners at Centerville in the Fall Car Show at Centerville, TN October 1st were **Terry Carter, Scott Young, Nick Willmore, Carl Harvey, Jr., Danny Deavers, and David Hite.**

Winners at the 5th Annual Houston County Lions Club Car Show in Erin, TN October 8th were **Roger Hendricks and Danny Deavers.**

Winners at the 1st Annual October Heritage Festival in Hohenwald, TN October 8th were **Carl Harvey, Jr., David Hite, Nick Willmore and Scott Young.**

Winners at National Tire Warehouse Car Show in Goodlettsville, TN October 8th were **James & Kimble Spears.**

WAY TO GO!!!

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POTEETE'S

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Fellow Members,

I would like to take this opportunity to let you know I will not be running for any club office this coming January. In my association with our club, I have met many fine folks, made some great friends, and have had a good time.

Some of the greatest satisfaction I have had being President of our club, have been the comments, thank you letters, etc., that we have received after our events or club participation in other events about the good job we have done, how well we work together, or how we participate together. While it has been great receiving all these compliments, WE ALL KNOW I couldn't have done it WITHOUT YOU.

Thank you all very much.

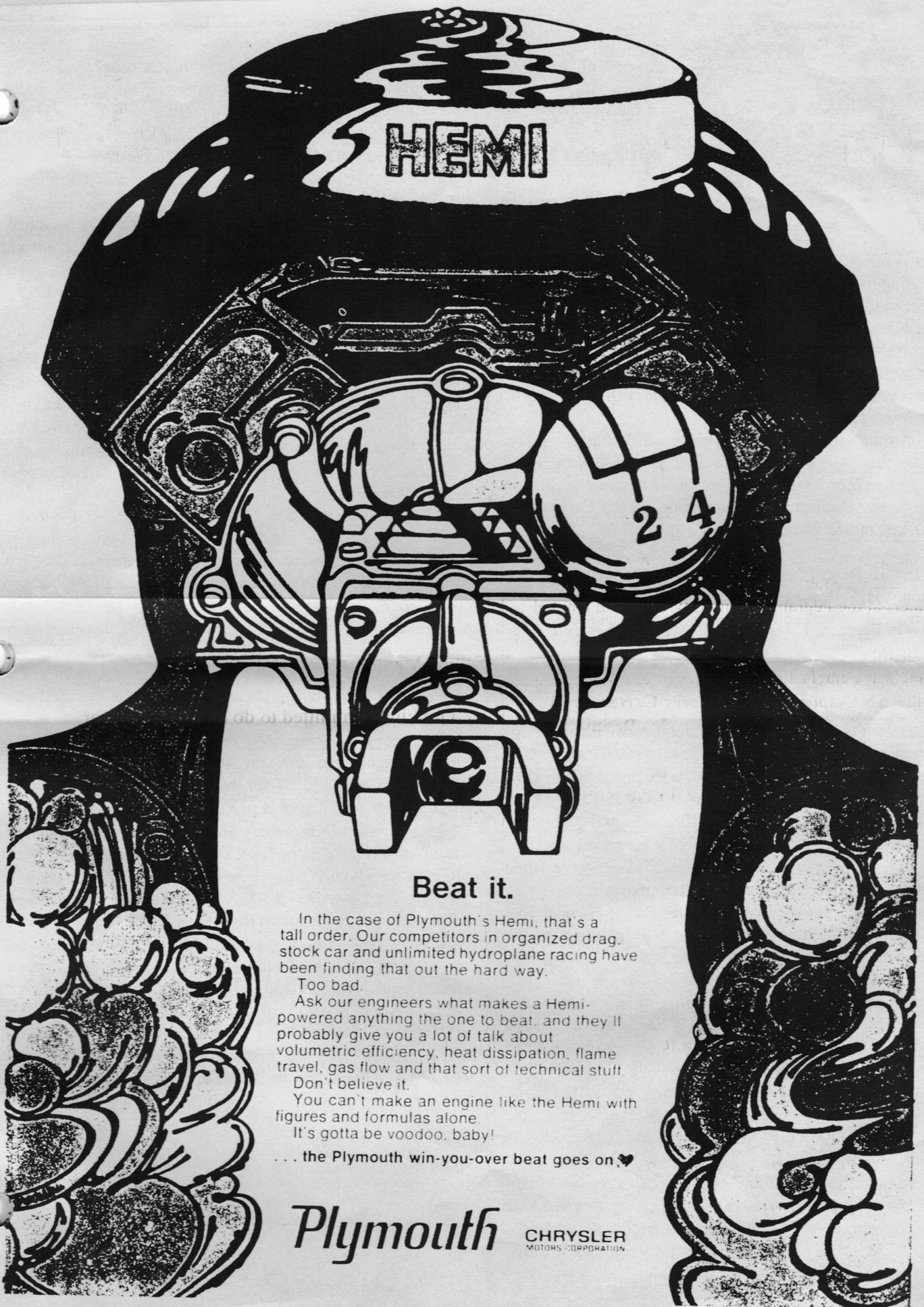
Larry D. Forrest
President
M.C.M.C.

Fellow Members

Our club committed to do an exhibition for Hippodrome Dodge in Franklin, Tn., and Advantage Dodge in Murfreesboro, Tn. as part of their helping to sponsor our show. Our exhibition at Hippodrome Dodge will be Saturday November 12, 1994. I will be contacting as many members as possible for this exhibition. We need at least 25 cars on display. Arrangements have been made to put the cars under cover in case of rain, so we go rain or shine. I am in the process of setting a date will Advantage Dodge in Murfreesboro for their exhibition. Please bring your cars, as we need to show our deep appreciation to these folks.

I will not be running for any club office in January. I hope to continue to be an active member of our club. I have enjoyed the experience very much, but feel it is time for a change. I would like to take this space to thank everyone for their help during my three years as Events Director.

Thank You,
Neil Johnson
Events Director
M.C.M.C.



Beat it.

In the case of Plymouth's Hemi, that's a tall order. Our competitors in organized drag, stock car and unlimited hydroplane racing have been finding that out the hard way.

Too bad.

Ask our engineers what makes a Hemi-powered anything the one to beat, and they'll probably give you a lot of talk about volumetric efficiency, heat dissipation, flame travel, gas flow and that sort of technical stuff.

Don't believe it.

You can't make an engine like the Hemi with figures and formulas alone.

It's gotta be voodoo, baby!

... the Plymouth win-you-over beat goes on ♡

Plymouth

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Rev. Mopar Dulpit Grease Pit

HEADS UP

No, I'm not going to talk about Super Gas or Super Comp drag racing... I would like to direct my attention to heads. Cylinder heads to be exact. It's time to cut through the voodoo and get down to some serious understanding of WHY heads are so important to the proper functioning of a vehicle. In order to do this we must first set a frame of reference - and since I'm an old preacher boy, what better way than with the story...

Story 1

"Hey John, what you got under the hood?" John replies, his chest swelling with pride: "It's a .030" over 440 with 10.5:1 super light weight Ross pistons, a .590" lift purple shaft solid lift cam, crane adjustable rocker arms, Comp Cams triple springs, and milled 906 heads."

Story 2

"Nice car Dan! That engine sure sounds healthy, what's been done to it?" Dan, happy to share with an interested person the fruits of his labor, replies: "I decided to go against the grain a little and build a 360... It is bored .030", has a set of Keith Black Hypereutectic pistons, a .508" lift purple shaft hydraulic cam, corrected lifter bores, three angle valve job, and the heads have been decked .040"."

These are typical stories. You hear them all the time, and they are all too true. We have all been brainwashed into thinking that heads are boring, that only the super rich do head work to their cars. We have learned all the terminology for short block modifications, torque converter specifications, and gear ratios, but most of us wouldn't know the difference between a short turn radius and port velocity. Face it, heads have been a taboo subject, one that is mysterious and sometimes haunting.

Head science is the next great frontier for the casual rodder as well as the hard core racer. Heck, with gasoline quality deteriorating, even restorers who are not afraid of driving their vehicles on the street are turning to the "invisible" science of head modification to obtain performance of legendary status. Ever wonder how those Buick GSX's run so fast now and seemed like run of the mill muscle cars in 1971? It's easy, the owners sent their Stage III heads to Kenne Bell for modifications, got them back, and kept their mouths shut... Hence, the Buick GSX is now considered one of the hottest of the hot in the muscle car era. Good car? SURE! Muscle car legend? NO WAY!

Head modifications of any magnitude can not be accomplished by an amateur with a set of plastic templates and a die grinder set with assorted bits. This is stuff best left to the specialists. Most machine shops are not fully equipped to do the kind of work demanded by today's enthusiast. Most often

heads are sent to shops AWAY for the port treatment... The fact that the heads on our race car came from Lansing, Michigan should say something to you. Why is this the case? Because in certain areas of the country, folks have seen the writing on the wall - the computer... With Computer Aided Design, and specialized software, port configuration, volume, and velocity, can be plotted out (or mathed out, as the Muscle Motors of Lansing, Michigan would say).

The folks that did most of the radical port work in the 60's and on through the early 80's are starting to take the back seat to young upstarts with computer knowledge and specialized machines. Many are still resting on the laurels of their good names and porting the "old fashioned" way. (Blind! With only years of experience as their guide, and quite often a "more is better" attitude).

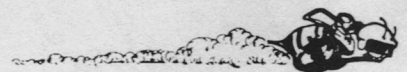
The importance of good head work cannot be overemphasized. Good head work can, in effect, turn a good performer into a killer, as with the case of the Buick GSX. The point is, seek the Mathed out approach. Like Johann Sebastian Bach, who composed much of his music using mathematical formulas, the true classic head port job will be the result of math and careful plotting than serendipity.

The above is why Rev. Mopar Racing Engines is entering into an agreement to house a "head house" in the confines of our shop. SEMA award winner Tony Sizemore will be the specialist, and will work on the MOPAR stuff under my direction. Our initial goal is to correct some short turn problems with the big block "452" head and the center port velocity problem with the X, J and later 360 heads, AND TO DO SO ECONOMICALLY. We have already sacrificed a perfect "452" head to the plasma cutter to plot out the inner passages and get a baseline. Soon you will be able to either purchase or have prepared a set of heads for your favorite MOPAR right here in Nashville.

Watch GREASE PIT for the results of our "452" head modifications and our in house cut, modified, and prepared, intake manifold. Our goal is to have a cast iron headed 3200 pound car compete in the King of the Street race at next years MOPAR NATIONALS. In order to get the 9.40 E.T.'s out of it a strong nitrous oxide charge will be necessary. We will be testing our MULE 451 incher in the Holy Roller II either late this season or in February when the tracks open again. Tony says we can do it, and he should know, he has the fastest stock headed Pontiac in the world to his credit and says the MOPAR head is a much better place to begin with. His "Tin Injun" is a 3200 pound Firebird Formula with a 455 which runs 9.42 WITHOUT NITROUS... Pretty impressive. Let's give Tony a MOPAR welcome and the chance to prove that heads is where it's at.

God Bless, and Peace from the Pit

Rev. Mopar



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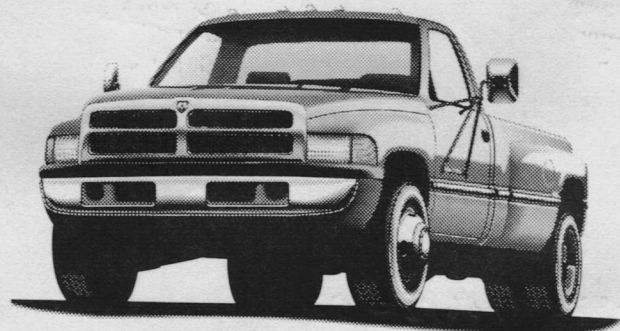


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THE RULES
HAVE CHANGED.



THE NEW DODGE
RAM PICKUP



1994 RAM 3500 Laramie SLT

The Future Is Now

Calendar of Events

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
OCT 16 	17 $\begin{array}{r} 1.33 \\ 1.33 \\ \hline 1.399 \\ 399 \\ 33 \\ \hline 1.6089 \end{array}$	18 /	19	20	21	22
23 Wilson Bank & Trust Antiques Car Show Lebanon, TN 10:00am	24	25	26	27	28	29
30 MCMC Swap Meet & Meeting @ 2:00pm see ad & directions	31	NOV. 1	2	3	4	5
6 (2) $\begin{array}{r} 1151 \\ - 76 \\ \hline 75 \text{ mill} \end{array}$	7	8 (15) 26.78	9	10	11	12 Exhibition @ Hippodrome Dodge Franklin, TN be there at 8:30am
13 (4) $\begin{array}{r} 1000 - (100 - 1) \\ 1000 - 99 \\ \hline 901 \end{array}$	14	15 (18) $\begin{array}{r} 14 \\ \times 12 \\ \hline 28 \\ 14 \\ \hline 168 \end{array}$	16	17	18	19
20 (5) $\begin{array}{r} 1000 \\ 24 \\ \hline 500 \\ 12 \\ \hline 250 \end{array}$	21	22 (19) $\frac{9}{30} = \frac{3}{10} = 30\%$	23	24 Take TIME to be THANKFUL for all that we have been BLESSED.	25	26
27 $\begin{array}{r} 250 \\ 6 \\ \hline 125 \\ 3 \end{array}$	28	29 (25) $\begin{array}{r} 2.54 \\ \times 100 \\ \hline 254 \text{ cm} \end{array}$	30	DEC. 1	2	3

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P.O. Box 714

Dickson, TN 37056-0714

143-37 = 106/2 = 53

