

Music City Mopar Club

VOL. 6 No. 1

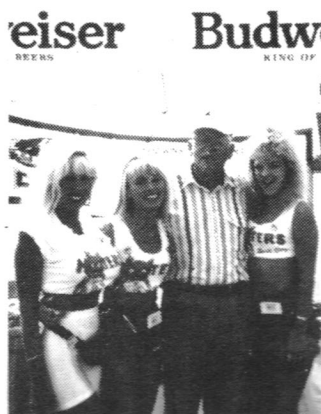
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JANUARY, 1995

Monthly Feature **MEMBER'S MOPARS**

In Memory of Pap/Peepaw James H. Bruce

No matter what you knew him by, you knew that his first love was Mopars. His second, well, as you can see by the photo what that was.



Pap built and raced in Round Track (dirt track). Since the early 50's, Jack "Jr." Marlin and "Coo Coo" Marlin are just two of the noted drivers who he worked with. He had raced from Alabama to East Tennessee. In fact, the last driver that ran for Pap was Gus Bruce (his nephew), and they won 3 or 4 championships at the Duck River Speedway. They won 19 of 22 races. Pap was around 63 or 64 at that time. Pap was still active in helping to build, rebuild and offer his vast knowledge of Mopars to anyone who came to him up until his passing.

Pap was one of our founding fathers. He joined the M.C.M.C. during the second meeting that was held, and held the #10 Spot for eons (more on that shortly.)

From what I know of Pap, and what I have heard from everyone who knew him, that other than knowing everything about Mopars, (he had forgotten more than I'll ever dream of knowing). He was also first and

foremost a devoted family man. He was always ready to give to family, friends and Club members. Not just Mopar knowledge, but advice and stories of times gone by. Pap was also a dedicated Club member. You may not have seen him around, but his advice to Larry, Neil, Roger and Ron G. and whoever else was within ear shot was felt. As in "Pap suggested this" or "Pap said that" or "Peepaw's gonna get you for that one!"

I would like to make a motion to retire the #10 Spot, and leave it forever in Pap's name.

Pap will be deeply missed by all that were touched by him.

Pap/Peepaw
Born September 13, 1923
Died December 6, 1994

by Kim Litton

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TECH TALK With Bill Margraf

Unfortunately, COMPLETE RESTORATION has different meanings to different people. Someone may tell you their MOPAR had a complete restoration, but I'm willing to bet there are some components on the car which were not rebuilt / restored. One of those components may very well be the steering column.

Since the time is quickly approaching to put your Mopar away for a long winter rest, you're probably itching to figure out what restoration / repair / maintenance project to do over the winter. The steering column is one assembly that is simple to remove and relatively simple to restore. I will also keep you busy for a while. You only need the basic tools which are lying around your garage or basement. Let's take a look at what it takes to restore / rebuilt that column. Like most of my Tech Talks, this is based on an E-body steering column. However, the process will be similar for many other steering columns.

First you have to remove the column from the car. Remove the roll pin from the steering box in the engine compartment and disconnect the wiring harness from the firewall. Next, the column needs to be unbolted from the inside of the car. There bolts on the floor behind the brake pedal and two under the dash should do it. The column should slide right out. Pop off the horn cover to reveal the special acorn nuts which hold on the steering wheel. Don't lose these when you remove them because they're no longer available for purchase.

After removing the steering wheel, look down the column's wheel spacer or tomato can as it is sometimes called for the retaining nut. One either side of the nut are threaded holes. These are for a steering wheel puller, which you can rent or borrow from many auto parts stores if you don't have one already. It may be smart to give that retaining nut a good shot of penetrating fluid before you try to get it loose. Once the steering wheel / adapter is removed, you'll notice the horn contact. Be careful when working

around and cleaning the contact, it is coated with copper for good conductivity. If you happened to damage the copper, there is a good possibility your horn wouldn't work. Next, remove the turn signal switch and wires. You may need to turn the plastic molded connector sideways to be able to slide it out. Once this is out, remove the snap ring that holds the upper shaft bearing in place. Now you can remove the screws which hold the turn signal housing to the lock cylinder housing.

Take a punch to remove the retaining pin for the column lock plate. Once the pin is out, the plate slides right off. Now you have access to the lock cylinder retaining pin. To remove it from the housing, push the pin in while pulling on the lock cylinder. The lock cylinder should slide right out. Disconnect the key chime and slide out the column lock pawl. The spring that wraps around the pawl is still available from Chrysler, so if it is rusty or weak, replace it. The last piece to remove is the key lock return spring. This is also available from Chrysler. After the spring is removed, the housing simply slides off.

Now that the column is disassembled, inspect the parts carefully and replace as necessary. Many of the parts are still available from Chrysler or companies like Year One, Inc. Yes, even the metal backed decal for the ignition key release lever on the column is still available.

Clean all the parts and paint the column to make it look new. Once this is done, the column is ready for reassembly. It is pretty much disassembly in reverse. Remember, when you reinstall the "tomato can", make certain you line up the master spline properly.

Call it a repair or a restoration. In any event, your column is now ready for years of trouble free steering.

Live long and prosper,

Bill



Prez's Page

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

Well, it's finally arrived, your Nov., Dec., January newsletter! Normally we have made November, December newsletter and a separate one in January. However, I have embarked on a new business venture and it has had me completely tied up time wise. So this is it until after the January meeting.

As you all should be aware of by now, The Club will be getting an entire new set of officers at the January meeting.

Running for the office of President are H.W. (Butch) Price and David (Rev. Mopar) Koopman. For the office of Vice President, Kim Litton is running unopposed. For Events Director, Bill Bradley is running unopposed. And for Treasurer, Mike Boer is also running unopposed.

The January meeting is election time. If you wish to have a voice in who is going to run your club for next year, you need to come to the meeting and VOTE! REMEMBER, YOU CANNOT VOTE IF YOUR DUES ARE NOT CURRENT! So if you have not paid your dues for 1995 by the January meeting, YOU CANNOT VOTE! If you joined at our car show in Sept. on up to

present, your dues will be current in Jan. YOU MUST BE PRESENT TO VOTE!

The January meeting date has been changed to Sunday, Jan. 15th. It will be held at Pizza Done Right in Pleasant View. See directions elsewhere in this newsletter. The time has also been changed to 2 PM eat and greet and at 3 PM, the meeting will promptly start. This time change is so we will not interfere with the Pizza Done Right lunch crowd.

As you have probably heard, we are no longer involved with Auto Fest, due to their change of policy. Some of our members will be showing their vehicles. Auto Fest was moved to Jan. 21st due to the Fair Grounds being booked Jan. 15th. So we changed our meeting to the 15th. It was either that or the 29th (Superbowl) or the 21st (Auto Fest). In order to accommodate our members, we choose the 15th.

This is an important meeting on Jan. 15th, so be there if you possibly can. MAKE YOUR VOTE COUNT!

See ya thar,
Big Lar



The following is a reprint of a letter sent to President Larry Forrest from Mr. Keith Morgan of PIZZA DONE RIGHT, INC.

PIZZA DONE RIGHT, INC.
6312 Highway 49
Pleasant View, TN 37146

October 13, 1994

Mr. Larry Forrest
Music City Mopar Club

Dear Mr. Forrest,
Thank you for choosing our restaurant for the Music City Mopar Club meeting on Sunday. We appreciate your patronage and hope to see you again in the future.

Sincerely,

Keith Morgan

A Note from the MOPAR KID

Mopar Members: This will be the last safety tip for the year 1994. As we enter the Holiday Season, I wish for you and yours the Best and Safest Christmas ever. May you each be Blessed with Good Health and Happiness for the New Year 1995. Be a good and safe driver and remember to "Buckle Up for Safety - I do Always!"

THE MOPAR KID

My thoughts and prayers go out to the family and many friends of James Bruce. He will be greatly missed by all. I am thankful for the friendship I enjoyed with him during the past years. God Bless Each.

Sincerely,
Carl Harvey

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More of Music City Mopar Club Winning Ways for 1994

Winners at the Pinkerton Park Car Show October 15th in Franklin, TN were **John Dodson, Nick Willmore,** and **James Bruce.**

Winners at the Wilson Bank & Trust Car Show October 23th in Lebanon, TN were **Carl Harvey, Jr., Butch Willoughby, Richard Rynkiewicz, Gerry Shrum, Butch Price, David McKinney, Terry Carter, Nick Willmore, Lary George, Scott Young.**

Winner at the Rome, GA Car Show was **Richard Price.**

Winner at the Oak Grove, Kentucky First Annual Benefit Car Show was **Butch Price.** Butch also took the Mayor's Choice Best of Show.

WAY TO GO!!!

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My name is David Koopman, most of you know me as Rev. Mopar, and I am seeking election as club president for 1995. As was determined at our annual by-laws meeting earlier this year, the declared candidates would be given space in the November newsletter to voice their vision for the club for the coming year. Below is my submission.

The Music City Mopar Club has a good solid foundation upon which to build in the years to come. Our membership is up, our participation remains high, and the willingness of the members to take an active part in our programming is most commendable. We have in the past few years, solidified as a club and our current crop of officers deserves great credit for tireless leadership.

Last year our club held its first "Memorial Day Madness" Drag Race and mini show, we participated in numerous shows around our area, we held two swap meet type events, and hosted the smoothest show ever at Hermitage landing. 1995 should be a banner year for us as plans are already in the works for the Second Annual "Memorial Day Madness" bash, we have already secured Hermitage Landing for our show, and the interest of our many new members inclines me to believe that we will be in a great position to see growth in participation, cooperation, and coordination.

In 1995 we might take a step ahead by getting a bit more involved with our projects. We have so much talent in our club that no member should have to struggle getting help with his or her project. I have always advocated fellowship and team spirit when it comes to mutual interest and have tried to be of what little assistance I can be to any club member. We should strive, as we continue to grow, to maintain that same spirit of cooperation and willingness.

For 1995 I would like to see program centered meetings at least once per quarter. Meetings where we can have as our guest representatives of businesses who might lead us in a clinic about their product, or members with specific skills in an area to share with the club in a "hands on" sort of way. As for club events for 1995, I do not think they should be limited, or centered around shows only... This has been a pet peeve of mine for some time. Why not choose, a cruise, the Monster Mopar weekend, Mopars on Beal Street, or even the Nationals as a club event. Sure it would take planning, but these events are diverse enough to interest all facets of our club.

I assure you I will do my very best to make this club the best it can be for YOU. In short, I will try to curb my penchant for blinding acceleration to accommodate a wide diversity of activities for the Club.

Thanks,

Rev

The membership of Music City Mopar Club wants to wish club member Bobby Mace a speedy recovery. He recently had triple by-pass surgery.



They don't call it King Kong for nothing.

Not hardly. A car doesn't get a name like that on looks alone. Not when it walks off with Top Stock Eliminator at the '66 Springnationals, Winternationals, Summernationals and World Championship Finals. Not when it idles like this one does. Not when it turns 11-second ETs and makes the trip sounding like—well—just ask the guy up there holding his ears.

This, you see, is a Hemi-powered Belvedere. More specifically, a Belvedere GTX. The Hemi part costs extra, and the car itself is specially set up for drag racing. But impressive? Man, it's devastating!

Your next question should be: *Do we build a street ver-*

sion of the GTX? With maybe just a little less hair?

Glad you asked. We do indeed, and it comes with our 440 cu. in. (375 hp.) wedge-head as standard equipment. It also comes with a special heavy-duty suspension, hood scoops, Red Streak tires, wide rims, bigger brakes, low-restriction exhausts and a heavy-duty TorqueFlite automatic—again, it's all standard.

And if you order it with the 4-speed, you get coarse-pitch "Hemi" gears, a heavy-duty rear axle, viscous-drive fan, unsilenced air cleaner and a dual-point distributor as part of the bargain. Sound King-Kongish, too? It is. Because Plymouth is out to win you over. '67 Belvedere GTX

Plymouth





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#150 William Leptic
 471 Star Blvd.
 Madison, TN 37115
 615 868-0658
 '70 Plymouth Satellite

#151 Lionel A. Bohne, Jr.
 2937 Parkwood Dr
 Murfreesboro, TN 37129
 615 896-5204
 '74 Dodge Dart SW

#152 Jerry B. Miller
 Box 17738
 Nashville, TN 37217
 615 361-7709
 '87 Dodge Shelby Charger GLHS
 '85 Dodge Shelby Charger

#153 Hilton Price
 2100 Senior Ct.
 Virginia Beach, VA 23456
 '63 Dodge El Dart P/u

#154 Joey Sisco & Stephanie Darnell
 121 Trusty Rd.
 Lebanon, Tn 37087
 '67 Dodge Dart
 '68 Plymouth GTX
 615 444-7170

#155 Michael L. Sylvis
 1426 Devene Dr.
 Brentwood, Tn 37127
 '70 Dodge Charger
 '73 Dodge Dart
 615 370-3727

#156 Tim Childers
 1819 Lawnview Pt.
 Mt. Juliet, Tn 37122
 '79 Dodge "Lil Red Express
 615 758-7833

#157 James E. Pugh
 1916 Pointe Barton Dr.
 Lebanon, Tn. 37087

#158 Linda Price
 5720 Cloverland Place
 Brentwood, Tn 37027

#159 Bubba Duke
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MOSTLY OLD PARTS AND RELICS

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FOR SALE: Small Block 727 transmission, just been rebuilt call Becky 615 793-5895.

WANTED: Bucket Seat with console for 1969 through 1971 Adventure-SE 1/2 T truck. Call Carl 615 896-3599.

FOR SALE: 64 Plymouth Valant Cuda 273 Rebuild by Grooms, 20,000 on the engine. Lots of extra inside parts. needs tran. rebuilt, maybe extra engine. Buddy Marlin 890-8438

FOR SALE: Factory Mopar valve covers, "chrome" fits - 361, 383, 400, 413, 426 wedge, 440. \$89.95 Mike Gupton 615 384-4596.

FOR SALE: 1971 Road Runner "383 engine & 4 speed with new clutch & pressure plate, also B body headers. Engine complete less car. Jerry Taylor \$550 449-3900

FOR SALE: 1977 Dodge Pickup short bed, white, 68'383 and fress 727. Great start for a toy project, asking \$2,200. Looking for a restorable Challenger, must be factory 4 speed car. Stan Hardcastle 615 794-4204 anytime or pager 615 736-0495.

FOR SALE: 1967 Dodge Charger 318 P.S. Gold-Black interior, needs work. Call Doug 615 893-0680.

FOR SALE: 1952 Dodge Truck Stake bed, truck will run. Call Jack 615 444-1100.

FOR SALE: 75 Ply Duster, Red, 360, 727, Rebuilt 3.91 positive, 4 barrel, factory Alum Stot wheels, New K from Torsion bars Night 582-3526, Week Days 446-6773, Gary Fitzgerald.

FOR SALE: 1966 two door hardtop Dodge Monaco, 383 CI moter with 4bbl, big block. Automatic with factory air, tilt, new tires, battery & alternator. Original dark Green with 112,000 miles. Prchased in Feb. 1967 with 12,500 miles. \$3,800 always a second car. Call Don Collins at (615) 292-0026.

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Election '95

Sample Ballot

For President (Vote for one)

- David L. Koopman
- H.W. (Butch) Price

For Vice President

- Kim Litton
-

For Treasurer

- Mike Boer
-

For Event Director

- Bill Bradley
-

DIRECTIONS TO PIZZA DONE RIGHT

January 15, 1995

NOTE: NEW TIME

2:00 PM to Eat, Meet and Greet

3:00 PM Meeting Begin

From Dickson: Take Hwy. 48 to Charlotte then Hwy. 49 thru Ashland City toward Springfield. Turn right on Hwy. 41A toward Nashville for 1/4 mile on left. Foodland Building.

From Nashville: I-24 West toward St. Louis. Take Exit #24 - Hwy. 49. Turn left over Interstate to 4-Way Stop. Turn left toward Nashville for 1/4 mile on left.

or

Take Clarksville Hwy. (41A) toward Clarksville. 1/4 mile on right after the Pleasant View city limit sign. Foodland Building - Pizza Done Right.

From Springfield: Take Hwy. 49 toward Ashland City. Turn left on Hwy 41A toward Nashville 1/4 mile on left.

Parking is limited so I arranged for overflow parking at the Shell Service Station across the Street on the corner. I repeat at the Service Station ONLY!

by Butch Price.

SAFETY TIPS

With Ole Man Winter just around the corner, better check those tires on the MOPAR. Your tires need treads if they are to get you on the go when the snow does get here. Proper inflation with a good deep tread will get you through even some deep snows. Tire chains, or the strap on type prove to be very effective when the going gets rough.

Hope everyone had a Safe and Happy Holiday and now ready for a Safe New Year 1995. Keep that MOPAR Ready - Safe and between the right lanes at all time. BUCKLE UP FOR SAFETY -- I DO!

The MOPAR KID

This newsletter is done on a computer using PageMaker with a spell checker, the trouble is, spell checks can't deal with homonyms:

*I have a spelling checker,
It came with my PC;
It plainly marks four my revue
Mistakes I cannot sea.
I've run this poem threw it,
I'm sure your please to no,
Its letter perfect in it's weigh
My checker tolled me sew.*

As he was examining the jet-setter, he asked, "Have your eyes ever been checked?"
The fashion-conscious reply: "No.... they have always been green."

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Rev. Mopar Pulpit Grease Pit

I begin this month with a BIG THANK YOU to John and Carol Bartle for affording me the opportunity of driving their Viper! That was a real gas, let me tell you. That car has the kind of performance that is equal to the MEMORIES of the 60's. In actuality, it has more performance than anything non-exotic from that era. That is one slick ride and I feel honored to have been allowed some wheel time. All it took was a hard one - two shift under full throttle to get my blood boiling and Donna telling me to slow down . . . What fun.

Speaking of V-10's, that is my topic for this month's GREASE PIT. I have managed to drive both permutations of this engine, the Viper version and the truck version and have a different impression of each, but I have also managed to see some of the measurements and plotting of the head port configuration and have learned, first hand, the philosophy behind it's design. So here we go again on heads.

The head of the Viper and that of the truck are similar in configuration and philosophy. Both are two valve heads, both are long as heck, and both use a principle for which Chrysler has become famous - high port velocity (swirl port design and all that rot) . . . From the performance standpoint, there is alot that can be done to these heads to improve the power (read torque) and performance of these items, BUT, there is not a whole lot of material to work with to accomplish the task.

SEMA award winner Ton Sizemore, a cylinder head specialist walked me through some of the possibilities and potentials. Aside from some radical stuff like moving the spark plugs or changing their angle, the information was quite straight forward. Let me share.

Short turn radius: the inside wall of the port that leads to the combustion chamber, can use some light modification. Seems as there is a touch of an "air bind" there and this unwanted damming effect does affect the head adversely. This is easily corrected by mildly softening the angle. removing the "air bind" or dam. This modification alone would increase power to a pretty good degree.

Long turn radius: this one is pretty good, clean it up a tough and you have reached the limit on this dimension (this one is the outer curve of the port or runner).

Bowl area: this little pocket around the valve. . . By cleaning it up just a tad, a smallish performance gain can be noticed, particularly above 2500 R.P.M.'s. The "pocket porting" or "bowl porting" that gives so much performan in a 440 is just not going to give you as big a boost on the V-10. . . It is a good thing to do. Some of the reason you cannot extensively bowl port a V-10 is the thickness of the material in that area.

Port or runner height: To finish off the port work on a V-10, by; contouring the roof of the intake ports you can gain some significant numbers (especially in conjunction with the other procedured). There isn't alot of material to spare in these heads, so care must be observed. I can see on the graphics produced that all of the above modifications, done by a skilled head porter, can dramatically increase the output of the V-10 without hurting it's driveability.

In the weeks ahead Rev. Mopar Racing Engines and Tony Sizemore will be looking further into the V-10 head (we're trying to get a truck head to cut open and experiment on). A new feature of R.M.R.E. appears to be head porting - specializing the 906 / 452 Big block castings as well as all 340 / 360 head configurations. When we're ready we'll let you know.

Show notes: A Rev. Mopar "atta boy" to Dale McDaniel for getting his Coronet to the show. . . It's worth the effort now, isn't it Dale! A Rev. Mopar "tsk tsk tsk" to John Dodson for what has to be one of the prettiest examples of AAR/TA craftsmanship I have ever seen - get some real springs on it. . . A Rev. Mopar "Thank Ye" to Larry Forrest for NOT entering the Queen Mary in the show, can you imagine how far you would have had to walk just to get around that thing. . . A Rev. Mopar "GREAT JOB" to each and every on of our club members who pulled together, stuck together, and made this show really swing. Even though the car count was down (never could understand why folks base their activities on a long term forecast) this has to rank as our best effort yet. We can get even better. Now let's get our minds focused on our Memorial Day Madness race - This one is fun too and we can do even better on it that last time. . .

Till next time, KEEP IT GREASY. . . If you have any topics you would like to see dealt with in the GREASE PIT, just give me a call.

His because of Calvary,

Rev. Mopar

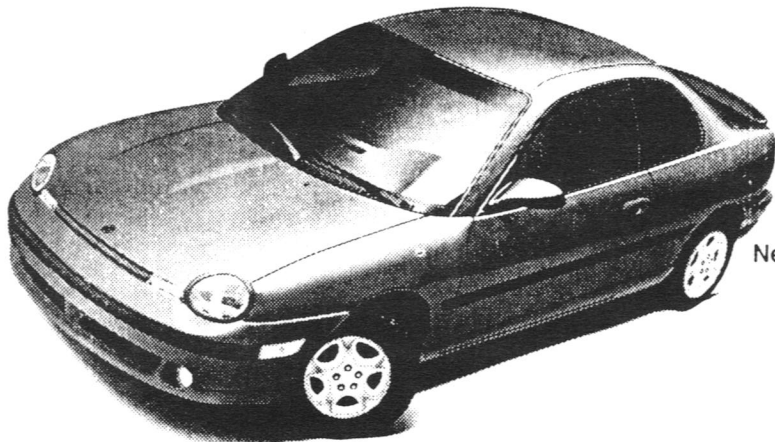


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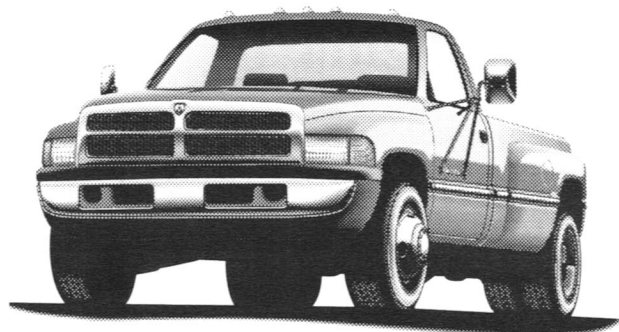


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Calendar of Events

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JAN 8	9	10	11	12	13	14
15 ELECTION 95 Club Meeting @ "Pizza Done Right" Pleasant View, TN 3:00 pm	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	FEB 1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
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