

Music City Mopar Club

VOL. 6 No. 2

Printed Courtesy of Dale's Quick Print

FEBRUARY, 1995

Monthly Feature **MEMBER'S MOPARS**

Dale McDaniel's '65 Coronet



Five years ago my car was being used for a dog house for two German Shepherds. I bought it from a friend who had got it in a trade for \$75.00. It's a 1965 Dodge Coronet 2-door sedan. It had a broken 318 engine, no interior, and a badly bent passenger side quarter panel. It looked pretty pitiful. But with a little imagination, a lot of hard work, not to mention a few dollars, I knew it could be the car of my dreams. It now has a 440 with ported and polished 906 heads, a 590/312 purple shaft cam, 727 torque flite with 4000 stall converter, narrowed

Dana 60 with 4:10 gears, 4-wheel disc brakes, 16 gallon fuel cell, all new interior, all chrome replated, American Racing Wheels, which I have owned since high school, and 2 1/2" exhaust by Robert V. at Supreme Muffler.

Engine by Rev. Mopar, Rear-End by David Jones, Paint and Body work by George Butterworth, and a very special thanks to Dr. Frankendodge (better known to everyone else as Butch Price) for all his hard work with out which this would not have been possible.

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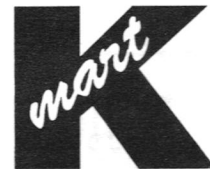
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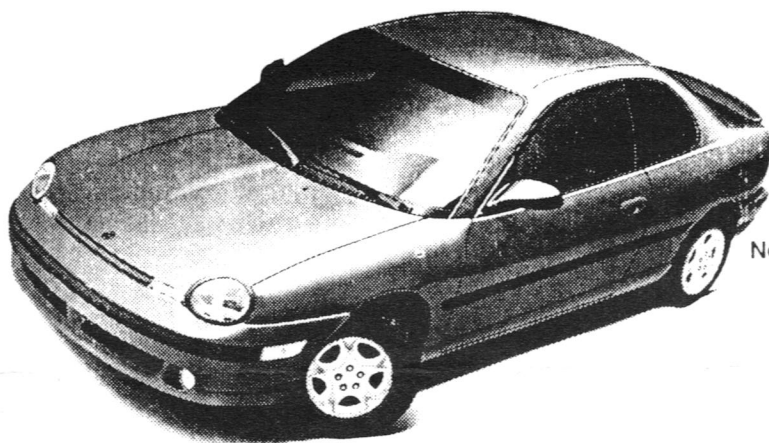
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The Future Is Now



Rev. Mopar Pulpit Grease Pit

Well, this month it's time to take a different SLANT on things. You might say I've been LEANING on this article for too long and it's about time to share with you the ANGLE I have uncovered. Yep! It's time for our discussion on making a REALLY FAST SLANG 6... Be it hot street or race, the pointers herein will assist you no end... Let me begin by saying thanks to Merle Brunner of Knoxville, Tennessee for supplying much of the information here. Let us begin.

The slant six has been around in various forms for about 10,000 years. . . It can be found in 170, 198, and 225 cubic inch displacements. The 170-198 are low deck blocks and the 225 is a raised deck block with a longer stroke. I will deal with the econo-stroker engines at a later time because of time and space constraints. The low deck, shorter stroke variety slant is a higher oriented, lower R.P.M. engine. That being said, I add the following, the 170 was the only slant to really get any H.P. treatment with the HyperPac in 1960 and 1961. This little engine was raced in the Valiant and Lancer on the "BABY GRAND" circuit in the 1960 and until the demise of the program in 1961. Seems NASCAR wanted a companion to the bigger cars and what with the Corvair and Falcon around, the field should be fairly even, right? WRONG in the biggest way possible, the MOPARS dominated the class so completely that the series was axed - the motto was: "no MOPAR, no win" Great heritage for the little engine that still can, no thanks to Ma Mopar who lost interest when competitive edge was lost.

Any of you familiar with Merle Brunner already know about his exploits with slants. His 1960 Vanliant runs 7.90 in the eighth mile and his famous SIX SHOOTER 1963 Dart runs consistent 8.20's in the capable hands of Beverly Foley. Now these are no small feats in and of themselves because precious little develop-ment has been done on this engine for soooooo long. So listen as I share with you the tips of the slant master himself...

For strip or street, the first order of business is block preparation. Merle indicates for a racing application one should first deck the block .100", for street, just clean up the block and square it. Use a high quality FORGED piston in the build and make all the tolerances on the "low side" or loose... For example, on a .030" over bore, the finished cylinder should really be .035"... Use a LOW TENSION oil ring is essential. Run bearing clearances loose as well to promote oil migration. Sounds like you're building a pre-worn out engine doesn't it? But Merle assures me that this is

SLANT SCIENCE at work - it's unlike anything else...

The real trick to making one of these jewels run is in the head... Merle suggests that you angle mill the head in this manner; as close to .001" as possible on the intake/exhaust port side to as much as .200" on the plug side. This increases quench and encourages flame travel. Larger valves are truly in order. The use of re-machined 318 valve is one possibility, but Merle prefers the use of a FORD V-8 valve (he couldn't remember which ones, but indicated that in a Manley book you could find a FORD cross over valve that has the same stem diameter and super close height, and that's the one to use. He suggests that the bowl areas be opened up marginally by an experienced machinist, and the spring pads be machined for larger 340/360 H.P. spring and damper.

Assemble the above with the great care and use a Clifford header of 1½" primary diameter and a Clifford or Offenhauser four barrel intake with a 600 C.F.M. to 750 C.F.M. Holley carburetor (he uses a 3310 which is a 750 vacuum secondary carb). For a cam Merle recommends talking to Competition Cams in Memphis and telling them exactly what you have done to your engine, the weight of your car, the gearing, the torque converter stall speed, etc., and have them grind you a cam or suggest one off the shelf. The M.P. cams are O.K. but if you want to go for the throat, you have to look at one about .535" lift and about 285 degrees duration.

The final word is GET A GOOD CONVERTER (of least 4000 stall) and run gearing steep enough to move the vehicle easily. The above combination is torqued, but not like a V-8... In a Duster, the MINIMUM gearing, even for HOT STREET would be 3.91... Good gearing would begin at about 4.30 and stop at about 4.88 depending upon tire size and weight of the car. 6000 R.P.M.'s in a 225 and 6500 R.P.M. in a 170 is tops... Merle shifts his 225 at 56000 R.P.M.'s.

Rev. MOPAR RACE ENGINES would love to build one of these little jobs. If you want a NEW SLANT on performance, give me a call. Oh, by the way, there are some stroker combinations that can expand that little sucker to 313 cubic inches and more and produce some awesome power numbers with the M.P. race ported head... But alas we're talking about another story.

Next edition of GREASE PIT will reveal to you some startling tips when using the new Keith Black Hypereutectic pistons... These tips, though presented tongue in check and with deliberate vagueness, were gathered from the very dyno room operators at Keith Black engineering and from the "flagship" rolling test bed for this new design-in pistons... Stay tuned.

Rev. Mopar



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More of Music City Mopar Club
Winning Ways for 1995

Winners at the 1995 Nashville Auto Fest in Nashville, Tennessee were **Terry Carter, Mike Cunningham** and **Bobby Mace**.

Winner at the Wilson Bank & Trust Car Show in October 23, 1994 was **Kimble Spears** whom name was omitted from the previous newsletter.

WAY TO GO!!!

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F Y I

I want to thank all the members that turned out for the January meeting. I will do my best in the next year to promote Music City Mopar Club as the best car club available. I firmly believe in the club and its members.

We still need pictures and stories for the Member's Mopar page. After the article is printed your picture will be returned. It does not have to be a completely finished car or truck. An under construction picture and story will be OK.

The February meeting is scheduled for February 26th at the Depot Junction Cafe in Watertown, Tennessee. This is the meeting for discussing and making changes in the clubs By-Laws. It is an important meeting and should be attended by as many members as possible.

At the present time we do not have a definite meeting place for the March meeting. If you have a place in mind, talk to the owners and bring it ups for discussion at the February meeting.

It is never to soon to talk to people about sponsors for our show. The more the better. Remember our show is only 7 months away. We have the opportunity to make this the biggest and best show our club has had.

Any one not renewing their membership by paying their dues by the February Meeting will be purged from the membership list.

Butch Price

Directions to Watertown

Take I-40 East to the Lebanon-Watertown Exit (Highway 70 E). Turn Right to Watertown. Turn Left at Feed Store. Depot Junction Cafe on the Right. Times: 12:30 to eat and greet. The meeting begins at 2:00.

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