



Music City
Mopar Club

VOL. 6 No. 9

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SEPTEMBER, 1995

Music City Mopar Club
AND
Hermitage Landing Resort Park
PROUDLY PRESENTS
MUSIC CITY MOPAR CLUB'S
6th ANNUAL
CAR & TRUCK SHOW

September 23rd & 24th

Saturday & Sunday

at Hermitage Landing

1001 Bell Road

Nashville, Tennessee

OVER 180 MOPARS LAST SHOW

OVER 30 CLASSES

The picnic at Bill Bradley's house was a good meeting under our new tent. The club voted to continue with a 2-Day Show in 1996. The location will be announced later.

The September meeting will be held at Garry Wilkerson's house and will be the goody bag stuffing meeting. His address is 719 New Shackle Island Road, Hendersonville, TN. Take the Vietnam Veterans Blvd. exit off I-65 North and then the Hendersonville By-Pass to the New Shackle Island Rd. Exit or take Gallatin Rod North to New Shackle Island Road and turn left to his address. We will eat elsewhere and then meet at his house at 2:00 PM. I will be at the Hendersonville Shoney's Restaurant if you want to join me at 12:30.

We still need more volunteers to work at the show. If enough people help then no one will have to work hard or all day. We will begin setting up the site on Friday at Noon and can use all the help we can get. Don't forget the get together on Friday night or the cook out on Saturday night.

Don't forget the by-laws. Even through Hermitage Landing will be selling beer, the members can not partake until after the 6:00 PM cut off on Saturday night or after the awards on Sunday.

Anyone that is available on September 18th should bring their car to the Meineke Location on Main Street for a display for them. This will be between 10:00 AM and 2:00 PM and will be good advertising for our show on live radio from the display.

Mid South Mopars is having a Mopars on Mud Island Show on October 21st in Memphis. Wilson County Bank is have a show on Sunday October 22nd in Lebanon.

See you at the Show

Butch



New Members

- #135 Wayne Stutts
912 Flintlock Place
Nashville, TN 37217
615 360-2220
- #136 Joe H. Bennett
6849 Cross Keys Road
College Grove, TN 37046
615 368-7715
- #137 Mark Nugent
8265 Hawkins Road
College Grove, TN 37046
615 395-4475
- #138 Myron (Beaver) Cook
108 Justin Place
LaVergan, TN 37086
615 793-1039
- #139 Jay Jernigan
536 Jennings Pond Road
Lebanon, TN 37090
- #140 Cindy Huff
9156 E. 40 Road
Bon Aqua, TN 37025
- #141 Michael Monaham
135 W. Concord Dr. Apt D
Clarksville, TN 37042-3574
- #142 Skip Carpenter
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Music City Mopar Club

UPCOMING EVENTS

Sept 9th & 10th - Monster Mopar Weekend in Eureka, MO. call 314-9938-6629 or 618-483-5501.

September 17th MUSIC CITY MOPAR CLUB - VERY IMPORTANT MONTHLY MEETING - BEE THERE.

See FYI for time and directions.

Sept 9th & 10th - Monster Mopar Weekend in Eureka, MO. call 314-9938-6629 or 618-483-5501.

Sept. 23rd & 24th - Music City Mopar Club Big 2-Day Car Show.



More of Music City Mopar Club Winning Ways for 1995

Winner at the MMCI Southern Classic in Bristol, TN was **Wayne Hall**.

Winners at the Hunter's Fun Run II August 12th in Nashville were **Scott Young, Bobby Mace, Dale McDaniels, Terry Carter, Barry Knowles, Garry Wilkerson, Craig Satterfield, and Butch Price**.

Winner at the Mopar Nationals in Indianapolis, IN August 12-13 was **Wayne Hall**.

Winners at the Sportsman Lodge Open Car Show at Fort Campbell, KY August 12 were **Terry Carter, Dale McDaniels, Garry Wilkerson, Randel Mickle, David Bolinger, Butch Price, Denny Richardson**.

Winners at the Tobacco Belt Region Car Show in Springfield August 26th were **Scott Young, Terry Carter, Denny Richardson and Barry Knowles**.

Winners at the August 12th Beaman Automotive Group 50th Anniversary Open Car Show were **Kimble Spears, Carl Harvey, Nick Willmore and Roger Hendrick**.

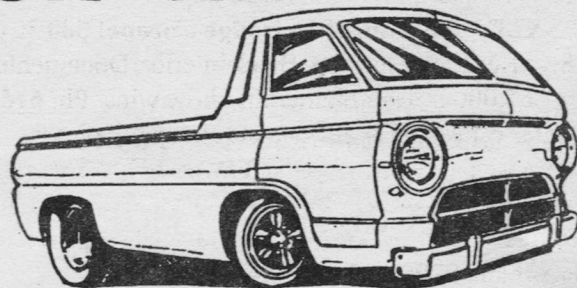
Winner at the Southern KY. Region AACA August 19th was **Nick Willmore**.

Winners at the Wilson County Antique Car Show were **Greg Shelton, Carl Harvey, Nick Willmore, Jim Pugh, Joey Sisco, Jay Jernigan** and Best of Show was **Nick Willmore**.

Winner at the Sumner Co. Open Car Show was **Brian Shaw**.

Winners at the Bowen Campbell Show at Moss Wright Park, September 2nd were **Nick Willmore, Ricky Richter, Garry Wilkerson, Gerg Shelton, Kimble & James Spears, Denny Richardson, and Brian Shaw**.

KIM'S KORNER



AKA Ladies Choice

Greetings!

I hope all of you had a great summer.

As you know show season is rapidly winding down - Our show is coming at us at break neck speed - I am putting out a call for volunteers - We still have openings for Registration, Parking, Tech and Friday Setup - Also, we need people to bring things to our Friday night reception and Saturday night cook out - we could also use goodie bag stuffers and door prizes.

If you do volunteer to help - Please work your shift - The four board members will have a list - And we will be watching - It is way to hot and humid for one or two people to work all day.

Also don't forget - Starting at Noon September 22nd, there will be people on sight to start setting up and to "guard" your cars if you bring them early.

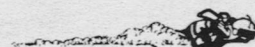
Call me at 441-2953 or any of the other board members.

UPDATE

There are still some rooms available at the Ramada Limited at 5770 Old Hickory Blvd., Hermitage, TN for September 22, 23, and 24, 1995. Rooms will be \$39.00 a night but you must call for reservations - 615 889-8940 - and you must mention MCMC or Music City Mopar Club to get these rates. The people at the Ramada will be more than happy to get you set up.

Stay Safe and Be Aware!

Kim



MOSTLY OLD PARTS AND RELICS

WANTED: 1967-69 Barracuda Left Front Fender and lower valance. 1962-1970 B Body Wagon or 2 door post car. Call Rev. Mopar at 876-8903, evenings.

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FOR SALE: 1991 Dodge Caravan SE - 3.0 engine - Automatic Trans., PW, PDL, AM-FM, Cruise, Tilt, PS, Power Disc Brakes, Many added extra, well maintained - one owner vehicle \$9000.00 call 746-3390.

FOR SALE: 8 small bolt pattern rally wheels with early & late centers and trim rings \$300.00. **Complete 383 engine.** Date coded 3-12-70 \$250.00. Call Lee after 5:00PM at 804-427-3725.

PARTING OUT '74 Duster: AC, PS, small block, auto, big bolt pattern, Power Disc Brakes, 8 $\frac{1}{4}$ " rear, bucket seats, console, Hooker headers. call 746-3390 after 6PM.

WANTED: NOS parts for Dodge 1/2T.TK. 60's thru 71 will fit. Brake hose w/wire wrapped 17 $\frac{3}{4}$ " lgth. P/N 2955611.

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NOS Glove Box 70-71 Dodge TK's P/N 2833684.

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FOR SALE: '70 Dodge Truck 1/2T. less eng. trans. your choice straight or auto. Call Carl at 615 896-3599.

FOR SALE: '70 Chrysler 300H - Garage kept since '78. Featured in Mopar Muscle April/May 95 issue. Power Windows, seats, steering and brakes. Standard leather seats. One of only 300H hardtops made - 3.23:1 gear, 375 hp 440, 15.31 94.43 in quarter mile. Call Joe Markem evenings at 615 446-6619. asking \$4000.00



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Tech Talk

Hello, Mopar Lovers,

My name is Robert S. Vachunek. I have been a member for about three years. Most people recognize me for having the yellow 68 Valiant. I have elected myself to the Tech-Talk portion of the newsletter. Please keep an open mind toward my English.

I thought I would start with Carburetors. Through the years of working on automobiles, I have found this to be a big problem for a lot of people. One problem is picking the correct carburetor for your car, then installing it on your car correctly. After this has been done you are ready to set your carburetor up, (By the way, it has been my experience that size doesn't make a difference when set up correctly. I have a 950 Baby Block, and the motor loves it!).

One big problem is wrong power valves in the carburetor. One way to check this is to use a vacuum gauge. To do this hook the gauge to a manifold source, then have someone start the car. After the car has reached running temperature, have someone put the car in gear and let it idle and you look and see what the reading is. Then start subtracting from it by 2 in. lbs. For example, my car reads 12.5 lbs. I put a 10.0 power valve in it. (You can do down a little more if needed, but remember if you go big you will get too rich reaction and if you go too small you can get a hesitation.)

Just remember a power valve is just a timer that controls how fast or how slow your gear gets full richness under full throttle.

I hope this will help you in the set up and understanding of a Holley Carburetor. And remember there is no car like a MOPAR!

Your Mopar Lover,

Baby Block Bob

P.S. Any question or comments please call me at (615) 384-8243 or page me at 298-7197 and punch in your number.

UPCOMING EVENTS Meineke muffler will have the race car at my shop Sept. 18. We would like you to be there with your Mopar. Butch Price or I will be able to help you with any questions, so please come by and show it off. This will be a good opportunity for us to promote our show, since WSM-FM will be there from 12-1 pm. So come on down! Butch and I will be there to help if needed. It will be at 960 Main Street, Nashville.

P.S.S. Butch, keep up the good work, we all appreciate it a Bunch.

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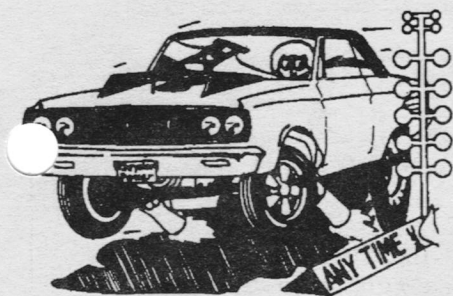
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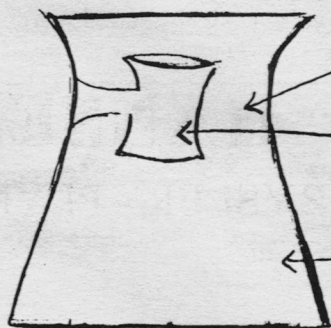


Rev. Mopar's Grease Pit

In the past two installments I have waxed eloquent with regard to packaging when building a car. I cannot stress this enough for those of you doing projects of a "modified" nature. Rare is the occasion that you can purchase only one part that will make a good change in your engine. Usually several parts are necessary to complete a package. In this month's GREASE PIT I would like to reveal how, even in individual components, packaging remains the key.

Three months ago I told you about our four door car and mentioned that the carburetor was an article unto itself. . . So here goes. . . The product in question is HOLLEY'S new Pro Series carburetor, which comes in both a mechanical and vacuum secondary version. This particular product is one that was developed as a complete PACKAGE. . . The premise behind the series is to offer a non-dominator carburetor that offers dynamic performance throughout the RPM band and is easily turned to work with many applications. Let's look at this product.

In reality this is a new, old product. . . By utilizing "racer science" (years of trial and error), the folks at Holley have assembled a carburetor that functions on the principle of increased air velocity. The carburetor flows between 920 and 950 CFM but has components, discounting float bowls, from carburetors no larger than 850 CFM. . . How can this be? Elegantly simple. . . Use the naturally occurring demands of the engine, gravity, and tailored (read smoothed) air flow, all to increase velocity and BINGO, instant results.



NOTICE THE TAPER - THIS INCREASES AIR VELOCITY. TWO STEP BOOSTER VENTURI INTRODUCES THE FUEL TO THE BREW. CAREFUL MACHINING AND PROPER PARTS SELECTION COMBAT "REVERSION" IN THE FLOW.

To better understand how this works, look at a toilet! Sounds funny, but it's the best analogy I can draw from. When you activate the flush valve, the bowl empties very rapidly, forcing the waste product out. A toilet is also shaped like a tapered funnel thereby using gravity, (in this case water) velocity, and drainpipe vacuum demand (those funny pipes that come out your roof aren't there for fun you know). The outside air flows through a modified 750 air horn that utilized the two step booster, the air horn is tapered into a larger 850 double pumper throttle plate (see diagram).

The end result is a product that is really well suited for street / strip applications. The idle is smooth, the acceleration at moderate throttle is brisk, and full throttle acceleration has to be felt to be believed. And although these carburetors are somewhat at this time, they are truly a value since they work so well. Further, you will spend at least \$100.00 more money on a Barry Grant carburetor of a similar nature and end up with a product that would be hard pressed to surpass the performance of the new Pro Series carburetor direct from HOLLEY.

I seldom endorse a specific product in my writings, be in my situation, I installed a Pro Series carburetor on our four door bracket / street car and have only set the idle - that's how good this product works. It is a full tenth quicker than the 750 double pumper we had on the car in the beginning, and ours is a vacuum secondary unit. The helpful folks at Holley have made MOPAR carburetor shopping easy, at least as far as I'm concerned. . .

If you have any questions concerning this carburetor, or this article, please feel free to call me. I have to admit, I'm more excited about this product than I have been about any other in a long time. Holley has done for carburetion what John Erb and K.B. have done for pistons, pushed the envelope and developed a cost effective piece that works in spades. . .

PEACE

Rev. Mopar

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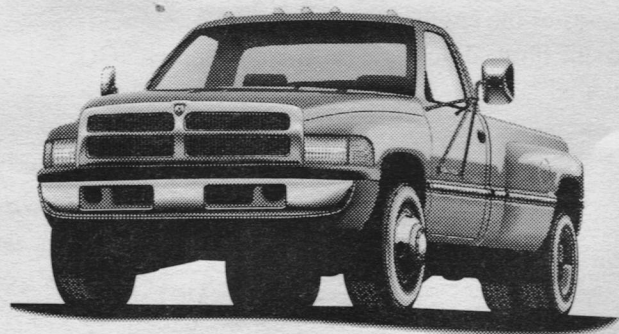


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