

Music City Mopar Club

VOL. 6 No. 10

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NOVEMBER, 1995

Monthly Feature

MEMBER'S MOPARS



The tri-color paint on my 1980 Dodge Mirada is not factory, but then, little else is. I always liked the looks of these cars way back when, but as a college student I could not afford one. Nearly 15 years later I bought this fine example which had spent a year in the Metro Impound with the windows down. There is a little rust on the right quarter, but the floor, trunk, and frame are in great shape. All the odd sheet metal replaces the pieces dented and bent by the bar tender who lost it to the impound. The 318 CI boat anchor which resided under the hood, along with the 904 and 291 geared 8.25 rear end are history. In their place went a .30 over 440 with hypereutectic pistons, stock rods, heads, cast crank, .509" lift cam, Edelbrock single plane with a Holly 750 double pumper, Mopar electronic ignition, Headman coated headers and 3" dual exhaust. That was dropped in on elephant ears and hooked to a manual reverse pattern 727, an E Body drive shaft, and an E Body 8.75 with a 456 gear. The car is a long way from complete, but it'll run up and down the road and it sounds great.

The following people lent a hand or a part and I am grateful: Robert Vachunek, David Koopman, Kim Bradley, Robert Vachunek, John Dodson,

John Labboose, Robert Vachunek, Gary Tuck, Richard Elmore, Robert Vachunek, Chuck Maine, Ronny Reagen, Robert Vachunek, Mike Boer, Rodney McCall, Robert Vachunek, Billy Hobbs, Keith Howard, Robert Vachunek, Super Stock Shane, Luke Bradley, Robert Vachunek, Jerry Taylor, Lebanon Scrap, Robert Vachunek, Trevor Card, Marvin Benoit, Robert Vachunek, Victor Marrone, Crave Talbett, And finally, Robert and Tracy Vachunek. Now, how about a stroker small block Neon? I wonder where Baby Block Bob Vachunek is?

Big Block Bill Bradley
Events Director

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Kim's Korner

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F Y I

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Rev's Grease Pit

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.

FOR SALE: Beautiful 1966 Dodge Coronet 500 361 V-8, 727, 8¾ - Red metallic paint, Black interior, Documented 4th owner - 67,000 miles - Numerous show wins. Ph: 615 746-3390 after 6 PM CDT. Serious inquires only please.

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.

WANTED: Need Parts for 1958 Dodge ½ T Custom Swept Side Tk. Need Mirrows-Arms (original), Windshield, any '57-59 will fit. Call 615 896-3599 anytime for Carl.

FOR SALE: '70 Dodge Truck LWB less engine and trans can set up for auto or straight Trans. Have engine & trans 400-400 hp, 318 with 727 auto. Your choice - will install. Have all the parts you will need. Call Carl at 615 896-3599.

FOR SALE: 1994 Dodge Dokota SLT Truck, Loaded, 318 Mag. Auto, Dual Exhaust, Power everthing. Ground effects with front spoiler, Radar detector, turquoise & silver, 9,000 miles, one of a kind, show winner, you want believe it when you see it!!!! Call Steve at 615 355-6711.

FOR SALE: 2 each: 400 cu. in. engines 1 w/2 bbl carb. 1 w/ 4 bbl carb hp. 2 each: 318 cu. in. engines all 2 bbl carb. Big Blocks and small blocks 727 trans. What do you need? Need to sale some or all of listed items. Out of Space. 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

FOR SALE: 1975 Monaco, 440 auto. p/s, p/b, a/c, am/fm, 86,000 miles. \$500.00 Phone 746-4611.

FOR SALE: Dodge D100 True Spirit PU, 318 4 bbl., 727, p/s, p/b, am/fm cassette, short stepside, \$3000 phone 746-3390 after 5 pm.

PARTING OUT '74 Duster; a/c, p/s, small block, suto, bit bolt pattern, power disc brakes, 7¼" rear end, bucket seats, console, call 746-3390 after 5 pm.

FOR SALE: 1940 Plymouth Business Coupe, all original except wheels. \$2500.00 Firm. 876-2628 or Home 696-8273. ask for Bobby.

FOR SALE: 1970 Plymouth Fury III Convertible, White with Blue Interior, Black top, 2nd owner. 2500 miles on rebuilt 318. I've had the car 22 years. \$4000.00 or obo. call Gary Lee at 665-9917.

WANTED: 4 White spoke wheels 8x15 for 76 Dodge Truck. Positraction unit for 8¾" rear end. 746-5390 after 6:00 pm

Music City Mopar Club

New Members

- | | |
|---|--|
| #143 William D. Bradley
P.O.Box 36
Summertown,Tn. 38483 | #156 Allen Balk
2067 Tice Dr
Culleoka,Tn 38451-2720 |
| #144 Todd Peterson
3513 Colony Point W
Nashville,Tn. 37217 | #157 William S. Ralston
340 Cedarcliff Rd
Antioch,Tn 37013 |
| #145 Avery (Buck) Weaver
3785 Loudon Bridge Rd
Loudon,Tn. 37774 | #158 Charles Estess
719 Crown Court
Murfreesboro,Tn 37129 |
| #146 Trevor Card
Corning,NY | #159 Bob Brim
507 N Jefferson St
Winchester,Tn 37398 |
| #147 John B. Franklin III
4829 Smokey Dr
Old Hickory,Tn 37138 | #160 Thomas H. Walling
1121 Silverleaf Terrace
Nashville,Tn 37221-3378 |
| #148 Larry Edwards
5088 Hwy 70 E
White Bluff,Tn 37187 | #161 Mike Frakes
744 Wesley Chapel Rd
Lawrenceburg,Tn 38464 |
| #149 Larry Drury
209 Glenrose Ct
Nashville,Tn 37210 | #162 Jack Anderson
313 Church St
Lafayette,Tn 37083 |
| #150 Gerald Dumont
1757 Frey Ford Rd
Springfield,Tn 37172 | #163 Ricky Mofield
213 East File Ave
Carthage,Tn 37030 |
| #151 Bob Painter
1001 B West Main St
Lebanon, Tn 37087 | #164 Michael Jackson
2954 Morry Kittrell Rd
Readyville,Tn 37149 |
| #152 Wayne Burt
2100 Safari Camp Rd
Lebanon,Tn 37087 | #165 Harold G. Payne
611 W Adams
Lebanon,Tn 37087 |
| #153 Phillip Cockrell
94 N Old Military Rd
Summertown, Tn.38483 | #166 Larry Silcox
135 Hiawassee Rd
Lebanon,Tn 37087 |
| #154 Chad Green
PO Box 89
Riddleton,Tn 37151 | #167 Robert Tulney
304 Haynes Park Dr
Nashville,Tn 37218 |
| #155 Ken Martin
3516 Lamawood Dr
Nashville,Tn 37217 | |



Well! its over. The 1995 show is history. It's time to sit down and forget show for a while. WRONG!. I want to thank every one that helped at the show for a job well done. I appreciate your help but its time to start planning for the 1996 show. The place has been decided. The dates have been set... Hermitage Landing, September 28-29. Everything else has to be set. If you have any changes you would like to make, or if you are satisfied with the way it was, please write me and tell me as soon as possible. Your input does count. Please make a note of the new club address: P.O. Box 625, Madison, TN 37116.

I received a newsletter from another Mopar Club with an article about our show. This is the excerpt from the newsletter: "The 4th weekend of September is always the Music City Mopar Show. They have a great place to hold a car show. It is at a resort to the Southeast of Nashville. They could give lessons on how to hold a weekend show. Weather was great and the show had most all kinds of Mopars. The had a professional photographer on site that had you pose with your car as you drove in from the

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registration area. The next day they had poster size prints of your car ready if you wanted to buy them. I'm talking 20x30 and clear as a bell! You could also purchase from another vendor a picture of your car on a mug that had the show name and date, or a key chain. Nice touch for the show. Vendor area was full of good used pieces. Lots of good sheetmetal was being carried out."

The October meeting will be October 29th at the Car-B-Que located at 2416 Music Valley Dr. in the Music Valley Village. This place is located in a new strip mall located behind Shoney's Inn. It looks like an antique service station from the outside with old auto memorabilia on the inside. The owners have asked for us to bring our cars for an authentic look. Meet and eat at 12:30, meeting at 2:00 promptly.

Remember, All 1996 dues must be paid by the January meeting or your name will be purged from the membership list. (This does not pertain to the members that joined at or after our car show.)

Club member Bobby Mace is having a charity car show on November 4th at the Oak Grove American Legion Post. This is a toys for tots show. Entry is \$10.00 and a toy. Directions to the show: I-24 west toward St. Louis, 2nd Kentucky exit. Turn left. Show is ½ mile on right. Registration is 8 - 12.

Butch

Extra! Extra! For all you Mopar racers, before you put your toys away for winter, here's one more chance to play with the other boys and their toys! On Sunday, November 5, 1995 the Performance Ford Fall Shootout will be held at the Music City Raceway. It will be foot brake only. Gates will open at 11:30, time trials start at 12 noon, eliminations start at 3PM. You must register by 2:30. \$15 to race for car and driver, spectators and crew free. They will also have an informal Show and Shine the entry fee on it is \$5. Trophies for the best Ford, GM, MOPAR, etc. The first 150 show or race cars get dash plaques. They will also have a Jr. Dragster class, there will be no charge for the Jrs. to race. For more info call: Ronnie Hoffman, work:865-5404 or home:366-7225 John Adams, work:256-8023 or home:883-2052

Have fun!

Kim

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A Rose By Any Other Name . . .

Here I go again, opening a can of worms with regard to the conduct of the Automobile manufacturers during the horsepower derby that was the 60's. Many of us remember magazine road tests of certain muscle cars, thereby elevating them to legendary status, and later discovering that the everyday GTO. or GTX couldn't come near the published numbers of the day. These cars were known by many names, including: "Ringer," "one-off," "blueprint verification vehicle." and my personal favorite, "engineering exercise." It's funny how when it came time for an important road test these were the cars that made it into the hands of the test team.

In the Spring of 1969 I had the opportunity of going on a road test for Super Stock and Drag Illustrated. Now I wasn't a part of that road test, now was I anyone special other than a team driver for Berger Chevrolet (sorry folks, that was before my conversion) of Grand Rapids, Michigan. The late, great Roger Huntington was the writer (he couldn't do the testing because he was in a wheelchair and a ZL-1 Aluminum 427 Camaro didn't have hand controls), and the tester was to be Dick Griffin, national record holding Chrysler "hot shoe." Berger assembled a contingent of "engineering exercise" cars to attend this event a U.S. 131, Martin Dragway. This contingent included a 427 Chevelle, a 427 Nova, a 302 Z-28, and my Corvair 110 Sprint (a 110 H.P. with the 140 H.P. camshaft). All of these cars were "ringers" easily capable of outperforming ANY of the like vehicles on the Berger lot, and we all knew it. . . But the best was yet to come.

We proceeded in a caravan to Martin Dragway and met Dick Griffin there - Huntington rode down in the ZL-1. When we graced the gates we happen to notice that Griffin came with some cars of his own to "sort out" prior to the upcoming Popular Hot Rodding Magazine "Pure Stock Nationals." Griffin came with a GTX, a Road Runner, and a 440 'Cuda. . . BATTLE STATIONS!

Now we knew we had to have Griffin covered, and that the ZL-1 all aluminum 427 would be the star of the day, heck we planned it that way. My Corvair was a mid 15 second car - that put it in a virtual dead heat with most Road Runners of the "garden variety." The 302 Z-28 was certainly capable of low 14's and all the 427 cars had to be solid 13 second cars. (If these times sound slow, remember back to the tires of the day - Wide Ovals. . . AND I'm talking verifiable numbers here not someone's 12 second mouth) Odd thing was that all of Griffin's cars had their class designations on the windows and ours did not.

The ZL-1 had tons of traction problems and whatever technique you used, the best time anyone could must was a 13.38 at 104. (The anyone who ran it was Griffin). Big disappointment for us there. With the test concluded, it was time to play. You see, we were getting ready of the Pop Rod event too. The Nova figured to B/PS, the Malibu to C/PSA, and the Z-28 to F/PS. Griffin's cars figured this way: "Cuda B/PSA, GTX D/PSA, and Road Runner F/SPA. It was time to SHOW Griffin some bowtie boogie. WRONG. . . Seems as Mr. Griffin had some help from Mr. Hoover and Mr. Shepard and his "engineering exercises" made the bowties look like Bozo the clown. How about a PURE STOCK, UNTOUCHED 1969 440 'Cuda running 13.10 at over 107 on street tires. . . His GTX ran 13.41 at over 105, and the most astounding of all was a 13.66 at 102 from the Road Runner. . . No one though the Runner could eclipse the Z-28, but it did by two full tenths. My Corvair ran it's usual 15.65 numbers. . . But for Q/PS tat was stout, but I was glad they didn't have a slant six valiant. . .

Two months late I was the owner of a 1967 GTX. That car is now in the hands of club member David Hite. It was also an "engineering exercise." In E/PSA it ran 13.63 at 104 with a 3.23 gear. . . Go figure. I never got beat in that car. . .

These cars are still out there and you might end up with one without ever knowing it. Norman Chesney of Knoxville, TN is the owner of one. Most recently I have discovered what had to be one in the form of a 1968 Road Runner belonging to Robert Turney. (The engine that is). . . Upon doing some work, I discovered that things fit TOO DARN GOOD. The exhaust ports and intake ports, though they show NO signs of grinding are perfectly matched to the intake and exhaust gaskets. The intake has NO rough spots and no sign of grinding. Who knows you might just have one of these cars in your collection.

Ways to spot these cars is to look for vehicles not heavily optioned, ones with manual steering, sure grip axles (usually 3.91 in a big block and 4.30 in a small block), and less than obtrusive colors - forget the Sub-lime Green and Panther Pink, try for bronze, metallic blue, yellow (not lemon twist either), white and red. Look for telltale details such as "EXTRA" wax pencil or marker writing in the trunk area or under carriage. Look also for stuff that should not be there but is. Like a Dana in a 383 Road Runner 4-speed, or in a 440 automatic car. Huge air breathers that look all wrong on the car but came on them none the less. (Sorry Galen Govier, you know alot, but not all - neither do I for that matter). You might discover some aluminum alloy parts under the grease and factory paint. The carrier of your 8 ¾ may be of a light alloy. Bottom line is - it's out there. When it comes to engineering exercises, all was fair. In fact, David Hite has probably the ONLY 1967 GTX that came from the factory with an AVS. The factory rep who was issued that car for evaluation was James Earle of New Baltimore, Michigan, and he will attest to the fact that they way he sold it to me was the way it was delivered to him. It was also the 47th GTX built.

Sorry for rambling on, but I was having such fun. Next time I will focus on the MIGHTY V-6 (I'm not being funny when I say MIGHTY either). Till then, keep it safe and may the Pentistar shine brightly in your eyes.

PEACE

Rev.

October 29th - Club Meeting at Car-B-Que 2416 Music alley Drive. see FYI.

November 4th Bobby Mace's Charity Car Show at Oak Grove. see FYI.



More of Music City Mopar Club

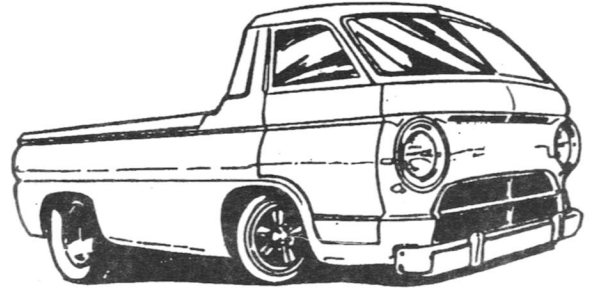
Winning Ways for 1995

Winners at the Lake Cumberland Kruzers in Somerset Ky. Sept 17. were **Carl Harvey, Jr.** and **Nick Willmore.**

Winners at the Music City Car Show were: 63-69 A-Body Stock, **Charles Smitty, Jim Mooneyham, Wayne Stutts;** 70 & Up A Body Stock, **Gary Harris, Robert Williams, David Bolinger;** 70 & Up A Body Mod., **Stanley Smith, Jr., Larry Mickle, Danny Frost;** 62-67 B Body Stock, **Mike Crowell, Tom Englert, Keith Arteman;** 62-67 B Body Mod., **Dan Tanner, Danny Turley, Dave Jones;** 68-70 B Body Stock, **Tim & Jamie Cecil, Brian Shaw, Gary Fields, Mark & Beth Waters, Sherrie Evans, Paul Jacobs, Jr.;** 68-70 B Body Mod., **Ricky Richter, Robert Barnick, Nick Willmore;** 71 & Up B Body Mod., **Rob Turley, Stacy Rodgers;** All E Body Stock, **Greg Shelton, Wayne Hall, Tim Berkemeier;** All E Body Mod., **Neil Johnson, Bobby Hensley, Vickie Young;** Small Truck Mod., **Steve Lewis, Deborah Eidson;** 72 - 92 Truck Stock, **Pat McVay, Arthur B. Upchurch, Nick Willmore;** 72 - 92 Mod., **Larry Boatman, Robert Gambill;** 93 & Up Truck Stock, **Kim Bradley, Ricky Richter, Greg Satterfield;** 93 & Up Truck Mod., **Kevin White, John McGlothlin;** All C Body, **Gerald L. Kuebler, James Schooley, David E. Hite;** All F Body, **Daryll Pugh;** All AAR's & TA's, **Al & Bets Balk, John Dodson;** Pro Street, **Charles Hobson, C.A. Wright;** Street Rods, **Jack Anderson, Barry Capps, John Horner;** Race Cars, **Stanley Pearson, Roger Hendrick;** 61 - 71 Trucks, **Carl Harvey, Jr.;** "Lil" Red Express & Warlock, **David Ruth, Richard Price, Dennis Danley;** Wing Cars, **Bruce Barrett, Lynn Hartman;** Unfinished, **Joe Stacey, Mike Sylvis, Jane Ross;** Remaining RWD, **John Hawkins, Lovell & Linda Martin;** All FWD, **Jim Moore, Brenda Smitty, B. Kimble Spears;** 61 & Older, **Barry Knowles, H.F. Houston, John Rector;** All 4x4, **Tim Rogier;** All AMC, **Chris Schleusener, Caroline Bable, Ralph Dara;** All Jeep, **Charles Crawford, Denny Richardson;** Special Interest, **Paul Julian, Gary Wilkerson;** 61 & Older Antique Truck, **Buck Weaver;** Best of Show Stock, **Keith Arteman;** Best of Show Mod., **Roger Hendricks;** Peoples Choice, **Tim Berkemeice.**

Winners at the Centerville in the Fall Car Show in Centerville, Oct 7, were **Wayne Stutts, Barry Knowles, Terry Carter, Nick Willmore**

KIM'S KORNER



AKA Ladies Choice

Greetings!

Thank you for a job well done! I wish I could thank each in-dividual personally that helped at our show. Due to all of our hard work, we were able to pull off a great show. We had lots of people registered at our show that had never been before. They said they'd be back next year! (Lots of out of state people too) Guess what, now is the time to start planning next years show. So if you see a vacant stare in the board members eyes, you'll know what's going on. Fall is here. My favorite time of the year. The trees are changing rapidly. I love all the different colors. Things seem to slow down in the Fall. There aren't as many shows left. I won't kid you, just when you thought you'd see your car nut more, NOPE, now is the time they'll trot out to the garage, and figure out what to do to their pride and joy next. And believe me, the later in the season it gets, and the colder it gets, the more free time they'll have to sit and think. And think some more. I've heard of some pretty radical ideas coming from someone that had a lot of time on their hands. Neat ideas too. So remember, hang in there! Maybe make some suggestions, or comments. Perhaps they'll take note of them.

Stay Safe and Be Aware!

Kim





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